# Appendix A

**Transportation and Traffic**

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

# Memorandum

DATE November 9, 2023

TO File

FROM Adam Schlautman Traffic Engineering Division

THRU Alan Swanson Traffic Analysis Engineer

SUBJECT Central City Viaduct, RRZ-TMT-14-2(123), CN 42013
Planning Traffic Engineering Recommendations Task 5256

This memorandum highlights the geometric discussions and recommendations made between NDOT and Alfred Benesch & Company for the "Central City Viaduct" project since the kick-off meeting held on May 23, 2023 and since the design meeting held on September 18, 2023. The recommendations take into consideration information that was part of the initial project, was presented to the public, or was part of the process to arrive at the current day project. The recommendations include items for the new N-14 viaduct alignment and the one-way pairs alternative concept for the existing US-30 and N-14 junction area.

The following information was utilized/referenced for this memo:

1. Traffic Engineering project reviews, correspondence, and JOB files (3974, 3975, etc.)
2. Strategic Planning estimated turning movement diagrams
3. NDOT drone video/photos
4. Central City traffic study by Schemmer (2015)
5. Updated Central City traffic study by JEO (2022)
6. Kick-off and Design meeting documents
7. Project Information/Documents on OnBase

A previous crash study was performed at the US-30 and N-14 junction and determined the need for the realignment of the junction. The crash study identified a crash trend with the majority being WB sideswipes (same direction) and involving heavy vehicles. With the realignment of the junction, it is expected that the identified crash trend will be mitigated.

A safety and capacity analysis was completed for the project area including the new N-14 viaduct alignment and the existing US-30 and N-14 junction area. Specific items of interest from this analysis are noted below along with the project recommendations.

1. **Railroad crossing closures**
    a. Analysis was completed assuming the following crossings were closed with the new N-14 viaduct: N-14/17$^{th}$ Avenue, "C" Avenue, and 13$^{th}$ Street

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2. **Existing US-30 and N-14 junction area**
    a. US-30 horizontal curve through existing junction
        i. A design relaxation is currently being reviewed using a design speed of 25 mph
        ii. Design to add median through horizontal curve to prevent minor street movements and separate east/west traffic
            1. Recommend 3' or 4' raised median width
            2. Recommend 6" curb height
            3. Continue median past Cornerstone Bank driveway until start of parallel parking on north side of US-30
    b. Cornerstone Bank driveway off of US-30 (NE corner of existing junction)
        i. Design to allow RIRO movements
    c. Access to 17th Avenue (north leg of existing junction)
        i. Design to allow RIRO movements with raised island
    d. No future crosswalk across US-30 (between the two banks) on the east leg

3. **New N-14 (NB) and "B" Avenue intersection with US-30**
    a. Two lane NB approach for N-14
    b. New signal location with pedestrian accommodations
    c. Design to include two-way access road/drive (off of N-14/"B" Ave.) to Citizens Bank & Trust Co.
        i. Design south leg median to continue south past bank access road/drive
    d. Closure of access to "B" Avenue from US-30 (to the north)
    e. Add bulb-out on SW corner (to shorten crossing distance for pedestrians and help them see past parked vehicles)

4. **One-ways pairs/downtown area intersections**
    a. US-30 and new N-14 (SB)/"C" Avenue
        i. Two-way traffic on north leg; one-way on south leg (two lanes each)
        ii. No signal anticipated (with railroad crossing closure)
        iii. Add bulb-outs along US-30 and along south leg of new N-14 (SB)
    b. New N-14 (SB)/"C" Avenue and Central City Senior Center
        i. Design to include existing driveway off of "C" Avenue to parking lot
    c. N-14 and 17th Street
        i. Design to keep crosswalk on north leg
    d. N-14 and 18th Street
        i. Add bulb-outs on north leg
        ii. Bring NW return east halfway into the west NB lane to shorten crossing distance at crosswalk, but also to make one receiving lane (on the north leg) for NB traffic. This to help reduce potential conflicts between NB thru traffic and EB left-turning traffic
        iii. Raised concrete island on SW corner to create single NB lane and single SB lane along "C" Avenue prior to joining N-14
    e. N-14/"C" Avenue/"I" Street
        i. Close "I" Street from N-14/"C" Avenue

5. **Other intersections along US-30**
    a. 16th Avenue
        i. Include EB left-turn lane

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ii. Add bulb-outs along US-30

b. 15th Avenue
   i. Add bulb-outs along US-30
c. 13th Avenue to 10th Avenue
   i. Coordinate design efforts to potentially extend TWLTL in this area with “Central City East” project (CN 42818)

**6. New N-14 Viaduct Alignment**

a. North tie-in at 10th Street/17th Avenue
   i. Design to include single lane roundabout
   ii. Design to include crosswalk on the north leg for future connection
b. South tie-in at US-30 (between 14th Avenue and 13th Avenue)
   i. Design to include two lane SB approach with raised median to restrict left turns into and out of the CO-OP driveway
   ii. No signal opening day
   iii. Design to include US-30 left-turn lanes pending TWLTL decision with “Central City East” project
   iv. Design to include a US-30 WB right-turn lane with no impacts to 13th Avenue intersection
   v. Design to include crosswalk on the west leg at 13th Avenue (Traffic Control Section to determine details during final design)

**7. Other/Misc.**

a. Parking within the project area will be determined during final design after public input is received
b. Pedestrian overpass
   i. Design to potentially include overpass over UPRR (and any pedestrian associated connections) near “B” Avenue
c. Existing accesses along the project limits to be reviewed for consolidation based on access management best practices

Traffic Engineering will continue to coordinate with design staff as the project proceeds and as public input is gathered.

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NEBRASKA
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DEPARTMENT OF TRANSPORTATION

November 9, 2023

Mr. LeMoyne Schulz
Secretary of Public Roads Classifications and Standards
PO Box 94759
Lincoln, NE 68509-4759

RE: Project No. RRZ-TMT-14-2(123)
Central City Viaduct
Control Number 42013
Relaxation of Standards Request

Dear Mr. Schulz:

Pursuant to Nebraska Administrative Code Title 428-Chapter 2, the Nebraska Department of Transportation (NDOT) is requesting your written approval for relaxation of standards to the Board of Public Roads Classifications and Standards (Board) established minimum design standards as shown in "§001.02A Table of Notes State Highway System" and "§001.02L Minimum Design Standards – New and Reconstructed Municipal - State Highway System." A relaxation of standards is requested for the following features associated with the horizontal curve near the US-30 and N-14 intersection (US-30: RP 337+56; N-14: RP 81+55) in Central City, Nebraska:

- 001.02L Minimum Design Standards – New and Reconstructed Municipal – State Highway System
  - Design speed of 25 mph (MDS requires 30 mph)
- 001.02A Table of Notes – State Highway System:
  - (1) The design speed shall at least be equal to the anticipated posted speed limit
    - Posted speed limit is anticipated to remain at 30 mph while using a 25 mph design speed for the horizontal curve
- AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011 – Table 3-13a. Minimum Radii and Superelevation for Low-Speed Urban Streets
  - Horizontal curve radius of 198 feet for non-superelevated curve (AAHSTO Greenbook 333 ft for non-superelevated curve)

The request is being made to avoid impacts to the downtown businesses, particularly the Citizens Bank & Trust Co. The existing speed limit through this area of town is 30 mph and the proposed curve will make an improvement upon the existing curvature.

Vicki Kramer, Director
Department of Transportation
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The project's purpose is to eliminate vehicle/train interactions and reduce delays at the at-grade highway crossing of N-14 and the UPRR tracks, and improve connectivity and mobility within and through Central City. The project is needed due to the exposure factor, traffic delay, and crash costs associated with the N-14 crossing of the UPRR mainline; and operational challenges at the US-30 intersection. A goal of the project is to maintain and improve pedestrian and bicycle connectivity across the railroad tracks and connect to future nearby trails.

The project proposes to construct a viaduct (i.e., grade separation) over the Union Pacific Railroad (UPRR) mainline in Central City. Currently Nebraska Highway 14 (N-14) crosses the UPRR tracks just north of its intersection with U.S. Highway 30 (US-30). The new viaduct would be constructed northeast of the N-14 at-grade crossing, connect with US-30 just east of 14th Avenue, head north and cross the UPRR tracks near 13th St., before curving to the west and connect to 17th Avenue (existing N-14) at 10th Street. Intersection improvements at the N-14 and US-30 intersection downtown would also address changes in traffic patterns as a result of the new viaduct and to improve safety.

The improvements on this project consist of constructing a viaduct on a new proposed N-14 alignment over UPRR, geometric improvements to the horizontal curve at the existing US-30 and N-14 intersection, pavement reconstruction and striping on US-30, N-14, B Avenue and C Avenue to convert existing US-30 and N-14 intersection to 2 separate intersections at C Avenue and N-14 through the implementation of one way pairs, and possible construction of a pedestrian viaduct over UPRR near B Avenue.

Highway US-30 has a National Functional Classification of Other Principal Arterials and a State Functional Classification of Major Arterial. It is on the National Highway System. The design speed of the existing non-superelevated curve is below 25 mph with a curve radius of 150 feet, and the posted speed limit, which is expected to remain the same post construction, is 30 mph.

NDOT requests a relaxation of standards for the horizontal alignment minimum curve radius of 333 ft. (AASHTO's A policy on Geometric Design of Highways and Streets) for a 30-mph design speed to a curve radius of 198 ft. for a 25-mph design speed. The estimated cost savings for a curve radius of 198 ft. is $1,500,000 based on reducing the severe effect on right-of-way. The cost difference in construction of the roadway section alone is negligible. The major cost difference between the options is the purchase and relocation of Citizens Bank & Trust Co., which is approximately $1,500,000.

A traffic study was completed in 2014 to determine an improved intersection configuration for US-30 and N-14 due to crash frequency. A review of crashes between May 1, 2003 and April 30, 2013 revealed a total of sixty-four reported crashes including three of which that resulted in injury to one or more occupants. The specific crash type that was recurring over these years involves sideswipe same direction crashes along the east approach of the intersection (between US-30 westbound left-turn and US-30 westbound through movements).

In 2021, an updated traffic study was completed. A review of crashes between January 1, 2018 and December 31, 2020 revealed a total of nine reported crashes including two of which that resulted in injury to one or more occupants. All nine of the crashes involved semi-trucks and seven of them were sideswipe same direction crashes along the east approach of the intersection.

The projected traffic volumes are listed in the table below:

| | | | 2029 | 2049 |
|---|---|---|---|---|
| US-30 Mainline | West of N-14 | ADT | 6065 | 6265 |
| | | %HCV | 12% | 12% |
| | East of N-14 | ADT | 6560 | 6760 |
| | | %HCV | 12% | 12% |
| N-14 Mainline | North of US-30 | ADT | 2915 | 3315 |
| | | %HCV | 12% | 12% |
| | South of US-30 | ADT | 3175 | 3375 |
| | | %HCV | 10% | 10% |

The intersection of US-30 and southbound N-14 will be relocated to the west at US-30 and C Avenue, resulting in the existing curve functioning as a 2-lane, two-way facility with no left turn movements from US-30. It is expected that the recurring crash trend mentioned above will be mitigated through the reconfiguration of the intersection. Additional safety mitigation design features will be included such as a 4 ft. median providing separation of head-to-head traffic and the lanes will be 20 ft. wide to allow for a 2 ft buffer from the wheel tracking line of the largest truck expected in the corridor to the curb line.

Please arrange to have NDOT on the agenda of the November 17th, 2023 Board meeting. Project design staff will present a brief Power Point presentation as part of this request. Please send Todd Hill, Dawn Knott, and Tony Kessler a copy of the agenda for the meeting. If you require further information, please notify Todd Hill.

Sincerely,

Mick Syslo, PE
Roadway Design Engineer

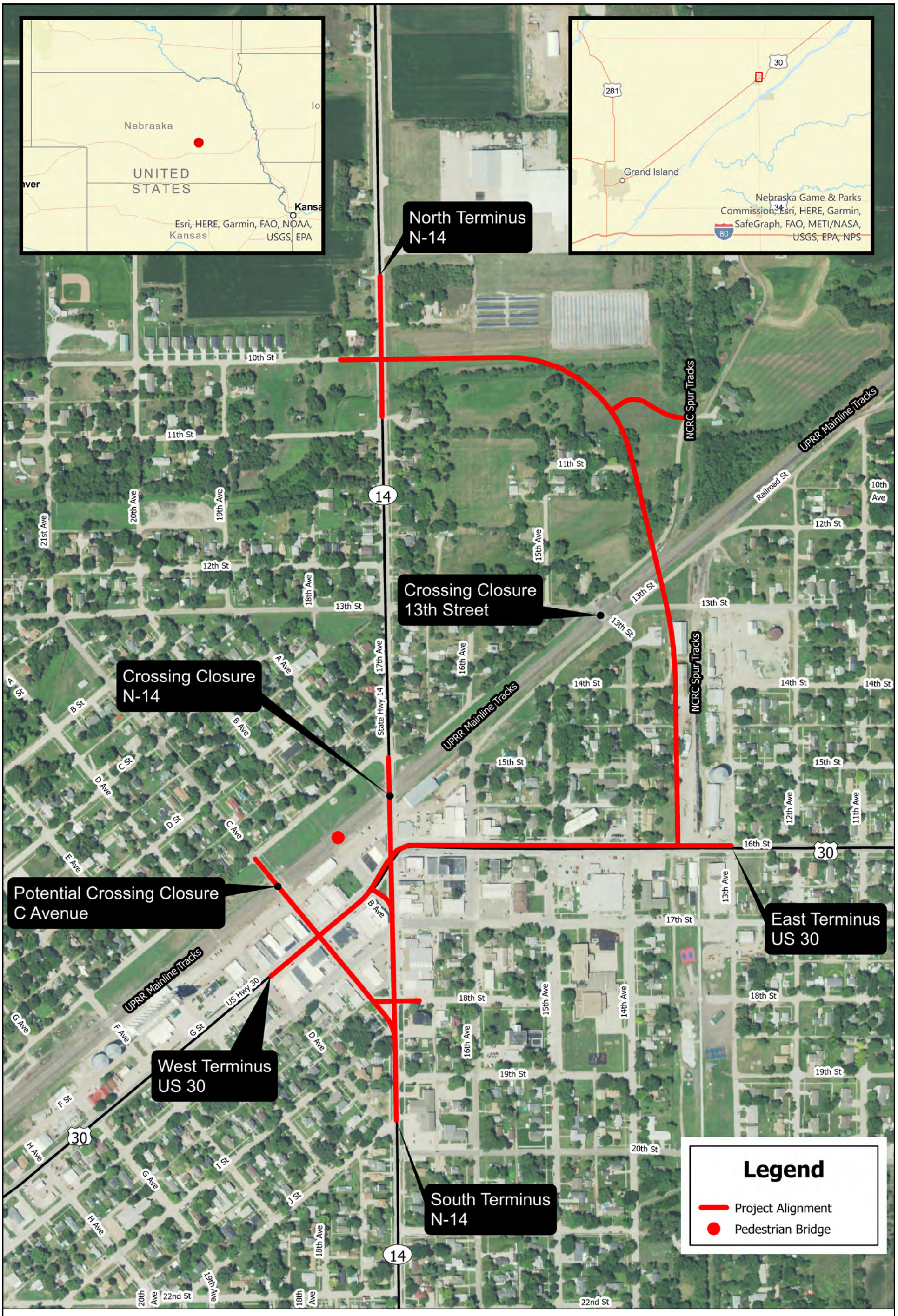
Attachments:

004.01A5: Construction Plan Sheets
004.01A6: Project Location Map
004.01A7: Applicable Standards
004.01A8: Functional Classification Maps
004.01A9: Design Data
004.01A11: Effect on Safety and Operation
004.01A12: Crash History Analysis
004.01A18: Existing & Proposed Typical Section

Items Not Requiring Attachment but Included in Letter:
004.01A3: Project Identifiers
004.01A10: Standard and Proposed Value
004.01A13: Cost Analysis
004.01A14: Features Added to Mitigate Effects
004.01A17: Other Factors

Items Not Applicable:
004.01A1: Resolution of Adoption
004.01A2: NBCS Form 7
004.01A4: Documentation of NDOT Approval
004.01A15: Future Improvements
004.01A16: Environmental Impacts

cc: Project File
Wes Wahlgren, P.E. – District 4 Engineer




2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

# Proposed Project Location Map

N

0 437.5 875 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

001.02A TABLE OF NOTES – STATE HIGHWAY SYSTEM

| | |
|---|---|
| (1) | The design speed shall at least be equal to the anticipated posted speed limit. |
| (2) | DDHV and ADT are based on the project design year. |
| (3) | This area, measured from the edge of the through travel lane, shall have 1:6 side slopes or flatter which may have crashworthy or break-away obstacles and shall be free of non-shielded obstacles except:<br><br>1. Traffic signal poles, railroad signals, railroad tracks, bridge rails, ditches, driveways, intersections, bike/pedestrian paths, earth dikes, curbs, raised islands, guardrails, median barriers, crash cushions, drainage inlets, drainage flumes, culverts with flared end sections, erosion control devices, fire hydrants, and traffic control devices;<br><br>2. Other obstacles if the NDOR, in its sole discretion, determines based upon an accident review and a Roadside Safety Analysis Program (RSAP) review or a comparable AASHTO approved economic analysis, that the cost to remove or treat such obstacle exceeds the benefits from such removal or treatment.<br><br>Outside of the horizontal clear zone it is expressly understood that the following non-exclusive list of items may be present within the roadside environment:<br><br>Traffic signal poles, railroad signals, railroad tracks, bridge rails, ditches, driveways, intersections, bike/pedestrian paths, earth dikes, curbs, raised islands, guardrails, median barriers, crash cushions, drainage inlets, drainage flumes, culverts with flared end sections, erosion control devices, fire hydrants, traffic control devices, trash cans, parking meters/facilities, handrails, concrete barrier, barrier curb, trash receptacles, drainage facilities, wetlands, bodies of water, culverts, culvert end sections, culvert headwalls, utility facilities, trees, vegetation, mailboxes, and critical and non-recoverable slopes. |

001.02L NEW AND RECONSTRUCTED MUNICIPAL – STATE HIGHWAY SYSTEM

**State Functional Classification Major Arterial ✱✱**
**National Functional Classification: Other Principal Arterials or Minor Arterial**

| | |
|---|---|
| Design Speed (1) | 30 MPH |
| Lane Width | 11 ft. (curb not included) |
| Shoulder Width (2) | Curbed: Not applicable<br>ADT ≥ 4,000 VPD: 8 ft. paved<br>ADT 2,000 - 3,999 VPD: 8 ft. total with 2 ft. paved<br>ADT 400 - 1,999 VPD: 6 ft.<br>ADT < 400 VPD: 4 ft. |
| Horizontal Alignment | |
| Maximum Superelevation | 4% |
| Minimum Radius<br>(Based on Maximum Superelevation) | 250 ft. (A) |
| Vertical Alignment | |
| Crest K Value | 19 (A) |
| Sag K Value | 37 (A) |
| Maximum Grade | 8% Level (A)<br>9% Rolling (A)<br>(May be up to 1% steeper for tangent lengths < 500 ft.) |
| Stopping Sight Distance | 200 ft. (A) |
| Cross Slope | |
| Lane | 1.5% to 3% |
| Shoulder | 2% to 6% paved (B)<br>6% to 8% turf (E)<br>4% to 6% aggregate |
| Horizontal Clear Zone (4) | Curbed: (R)<br>Non-Curbed: Posted Speed < 50 MPH: 15 ft.<br>Non-Curbed: Posted Speed ≥ 50 MPH: (S) |
| Lateral Offset to Obstruction | Curbed: 1.5 ft. beyond the face of the curb (O)<br>Non-Curbed: The nominal shoulder width (P) |
| Vertical Clearance (7) | 16 ft. |

| **Bridges** | **New and Reconstructed** | | **Resurfacing, Restoration, and Rehabilitation (3R)** (N) |
|---|---|---|---|
| Clear Bridge Width (2) | Curbed | Traveled Way plus 1.5 ft. each side | Curbed: 23 ft. (G) |
| | Non-Curbed: Posted Speed Limit < 50 MPH | ADT ≥ 4,000 VPD: 38 ft.(C) (M) | Non-Curbed: 28 ft. |
| | | ADT 2,000 - 3,999 VPD: 38 ft. (M) | |
| | | ADT 400 - 1,999 VPD: 34 ft. (M) | |
| | | ADT< 400 VPD: 30 ft. (M) | |
| | Non-Curbed: Posted Speed Limit ≥ 50 mph | Use the 001.02F New and Reconstructed Rural – State Highway System Table | |
| Structural Capacity | HL93 | | (F) |

| $V_d$ = 70 km/h |
|---|
| $R$ (m) |
| 429 |
| 386 |
| 351 |
| 322 |
| 316 |
| 311 |
| 306 |
| 301 |
| 297 |
| 286 |
| 257 |
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## Table 3-13b. Minimum Radii and Superelevation for Low-Speed Urban Streets

| U.S. Customary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | $V_d$ = 15 mph | $V_d$ = 20 mph | $V_d$ = 25 mph | $V_d$ = 30 mph | $V_d$ = 35 mph | $V_d$ = 40 mph | $V_d$ = 45 mph |
| $e$ (%) | $R$ (ft) | $R$ (ft) | $R$ (ft) | $R$ (ft) | $R$ (ft) | $R$ (ft) | $R$ (ft) |
| –6.0 | 58 | 127 | 245 | 429 | 681 | 1067 | 1500 |
| –5.0 | 56 | 121 | 231 | 400 | 628 | 970 | 1350 |
| –4.0 | 54 | 116 | 219 | 375 | 583 | 889 | 1227 |
| –3.0 | 52 | 111 | 208 | 353 | 544 | 821 | 1125 |
| –2.8 | 51 | 110 | 206 | 349 | 537 | 808 | 1107 |
| –2.6 | 51 | 109 | 204 | 345 | 530 | 796 | 1089 |
| –2.4 | 51 | 108 | 202 | 341 | 524 | 784 | 1071 |
| –2.2 | 50 | 108 | 200 | 337 | 517 | 773 | 1055 |
| –2.0 | 50 | 107 | 198 | 333 | 510 | 762 | 1039 |
| –1.5 | 49 | 105 | 194 | 324 | 495 | 736 | 1000 |
| 0 | 47 | 99 | 181 | 300 | 454 | 667 | 900 |
| 1.5 | 45 | 94 | 170 | 279 | 419 | 610 | 818 |
| 2.0 | 44 | 92 | 167 | 273 | 408 | 593 | 794 |
| 2.2 | 44 | 91 | 165 | 270 | 404 | 586 | 785 |
| 2.4 | 44 | 91 | 164 | 268 | 400 | 580 | 776 |
| 2.6 | 43 | 90 | 163 | 265 | 396 | 573 | 767 |
| 2.8 | 43 | 89 | 161 | 263 | 393 | 567 | 758 |
| 3.0 | 43 | 89 | 160 | 261 | 389 | 561 | 750 |
| 3.2 | 43 | 88 | 159 | 259 | 385 | 556 | 742 |
| 3.4 | 42 | 88 | 158 | 256 | 382 | 550 | 734 |
| 3.6 | 42 | 87 | 157 | 254 | 378 | 544 | 726 |
| 3.8 | 42 | 87 | 155 | 252 | 375 | 539 | 718 |
| 4.0 | 42 | 86 | 154 | 250 | 371 | 533 | 711 |
| 4.2 | 41 | 85 | 153 | 248 | 368 | 528 | 703 |
| 4.4 | 41 | 85 | 152 | 246 | 365 | 523 | 696 |
| 4.6 | 41 | 84 | 151 | 244 | 361 | 518 | 689 |
| 4.8 | 41 | 84 | 150 | 242 | 358 | 513 | 682 |
| 5.0 | 41 | 83 | 149 | 240 | 355 | 508 | 675 |
| 5.2 | 40 | 83 | 148 | 238 | 352 | 503 | 668 |
| 5.4 | 40 | 82 | 147 | 236 | 349 | 498 | 662 |
| 5.6 | 40 | 82 | 146 | 234 | 346 | 494 | 655 |
| 5.8 | 40 | 81 | 145 | 233 | 343 | 489 | 649 |
| 6.0 | 39 | 81 | 144 | 231 | 340 | 485 | 643 |
| 6.2 | 39 | 80 | 143 | 229 | 337 | 480 | 637 |
| 6.4 | 39 | 80 | 142 | 227 | 335 | 476 | 631 |
| 6.6 | 39 | 79 | 141 | 226 | 332 | 472 | 625 |
| 6.8 | 39 | 79 | 140 | 224 | 329 | 468 | 619 |
| 7.0 | 38 | 78 | 139 | 222 | 327 | 464 | 614 |
| 7.2 | 38 | 78 | 138 | 221 | 324 | 460 | 608 |
| 7.4 | 38 | 78 | 137 | 219 | 322 | 456 | 603 |
| 7.6 | 38 | 77 | 136 | 217 | 319 | 452 | 597 |
| 7.8 | 38 | 77 | 135 | 216 | 317 | 448 | 592 |
| 8.0 | 38 | 76 | 134 | 214 | 314 | 444 | 587 |
| 8.2 | 37 | 76 | 134 | 213 | 312 | 441 | 582 |
| 8.4 | 37 | 75 | 133 | 211 | 309 | 437 | 577 |
| 8.6 | 37 | 75 | 132 | 210 | 307 | 434 | 572 |
| 8.8 | 37 | 74 | 131 | 208 | 305 | 430 | 567 |
| 9.0 | 37 | 74 | 130 | 207 | 302 | 427 | 563 |
| 9.2 | 36 | 74 | 129 | 205 | 300 | 423 | 558 |
| 9.4 | 36 | 73 | 129 | 204 | 298 | 420 | 553 |
| 9.6 | 36 | 73 | 128 | 203 | 296 | 417 | 549 |
| 9.8 | 36 | 72 | 127 | 201 | 294 | 413 | 544 |
| 10.0 | 36 | 72 | 126 | 200 | 292 | 410 | 540 |
| 10.2 | 36 | 72 | 126 | 199 | 290 | 407 | 536 |
| 10.4 | 35 | 71 | 125 | 197 | 288 | 404 | 531 |
| 10.6 | 35 | 71 | 124 | 196 | 286 | 401 | 527 |
| 10.8 | 35 | 71 | 123 | 195 | 284 | 398 | 523 |
| 11.0 | 35 | 70 | 123 | 194 | 282 | 395 | 519 |
| 11.2 | 35 | 70 | 122 | 192 | 280 | 392 | 515 |
| 11.4 | 35 | 69 | 121 | 191 | 278 | 389 | 511 |
| 11.6 | 34 | 69 | 120 | 190 | 276 | 386 | 508 |
| 11.8 | 34 | 69 | 120 | 189 | 274 | 384 | 504 |
| 12.0 | 34 | 68 | 119 | 188 | 272 | 381 | 500 |

Notes:

1. Computed using Superelevation Distribution Method 2.
2. Superelevation may be optional on low-speed urban streets.
3. Negative superelevation values beyond –2.0 percent should be used for unpaved surfaces such as gravel, crushed stone, and earth. However, a normal cross slope of –2.5 percent may be used on paved surfaces in areas with intense rainfall.

# US-30 & N-14 Traffic Study

## RRZ-TMT-14-2(123); CN 42013

## CENTRAL CITY, NEBRASKA

January 2015

NDOR
Nebraska Department of Roads

SCHEMMER
ARCHITECTS | ENGINEERS | PLANNERS

# US-30 & N-14 TRAFFIC STUDY

## RRZ-TMT-14-2(123); CN 42013

## CENTRAL CITY, NEBRASKA

JANUARY 2015

FINAL

PREPARED FOR:

NEBRASKA DEPARTMENT OF ROADS

PREPARED BY:

THE SCHEMMER ASSOCIATES INC.
134 S. 13TH STREET, SUITE 1100
LINCOLN, NE 68508-1931

SCHEMMER
ARCHITECTS | ENGINEERS | PLANNERS

# EXECUTIVE SUMMARY

The intersection of US-30 & N-14 in Central City, Nebraska, experiences 0.943 crashes per million entering vehicles (MEV)[1], compared to the current statewide average crash rate of 0.403 crashes per MEV for similar urban two-lane without surfaced shoulder intersections. For the ten years from 2003 to 2013, there were 64 crashes, of which 96% only damaged property and zero fatalities. The objective of this study is to evaluate various intersection improvements to mitigate the crash patterns that have been experienced at this location over the past ten-plus years.

Several concepts have been evaluated in detail as part of this study with others screened, or eliminated from further study, for reasons documented in this report. The six concepts that were carried through this study process, taking into consideration the Central City Viaduct Project and the associated at-grade railroad crossing closures, include:

- Construct a 130-feet diameter roundabout near the existing intersection of U.S. Highway 30 & "B" Avenue;
- Construct a 160-feet diameter roundabout near the existing intersection of U.S. Highway 30 & "B" Avenue;
- Construct a signalized intersection near the existing intersection of U.S. Highway 30 & "B" Avenue;
- Convert 17th Avenue (existing Nebraska Highway 14) and "C" Avenue to one-way pairs;
- Relocate Nebraska Highway 14 to "C" Avenue; and
- Construct a 160-feet diameter near the mid-point of "B" Avenue and "C" Avenue, slightly south of U.S. Highway 30.

Each concept was initially developed as having the ability to minimize the frequency of crashes at the intersection of US-30 & N-14. Subsequently, each concept was evaluated to ensure sufficient capacity is provided to accommodate future traffic volumes. In addition to estimated construction costs, the impacts to existing parking and property impacts have been estimated.

An evaluation summary for these concepts is presented in Table 1.

[1] CONFIDENTIAL INFORMATION: Federal Law, 23 U.S.C. §409, prohibits the production of this document or its contents in discovery or its use in evidence in a State or Federal Court. The State of Nebraska has not waived any privilege it may assert as provided by that law through the dissemination of this document and has not authorized further distribution of this document or its contents to anyone other than the original recipient.

# INTRODUCTION

## A. STUDY OBJECTIVE

The objective of this study is to evaluate alternative concepts for safety improvements to the intersection of U.S. Highway 30 (US-30) & Nebraska Highway 14 (N-14) in Central City, Nebraska. More specifically, because of the redistributed traffic volumes that would result from the proposed Central City Viaduct project (described later in this report), improvements to reduce the crash frequency at the subject intersection are necessary in order for the viaduct project to proceed. The location of the subject intersection and surrounding street and highway network is illustrated in Figure 1. The goal of any improvement associated with this project is to decrease the frequency of crashes that have historically characterized this intersection.

## B. PROJECT BACKGROUND

According to February 2011 through January 2014 crash data, the subject intersection has a higher crash rate than other similar-type intersections in Nebraska: 0.943 crashes per million entering vehicles (MEV)[2], compared to the Nebraska statewide average of 0.403 crashes per MEV for urban two-lane without surfaced shoulder intersections. The specific crash type that has been recurring for several years involves sideswipe crashes between vehicles in the westbound left-turn and through/right-turn lanes, as illustrated in Figure 2. This intersection's ten-year crash history is shown in Table 2.

Table 2: Ten-Year Crash History (5/1/03 - 4/30/13)

| Crash Type | 10-year count | Annual rate |
|---|---|---|
| **Fatal** | 0 | 0.000 |
| **Injury, non-fatal** | 3 | 0.047 |
| **Property Damage Only** | 61 | 0.959 |
| **Total** | 64 | 1.006 |

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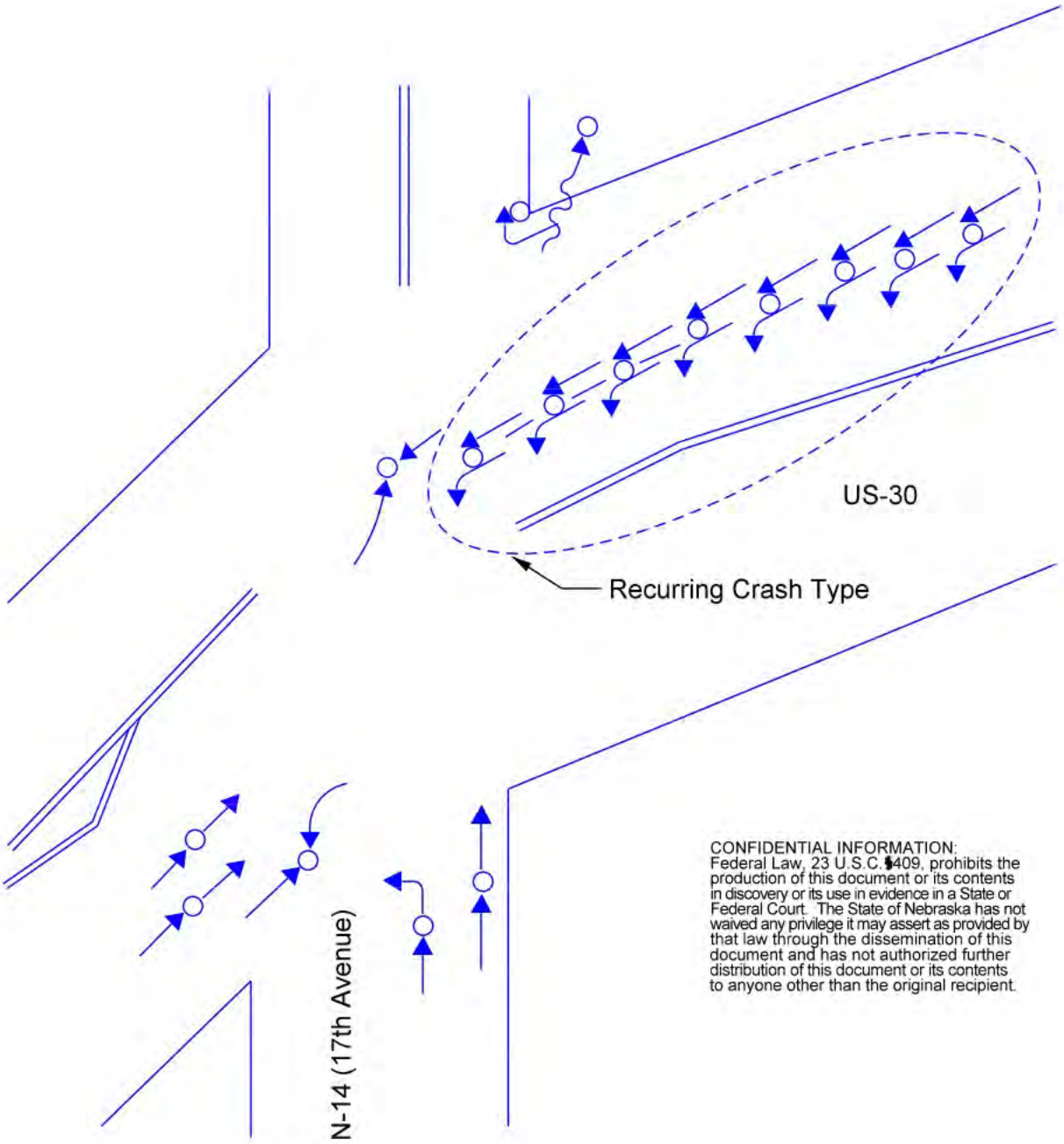


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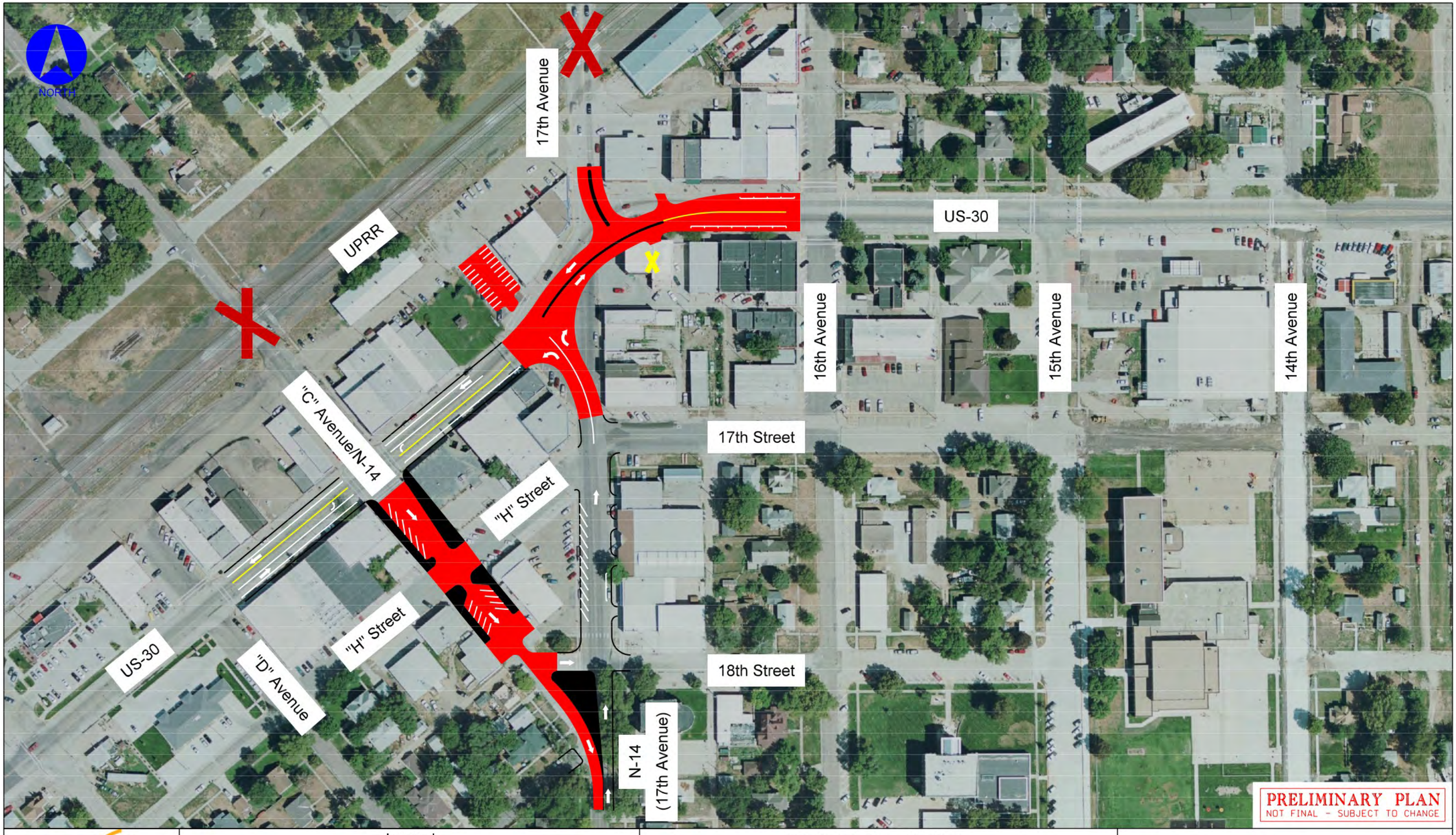
Figure 2 - Recurring Crash Diagram




NDOR
Nebraska Department of Roads

Legend

- Building to be removed
- Union Pacific Railroad Crossing Closed
- Raised Curb
- Truck Apron

US-30 & N-14 Traffic Study
Central City, NE
Project # RRZ-TMT-14-2(123)
CN 42013

Figure 8
Concept 4
One-Way Pairs

**Concept 6: Roundabout 3 (preferred location)**

Table 12a: Traffic Operations Analysis – Concept 6: US-30 & N- 14

| Lane Group | EB | WB | NB | Total |
|---|---|---|---|---|
| AM Peak v/c | 0.37 | 0.61 | 0.36 | - |
| AM Peak Delay (sec/veh) | 11.4 | 16.3 | 11.0 | - |
| AM Peak Delay (veh-hr) | 0.61 | 1.64 | 0.60 | 2.85 |
| AM Peak LOS | B | C | B | - |
| PM Peak v/c | 0.47 | 0.60 | 0.39 | - |
| PM Peak Delay (sec/veh) | 12.7 | 16.1 | 12.8 | - |
| PM Peak Delay (veh-hr) | 0.99 | 1.67 | 0.69 | 3.35 |
| PM Peak LOS | B | C | B | - |

Table 12b: Traffic Operations Analysis – Concept 6: US-30 & "C" Avenue

| Lane Group | NB | SB | Total |
|---|---|---|---|
| AM Peak v/c | 0.01 | 0.00 | - |
| AM Peak Delay (sec/veh) | 10.0 | 10.3 | - |
| AM Peak Delay (veh-hr) | 0.01 | 0.01 | 0.02 |
| AM Peak LOS | B | B | - |
| PM Peak v/c | 0.00 | 0.00 | - |
| PM Peak Delay (sec/veh) | 10.6 | 10.4 | - |
| PM Peak Delay (veh-hr) | 0.01 | 0.01 | 0.02 |
| PM Peak LOS | B | B | - |

Table 12c: Traffic Operations Analysis – Concept 6: Combined

| Lane Group | Total |
|---|---|
| AM Peak Delay (veh-hr) | 2.87 |
| PM Peak Delay (veh-hr) | 3.37 |

From the results summarized above, each of the study concepts achieves acceptable levels-of-service (i.e., LOS "C", or better) for all intersection approaches and movements for both time periods. Table 13 summarizes the combined vehicle delay of the two intersections analyzed for each of the scenarios evaluated above.

Table 13: Traffic Operations Analysis Summary

| Concept | AM Peak Delay (veh-hr) | PM Peak Delay (veh-hr) |
|---|---|---|
| Existing | 5.61 | 7.16 |
| 2040 No-Build | 6.69 | 8.33 |
| 2040 Base Future | 6.66 | 8.83 |
| Concept 1 | 4.04 (high) | 4.77 |
| Concept 2 | 4.04 (high) | 4.77 |
| Concept 3 | 3.47 | 5.29 (high) |
| Concept 4 | 2.68 (low) | 2.91 (low) |
| Concept 5 | 3.44 | 3.71 |
| Concept 6 | 2.87 | 3.37 |

ENGINEERING ■ ARCHITECTURE ■ SURVEYING ■ PLANNING

# US-30 & N-14
# Traffic Study

## Central City, NE
***JEO Project No. 191956.02***
***Central City Viaduct,***
***RRZ-TMT-14-2(123), CN 42013***

*Prepared for:*
*Nebraska Department of Transportation*

*Prepared by:*
*JEO Consulting Group*

*Date:*
*March 23, 2022*

### 2.6 Future Volume Forecasts

NDOT provided future vehicle turning movement volumes and heavy vehicle percentages for the study intersections based on existing traffic patterns and future traffic growth projections. These forecasts were provided for the No-Build (no viaduct construction) and Viaduct scenarios. In addition to the construction of a railroad viaduct, the Viaduct scenario assumed closure of the at-grade rail crossings at C Avenue, N-14 and 13th Street. Diagrams illustrating these volumes are provided in **Appendix II**. The vehicle turning movement volumes for the various alternatives associated with the US-30 & N-14 and US-30 & C Avenue intersections were derived from these volumes. The redistributed traffic volumes for each intersection, time period, scenario, and alternative are included with the traffic operations analysis reports included in **Appendix V**.

### 2.7 Safety Analysis[1]

A revised safety analysis was conducted for crashes for the three-year period from January 1st, 2018, to December 31st, 2020, at the intersection of US-30 & N-14. This analysis from the NDOT crash database documented a total of nine reported crashes including two which resulted in injury to one or more occupants. According to NDOT analysis, this resulted in a crash rate of 0.4 crashes per million entering vehicles (crashes/mev) which is around 6% less than the statewide average rate of 0.426 crashes/mev for similarly classified roadways. All nine of these crashes involved semi-trucks and seven of them were sideswipe same direction crashes along the east approach of the intersection. The same recurring crash type is representative of crashes illustrated in the previous 2015 study. The most recent crash data provided by NDOT is provided in **Appendix VI**.

## 3.0 Intersection Alternatives Analysis

For the intersections of US-30 & N-14 and US-30 & C Avenue, updated existing and future traffic volumes were applied to existing intersection configurations and the six alternatives evaluated as part of the prior 2015 study (see **Appendix III**). Using these volumes, these alternatives were analyzed against No-build and Viaduct volume scenarios. The No-build scenario assumes vehicles follow existing travel patterns (i.e., no railroad viaduct or associated at-grade rail crossing closures). The Viaduct scenario assumes travel pattern changes based on closure of the three at-grade rail crossings as well as construction of the proposed viaduct.

### 3.1 Study Methodology

Peak hour volumes for the study area intersections were analyzed using the signalized and unsignalized intersection capacity analysis procedures outlined in the Highway Capacity Manual, 6th Edition (HCM). Per the HCM, Level of Service (LOS) is presented as a letter grade (A through F) based on the average control delay for an intersection or movement during a specific period (such as the AM and PM peak hours). LOS A represents free flow movement with very little to no delay, while LOS F represents congested flow at or exceeding the capacity of the intersection. Further explanations and detail about the LOS methodology can be found in **Table 4**. 95th percentile queue lengths and volume-to-capacity (V/C) ratios provide further information about traffic operations.

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The 95th percentile queue is a statistical metric that defines the length at which 95% of queues will be shorter. The V/C ratio is a measure of how close a movement is to its capacity. A ratio above 1.0 represents over capacity conditions.

**Table 4: Level of Service**

| Level of Service | Description | Intersection Delay (sec/veh) | |
|---|---|---|---|
| | | Signalized | Stop Control & Roundabout |
| A | Free-flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | < 10 | < 10 |
| B | Reasonably free flow. The ability to maneuver within the traffic stream is only slightly restricted. | >10 and < 20 | >10 and < 15 |
| C | At or near free flow. Freedom to maneuver within the traffic stream is noticeably restricted. | >20 and < 35 | >15 and < 25 |
| D | Speeds begin to decline slightly. Freedom to maneuver within the traffic stream is noticeably limited. | >35 and < 55 | >25 and < 35 |
| E | At capacity. Maneuverability within the traffic stream is extremely limited. | >55 and < 80 | >35 and < 50 |
| F | Breakdown. Vehicles are jammed. Generally, queues form behind the breakdown condition. | > 80 | > 50 |

*Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 2000.*

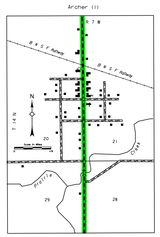
### 3.2 Vehicle Capacity Analysis

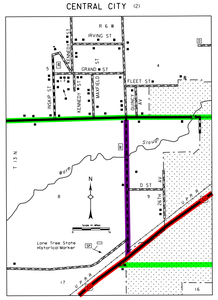
The existing weekday AM and PM peak hour traffic conditions were analyzed using the existing traffic volumes and intersection geometrics described previously for the same six alternatives and No-Build scenarios as analyzed in the previous study. Utilizing the methodology from **Section 3.1**, the combined vehicle delay for both the AM and PM peak hours at both intersections of US-30 & N-14 and US-30 & C Ave are summarized in **Table 5.** A more detailed summary of turning movement delay is shown in **Table 6.**

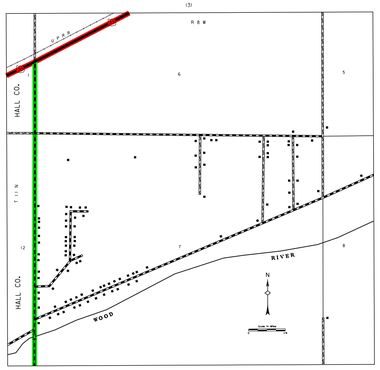
**Table 5: Traffic Operations Analysis**
**US-30 & N-14 and US-30 & C Avenue Combined (Vehicle-hour Delay)**

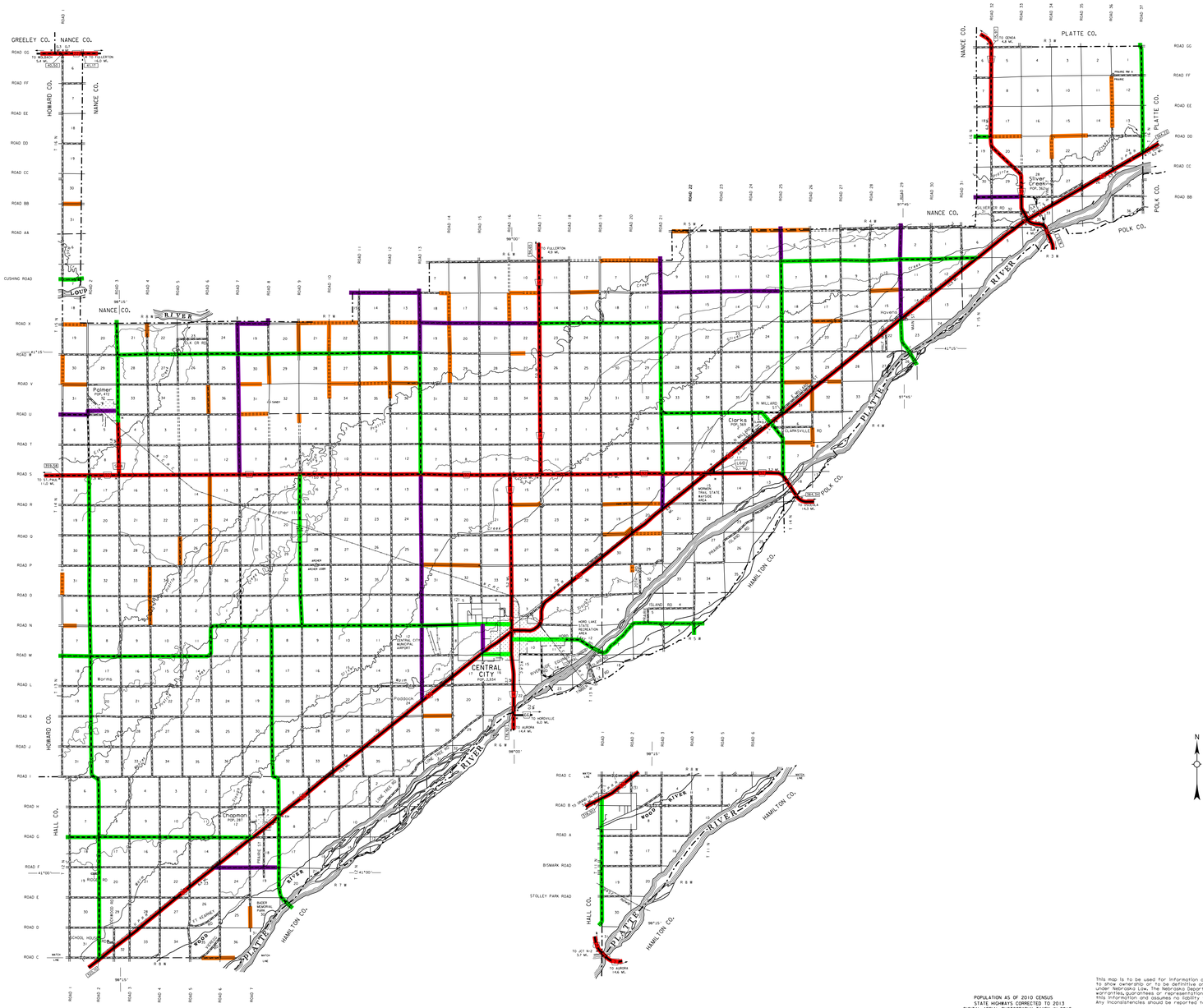
| | | | Alternatives | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Year** | **Scenario** | **Existing** | **Alt1** | **Alt2** | **Alt3** | **Alt4** | **Alt5** | **Alt6** |
| 2021 | Existing | 12.06 | | | | | | |
| 2026 | No-Build | 18.05 | 8.38 | 8.25 | 7.21 | 6.06 | 6.02 | 4.49 |
| 2026 | Viaduct | 16.65 | 8.49 | 8.47 | 8.35 | 5.83 | 6.76 | 7.05 |
| 2046 | No-Build | 20.83 | 9.75 | 9.52 | 11.84 | 6.76 | 6.41 | 5.42 |
| 2046 | Viaduct | 20.92 | 9.96 | 9.93 | 8.38 | 6.41 | 7.58 | 8.79 |

Alt 1: Min. Diameter Roundabout; Alt 2: Preferred Diameter Roundabout; Alt 3: Relocated Signalized Intersection; Alt 4: One-Way Pairs; Alt 5: Relocate N-14 to "C" Avenue; Alt 6: Preferred Location Roundabout




# GENERAL HIGHWAY MAP

# MERRICK COUNTY

## NEBRASKA

PREPARED BY THE

DEPARTMENT OF ROADS

GIS/MAPPING SECTION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

2014

SCALE 0 1 2 3 4 5 MILES; 0 1 2 3 4 5 6 7 8 KILOMETERS

REVISION HISTORY

| DATE | REVISION |
|---|---|
| NOV. 2011 | COUNTY SUPT. |
| OCT. 2012 | EDITED RD 6 INTERSECTION OF RD 21 & RD G |
| MAY, 2014 | COUNTY SUPT. |

## LEGEND

Primitive Road
Unimproved Road
Gravel or Crushed Rock
Asphalt/Bituminous Surface
Multiple Lane Undivided Highway, Asphalt/Bituminous Surface
Concrete/Brick Surface
Multiple Lane Undivided Highway, Concrete/Brick Surface
Divided Highway
Interstate Highway with Full Control of Access
Side Roads and Streets
911 NAMED/Numbered Roads ..... ADAMS ROAD
Interstate-Numbered Highway ..... 80
US-Numbered Highway ..... 281
State-Numbered Highway ..... 92
State-Numbered Highway Spur ..... 558
State-Numbered Highway Link ..... LRC
Highway Reference Post Number ..... 000.00
Interstate Exit Number ..... 249
Wide Stream
Narrow Stream
Irrigation Ditch
Reservoir,Pond or Lake
Reservoir,With Dam
Highway Bridge-Any Type (over 20 span)
Small Bridges-Closely Spaced (culverts not indicate, only where bridges are grouped)
General Bridge (W-wood, S-steel, C-concrete)
Arch Bridge
Truss Bridge
Pedestrian Underpass
Pedestrian Overpass
Railroad Overpass
Railroad Underpass
Railroad
Dam with Road on Top
Cattle Guard
Dwelling
Row of Dwellings
Cemetery
Church or Other Religious Institution
Church with Cemetery Adjacent
Hospital
Business
Industrial Plant

Filling Station
Grain Elevator
Aggregate Pit
Agricultural Experimental Station
Educational Institutions
Public Use Area (name site, picnic ground, swimming pool, etc.)
Recreational Facilities (name ex. Park, country club, fairground, etc.)
Rest Area
Ranger Station
Fish Hatchery
Community Hall
Correctional Institution
Tourist Court or Motel
Monument-Small
Museum
Firestation
Courthouse
Armory
Post Office
Highway Maintenance Yard
Dump Area
Sewage Disposal Plant
Water Supply Stand Pipe
Radio or TV Station
Weight Station or Port of Entry
Commercial or Municipal Airport
Airport with Paved Runways
State Boundary
County Boundary
Township Line
Section Line
Corporate Limit Lines
Parks and Other Reservations
Boundary Limits of Area Shown in Enlargements (see enlargements for symbols)
State Capitol
County Seat
Other Cities and Villages
Incorporated City or Village
Triangulation Station
Points Between Which Distances Are Measured Indicated Thus
Latitude and Longitude (97°45' / 41°15')

## LEGEND
### STATE FUNCTIONAL CLASSIFICATION

- INTERSTATE
- EXPRESSWAY
- MAJOR ARTERIAL
- OTHER ARTERIAL
- COLLECTOR
- REMOTE RESIDENTIAL (Rural Only)
- MINIMUM MAINTENANCE (Rural Only)
- SCENIC RECREATION (Rural Only)
- URBANIZED BOUNDARY

All Roads Not Otherwise Indicated Are Classified As Local

LAMBERT CONFORMAL CONIC PROJECTION
1983 NORTH AMERICAN DATUM
NEBRASKA COORDINATE SYSTEM

KEY TO COUNTIES

Nebraska Department of Roads

POPULATION AS OF 2010 CENSUS
STATE HIGHWAYS CORRECTED TO 2013
DIGITAL AERIAL PHOTOGRAPHY TAKEN IN 2012

This map is to be used for information only and is not intended to show ownership or, to be definitive on which roads are public under Nebraska Law. The Nebraska Department of Roads makes no claim as to the completeness or accuracy of the data contained in this information and assumes no liability for errors or omissions. Any inconsistencies should be reported to NDOR.

www.transportationnebraska.gov

# Relaxation of Standards Request

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

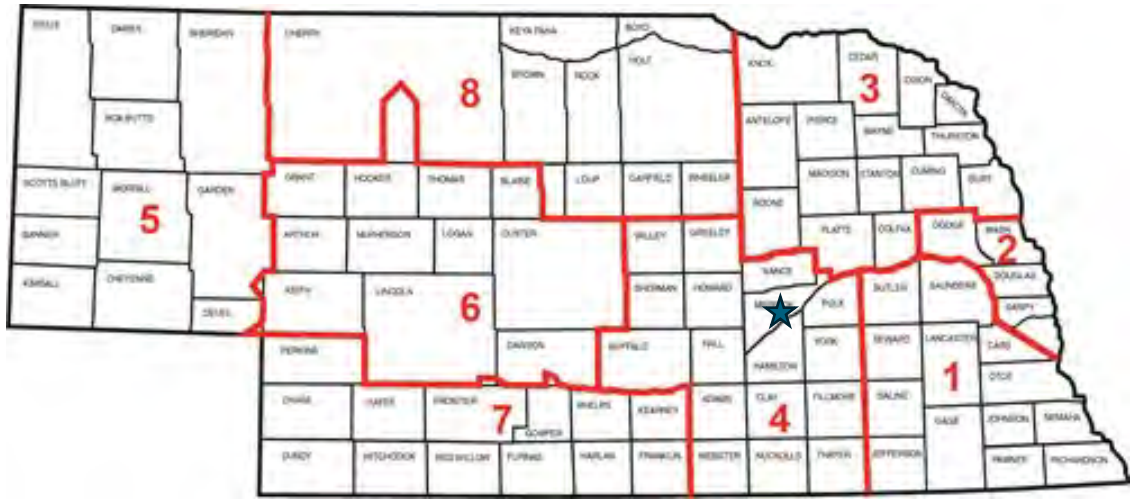
November 17, 2023

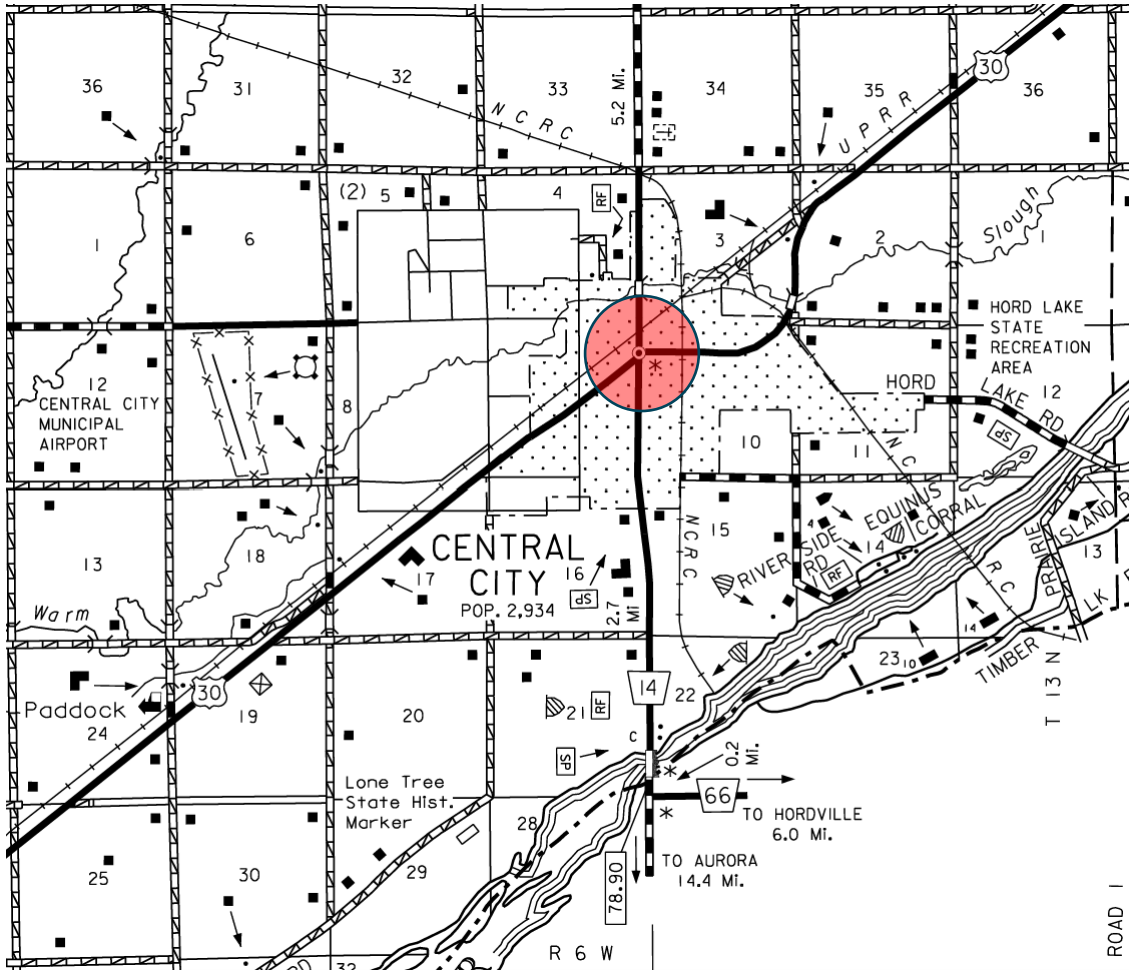
Todd Hill, Project Development

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

# Project Location

- **Central City, Nebraska**
- **Merrick County**



# Project Purpose & Need

- **Purpose:**
- Eliminate conflicts between trains and vehicles at the existing N-14 at-grade UPRR crossing
- Reduce traffic congestion and associated delays at the N-14 crossing of the UPRR tracks
- Improve connectivity and mobility within and through Central City

- **Need:**
- High exposure factor at the N-14/UPRR crossing
- Traffic delays associated with the N-14/UPRR crossing
- Crash Costs associated with the N-14/UPRR crossing
- Operational challenges associated with the existing N-14/US-30 intersection

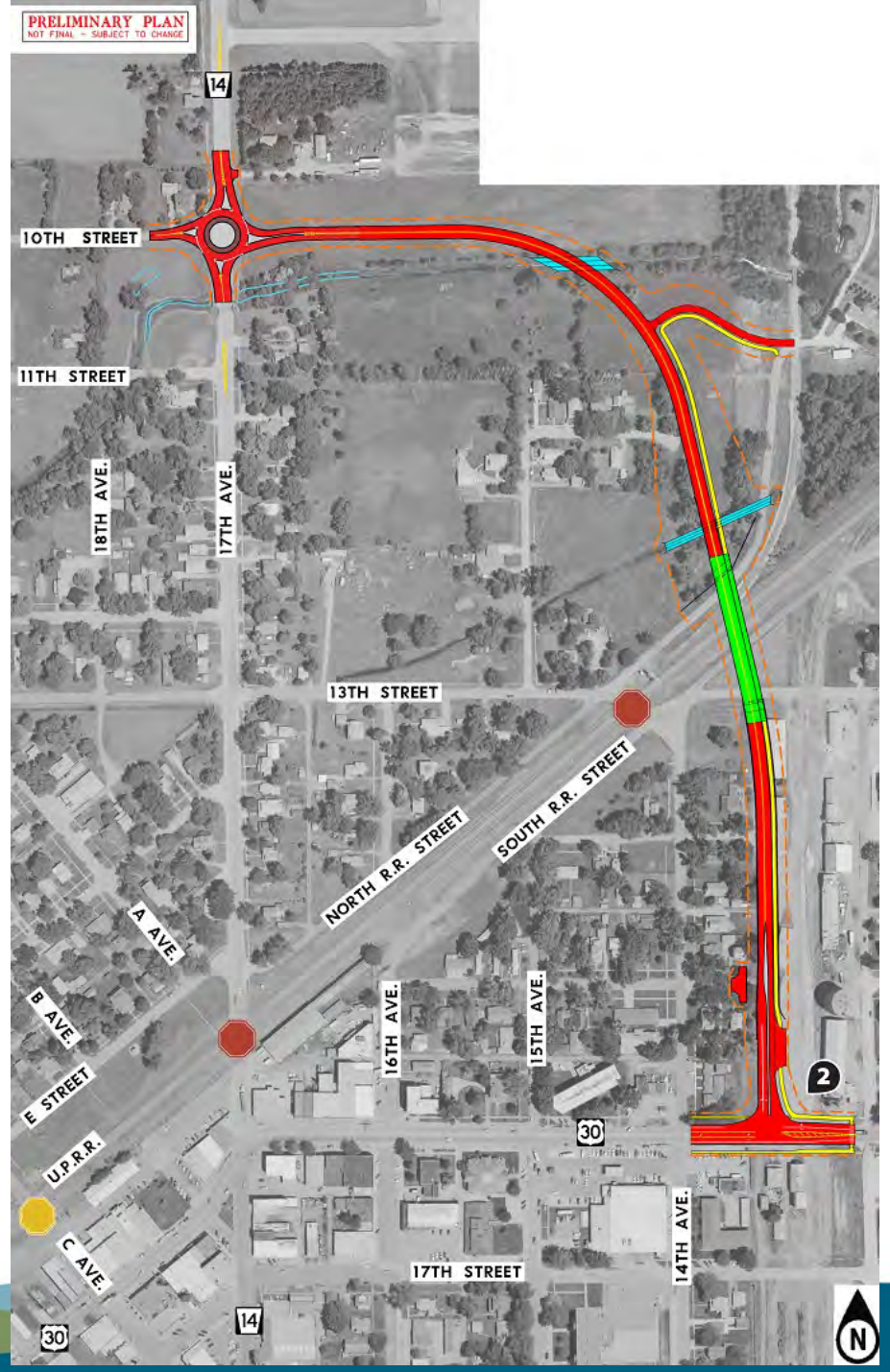
- **Project Goal:**
- Maintain and improve pedestrian access across the railroad tracks, and connect to future nearby trails

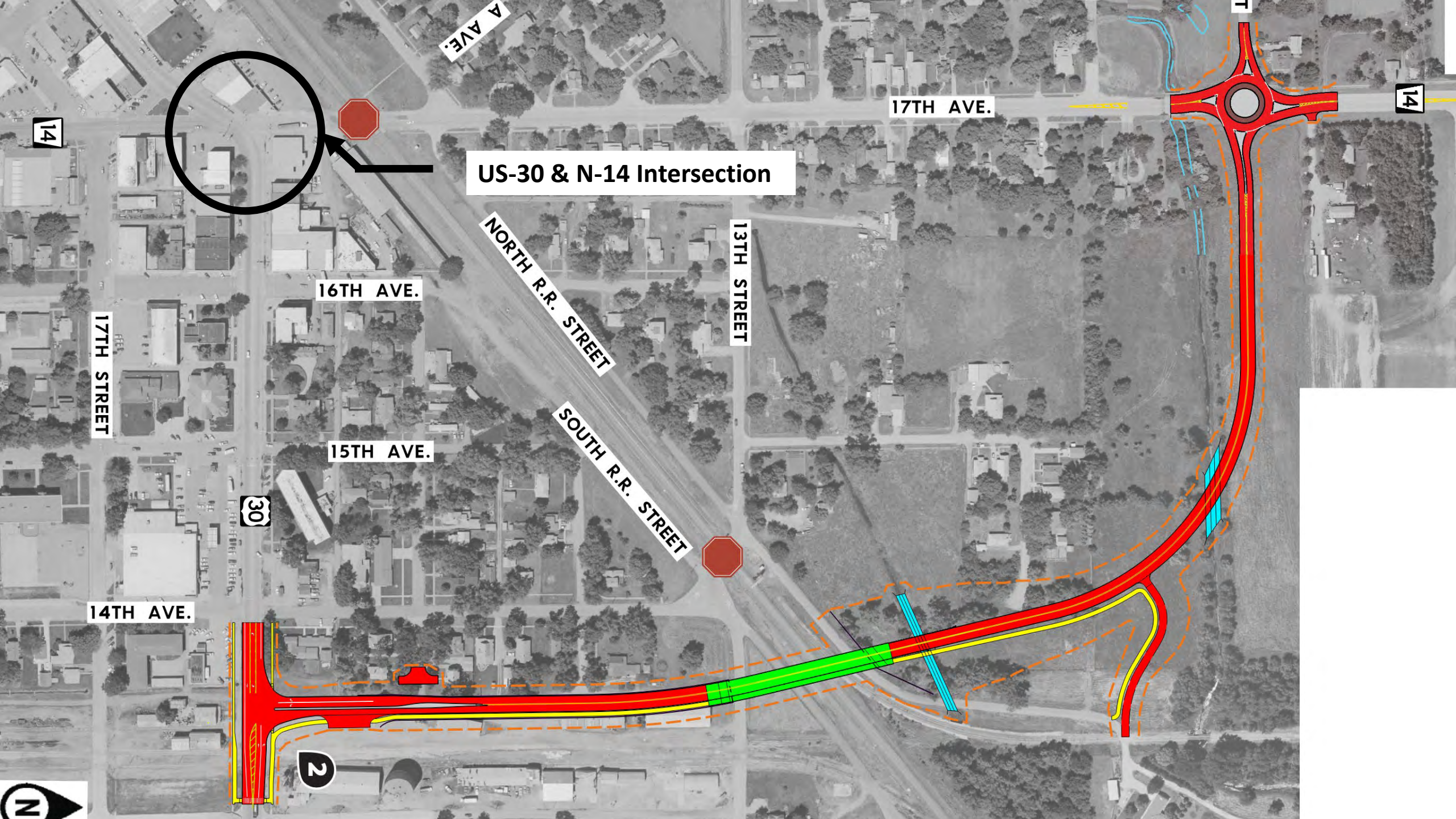
# Current Project Scope

| | |
|---|---|
| New Viaduct Structure/ N-14 Alignment | • New grade separation structure over UPRR with new embankment and MSE wall<br>• New "T" intersection between 13th and 14th Avenue<br>• New roundabout intersection at 10th St |
| New Box Culverts | • New bridge size box culvert structures at Warm Slough Creek and Trouble Creek |
| RR Crossing Closures | • 17th Avenue (Former N-14)<br>• 13th Street<br>• C Avenue (Potential) |
| Reconstruct existing US-30/N-14 intersection | • B Avenue and C Avenue become one-way for north/south N-14 traffic<br>• Reconstruct pavement and restripe generally close to existing alignment |

# Central City Viaduct

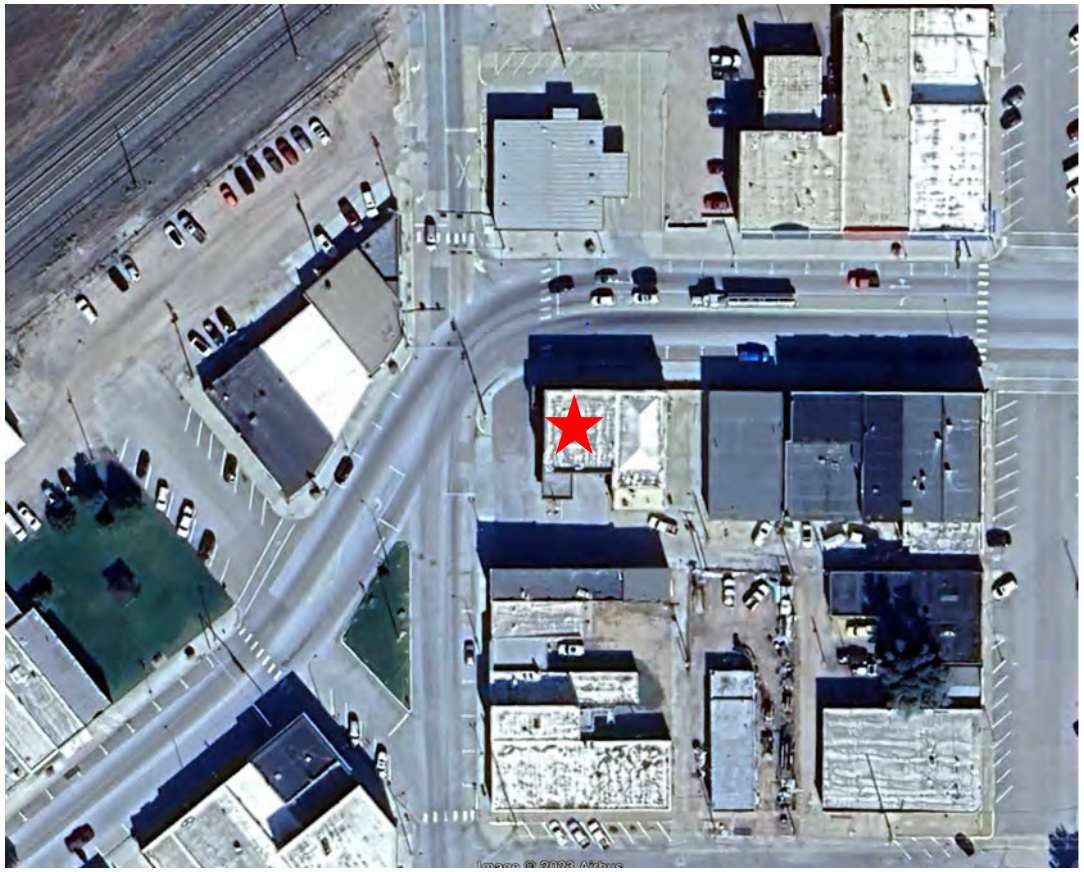
- National Environmental  Policy Act (NEPA)
  - Environmental Assessment (EA)
  - Public Info Meetings
    - November 2016
    - November 2021
  - East 10th Street
    - Preliminary Preferred Alterative




US-30 & N-14 Intersection
A AVE.
17TH AVE.
16TH AVE.
15TH AVE.
14TH AVE.
17TH STREET
13TH STREET
NORTH R.R. STREET
SOUTH R.R. STREET
14
30
2
N

# Location of Relaxation Request

⬟ Downtown Central City (looking southwest)



★ Citizen's State Bank

# Roadway Characteristics

## Characteristics

State Functional Classification
Major Arterial

National Functional Classification
Other Principal Arterials

2029 (ADT) = 6065 Vehicles (West of N-14)
2029 (ADT) = 6560 Vehicles (East of N-14)

Posted Speed = 30 MPH

## Minimum Design Standard (MDS)

Section 001.02L – New and Reconstructed Municipal – State Highway System

# Minimum Design Standards

- Design Speed = 30 MPH
- Lane Width = 11 ft (curb not included)
- Horizontal Clear Zone = 2 ft.
- Maximum Superelevation = 4%
- Minimum Radius = ~~250 ft. (MDS)~~ 333 ft. (AASHTO Green Book)

# Traffic Counts – Current & Forecasted (US-30)

| YEAR | ADT | DHV | %HCV | NOTES |
|---|---|---|---|---|
| 2029 | 6065 | 605 | 12 | Construction Year (West of N-14) |
| 2049 | 6265 | 625 | 12 | Design Year (West of N-14) |
| 2029 | 6560 | 655 | 12 | Construction Year (East of N-14) |
| 2049 | 6760 | 675 | 12 | Design Year (East of N-14) |

# Existing Conditions

**Existing Horizontal Curve Characteristics:**

- Radius: 150 ft
- Design Speed: <25 mph
- Posted Speed Limit: 30 mph

**Lane Configuration at this location**

- Three 12-foot wide composite lanes with two-way left turn lane
- Parallel parking lanes (varies 0 to 13 foot) on both sides at the ends of the curve
- Sidewalk (varies 10-foot to 16-foot)

# Crash History

- May 2003 to April 2013
  - 64 reported crashes
    - 3 – Non-fatal injury
    - Accident Rate: 0.943 crashes/MEV
    - Statewide Average: 0.403 crashes/MEV
- January 2018 to December 2020
  - Results = 9 reported crashes
    - 2 – Non-fatal injury
    - Accident Rate: 0.400 crashes/MEV
    - Statewide Average: 0.426 crashes/MEV

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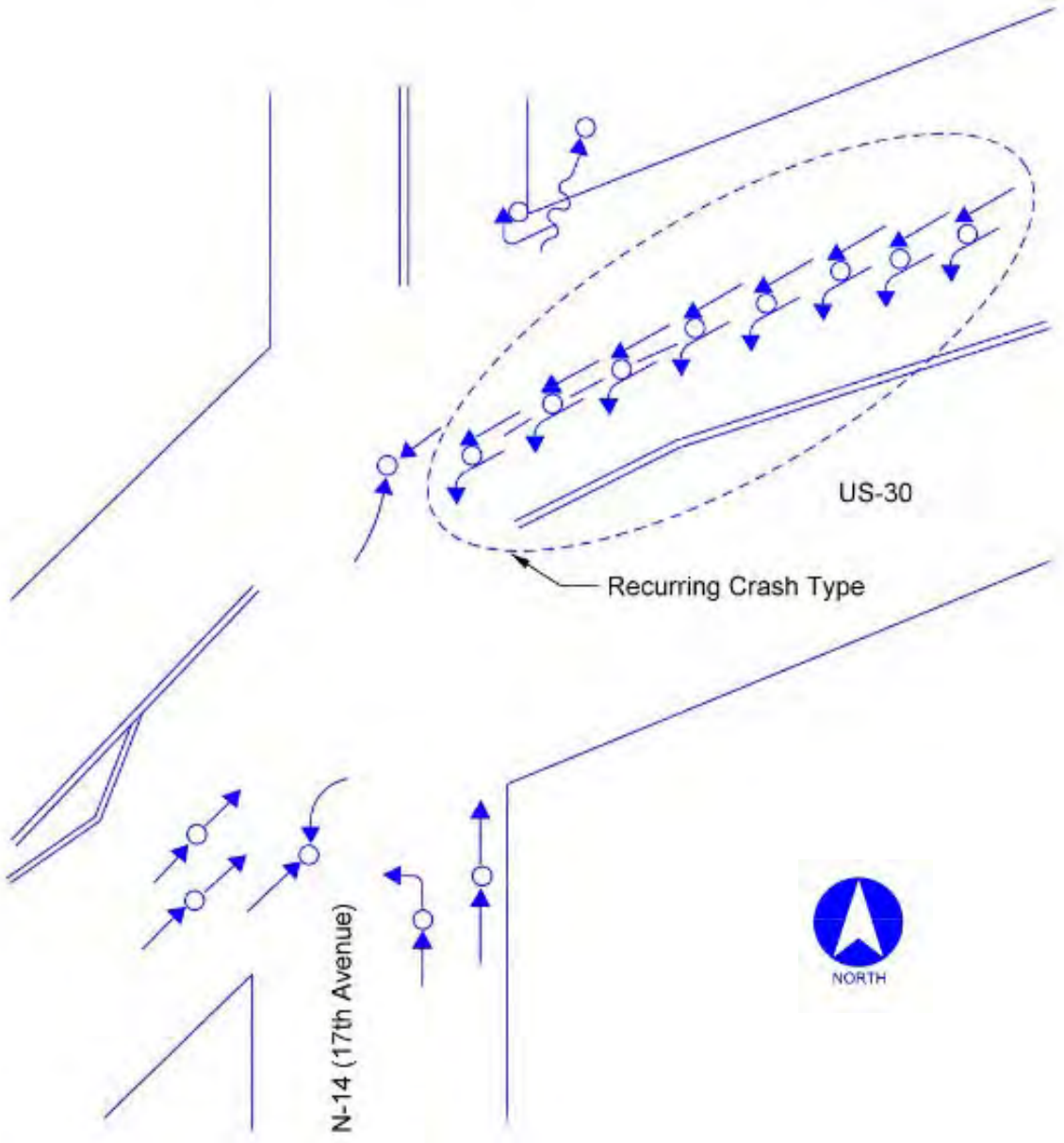
# Recurring Crash Type

- Sideswipe same direction
  - May 2003 to April 2013
    - 8 occurrences over 10 years
    - 13% of observed crashes
  - January 2018 to December 2020
    - 7 occurrences over 3 years
    - 78% of observed crashes

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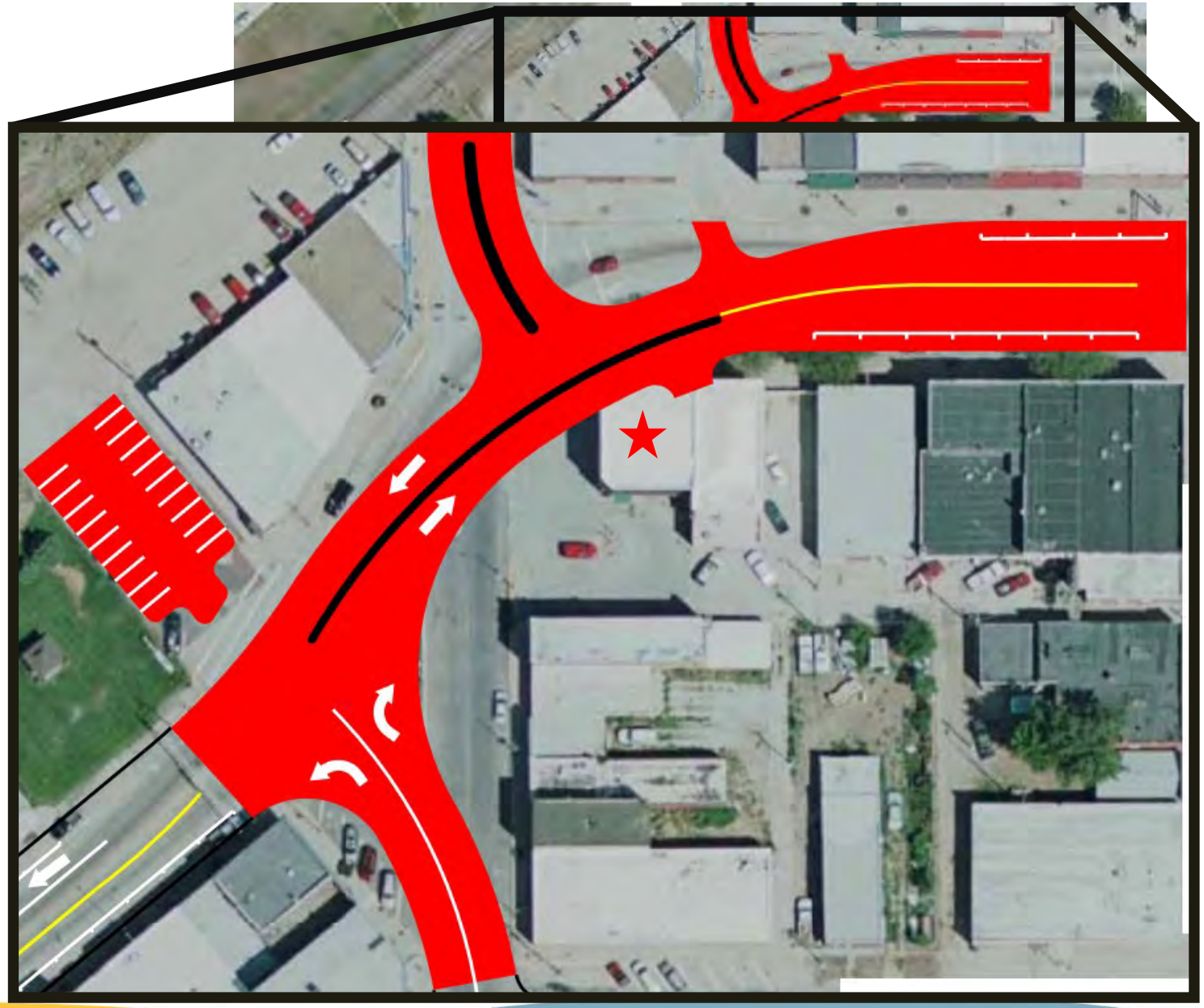
# One-Way Pair

- 2015 Traffic Study
  - Developed 6 Concepts to address US-30 and N-14 intersection
  - All resulted in major impacts to Citizens Bank & Trust
  - One-Way Pair
    - Fewer impacts
    - Most positive impacts to reducing delay
    - Least expensive
    - Largely support by public



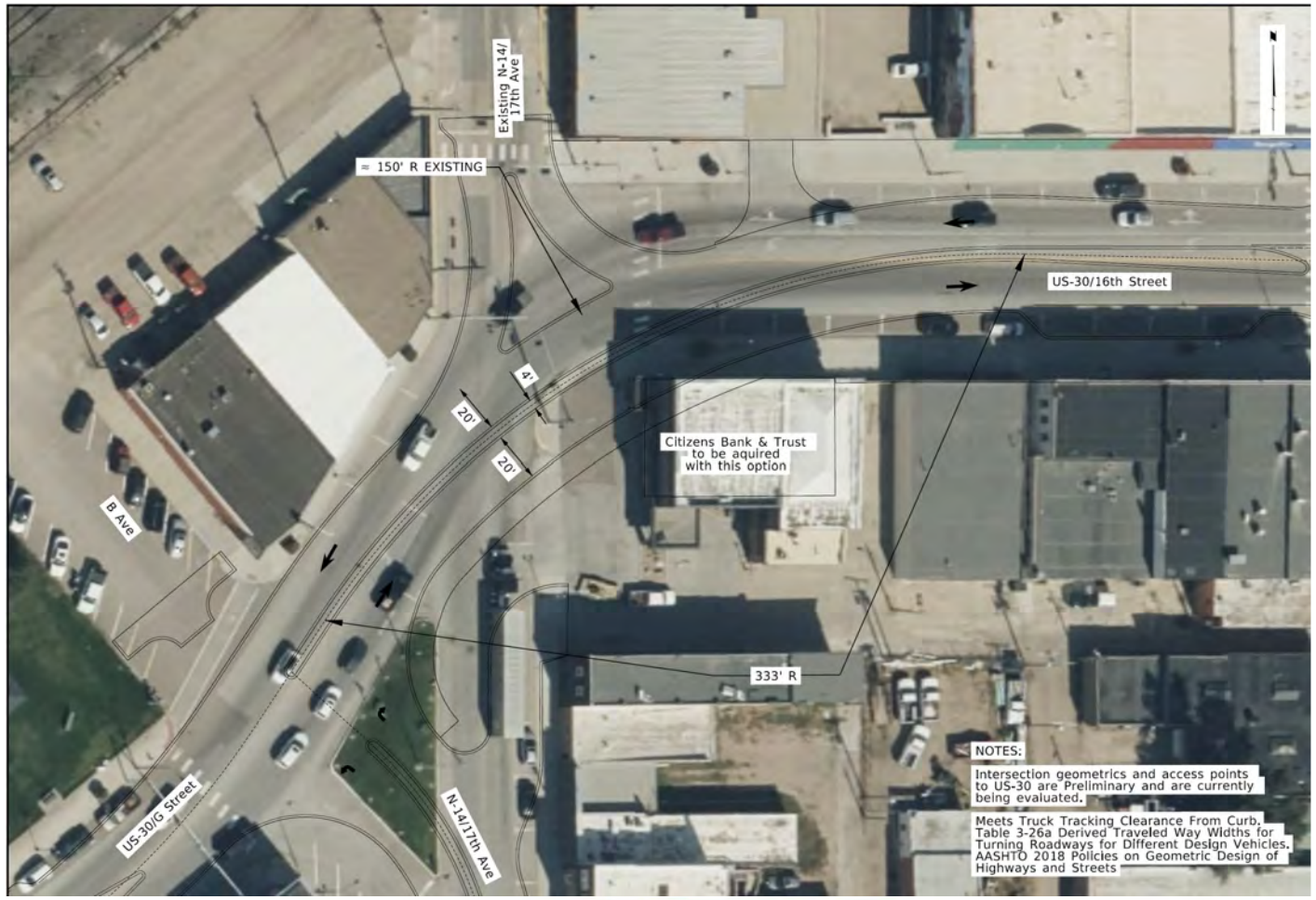
# Meeting MDS/AASHTO Greenbook

In order to meet the minimum design speed of 30 mph (MDS), and 333 ft radius (AASHTO Greenbook), the following work would be required:

- Acquisition of Right-of-Way and Relocation of Citizens Bank & Trust Co
- Community impact by relocating an important community business potentially from downtown area

# US-30 Horizontal Curve Reconstruction

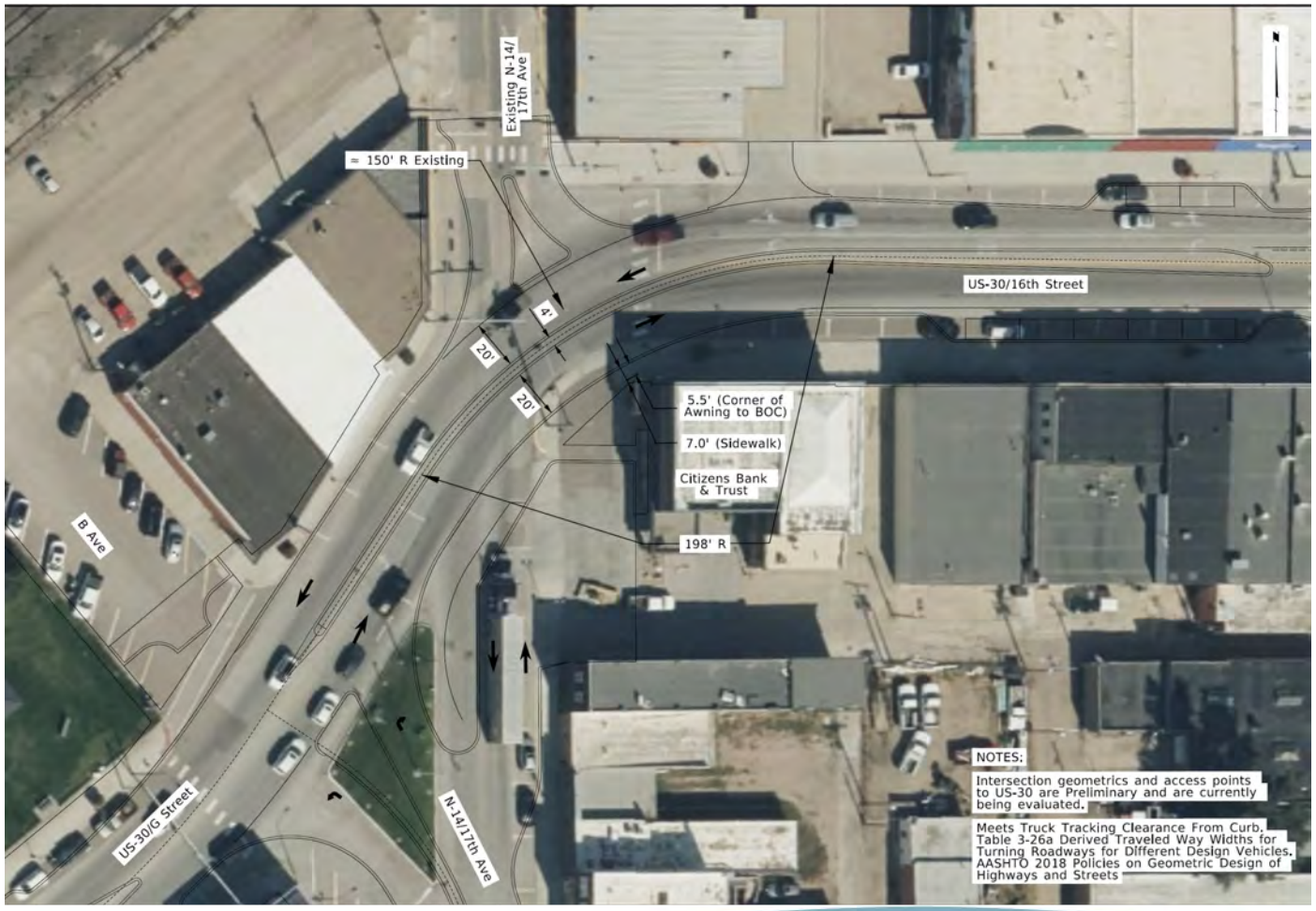
## **30 mph Design Speed**




- Two – 20 foot lanes
- 4 foot raised median
- 10 foot sidewalk
- Curve Radius = 333 ft (AASHTO Green Book and MDS for Design Speed)
- Impact to bank

# US-30 Horizontal Curve Reconstruction
## 25 mph Design Speed

- Two – 20-foot lanes
- 4-foot raised median
- 10-foot sidewalk
  - 7-foot sidewalk at narrowest point adjacent to bank
- Curve Radius = 198 ft (proposed horizontal curve)
- No direct impact to the bank



# Citizens Bank & Trust

ROW Acquisition

- Purchase and relocation required
- Estimated Additional Cost for ROW = $1,500,000
  - Building & Land: $1.0M
  - Relocation Costs: $0.5M
- Potential disruption in service due to relocation process

# Conclusion

NDOT requests the Board grant a Relaxation to the following:

- Section 001.02L Minimum Design Standards – New and Reconstructed Municipal
  - Design Speed = 30 MPH
- Section 001.02A Table of Notes – State Highway System
  - Design speed shall at least be equal to the anticipated posted speed limits
- AASHTO – A Policy on Geometric Design of Highways and Streets
  - Table 3-13b – Minimum Radii and Superelevation for Low-Speed Urban Roadways
    - Minimum horizontal curve radius for non-superelevated curve (-2%) = 333 feet

To allow the minimum horizontal curve radius to be 198 ft (25 mph design speed).

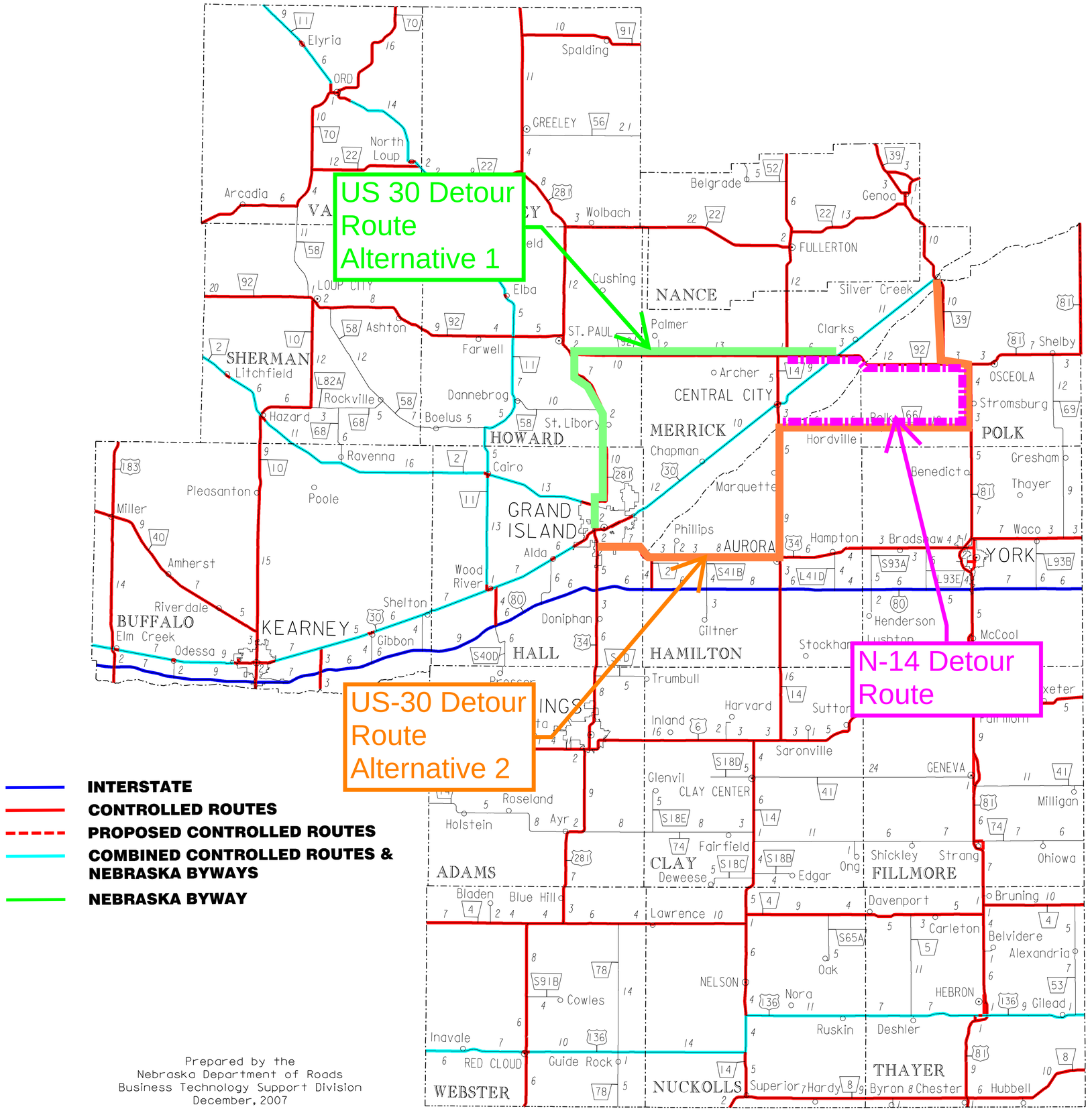
Considering:

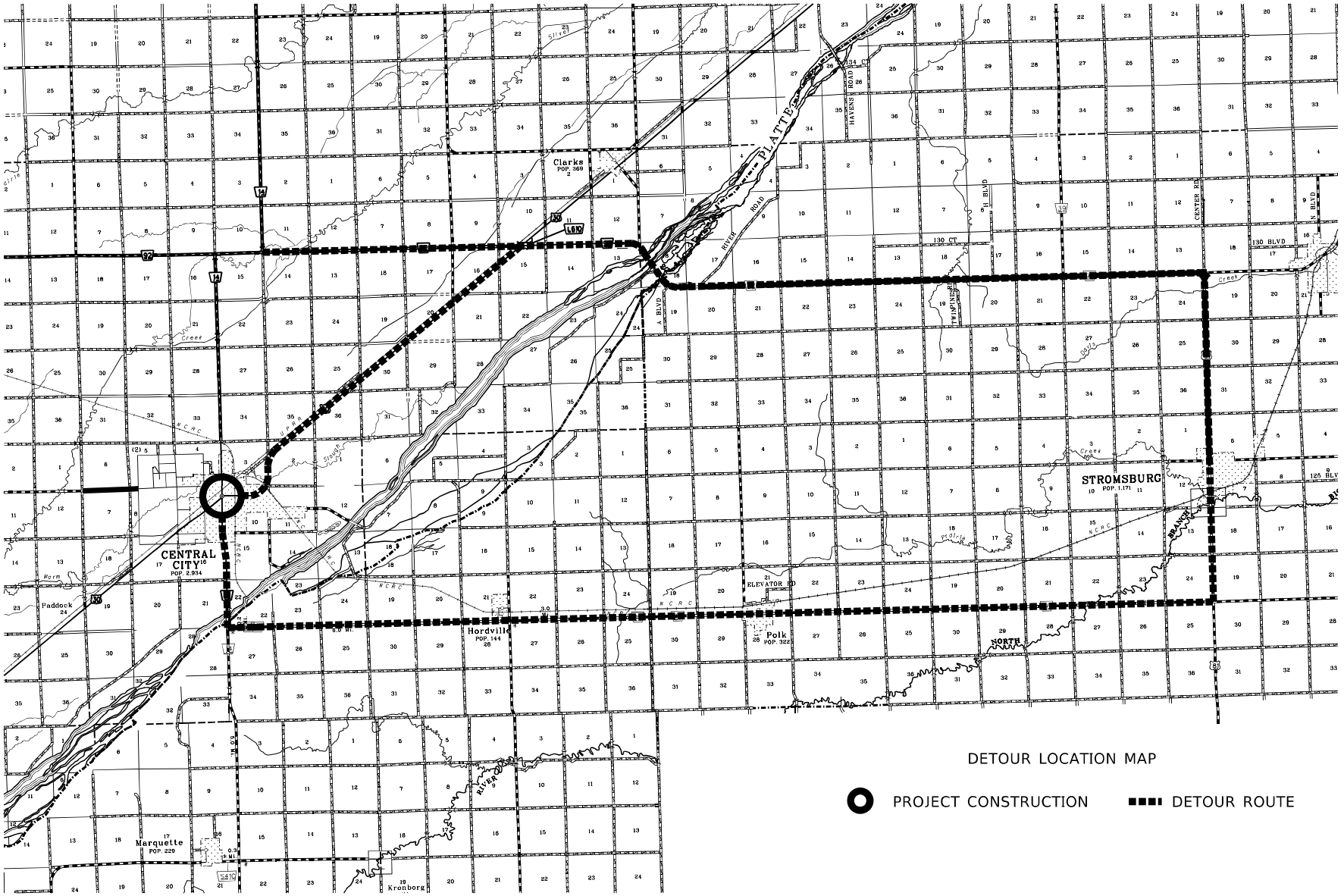
- Costs to acquire necessary property rights and relocate Citizens Bank & Trust
- Negative impact of relocating important community business from downtown area
- 198 ft curve radius improvement over existing 150 ft curve radius
- Conversion to one-way pair will mitigate recurring sideswipe accidents at US-30 and N-14 Intersection

**Excerpt of November 17, 2023 draft minutes of the Nebraska Board of Public Roads Classifications and Standards (NBCS) meeting:**

At 9:31 a.m., the Board heard the NDOT request for a Relaxation for Project No. RRZ-TMT-14-2(123), C.N. 42013, Central City Viaduct. *(The hearing was held in an informal format, NDOT having declined the option of a formal hearing.)* The request is for a Relaxation of 428 NAC 2-001.02A Note (1) and the 428 NAC 2-001.02L New and Reconstructed Municipal– State Highway System – Minimum Design Standards, on a Major Arterial/Minor Arterial US Highway (US-30), as specified in NDOT letter of November 9, 2023. Mr. Hill presented the request. No one appeared in opposition. The hearing concluded at 9:59 a.m. The Board then considered the request.

Mr. Wootton moved to grant the NDOT relaxation, in whole, in view of the peculiar, special, or unique local situation presented whereby the application of specific Minimum Design Standards would work a special hardship, and contingent upon the completion of the US Highway 30 and Nebraska Highway 14/17th Avenue (US-30: RP 337+56; N-14: RP 81+55) intersection improvements prior to the closing of the Nebraska Highway 14/17th Avenue at grade railroad crossing. Mr. Litchfield seconded the motion. Members Keegan, Kreachbaum, Litchfield, Neemann, Rames, Wootton, and Figard voted YES. Members Krager and Weander were absent. The motion carried with the requisite majority votes.


US 30 Detour Route Alternative 1
US-30 Detour Route Alternative 2
N-14 Detour Route
INTERSTATE
CONTROLLED ROUTES
PROPOSED CONTROLLED ROUTES
COMBINED CONTROLLED ROUTES & NEBRASKA BYWAYS
NEBRASKA BYWAY
Prepared by the
Nebraska Department of Roads
Business Technology Support Division
December, 2007
Elyria
ORD
Spalding
GREELEY
North Loup
Arcadia
Wolbach
Belgrade
Genoa
FULLERTON
Silver Creek
NANCE
Cushing
Elba
LOUP CITY
Ashton
ST. PAUL
Palmer
Clarks
Archer
CENTRAL CITY
Shelby
OSCEOLA
Stromsburg
POLK
Hordville
Farwell
SHERMAN
Litchfield
Rockville
Hazard
Boelus
Dannebrog
St. Libory
HOWARD
MERRICK
Chapman
Marquette
Benedict
Gresham
Thayer
Waco
YORK
Ravenna
Cairo
Pleasanton
Poole
Miller
Amherst
Riverdale
BUFFALO
Elm Creek
Odessa
KEARNEY
Shelton
Gibbon
Wood River
Alda
GRAND ISLAND
Phillips
AURORA
Hampton
Bradshaw
Henderson
McCool
Doniphan
Giltner
HALL
HAMILTON
Stockham
Trumbull
Harvard
Inland
Sutton
Saronville
Fairmont
Exeter
GENEVA
Milligan
Glenvil
CLAY CENTER
Roseland
Holstein
Ayr
Fairfield
Edgar
Ong
Shickley
Strang
FILLMORE
Ohiowa
ADAMS
CLAY
Deweese
Bladen
Blue Hill
Lawrence
Davenport
Carleton
Bruning
Belvidere
Alexandria
Oak
NELSON
Nora
HEBRON
Gilead
Ruskin
Deshler
Cowles
Inavale
RED CLOUD
Guide Rock
WEBSTER
NUCKOLLS
Superior
Hardy
Byron
Chester
Hubbell
THAYER




G2

Project Number
RRZ-TMT(14-2)

C.N. 42013

GENERAL INFORMATION

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

* NOT FINAL *
PRELIMINARY PLAN
SUBJECT TO CHANGE

DATE: 7-NOV-2023 08:13
COMPUTER: NEGM-2404
FILE: 42013c Sheets General Info.dgn

# Appendix B

**Air Quality**

**Mobile Source Air Toxics Level Determination**

This memo is to justify the Qualitative Project-Level MSAT Analysis for CN: 42013 Central City Viaduct.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a sidewalk on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The FHWA developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances:

- MSAT I-No analysis for projects with no potential for meaningful MSAT effects.
- MSAT II-Qualitative analysis for projects with low potential MSAT effects.
- MSAT III-Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The criteria for justification of a MSAT II Qualitative Memo are found below.

For each alternative in this EA, the amount of mobile source air toxics (MSAT) emitted would be proportional to the vehicle miles traveled (VMT), assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. Because the estimated VMT under each of the Alternatives are nearly the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. The annual average daily traffic (AADT) for this project through 2049 is no more than 7380 in any given year; well below the threshold of 140,000-150,000 AADT that would require a MSAT III memo.

Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year because of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Buhrmann, John

Digitally signed by Buhrmann, John
Date: 2024.11.01 12:42:56 -05'00'

# Appendix C

**Community Impacts**

## Rupe, Scott

**From:** Knott, Dawn <Dawn.Knott@nebraska.gov>
**Sent:** Tuesday, November 5, 2024 11:48 AM
**To:** Barber, Jon; Albrecht, Frank; Oconnor, Talon; Mielke, Craig; Rupe, Scott
**Cc:** Coburn, John
**Subject:** CN 42013 Central City Viaduct - Significant impacts to land use language in City comp plan

**Follow Up Flag:** Follow up
**Flag Status:** Completed

All,

John and I had a phone conversation this morning. See below regarding the City's comment regarding the wording in their comp plan regarding "land use patterns will be significant". I think this will address FHWA's concerns with the wording in our EA.

Thanks,

Dawn Y. Knott, P.E.
*Project Studies*
*Project Development Division*

OFFICE 402-479-4414
CELL 402-730-0932

---

**From:** Chris Anderson <chris@cc-ne.com>
**Sent:** Tuesday, November 5, 2024 11:02 AM
**To:** Knott, Dawn <Dawn.Knott@nebraska.gov>; Coburn, John <john.coburn@nebraska.gov>
**Subject:** Comprehensive Plan

Dawn and John:
Thank you for your discussion today regarding our Comprehensive Plan language on Page 57 referring to viaduct impacts.
During the process of developing this plan, the viaduct was still in a conceptual form from our perspective. There were multiple routes being considered and significant uncertainty on our part. This uncertainty resulted in our statement that "impacts to the adjacent landowners and overall use patterns will be significant and, at this time, are impossible to predict."
Our understanding of the project has evolved since the planning process and a final route appears to have been determined. We can now assess these impacts more precisely and understand that the impacts will not be significant. The impacts are now also predictable. Please consider the language in our Comprehensive Plan to primarily reflect the uncertainty that existed then but has been largely resolved now.
Thank you for your consideration,
-Chris Anderson
City Administrator
Central City, Nebraska

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

# Community Impact Assessment

## Central City Viaduct

Central City, Nebraska
NDOT Control Number: 42013
NDOT Project Number: RRZ-TMT-14-2(123)
Report Date: October 2024

Prepared By:
Alfred Benesch & Company
16910 Marcy Street, Suite 102
Omaha, NE 68118

# TABLE OF CONTENTS

1.0 Introduction ..... 1
2.0 Project Description ..... 1
3.0 Methodology ..... 3
3.1 Study Area Definition ..... 3
3.2 Data Collection and Evaluation ..... 4
4.0 Community Profile ..... 5
4.1 Popluation ..... 5
4.2 Housing ..... 9
4.2.1 Household and Family Characteristics ..... 9
4.2.2 Homeownership and Tenancy ..... 9
4.3 Income and Employment ..... 9
4.3.1 Income ..... 9
4.3.2 Poverty Status ..... 12
4.3.3 Employment Status and Industry Characteristics ..... 12
4.3.4 Access to Employment ..... 12
4.4 Community Resources and Cohesion ..... 14
4.4.1 Physical Environment ..... 14
4.4.2 Schools ..... 15
4.4.3 Places of Worship ..... 15
4.4.4 Parks and Recreation Areas ..... 15
4.4.5 Emergency and Medical Services ..... 17
4.4.6 Vulnerable Population Services ..... 18
4.4.7 Transportation Services ..... 19
4.4.8 Special Events and Community Pride ..... 19
4.4.9 Utilities ..... 20
4.5 Tax Base ..... 22
5.0 Community Impacts ..... 23
6.0 Conclusions ..... 26
7.0 References ..... 28

## List of Tables

Table 1 - Population Totals and Trends....7
Table 2 - Demographic Characteristics....8
Table 3 - Housing Characteristics....9
Table 4 - Income Characteristics....11
Table 5 - Commuting Patterns....13
Table 6 - Computer Availability and Internet Access....21
Table 7 - Tax Base Summary....22

## Appendices

Appendix A - Project Location Map.... 29
Appendix B - Community Resources Map.... 30

# 1.0 Introduction

The Nebraska Department of Transportation (NDOT), in cooperation with the US Department of Transportation (USDOT) Federal Highway Administration (FHWA) and the City of Central City (City), is proposing to reconstruct and relocate a segment of Nebraska Highway 14 (N-14) to the east of its existing location, generally spanning from east of the intersection of 14th Avenue and United States Highway 30 (US-30) extending north, before curving back to the west and reconnecting near the intersection of 10th Street and N-14. The proposed project would include the construction of a viaduct over the Union Pacific Railroad (UPRR) mainline tracks that run through Central City, as well as the reconfiguration of the intersection of N-14 and US-30 in Downtown Central City.

Alfred Benesch & Company (Benesch) was contracted by the NDOT to prepare an Environmental Assessment (EA) for the proposed project, including this Community Impact Assessment (CIA). The purpose of this analysis is to gain a better understanding of the communities surrounding the proposed project corridor, identify potential impacts to residents or community resources that may result, and develop measures for mitigating these impacts based on information collected throughout the project development process and feedback from local communities.

The National Environmental Policy Act of 1969 (NEPA) requires that federal agencies assess a proposed project's effects on the environment, and then avoid, minimize, or mitigate adverse effects. This includes not only the natural environment, but also the built environment, as well as the people who occupy and interact with it on a daily basis. A CIA is a crucial component of the larger NEPA environmental review process because it considers how a proposed project may affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems in the project's vicinity. As a part of the larger EA effort and its comprehensive evaluation process, this CIA helps assess the proposed project's effects on the human environment in the defined study area.

# 2.0 Project Description

This proposed project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at Mile Marker (MM) 337.50 and extending east to MM 337.87 on US-30, and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 would be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment would proceed from US-30 MM 337.70 to the north crossing the UPRR, and then would proceed to the west to connect back to existing N-14 at MM 82.08.

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17$^{th}$ Avenue from MM 81.36 to MM 82.08 consists of two, 12 foot composite lanes with shoulder for parking, curb, and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three, 12-foot composite lanes with parking, curb, and sidewalks.

Improvements would consist of constructing N-14 on a new alignment with a 580-foot viaduct over the UPRR. The roadway would be a two-lane curbed urban roadway with 12-foot lanes, 6-foot shoulders, and a sidewalk on one side of the roadway. The UPRR crossings at N-14 and 13th Street would be closed as part of this project. The north intersection that ties into existing N-14 would be a roundabout. The south intersection with US-30 would be a tee-intersection.

The existing US-30 and N-14 intersection would be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street would be designated as one-way pairs for northbound and southbound N-14. N-14 would be constructed as one- or two-lane curbed urban sections with 12-foot lanes, sidewalks, and parking. US-30 would be a three-lane curbed urban roadway with 12-foot lanes, sidewalks, and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 would be a two-lane divided urban roadway with a 4-foot raised median and 20-foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements would also include new paving, culvert and storm sewer work, guardrail, Mechanically Stabilized Earth (MSE) walls, fencing, bridge, new intersections, improved intersections, sidewalks, pavement striping, lighting, pedestrian signal, and traffic signals.

Grading would be required for the entire length of the project. US-30 and N-14 south of US-30 would be constructed at existing grade. N-14 on the new alignment north of US-30 would consist of embankment placement and MSE walls.

A new 580-foot bridge over the UPRR for N-14 would be constructed. MSE walls, fencing, and guardrail would be constructed with the new bridge.

A new bridge size box culvert would be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 would be extended.

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes would be designated during construction. For local traffic there may be short-term closures of side roads. To accommodate through truck traffic on N-14 and US-30, the following detours would be used on the highway system to bypass Central City during construction:

- State highway detour for N-14 would be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14.
- State highway detour for US-30 would be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights would be required to build this project.

A segment of N-14/17th Street between US-30 and the roundabout would be relinquished to the City.

Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

# 3.0 Methodology

The methodology used to determine the anticipated impacts, benefits, and burdens of the proposed Central City Viaduct project on the local community applies the following steps as a general framework:

- Review project information (and any changes that occur during the CIA process)
- Define the study area
- Collect baseline data and feedback received from stakeholder agencies and the public
- Prepare a Community Profile
- Evaluate the impacts of the proposed improvements to existing community characteristics
- Identify measures to avoid, mitigate, or minimize community impacts (in order of preference)

Data related to low-income and minority populations is included as a part of this CIA along with other socioeconomic characteristics. The CIA and resulting documentation, however, is not intended to be the extent of considerations related to vulnerable populations. A formal Environmental Justice (EJ) screening was also conducted specifically for the purpose of identifying the presence of EJ populations and considering potential impacts to these communities during the NEPA process. Additional information on minority and low-income populations, as well as those with a limited ability to speak English, within the study area can be found in the project's preliminary *Environmental Justice and Limited English Proficiency Analysis Technical Memorandum*.

## 3.1 Study Area Definition

The project study area for this CIA varies based on the data or type of resources under consideration, but generally includes all property, facilties, or other community resources immediately adjacent to the proposed project location or with the pontential to be impacted by it. The screening for identifying community resources and facilities focuses primarily on the City of Central City, but also includes key community assets in the surrounding areas which are still important to residents despite their greater distance from the proposed project.

For the purposes of Census demographic data, an overly inclusive approach is also taken to better understand the collective study area and nearby communities. The locations of the Census-defined geographic boundaries can influence this decision, as well as the characteristics specific communties and the nature of a given project. Despite covering an area that extends approximately 1 to 2.5 miles beyond the proposed project location in any direction, the study area was widened to inlcude more than just the three core Census Block Groups that encompass Central City. The four immediately adjacent Block Groups surrounding the City, two in Merrick County and two in Hamilton County, are also considered part of the study area. This ensures that the socioeconomic characterics of residents in smaller communities and rural areas surrounding the propsoed project are taken into consideration, since many are still connected to Central City for employment purposes, necessary services, or social reasons. As such, the socioeconomic aspect of this CIA uses a more broadly defined study area which may extend anywhere from 5 to 20 miles from Downtown Central City depending on the boundaries of a particular Block Group. When identifying community resources and facilities, however, the screening area becomes narrower with a focus on

more immediate locations, mostly within a half-mile of proposed project activities, where there would be a higher potential for direct impacts.

## 3.2 Data Collection and Evaluation

Demographic information used for this CIA is based on the most recent data available from the US Census Bureau's American Community Survey (ACS) at the Census Block Group level of detail. At the time of the analysis, this was the ACS 2022 5-Year estimates, which compile, synthesize, and estimate population data collected from 2018 until 2022.

Relevant data was collected and evaluated for the following seven Block Groups that encompass the study area and its population:

- Census Tract 9668, Block Group 1
- Census Tract 9668, Block Group 2
- Census Tract 9668, Block Group 3
- Census Tract 9666, Block Group 1
- Census Tract 9667, Block Group 2

***Merrick County***

- Census Tract 9692, Block Group 1
- Census Tract 9691, Block Group 2

***Hamilton County***

Matching data was also collected for areas of comparison at the municipal, county, state, and national levels to provide context for the various socioeconomic characteristics. For smaller communities and incorporated areas surrounding the proposed project location, an approximate 15-minute drive time to/from Downtown Central City was used to determine which would be the most appropriate to use as comparison areas. Data for all comparison areas is provided in the demographic summary tables in the next section, along with corresponding percentages where possible to account for the difference in population sizes and create a better basis for comparison.

The boundaries and relative location of the Block Groups evaluated as part of this CIA are shown on the Project Location Map in **Appendix A** and described in further detail throughout the Community Profile in Section 4.0.

The process for identifying existing community resources considered a broader variety of data from multiple sources. It consisted primarily of a desktop screening of available Geographic Information Systems (GIS) datasets, which provide location-based information about various facilities, services, infrastructure, or other features that can be overlayed on a map for spatial analysis. GIS data was collected from county, state, and federal agencies or specialty organizations. In some cases, GIS data had already been obtained for other EA analyses. Other, non-GIS sources of data used when evaluating existing community resources include Google Earth/Maps and Streetview images, public feedback from engagement efforts, photos taken during previous visits to the study area, and information available on local government or public service provider websites.

The facility or resource types evaluated using GIS data layers can be found listed in the legend of the Community Resources Map in **Appendix B**, even though some are not present within the study area and not shown on the map.

# 4.0 Community Profile

The Community Profile component of this CIA considers the characteristics of populations in the seven Block Groups which comprise the study area, including, housing, income, employment and industry, tax base, community resources, and unique cohesive elements.

## 4.1 Popluation

Population totals and trends for the study area and comparative geographies are summarized in **Table 1**. Based on 2022 estimates, the project study area is currently home to nearly 6,500 residents. Trends show that between 2010 and 2020, the study area population remained mostly stable, which is consistent with larger county trends during the decade. The population in Overland and in Census Tract 9668, Block Group 1, had the largest increases— 32 percent and 14 percent, respectively, while Archer and Census Tract 9666, Block Group 1, had the largest decreases— 16 percent and 10 percent. In comparison, populations in Merrick County decreased by 2 percent, Hamilton County increased by 3 percent, and Nebraska's population increased by 7 percent during the same decade.

When observing the population trends through 2022, the most recent year for which data is available, the study area population remains same collectively. Examining individual Block Groups, however, shows that three (Tract 9968, Block Groups 1 and 3 and Tract 9691, Block Group 2) experienced moderate population growth, which was offset by three others (Tract 9968, Block Group 2, Tract 9666, Block Group 1, and Tract 9692, Block Group 1) experiencing moderate decreases. Within Central City, the Block Groups northwest of US-30 have declined in population by 17 percent and those to the southeast of it have increased by 13 percent since 2010. The Block Groups adjacent to and surrounding Central City show a similar offset pattern in terms of population change. Areas north of Central City in Merrick County decreased by 14 percent, while the population on the western side remained stable. In Hamilton County, areas southwest of Central City and west of N-14 decreased in population by 12 percent, while those to the southeast of the Central City and east of N-14 have experienced a 9 percent increase.

As shown in Error! Reference source not found., the population within the study area is primarily white and non-Hispanic (at least 85 percent of residents). Residents with other racial or ethnic backgrounds also live in these communities, but none higher than 5 percent of the total Block Group population. The percentage of minority populations within the study area is 10 percent, and slightly higher in the three Block Groups comprising Central City at 12 percent. These consist of mostly Hispanic/Latino communities, along with a small percentage of Asian residents in three Block Groups. None of the Block Groups included in this Community Profile was identified by the project's preliminary EJ analysis as containing a minority percentage meaningfully higher than comparative percentages for Nebraska, and therefore, considered Environmental Justice populations when evaluating impacts.

The median age of the Block Groups comprising the project study area is 43 years, which is roughly the same as the median age for the county comparison areas used, but higher than the statewide (36.9), national (38.5), and all incorporated comparison areas. Overland (51.5) and Archer (60.3),

the Census Designated Places included in the evaluation, were the only two comparison areas with a notably higher median age than the combined study area Block Groups.

**Table 1 - Population Totals and Trends**

| Area | Population | | | | | |
|---|---|---|---|---|---|---|
| | 2010 | 2020 | Change 2010-2020 | 2022 | Change 2020-2022 | Change 2000-2022 |
| United States | 308,745,538 | 331,449,281 | 7.4% | 331,097,593 | -0.1% | 17.7% |
| Nebraska | 1,826,341 | 1,961,504 | 7.4% | 1,958,939 | -0.1% | 14.5% |
| Merrick County | 7,845 | 7,668 | -2.3% | 7,675 | 0.1% | -2.2% |
| Hamilton County | 9,124 | 9,429 | 3.3% | 9,400 | -0.3% | 3.0% |
| Central City | 2,934 | 3,039 | 3.6% | 3,035 | -0.1% | 3.4% |
| Village of Clarks | 369 | 344 | -6.8% | 372 | 8.1% | 0.8% |
| Village of Hordville | 144 | 131 | -9.0% | 216 | 64.9% | 50.0% |
| Village of Marquette | 229 | 236 | 3.1% | 248 | 5.1% | 8.3% |
| Overland | 153 | 202 | 32.0% | 194 | -4.0% | 26.8% |
| Archer | 81 | 68 | -16.0% | 53 | -22.1% | -34.6% |
| **Project Study Area** | **6,478** | **6,534** | **0.9%** | **6,490** | **-0.7%** | **0.2%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 1,220 | 1,387 | 13.7% | 1,376 | -0.8% | 12.8% |
| Census Tract 9668; Block Group 2 (Merrick County) | 956 | 920 | -3.8% | 793 | -13.8% | -17.1% |
| Census Tract 9668; Block Group 3 (Merrick County) | 1,107 | 1,114 | 0.6% | 1,250 | 12.2% | 12.9% |
| Census Tract 9666; Block Group 1 (Merrick County) | 804 | 722 | -10.2% | 692 | -4.2% | -13.9% |
| Census Tract 9667; Block Group 2 (Merrick County) | 618 | 615 | -0.5% | 617 | 0.3% | -0.2% |
| Census Tract 9692; Block Group 1 (Hamilton County) | 832 | 831 | -0.1% | 734 | -11.7% | -11.8% |
| Census Tract 9691; Block Group 2 (Hamilton County) | 941 | 945 | 0.4% | 1,028 | 8.8% | 9.2% |

*Source: 2000, 2010, and 2020 Decennial Census; 2022 American Community Survey (ACS) 5-Year Estimates*

**Table 2 - Demographic Characteristics**

| Area | 2022 Population | Median Age | Race / Ethnicity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Not Hispanic / Non-Latino | | | | | | Hispanic / Latino (Any Race) | Minority Population (Non-White or Hispanic/Latino) |
| | | | *White* | *Black or African American* | *American Indian or Alaskan Native* | *Asian* | *Native Hawaiian or Other Pacific Islander* | *Some Other Race Alone or Multiple Races* | | |
| United States | 331,097,593 | 38.5 | 58.9% | 12.1% | 0.6% | 5.7% | 0.2% | 3.9% | 18.7% | 41.1% |
| Nebraska | 1,958,939 | 36.9 | 77.1% | 4.7% | 0.6% | 2.5% | 0.1% | 3.3% | 11.8% | 22.9% |
| Merrick County | 7,675 | 43.0 | 91.2% | 0.04% | 0.1% | 1.6% | - | 1.8% | 5.4% | 8.8% |
| Hamilton County | 9,400 | 41.3 | 93.4% | 0.1% | 0.1% | 0.4% | 0.02% | 2.0% | 3.9% | 6.6% |
| Central City | 3,035 | 37.0 | 87.6% | 0.1% | 0.03% | 2.8% | - | 1.9% | 7.5% | 12.4% |
| Village of Clarks | 372 | 42.2 | 79.8% | - | - | - | - | 4.0% | 16.1% | 20.2% |
| Village of Hordville | 216 | 34.6 | 64.8% | - | - | - | - | 0.5% | 34.7% | 35.2% |
| Village of Marquette | 248 | 42.5 | 94.8% | - | - | - | - | 4.4% | 0.8% | 5.2% |
| Overland | 194 | 51.5 | 82.0% | - | 5.2% | - | - | - | 12.9% | 18.0% |
| Archer | 53 | 60.3 | 100% | - | - | - | - | - | - | - |
| **Project Study Area** | **6,490** | **43.0*** | **90.2%** | **0.05%** | **0.2%** | **2.0%** | **-** | **1.8%** | **5.8%** | **9.8%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 1,376 | 43.0 | 87.9% | 0.2% | 0.1% | 2.1% | - | 2.5% | 7.2% | 12.1% |
| Census Tract 9668; Block Group 2 (Merrick County) | 793 | 33.5 | 91.0% | - | - | - | - | 5.8% | 3.2% | 9.0% |
| Census Tract 9668; Block Group 3 Merrick County) | 1,250 | 39.0 | 86.5% | - | - | 4.6% | - | 0.3% | 8.6% | 13.5% |
| Census Tract 9666; Block Group 1 (Merrick County) | 692 | 48.2 | 94.5% | - | - | 5.3% | - | 0.1% | - | 5.5% |
| Census Tract 9667; Block Group 2 (Merrick County) | 617 | 37.2 | 97.4% | - | - | - | - | 1.3% | 1.3% | 2.6% |
| Census Tract 9692; Block Group 1 (Hamilton County) | 734 | 48.0 | 96.7% | - | - | 0.5% | - | 1.5% | 1.2% | 3.3% |
| Census Tract 9691; Block Group 2 (Hamilton County) | 1,028 | 46.0 | 85.3% | - | 1.0% | - | - | 1.6% | 12.2% | 14.7% |

*Represents the median value of the six Block Group estimates for median age. The actual median age for Project Study Area cannot be determined without the individual disaggregated data for each Block Group.

*Source: 2022 American Community Survey (ACS) 5-Year Estimates*

## 4.2 Housing

### 4.2.1 Household and Family Characteristics

According to the most recent data, there are roughly 2,500 households within the study area. As shown in Error! Reference source not found., which summarizes select characteristics related to housing, the average household size for study area Block Groups ranges from 2.39 to 2.7 people. This indicates homes with families present and is largely consistent with the Nebraska and US averages of 2.46 and 2.57 persons per household, respectively.

When considering the makeup of these households, married-couple or cohabitating households comprise nearly 60 percent of all households and 85 percent of family households in the study area. Compared to US and statewide averages, Block Groups within the study area have a slightly higher percentage of married-couple householders and a slightly lower percentage of single-parent householders with no spouse present. The rate of study area householders living alone is slightly lower than the US and Nebraska averages of 28 and 30 percent, respectively. This, however, is not true for all study area Block Groups. In Tract 9668, Block Groups 2 and 3, between 40 and 43 percent of householders live alone.

The 2022 median property value for study area Block Groups ranges widely from $97,800 to $256,100. Collectively, this is below the statewide median value of $205,600, but in between the Merrick County and Hamilton County estimates of $159,300 and $201,200, respectively.

The vast majority (90 percent) of homes in the study area are single family structures. Multi-family structures and mobile homes make up less than 10 percent of the available housing inventory, which is considerably lower than the national, statewide, and county comparison areas.

### 4.2.2 Homeownership and Tenancy

Of occupied housing units in the study area, roughly three-quarters (76 percent) are owner-occupied and one-quarter (24 percent) are renter-occupied. Ownership rates for individual Block Groups within the study area range from 65 to 87 percent, with those comprising Central City being lower in general than the surrounding Block Groups in Merrick and Hamilton counties.

Overall, homeownership in the study area is higher than the statewide and national rates of 67 and 65 percent, respectively, which would indicate longer term tenancy and community cohesion between residents.

## 4.3 Income and Employment

### 4.3.1 Income

As shown in Error! Reference source not found., the median household income of study area Block Groups in 2022 inflation-adjusted dollars ranges from $46,285 to $92,083. When examined collectively, these numbers are slightly lower than both the statewide and national median household income figures of $71,722 and $75,149, respectively, but notably higher than Merrick County's at $57,873. Roughly three-quarters of study area households receive earnings as a source

of income, 37 percent receive social security, and 20 percent receive retirement income other than Social Security.

**Table 3 - Housing Characteristics**

| Area | Number of Households | Average Household Size | Median Year Built | Housing Unit Type | | | |
|---|---|---|---|---|---|---|---|
| | | | | *Single Family Structure* | *Multi-Family Structure* | *Mobile Home* | *Boat, Van, RV, etc.* |
| United States | 125,736,353 | 2.57 | 1979 | 67.5% | 26.6% | 5.8% | 0.1% |
| Nebraska | 776,379 | 2.46 | 1974 | 75.8% | 21.1% | 3.1% | - |
| Merrick County | 3,175 | 2.37 | 1970 | 90.5% | 6.3% | 2.9% | 0.3% |
| Hamilton County | 3,577 | 2.59 | 1972 | 91.3% | 6.2% | 2.5% | - |
| Central City | 1,200 | 2.43 | 1969 | 81.5% | 16.1% | 1.6% | 0.9% |
| Village of Clarks | 140 | 2.66 | 1941 | 93.5% | 3.2% | 3.2% | - |
| Village of Hordville | 81 | 2.67 | 1939 | 86.7% | 11.2% | 2.0% | - |
| Village of Marquette | 101 | 2.46 | 1939 | 91.1% | 2.0% | 6.9% | - |
| Overland | 63 | 3.08 | 1988 | 100% | - | - | - |
| Archer | 31 | 1.71 | 1939 | 100% | - | - | - |
| **Project Study Area** | **2,516** | **2.48** | **1968** | **89.7%** | **7.8%** | **2.1%** | **0.4%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 565 | 2.39 | 1991 | 77.2% | 21.2% | 1.7% | - |
| Census Tract 9668; Block Group 2 (Merrick County) | 319 | 2.42 | 1939 | 96.6% | - | - | 3.4% |
| Census Tract 9668; Block Group 3 (Merrick County) | 459 | 2.53 | 1974 | 82.8% | 15.3% | 1.9% | - |
| Census Tract 9666; Block Group 1 Merrick County) | 289 | 2.39 | 1963 | 95.1% | - | 4.9% | - |
| Census Tract 9667; Block Group 2 (Merrick County) | 236 | 2.61 | 1972 | 95.8% | 0.4% | 3.9% | - |
| Census Tract 9692; Block Group 1 (Hamilton County) | 272 | 2.70 | 1949 | 97.2% | 0.6% | 2.1% | - |
| Census Tract 9691; Block Group 2 (Hamilton County) | 376 | 2.73 | 1971 | 96.3% | 2.3% | 1.4% | - |

*Source: 2022 American Community Survey (ACS) 5-Year Estimates*

**Table 4 - Income Characteristics**

| Area | Number of Households | Median Household Income (2022 Dollars) | Household Income Sources | | | | |
|---|---|---|---|---|---|---|---|
| | | | *Earnings* | *Social Security* | *Retire-ment* | *Supplemental Security Income (SSI)* | *Cash Public Assistance* |
| United States | 125,736,353 | $75,149 | 77.6% | 31.2% | 23.1% | 5.1% | 12.5% |
| Nebraska | 776,379 | $71,722 | 80.3% | 29.4% | 20.0% | 3.9% | 8.8% |
| Merrick County | 3,175 | $57,873 | 76.5% | 38.6% | 17.3% | 2.8% | 6.0% |
| Hamilton County | 3,577 | $73,254 | 75.8% | 33.6% | 24.7% | 4.0% | 6.2% |
| Central City | 1,200 | $54,063 | 72.6% | 41.7% | 24.1% | 1.4% | 8.1% |
| Village of Clarks | 140 | $52,750 | 82.1% | 33.6% | 12.9% | 6.4% | 19.3% |
| Village of Hordville | 81 | ** | 71.6% | 39.5% | 14.8% | 4.9% | 40.7% |
| Village of Marquette | 101 | $57,917 | 82.2% | 36.6% | 20.8% | 13.9% | 12.9% |
| Overland | 63 | $107,411 | 39.7% | 54.0% | 54.0% | - | - |
| Archer | 31 | $56,544 | 45.2% | 71.0% | - | - | - |
| **Project Study Area** | **2,516** | **$69,063*** | **76.0%** | **36.6%** | **19.9%** | **3.4%** | **7.1%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 565 | $46,285 | 64.4% | 34.0% | 26.9% | - | 10.4% |
| Census Tract 9668; Block Group 2 (Merrick County) | 319 | $60,375 | 83.4% | 24.1% | 13.5% | - | 5.6% |
| Census Tract 9668; Block Group 3 (Merrick County) | 459 | $58,664 | 80.6% | 59.0% | 22.9% | 3.7% | 4.4% |
| Census Tract 9666; Block Group 1 Merrick County) | 289 | $69,063 | 71.6% | 42.9% | 13.8% | 6.9% | 4.2% |
| Census Tract 9667; Block Group 2 (Merrick County) | 236 | $83,750 | 85.2% | 19.5% | 5.1% | 8.5% | 8.9% |
| Census Tract 9692; Block Group 1 (Hamilton County) | 272 | $76,563 | 81.6% | 31.6% | 18.8% | 5.1% | 4.8% |
| Census Tract 9691; Block Group 2 (Hamilton County) | 376 | $92,083 | 72.1% | 33.5% | 26.1% | 2.7% | 9.3% |

* Represents the median value of the six Block Group estimates for income. The actual median income for Project Study Area households cannot be determined without the individual disaggregated data for each Block Group.

** Estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year estimate, the margin of error associated with a median was larger than the median itself.

*Source: 2022 American Community Survey (ACS) 5-Year Estimates*

Between 10 and 11 percent of households also received governmental safety net assistance in the form of Supplemental Security Income (SSI) or Cash Public Assistance. Compared to national and statewide averages, study area households have a slightly lower rate of income from earnings, retirement funds, or government assistance programs, but receive a slightly higher percentage of income from Social Security. It should be noted that these income sources are not mutually exclusive, meaning that households may have multiple income sources.

### 4.3.2 Poverty Status

In Nebraska, 10 percent of people and 11 percent of households reported having income below the poverty level within the previous 12 months, with 9 percent of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits. In the Block Groups comprising the project study area, these rates are slightly lower on average, with 9 percent of people and 11 percent of households living below the poverty level. The percentage of study area households receiving SNAP benefits (7 percent) is also lower than the statewide average.

Individual study area Block Groups, however, vary widely with respect to poverty status, ranging from 2 to 21 percent of households. Tract 9668, Block Groups 1 and 2, which contain the northwestern (northwest of US-30) and southeastern (southeast of US-30 and east of N-14) portions of Central City, are identified by the project's preliminary EJ analysis as containing a percentage of persons with income below that poverty level that is meaningfully higher than comparative statewide percentages, and therefore, considered Environmental Justice populations when evaluating impacts. The remainder of Central City (Tract 9968, Block Group 3) does not exhibit poverty rates that would warrant additional EJ considerations, but does still contain residents with recent income below the poverty level, as well as rent-subsidized households.

### 4.3.3 Employment Status and Industry Characteristics

Of the population 16 years of age and older who live within the study area, 63 percent were employed, less than 1 percent were unemployed, and 37 percent were not currently in the labor force when the 2022 ACS data was collected. The unemployment rate for those in the labor market was 0.5 percent, which is significantly lower than the comparative rates for the US (5.3 percent) and Nebraska (3.1 percent) at the time. Leading industries for the employed civilian population in the area surrounding the study corridor are agriculture, construction, manufacturing, and retail trade amongst male employees, and educational services, healthcare, social services, and accommodation or food services amongst female employees.

### 4.3.4 Access to Employment

As shown in Error! Reference source not found., the project study area is home to roughly 3,100 employees over the age of 16, most (81 percent) of whom drive to work alone. 7 percent of workers living in the study area commute by carpool, 5 percent by walking or biking, and another 7 percent work from home. Among those who commute to work, the most common travel time for study area residents is between 5 and 9 minutes. The Block Groups encompassing Central City have shorter commute times than those in the surrounding areas, which would indicate that that most employees in the area likely work in Central City or use the highway system to commute to another incorporated area nearby, such as Grand Island or Aurora.

**Table 5 - Commuting Patterns**

| Area | Number of Workers (Over the Age of 16) | Most Common Travel Time to Work | Means of Transportation to Work | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | *Car, Truck, or Van* | | *Public Trans-portation* | *Walking or Biking* | *Other Means* | *Work from Home* |
| | | | Drive Alone | Carpool | | | | |
| United States | 156,703,623 | 15-19 min | 71.7% | 8.5% | 3.8% | 2.9% | 1.4% | 11.7% |
| Nebraska | 1,004,637 | 10-14 min | 78.3% | 8.6% | 0.5% | 2.7% | 0.9% | 8.9% |
| Merrick County | 3,800 | 5-9 min | 83.7% | 7.4% | 0.1% | 3.5% | 0.6% | 4.8% |
| Hamilton County | 4,694 | 5-9 min | 77.3% | 10.5% | - | 3.4% | 0.8% | 8.0% |
| Central City | 1,244 | 5-9 min | 83.8% | 8.8% | - | 3.7% | - | 3.7% |
| Village of Clarks | 210 | 15-19 min | 77.6% | 13.8% | - | 2.4% | - | 6.2% |
| Village of Hordville | 125 | 60+ min | 76.0% | 8.8% | - | 0.8% | - | 14.4% |
| Village of Marquette | 122 | 15-19 min | 75.4% | 9.0% | - | 4.9% | 1.6% | 9.0% |
| Overland | 35 | 60+ min | 100% | - | - | - | - | - |
| Archer | 17 | 30-34 min | 70.6% | 30.0% | - | - | - | 29.4% |
| **Project Study Area** | **3,105** | **5-9 min** | **80.8%** | **7.3%** | **-** | **5.1%** | **0.2%** | **6.5%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 512 | 5-9 min | 80.7% | 12.1% | - | 6.6% | - | 0.6% |
| Census Tract 9668; Block Group 2 (Merrick County) | 399 | 5-9 min | 87.7% | 6.3% | - | 1.3% | - | 4.8% |
| Census Tract 9668; Block Group 3 (Merrick County) | 553 | 5-9 min | 89.5% | 4.0% | - | 2.2% | - | 4.3% |
| Census Tract 9666; Block Group 1 (Merrick County) | 347 | 5-9 min | 69.5% | 4.6% | - | 14.1% | 0.3% | 11.5% |
| Census Tract 9667; Block Group 2 (Merrick County) | 361 | 10-14 min | 87.8% | 5.3% | - | 2.2% | - | 4.7% |
| Census Tract 9692; Block Group 1 (Hamilton County) | 424 | 10-14 min | 80.2% | 8.3% | - | 4.2% | 0.5% | 6.8% |
| Census Tract 9691; Block Group 2 (Hamilton County) | 509 | 60+ min | 69.5% | 9.4% | - | 6.5% | 0.6% | 13.9% |

*Source: 2022 American Community Survey (ACS) 5-Year Estimates*

## 4.4 Community Resources and Cohesion

This section provides an overview of existing community facilities, essential services, and other elements that create community cohesion. A map showing the location of many of the community resources described in the following sections can be found in **Appendix B**.

### 4.4.1 Physical Environment

Central City's neighborhood boundaries are generally defined by its major streets and railroads. Neighborhoods in Central City are generally not self-contained; rather, they function as one community that makes up Central City. Due to its location in the middle of the state, Central City has been intersected by major transportation corridors (i.e., railroads and highways) throughout its history. The street network in Central City was largely influenced by the UPRR tracks, which diagonally bisects the city and the traditional land survey grid. This has resulted in two different street grid systems, one system which is oriented toward the UPRR tracks and another based on the traditional Public Land Survey System. The street network system from 13th Street to 22nd Street between N-14 and 23rd Avenue is oriented toward the railroad track, resulting in northwest-southeast and northeast-southwest (i.e., diagonally) oriented roadways rather than north-south and east-west (i.e. vertically and horizontally) oriented, like all other roadways in Central City are. The intersection of N-14 and US-30 occurs where the two different grid systems meet, forming a logistical triangle intersection which is irregular and difficult to navigate.

The UPRR tracks effectively split Central City into a north side and south side, specifically, when trains are present on the tracks:

**North Side of UPRR Tracks** - Currently, no designated growth areas exist on the north side of the city since, historically, the railroad tracks have been considered an impediment. Residents living on the north side of the UPRR tracks routinely cross over the tracks to get to public facilities, most of which are located south of the UPRR mainline. There is one large industrial business, Strobel Metal Fabrication, located on the north side of the tracks, as well as several community parks or recreation areas (North Park, Kernel Field, and the Merrick County Fair Grounds).

**South Side of UPRR Tracks** - Most of the recent development in Central City has taken place on the south side of the UPRR, mainly south of 24th Street and along US-30. The Aurora Cooperative, an elevator and agronomy facility, is located in the Downtown area adjacent to the south side of the UPRR tracks.

### 4.4.2 Schools

There is one (1) public school system within the study area: Central City Public Schools, which consists of three (3) public schools: Central City Elementary School at 1711 15th Avenue, Central City High School at 1510 28th Street, and Central City Middle School at 2815 17th Avenue (Nebraska Department of Education – Central City, 2024 and Central City Public Schools, 2024). There are no set "school attendance areas" in Central City as there is only one public school offered for each grade set (i.e., elementary, middle, and high school).

There is one (1) private school (K-12) within the study area: Nebraska Christian located at 1847 Inskip Avenue in Central City, and one (1) early education, pre-school: the Merrick County Child Development Center located at 2412 23rd Avenue in Central City.

### 4.4.3 Places of Worship

There are eleven (11) places of worship within the immediate study area of Central City:

- Heartland Evangelical Free Church - 3208 17th Avenue
- Central City United Methodist - 2601 18th Avenue
- Grace Bible Fellowship - 2518 23rd Avenue
- St Michael's Catholic Church - 2402 20th Avenue
- St. Paul's Lutheran Church - 820 G Avenue
- Grace Lutheran Church - 1920 16th Avenue
- United Presbyterian Church - 1801 17th Avenue
- Central City Baptist Church - 1119 17th Street
- Community Bible Church - 403 F Avenue
- Christ Church Episcopal -1414 15th Street
- First Christian Church - 407 A Avenue

Additional congregations or gatherings of churches may be present but were not readily identifiable on maps or through public searches during the desktop screening.

### 4.4.4 Parks and Recreation Areas

There are multiple parks and recreational opportunities within the study area. They play an important role in enhancing the livability and creating a sense of community for residents of Central City and the surrounding areas.

**Central Park and Dark Island Park/Trail**

This recently constructed 8-acre park is located in the heart of the community, directly south of US-30 between 13th and 14th Avenue. Next to the Merrick Activity Center, it contains multiple facilities, such as pickleball courts, gaga ball rinks, a skate park, snookball, a fitness Park, picnic shelters, playgrounds and a seating area in the plaza for community events.

The Dark Island Trail is an 8-mile long hike/bike trail opened in 2007 that extends south from Central City to Marquette along a former railroad. The trail passes through farmland, densely wooded areas, and over a long wooden bridge with spectacular views of the Platte River.

**Merrick County Health & Fitness Center**

The Merrick County Health & Fitness Center provides programs and services for all individuals of all ages. It offers a heated swimming pool with a wheelchair ramp, hot tub, and men's and women's locker rooms. Land and water fitness classes are offered at various times and sport leagues are offered throughout the year. Lifeguard swim is provided during the school year on Saturdays from 1 to 5 p.m. It has a Fitness Center with exercise equipment and a weight room, as well as a full-sized regulation basketball/volleyball court, two racquetball courts, and a multi-purpose room with a meeting area and a small serving kitchen, which is available to host birthday parties or other special occasions.

**North Park**

North Park is located in the northwest quarter of Central City, and encompasses two square blocks of space. It offers plenty of shaded spaces with playground equipment, horseshoes, a bandstand, and picnic space. The city anticipates expanding North Park with the removal of the North Ward school building, and is planning a newly renovated ball field along with a large family picnic shelter.

**South Park (Lone Tree Park)**

South Park (Lone Tree Park) is located on N-14 at the south entrance to Central City. It offers three quality ball fields that host many games for all ages, including softball tournaments. The park includes walking paths, playground equipment, a picnic shelter, and concession facilities.

**Kernel Field Baseball Park**

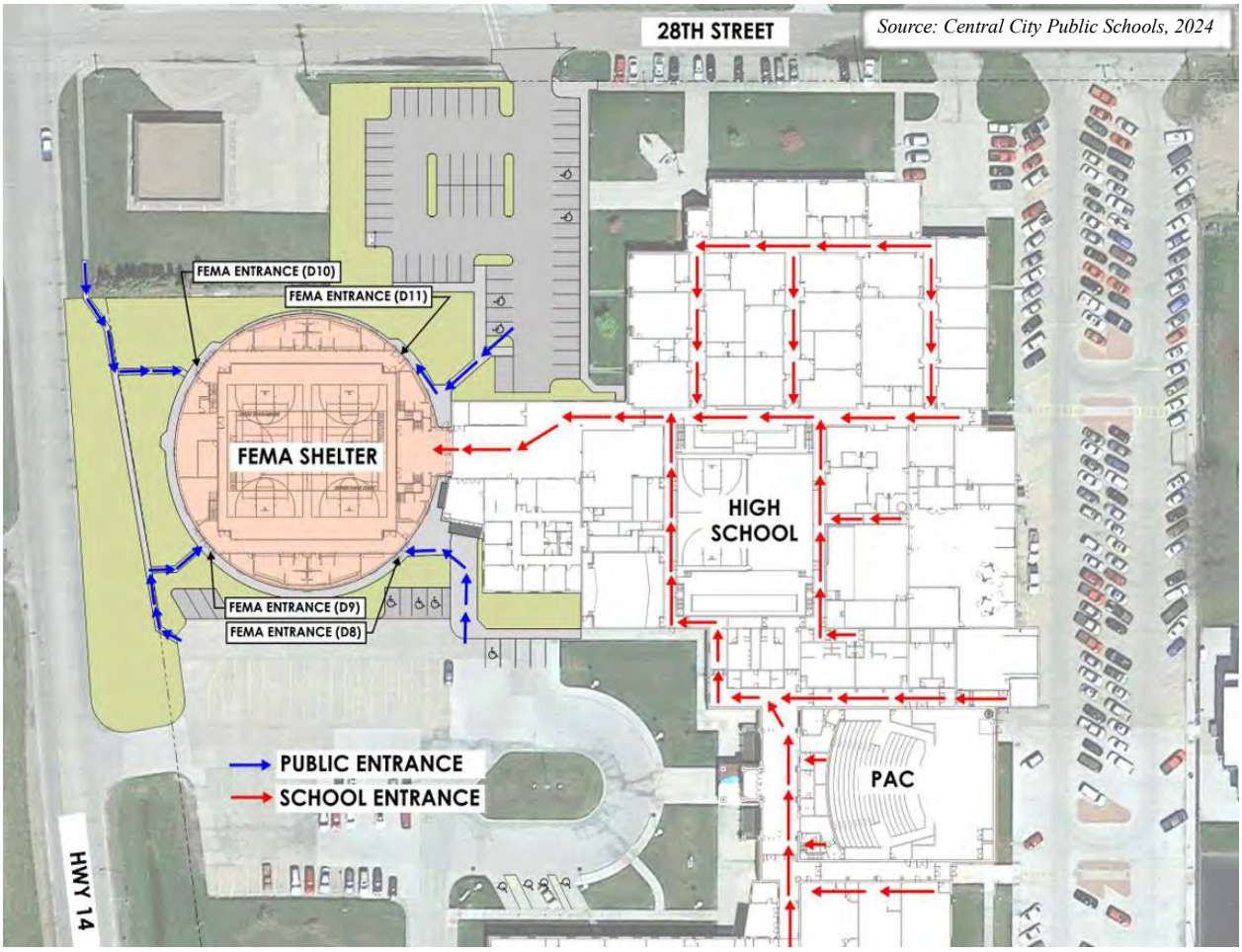
Kernel Field, located at 2015 10th Street in Central City, hosts local baseball teams, as well as games and tournaments involving teams from across the state. It can accommodate a large crowd and offers concession facilities.

**Bison Activity Dome**

The Bison Activity Dome is a dual-purpose facility located on the west side of Central City Senior High School. It serves as a gymnasium and an activity center for the School District, and also plays an important life-safety role in the community by providing a Tornado Safe Room that is built to withstand wind speeds of 250mph.

**Other Parks, Recreation, or Entertainment Areas**

- Fox Theater (formerly Widman Theater) - 1301 17th Street, Central City
- State Theater - 706 C Avenue, Central City
- Performing Arts Center/Edwin & Bernice Lock Theater - 1510 28th Street, Central City
- Bader Park - 898 Bader Park Road, Chapman
- Central City Downtown Park - 301 G Street (privately owned greenspace at the western corner of the US-30 intersection with B Avenue)
- Merrick County Fairgrounds - 1784 Fairgrounds Road, Central City
- Central City Aquatic Center - 2818 18th Avenue, Central City




*The Bison Activity Dome provides a venue for community events and acts as a Community Safe Room during tornados*

## 4.4.5 Emergency and Medical Services

Emergency services in the study area include medical services, fire rescue, and police dispatch stations. There is one (1) volunteer firefighting department in the Study Area: Central City Volunteer Fire Department located at 720 16th Street / Lincoln Hwy (Central City Volunteer Fire Department Facebook Page, 2024) and one (1) ambulance dispatch facility at 414 H Street for the Central City Ambulance Service.

Police dispatch services in the study area are provided by one (1) police station, one (1) county sheriff, and one (1) state patrol troop: Central City Police Station, located at 1616 16th Avenue, Central City, Merrick County Sheriff, located at 1821 16th Avenue, Central City, Nebraska State Patrol Troop C, located at 3431 Old Potash Highway, Grand Island.

Emergency and major medical services are provided by one (1) primary medical center: Merrick Medical Center, which is affiliated with Bryan Health and located at 2802 28th Street.

### 4.4.6 Vulnerable Population Services

There is one (1) nursing home, three (3) assisted living services, and one (1) senior center within the study area, all of which are in Central City: The Oaks at Central City, Cottonwood Estates, Life Essentials Assisted Living, Central Assisted Living Inc, and the Central City Senior Center.

There is also one (1) subsidized housing development within the study area, Bader Villa West. It is managed by the Housing Authority of Central City, which is located at 2525 28th Street and provides programs and services that assist with low-rent housing for elderly and disabled residents.

Additionally, the preliminary Environmental Justice analysis has indicated the following Central City businesses and public facilities are likely to serve a minority and/or low-income population, and/or provide essential services within the project area and along the highway detour route (Central City Viaduct Environmental Justice and Limited English Proficiency Analysis - Preliminary Technical Memorandum, 2024):

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

### 4.4.7 Transportation Services

The Central City Senior Center, located at located at 803 C Avenue, Central City, offers Midland Public Transit, an on-demand paratransit service for senior citizens, disabled persons, and the general public. The service is sponsored by the NDOT and operated by Midland Area Agency on Aging in cooperation with local city and county governments. It provides transportation five days a week within the city area with two reservable trips to Grand Island per month. This service is accessible to Central City, Clarks, and Palmer residents (Midland Area Agency on Aging – Merrick County, 2024). Additionally, Arrow Stage Lines charter buses are available in Grand Island for traveling greater distances.

The Central Nebraska Regional Airport in Grand Island is approximately 2.7 miles west of Central City and offers two (2) airlines and two (2) charter flights. This regional airport serves Hall County and the surrounding area. The Central City Municipal Airport, located approximately 2.5 miles west of Downtown Central City at 1346 Ormsby Road, provides general aviation services within the City limits and immediately surrounding area.

### 4.4.8 Special Events and Community Pride

Central City and Merrick County celebrate their town, veterans, and community in several ways with annual events and traditions. Beginning in June of 2014, an Eagle Scout project from Boy Scout Troop 102 established an ongoing tradition of flag displays in downtown Central City for select parts of the year. For Independence Day, Patriot Day, Flag Day, Memorial Day, and Veterans Day, the Scouts install American flags along US-30. Flags are installed or removed during the days prior to and following each holiday. There are a total of 60 flagpole sleeves into which the flags can be temporarily placed. When not in use, the flagpole sleeves are capped to maintain a level surface for pedestrians. There is also one central flagpole, located in the median greenspace at the intersection of US-30 and N-14, that is used throughout the year to display the American Flag.

In addition to the flags in the Central City's downtown area, there are 15 memorial plaques dedicated to veterans. These were originally installed in front of the Central City Public Library, but due to the Central City Downtown Revitalization Plan and subsequent construction, the plaques were moved to the median greenspace at the intersection of US-30 and N-14 in 2018. Each memorial plaque displays an individual's name, service branch, dates served (or dates born and deceased), and the location or conflict to which they were deployed. These plaques are set into concrete footings that include flagpole sleeves for the Scouts to install flags.

Community pride and veteran remembrance is also displayed at the Heartland Veterans Memorial located in the southeastern corner of Central City's South Park at the intersection of 17$^{th}$ Avenue and 28$^{th}$ Street. A ceremony is held here before Veteran's Day and Memorial Day each year to place personalized granite tiles in the memorial walls as a tribute to US Veterans.

Central City citizens demonstrate their values through these celebratory displays which result in community pride. Other recurring events or celebrations that help build a sense of community and cohesion between residents include:

- The Bader Park Family Halloween is held annually in mid-October, and includes family related events such as trick-or-treating, pumpkin painting, and refreshments.

- The Bader Park Firework Show is held annually in early July, and includes refreshments, music, and a small firework show.
- The Lone Tree Days event occurs annually in early July, and includes refreshments, a parade, a firework display, and fundraisers.
- Taco Ride events, which consist of eating at a local restaurant and a group bike ride to Marquette, Nebraska, are usually held in the summer or fall on the Dark Island Trail.
- The Trunk or Treat Fall Festival is an annual event held in late October that provides a safe environment for families to wear costumes and get treats.
- The Chamber of Commerce Annual Gala event is held in late January
- The Merrick County Fair is held annually at the end of July, and features demolition derbies, bull riding, mud volleyball, and animal shows.
- An annual Veterans Day Parade occurs in mid-November each year.

### 4.4.9 Utilities and Information Services

Gas utilities are provided by the City of Central City and Kinder-Morgan. Electric Utilities are provided through the City of Central City, Southern Public Power District, Polk County Rural Public Power District, and Nebraska Public Power District. The Central City Water Utility service provides water and wastewater services to Central City.

A solar array was built in Central City in 2015, and then expanded in 2017 to bring 500kW of energy. It is owned by the city and is located on the west side of N-14 near 10th Street.

The *Republican-Nonpareil* provides local news and community events online and in a weekly printed newspaper either by subscription or at a wide range of outlets around the community.

Most households within the study area have either a computer, smartphone, and/or tablet, as well as a subscription to some form of internet service, which is available from multiple providers, including Vyve Broadband and CenturyLink. The rates of household that have no computer (9 percent) or internet service (12 percent) are higher than similar figures at the statewide and national levels, which are both 6 percent and 9 percent for households without a computer and without internet service, respectively.

Additional detail on technology access is provided in **Table 6**.

**Table 6 - Computer Availability and Internet Access**

| Area | Number of Households | Computer Ownership | | | | Access to Internet | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | *Desktop or Laptop* | *Smart-phone* | *Tablet* | *None* | *Cellular Data Plan* | *Broadband (Cable, Fiber, DSL)* | *Satellite* | *Dial-Up* | *None* |
| United States | 125,736,353 | 79.3% | 88.2% | 63.4% | 6.0% | 81.1% | 73.3% | 6.7% | 0.2% | 9.0% |
| Nebraska | 776,379 | 78.8% | 86.8% | 64.1% | 6.3% | 80.4% | 72.8% | 7.0% | 0.3% | 8.6% |
| Merrick County | 3,175 | 68.6% | 79.3% | 57.1% | 10.9% | 73.8% | 56.9% | 14.0% | 0.5% | 13.2% |
| Hamilton County | 3,577 | 81.6% | 86.3% | 68.0% | 6.4% | 79.6% | 75.3% | 9.6% | 0.2% | 8.6% |
| Central City | 1,200 | 68.1% | 75.3% | 58.2% | 11.8% | 77.1% | 68.5% | 6.4% | 0.6% | 13.6% |
| Village of Clarks | 140 | 57.9% | 78.6% | 48.6% | 5.7% | 82.1% | 55.0% | 6.4% | 1.4% | 6.4% |
| Village of Hordville | 81 | 71.6% | 67.9% | 58.0% | 24.7% | 56.8% | 39.5% | 22.2% | - | 28.4% |
| Village of Marquette | 101 | 54.5% | 79.2% | 52.5% | 13.9% | 73.3% | 49.5% | 12.9% | 2.0% | 19.8% |
| Overland | 63 | 100% | 100% | 61.9% | - | 100% | 87.3% | 6.3% | - | - |
| Archer | 31 | 100% | 100% | 83.9% | - | 100% | 71.0% | 29.0% | - | - |
| **Project Study Area** | **2,516** | **75.5%** | **82.8%** | **62.5%** | **8.8%** | **76.6%** | **61.4%** | **13.0%** | **0.4%** | **12.1%** |
| Census Tract 9668; Block Group 1 (Merrick County) | 565 | 70.3% | 78.8% | 53.1% | 13.1% | 77.0% | 65.1% | 9.9% | - | 12.0% |
| Census Tract 9668; Block Group 2 (Merrick County) | 319 | 72.7% | 76.2% | 62.7% | 7.8% | 77.4% | 58.9% | 11.9% | - | 11.0% |
| Census Tract 9668; Block Group 3 (Merrick County) | 459 | 68.2% | 76.5% | 63.4% | 11.1% | 83.0% | 69.5% | - | 1.5% | 14.2% |
| Census Tract 9666; Block Group 1 (Merrick County) | 289 | 73.0% | 88.6% | 58.8% | 8.7% | 66.4% | 39.8% | 21.5% | - | 19.4% |
| Census Tract 9667; Block Group 2 (Merrick County) | 236 | 85.2% | 87.7% | 68.2% | 8.9% | 82.6% | 45.3% | 36.4% | - | 9.7% |
| Census Tract 9692; Block Group 1 (Hamilton County) | 272 | 79.4% | 87.9% | 66.9% | 5.9% | 72.8% | 77.6% | 8.8% | 0.7% | 8.1% |
| Census Tract 9691; Block Group 2 (Hamilton County) | 376 | 88.0% | 87.2% | 64.6% | 6.6% | 74.5% | 62.8% | 16.5% | - | 9.6% |

*Source: 2022 American Community Survey (ACS) 5-Year Estimates*

## 4.5 Tax Base

The tax base within the study area is summarized at the county level in **Table 7** using data from the Nebraska Department of Revenue. Agricultural land is the predominant property type in both Merrick and Hamilton counties based on the 2023 total assessed value. It accounts for roughly half of the total assessed value in each county. When comparing differences between the two counties, residential and railroad property contribute a higher percentage of the total assessment value in Merrick County, while agricultural land and commercial, industrial, and mineral uses are a slightly higher portion of the Hamilton County total.

**Table 7 - Tax Base Summary**

| Area | Assessed Value by Property Type | | | | | | |
|---|---|---|---|---|---|---|---|
| | *Total Taxable Value* | | *Agricultural Land* | *Residential* | *Commercial, Industrial, and Mineral* | *Railroads* | *Other Property* |
| Merrick County | $2,017,115,889 | 100% | 48.2% | 28.4% | 5.9% | 8.1% | 9.5% |
| Hamilton County | $3,262,612,570 | 100% | 57.8% | 22.9% | 8.2% | 2.9% | 8.2% |

*Source: Nebraska Department of Revenue Property Assessment Division - 2023 Annual Summary Report*

**Businesses and Major Employers**

The businesses and major employers of Central City contribute to the local economy by providing an increased tax base, increasing revenue production, and providing employment opportunities to the local and regional residents.

Major employers in the area include:

- The Merrick Medical Center
- Central City Public Schools
- Merrick County
- The Green Plains Renewable Energy (Biofuel/Ethanol Production Facility)
- The Aurora Cooperative (Grain Distribution Services)
- Strobel Manufacturing (Metal Fabrication Facility)

As previously mentioned, the majority of the businesses in Central City are located south of the UPRR mainline. Downtown Central City, located generally near the intersection of N-14 and US-30, offers a variety of businesses and services to the community, including, but not limited to, civic, retail/shopping, dining, banking, automotive, health, and medical. It contains: the police department, fire rescue/EMS services, City Hall, the Merrick County Courthouse, a post office, a public library, the State Theater, the local newspaper offices, several banks, several churches, motels, bed and breakfast businesses, grocery and variety stores, dining establishments, a senior center and assisted living center, medical offices, beauty care and barber shops, and other office buildings and retail establishments, among others. Despite its importance to the community, there remain numerous vacant buildings in the downtown area, and according to the Central City Chamber of Commerce, the rate of vacancy has remained constant the past few years.

# 5.0 Community Impacts

Potential impacts of the proposed project on the community are discussed below. In addition to summary-level explanations, the impacts are described consistently based on intensity (negligible, minor, moderate, or major), duration (short- or long-term), and type (adverse or beneficial), as determined during the evaluation process.

**Local Travel Patterns and Vehicular Access**

The proposed project would lead to moderate, short-term impacts that adversely affect local traffic operations, create times of irregular congestion, and require route detours during construction. These impacts, however, would be temporary. Construction of the project would be completed under traffic, with lane closures controlled by appropriate traffic control devices and practices, allowing continuous movement through the study area, access to it destinations, and mobility for emergency responders. Access to adjacent properties would be maintained during the construction process, but may be temporarily limited at times due to phasing requirements. Several parking spaces in the downtown area would also be unavailable temporarily during certain construction activities, but this short-term, minor impact would not require mitigation measures because of the availability of nearby parking alternatives, as determined by the NDOT. This project would not restrict access to emergency service facilities or providers during construction.

After construction is complete, there would be no permanent loss in access to existing community facilities or other community resources because of the proposed project, nor would it result in a permanent impediment to restrict emergency services or slow life-safety response times for parts of the community.

Improvements associated with the proposed project would also have beneficial impacts on the local community travel patterns, once implemented. Currently, the crossroads of N-14 and US-30 forms a logistical triangle intersection which is difficult to navigate, and often contributes to traffic backups along both highways. Further contributing to backups is the proximity of the intersection of N-14 and the UPRR mainline to the intersection of N-14 and US-30, which are approximately 190 feet apart. By providing a bypass route for trucks to avoid this intersection and making it more operational efficient for other vehicles passing through it, the proposed project would result in moderate-to-major, long-term impacts on local traffic conditions, which would reduce delays, improve safety, and help enhance the quality of the downtown environment for both motorists and non-motorists alike.

**Economic Development and Compatibility with Community Goals**

Private businesses in the downtown area have been adversely impacted by traffic congestion and associated safety concerns expressed by some residents. According to surveys conducted during the development of the most recent Central City Comprehensive Plan,79% of respondents stated they are “somewhat likely,” or “very likely” to shop other places based on their level of safety in the downtown area. The Plan specifically mentions the US-30 and N-14 intersection as being an ongoing concern for residents and passersby alike. The intersection, combined with the added activity of the UPRR in the downtown business district, ”often causes residents and visitors to feel overwhelmed and unsafe when visiting or passing through this location.” Additionally, the Plan

conveys the desire to preserve these commercial corridors in the downtown area because of their importance to the community and the role they play in "inviting customers off the highway and into local businesses." It proposes re-routing traffic on these highways to help attract new businesses, as well as improve traffic flow and safety (2023 Comprehensive Plan, Page 56-57). The proposed project could play a significant role in this revitalization process, and if implemented, would help create major, long-term impacts that are beneficial to the community, local economy, and its residents.

**Community Connectivity and Non-Motorized Mobility**

From the perspective of maintaining connectivity between different parts of the community and its residents, the proposed improvements would not create new barriers to mobility or isolate any neighborhoods. At minimum, current vehicle circulation and access routes using the existing roadway network would be maintained, and in some locations, would be improved. As previously mentioned, the proposed project would strengthen connections between the mostly residential parts of Central City north of the UPRR mainline, and those areas south of it, which contain most of the public buildings and community services.

The proposed project would have minor, short-term adverse impacts to non-motorized mobility and recreation in the project area because of temporary closures to the Dark Island Trail during construction. Upon completion, the project will include a safe, elevated sidewalk on one side of the viaduct, providing an accessible route across the UPRR for pedestrians and enhancing connectivity in the area. As a result, the project is expected to deliver major, long-term benefits to the community.

**Visual and Aesthetic Elements**

Due to the elevated nature of the proposed viaduct overpass, it is anticipated that some residences in neighborhoods immediately adjacent to the new bridge structure would experience moderate, short-term adverse impacts during construction and moderate, long-term adverse impacts afterwards to existing aesthetics and visual characteristics. Those properties closest to the overpass would experience a more pronounced visual change, specifically residences within roughly 500 feet of the UPRR mainline on either side. This impact would vary depending on building location and orientation, as well as the presence of existing trees or other structures that have the potential to obstruct the view of the new roadway structure and associated facilities. Additionally, the existing viewshed or context in which it would be constructed lessens the severity of the potential impact. The height of the proposed overpass would not greatly exceed that of existing buildings or facilities in the same location, such as grain elevators and silos, dry storage buildings, rail-related infrastructure, trains, a power substation, and overhead powerline facilities. In this setting, an elevated roadway would not be out of place, and would not greatly reduce the aesthetic quality of visual environment.

The proposed project would also have minor, long-term aesthetic impacts that are beneficial to the study area. This includes maintaining or installing new lighting and other upgraded streetscape elements that are consistent with recent improvements to the US-30 corridor in the downtown area. These streetscape improvements are part of a larger Central City vision to create a stronger sense of place and identity around its downtown. This includes installing features such as shade trees, open public spaces, and unique wayfinding signage that can transform both the appearance

of the area, as well as the way the community interacts with it by encourage pedestrian activity and enhancing community cohesion.

**Land Use and Property Impacts**

The proposed project would require the acquisition of approximately 12.2 acres of new right-of-way, temporary construction easements, and the removal of three structures currently being used as dry storage warehouses. It would, therefore, have major, long-term adverse impacts on multiple local property owners. The impacts to these properties and structures would be mitigated with financial compensation for property owners. The final impacts to these properties would be determined during final design, but it is anticipated that five full parcels would be acquired. 15 others would require partial acquisition or temporary easements. Property rights acquisition would be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisition would be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.).

Based on the number of properties being converted to right-of-way, as well their combined size, ownership, and relative contribution as a percentage of total assessed taxable value, removing these properties from the local tax base revenue is unlikely to have an adverse economic impact on the community as a whole. In fact, it is possible that the proposed project could result in an increase in the local tax base by facilitating the previously mentioned downtown revitalization and infill development of currently vacant parcels in the area. This potential economic growth factor, however, is difficult to forecast, accurately estimate, and determine specific causes for, so it is not considered an anticipated beneficial impact for the purposes of this assessment.

**Ongoing Communication and Community Engagement**

Engagement with the community to provide information and gather feedback is an ongoing process that has informed decisions at major milestones while developing the proposed project and evaluating potential outcomes. In November of 2016, a public meeting was held at Central City Elementary School to seek community input on four potential viaduct alignment alternatives and the associated impacts of each. In November of 2021, another public meeting was held at Central City High School to engage residents and gather comments on the two remaining viaduct build alternatives being considered, along with three alternatives for reconfiguring the intersection of US-30 and N-14 due to the close proximity and interconnected relationship between the two efforts. The comments and suggestions received from these events, as well as discussions with local stakeholders, have helped shape the proposed project concept. To-date, no public concerns have been raised that would indicate major impacts to the community or its existing resources. This dialogue with the community would continue, where appropriate, into the design and construction phases so that residents and stakeholder can stay informed and have an opportunity to contribute to future decisions made about the project.

The project's preliminary EJ analysis identified the presence of EJ populations with the study area, specifically low-income populations within Central City. Although not final, the analysis found no anticipated disproportionately high and adverse human health or environmental effects to minority or low-income (i.e., EJ) populations, as defined in FHWA Order 6640.

It also identified the presence of a Spanish-speaking Limited English Proficiency (LEP) population that exceeds the NDOT LEP outreach trigger of 5 percent of the population. This communication barrier has the potential to exacerbate other short-term adverse impacts related to construction activities and traffic detours because notifications may not be effective for these communities. This will be mitigated, however, by taking alternative language assistance measures and using translation services in accordance with the current NDOT LEP Plan.

A Public Hearing will be held in December 2024 to give residents an opportunity to express their views and provide comments on the alternatives considered, preliminary design elements, and associated environmental impacts and mitigation measures discussed in the Draft EA documentation. If the project is advanced, it is recommended that any feedback received at the Public Hearing related to impacting community resources, cohesion, connectivity, socioeconomics, or other elements of the human environment, be considered during the design and construction phases to accommodate community concerns, where feasible.

# 6.0 Conclusions

The proposed Central City Viaduct project is consistent with local planning policies and community goals, as outlined in the most recent Central City and Merrick County Comprehensive Plans. The 2023 Central City Comprehensive Plan specifically mentions the existing intersection of N-14 and US-30 as being a safety concern for some residents, and proposes re-routing traffic on these highways to improve traffic flows and safety conditions.

Construction of the project improvements would result in short-term, adverse community impacts in the form of disruptions to typical travel patterns and study area aesthetics. Examples of these include temporary roadway detours, access restrictions, traffic delays, and equipment/materials staging. In addition to being temporary, these impacts would be mitigated by using 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.

Long-term impacts on the study area and local communities are anticipated to be a net benefit when considered collectively. The project would create long-term, adverse impacts for certain property owners as a result of the acquisitions required for its construction. These impacts would be mitigated with financial compensation for impacted property owners, and no additional residences or businesses would be displaced. The project would also, however, result in several long-term benefits for the study area, such as decreasing travel times, improving safety conditions, providing a more efficient roadway network, enhancing community connectivity, and expanding non-motorized mobility and recreational opportunities in and around Central City. Additional benefits may include increased economic activity, future development opportunities, and revitalization within Central City's downtown.

**Mitigation Measures**

The following measures are needed to effectively mitigate the adverse community impacts which are anticipated as a result of the proposed Central City Viaduct project:

- Written information that is dispersed to the public regarding this project will 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. If a public meeting is held regarding this project, there must be a Spanish interpreter present. There must also be clear notice for the meeting posted in Spanish, and another notice at the meeting that the interpreter is available. 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 department representatives of public agencies, does not need to be translated.
- Pedestrian routes will be designated during construction so that pedestrian mobility within the community can be maintained. Pedestrians will have access to at least one side of a street at any given time.
- Vehicular and pedestrian access will be maintained for all businesses, services, and facilities during the anticipated temporary roadway closures.
- To accommodate through truck traffic on N-14 and US-30, the following detours will be used on the highway system to bypass Central City during construction:
    - State highway detour for N-14 would be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14.
    - State highway detour for US-30 would be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.
- Property rights acquisition will be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisition would be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.).
- 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.

# 7.0 References

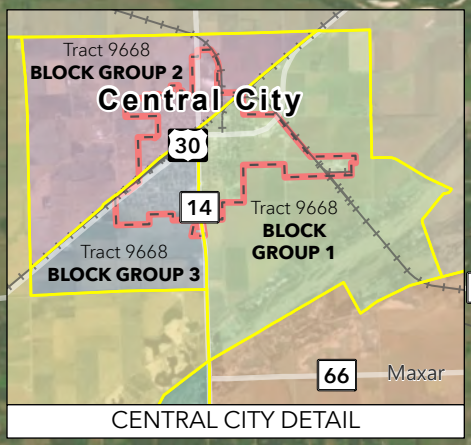

- Nebraska Department of Education – Central City, 2024 (https://nep.education.ne.gov//snapshot.html#61-0004-000/about)
- Central City Public Schools, 2024 (https://www.centralcityschoolsne.org/)
- Environmental Justice and Limited English Proficiency Analysis, CN 42013, STPN-TMT-14-2(123) Central City Viaduct, 2024
- City of Central City 2023 Comprehensive Plan, Updated June 2023.
- Central City Volunteer Fire Department Facebook Page, 2024 (https://www.facebook.com/p/Central-City-Volunteer-Fire-Department-100064867050831/)
- Central City Webpage, 2024 (https://www.cc-ne.com/)
- Platte PEER Group, 2024 (https://baderpark.org/bader-memorial-park/things-to-do-at-bader-park.html)
- Midland Area Agency on Aging – Merrick County, 2024 (https://www.midlandareaagencyonaging.org/centers/merrick.html)
- Nebraska Department of Revenue, Property Assessment Division -2023 Annual Report (https://revenue.nebraska.gov/PAD/2023-annual-report-property-assessment-division)
- US Census Bureau, American Community Survey 2018-2022, 5-Year Estimates (https://data.census.gov/)

# Appendix A

# Project Location Map

# Central City Viaduct

## Project Location Map




CENTRAL CITY DETAIL

Tract 9666
**BLOCK GROUP 1**

Tract 9667
**BLOCK GROUP 2**

Tract 9691
**BLOCK GROUP 2**

Tract 9692
**BLOCK GROUP 1**

Clarks
Hordville
Central City
Chapman
Marquette
Grand Island
Phillips
Aurora
Hampton
Giltner

14
92
30
66
281
34
2
80

0 2.5 5 10
Miles

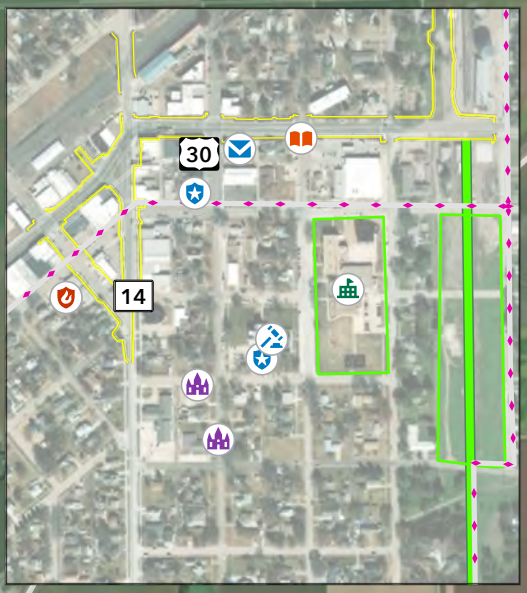
Railroads
Interstates/Highways
Incorporated Area
Study Area Block Goup

# Appendix B

# Community Resources Map

# Central City Viaduct

## Community Resources Map




Central City Cemetery

14

Strobel Metal Fabrication

Solar Array

Kernel Field

Warm Slough

Merrick County Fairgrounds

Green Plains Biofuel Refinery

Central City Municipal Airport (1.25 mi)

30 Central City

Merrick Medical Center

14

0 0.25 0.5 1
Miles

- Public Housing Buildings
- NursingHomes
- Public Libraries
- Prisons/Correctional Facilities
- Places of Worship
- Post Offices
- National Symbols/Monuments
- Courthouses
- City/Town Halls
- Cemeteries
- Technical/Trade Schools
- Schools
- Colleges/Universities
- Hospitals
- Fire Stations/EMS Stations
- Police Stations
- Power Substations
- Preliminary Project Location
- Interstates/Highways
- Major Stream
- Central City Boundary
- Dark Island Trail
- Park or Recreation Area

# Appendix D

**Environmental Justice**

This is a Preliminary EJ and LEP Memorandum based on available information. A comprehensive Memorandum will be completed after further information is made available.

To: File
From: Natasha Miranda, Environmental Scientist, HDR
Date: 29 October 2024
RE: Environmental Justice and Limited English Proficiency Analysis
CN 42013, RRZ-TMT-14-2(123) Central City Viaduct

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# Environmental Justice and Limited English Proficiency Analysis, CN 42013, RRZ-TMT-14-2(123), Central City Viaduct

## 1 Environmental Justice Regulatory Background and Overview of Methodology

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed on February 11, 1994, and requires that, to the extent practicable and permitted by law, low-income or minority populations must not be subject to disproportionately high and adverse human health or environmental effects as a result of a proposed project. Federal agencies must take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of low-income and minority populations. Also, 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.

On June 14, 2012, Federal Highway Administration (FHWA) issued Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which established policies and procedures for the FHWA and state transportation agencies to use in complying with Executive Order 12898. The Order provided definitions for multiple terms and concepts applicable to this analysis.

> *Adverse Effects* are defined as "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities."
>
> A *Disproportionately High and Adverse Effect to Low-Income and Minority Populations* is defined as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population; OR

2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

*Minority* is defined as a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;

2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;

4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; OR

5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

*A Low-Income person* is defined as a person whose median household income is at or below the federal poverty threshold as defined by the Census Bureau. The federal poverty threshold is used for calculating all official poverty population statistics and are updated annually by the Census Bureau.

A *Minority Population* is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

A *Low-Income* population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

In a December 16, 2011, memorandum titled *Guidance on Environmental Justice and NEPA*, the FHWA laid out a basic methodology for performing Environmental Justice analysis. Nebraska Department of Transportation (NDOT) has adopted an Environmental Justice methodology which follows the basic framework of the 2011 memorandum, but expands upon a few vague or undefined concepts. . The methodology described in the following bullets was developed by NDOT in coordination with FHWA and was used to analyze demographic information from the US Census to identify both minority and

low-income populations for the project area shown in the attached map. An abbreviated overview of NDOT Environmental Justice methodology is as follows:

1. Using localized census data and other relevant information sources, data is gathered and readily identifiable groups or clusters of minority or low-income persons in the EJ study area are listed. Small clusters or dispersed populations are not overlooked. Study area data is also compared to State data to determine the proportion of minority and low-income persons present in the study area.

2. Minority and low-income populations are identified where:

   (a) A readily identifiable group or cluster of minority or low-income persons is located in the EJ study area (for example, a low-income housing complex, or a workplace of mostly minority persons); OR

   (b) The minority or low-income population of the study area exceeds 50 percent; OR

   (c) The minority or low-income population percentage of the affected area is *meaningfully greater* than the minority population percentage in the general population or other appropriate unit of geographic analysis. The *meaningfully greater* standard is fact-dependent and requires professional judgment, but in most cases *meaningfully greater* is approximately 6 to 8 percent or above.

3. If minority and/or low-income populations are not present in the EJ study area, the analysis is concluded.

4. If minority and/or low-income populations are present in the EJ study area, potential disproportionately high and adverse effects of the proposed project are examined. If none are identified, the analysis is concluded.

5. If minority and/or low-income populations are present in the EJ study area, and potential disproportionately high and adverse effects of the proposed project have been identified, proposed mitigation will be considered. Commonly, the application of effective mitigation techniques can reduce or eliminate adverse effects that might otherwise fall disproportionately upon minority and low-income populations.

6. Finally, the analysis concludes with a determination that the proposed project either will or will not result in disproportionately high and adverse effects to minority and low-income populations.

Executive Order 13166*, Improving Access to Services for Persons with Limited English Proficiency,* signed August 11, 2000, requires federal agencies to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English proficiency (LEP). Each Federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Individuals who do not speak

English as their primary language and who have a limited ability to read, write, speak, or understand English are considered to have limited English proficiency. According to US Department of Transportation (DOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons published in the Federal Register December 14, 2005, populations likely to include LEP persons who are served or encountered by DOT programs or projects and should be considered when planning language services include, but are not limited to, persons living in areas affected or potentially affected by transportation projects. NDOT has adopted the following methodology to identify LEP in the project area and the potential need for language assistance:

- Use US Census and other data to determine the languages spoken in and around the project location, including along a detour route. The affected area considered might be larger or smaller depending on the project size, type, and location, but the analysis considers the language data of the block groups within US Census tracts where the project is situated and if applicable where the detour route is proposed, and the surrounding contiguous US Census tracts. The "affected area" is not simply the area directly impacted by the project, or the area within the physical limits of the project. Affected areas include those indirectly affected by transportation projects (for example, as a result of detours or increased traffic congestion). LEP persons will include all persons who speak a language other than English, and also speak English "Less Than Very Well," as defined by the American Community Survey. American Community Survey data breaks out LEP by Spanish, Other Indo-European languages, Asian, and "Other" Languages.

- If a language other than English is spoken in the affected area, and English is spoken less than very well by 5 percent or greater of the population, or 1,000 persons or greater for any one specific language, any written information released to the public will be translated into the appropriate language(s). This includes, for example, NEPA scoping letters, legal notices, door-to-door handouts, project information sheets, or comment forms. If appropriate, this information will make clear to the LEP persons that an interpreter will be available, free of cost, at a public meeting. NDOT will identify sources of media frequently used by LEP populations in an affected area (such as local or ethnic newspapers, radio stations, etc.) so that meeting notices can be included in those media notifications.

- If a language other than English is spoken in the affected area by 5 percent or greater of the population, but the number of LEP persons is less than 50, written information released to the public prior to the public meeting will include a block of text, translated into the applicable language(s), stating that LEP persons have the right to receive competent oral interpretation of those written materials, free of cost.

## 2 Project Location and Description

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a 580' viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a sidewalk on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new 580' bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls and fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

A segment of N-14/17th Street between US-30 and the roundabout will be relinquished to the City.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

## 3 Examination of Study Area Population: Census Data and Other Observations

The data on minority persons have been collected from the 2020 Census Redistricting Data, Table P2. The data on low-income and LEP persons have been compiled from 2018-2022 American Community Survey 5-year estimates, Table B17021 and Table B16004, respectively.

The Environmental Justice and LEP data for this project is as follows:

| Geographic area name | Total | Black/ African American | American Indian/ Alaska Native | Asian | Native Hawaiian/ Pacific Islander | Hispanic/ Latino | Total Minority | Project / Detour |
|---|---|---|---|---|---|---|---|---|
| Block Group 2, Census Tract 1, Hall County, Nebraska | 1,104 | 0.5% | 0.3% | 0.3% | 0.0% | 3.7% | 4.7% | Detour Only |
| Block Group 1, Census Tract 2, Hall County, Nebraska | 1,093 | 0.7% | 0.0% | 0.3% | 0.0% | 76.5% | 77.5% | Detour Only |
| Block Group 1, Census Tract 4, Hall County, Nebraska | 735 | 2.4% | 0.0% | 0.7% | 0.0% | 25.7% | 28.8% | Detour Only |
| Block Group 4, Census Tract 4, Hall County, Nebraska | 1,011 | 3.0% | 0.1% | 2.5% | 0.0% | 21.6% | 27.1% | Detour Only |
| Block Group 1, Census Tract 5, Hall County, Nebraska | 2,452 | 0.8% | 0.3% | 1.9% | 0.0% | 11.9% | 14.9% | Detour Only |
| Block Group 2, Census Tract 5, Hall County, Nebraska | 2,841 | 1.5% | 0.1% | 1.8% | 0.0% | 11.8% | 15.2% | Detour Only |
| Block Group 1, Census Tract 6, Hall County, Nebraska | 2,399 | 1.3% | 0.3% | 2.4% | 0.0% | 15.3% | 19.2% | Detour Only |
| Block Group 2, Census Tract 6, Hall County, Nebraska | 2,066 | 1.7% | 0.4% | 1.4% | 0.0% | 33.1% | 36.6% | Detour Only |
| Block Group 3, Census Tract 7, Hall County, Nebraska | 1,265 | 16.8% | 0.2% | 0.9% | 0.1% | 23.8% | 41.7% | Detour Only |
| Block Group 4, Census Tract 7, Hall County, Nebraska | 1,035 | 2.1% | 0.4% | 1.4% | 0.0% | 22.4% | 26.4% | Detour Only |
| Block Group 1, Census Tract 9600, Polk County, Nebraska | 1,045 | 0.0% | 0.1% | 0.0% | 0.1% | 1.6% | 1.8% | Detour Only |
| Block Group 2, Census Tract 9600, Polk County, Nebraska | 1,024 | 0.2% | 0.5% | 0.1% | 0.0% | 2.0% | 2.7% | Detour Only |
| Block Group 1, Census Tract 9601, Polk County, Nebraska | 1,253 | 0.0% | 0.3% | 0.1% | 0.0% | 13.7% | 14.1% | Detour Only |
| Block Group 2, Census Tract 9601, Polk County, Nebraska | 673 | 0.0% | 0.00 | 0.0% | 0.0% | 3.3% | 3.4% | Detour Only |
| Block Group 3, Census Tract 9601, Polk County, Nebraska | 1,219 | 0.5% | 0.2% | 0.0% | 0.0% | 2.3% | 3.0% | Detour Only |
| Block Group 1, Census Tract 9666, Merrick County, Nebraska | 722 | 0.8% | 0.0% | 0.3% | 0.1% | 2.6% | 3.9% | Detour Only |
| Block Group 1, Census Tract 9666, Merrick County, Nebraska | 722 | 0.8% | 0.0% | 0.3% | 0.1% | 2.6% | 3.9% | Detour Only |
| Block Group 1, Census Tract 9666, Merrick County, Nebraska | 722 | 0.8% | 0.0% | 0.3% | 0.1% | 2.6% | 3.9% | Detour Only |
| Block Group 1, Census Tract 9666, Merrick County, Nebraska | 722 | 0.8% | 0.0% | 0.3% | 0.1% | 2.6% | 3.9% | Detour Only |
| Block Group 2, Census Tract 9666, Merrick County, Nebraska | 1,057 | 0.4% | 0.3% | 0.5% | 0.0% | 4.4% | 5.6% | Detour Only |
| Block Group 3, Census Tract 9667, Merrick County, Nebraska | 1,167 | 0.3% | 0.3% | 0.0% | 0.0% | 3.9% | 4.5% | Detour Only |
| Block Group 1, Census Tract 9668, Merrick County, Nebraska | 1,387 | 0.6% | 0.3% | 0.4% | 0.0% | 4.0% | 5.2% | Project Only |
| Block Group 2, Census Tract 9668, Merrick County, Nebraska | 920 | 0.3% | 1.0% | 1.2% | 0.0% | 4.5% | 7.0% | Project Only |
| Block Group 3, Census Tract 9668, Merrick County, Nebraska | 1,114 | 1.1% | 0.4% | 0.5% | 0.0% | 3.9% | 5.8% | Project Only |
| Block Group 2, Census Tract 9691, Hamilton County, Nebraska | 945 | 0.3% | 0.3% | 0.0% | 0.0% | 2.2% | 2.9% | Detour Only |
| Block Group 1, Census Tract 9692, Hamilton County, Nebraska | 831 | 0.0% | 0.6% | 0.2% | 0.0% | 4.1% | 4.9% | Detour Only |
| Block Group 1, Census Tract 9705, Howard County, Nebraska | 959 | 0.1% | 0.3% | 0.0% | 0.0% | 2.2% | 2.6% | Detour Only |
| Block Group 2, Census Tract 9705, Howard County, Nebraska | 854 | 0.5% | 0.2% | 0.1% | 0.0% | 2.7% | 3.5% | Detour Only |
| Central City city, Nebraska | 3,039 | 0.8% | 0.5% | 0.5% | 0.0% | 3.9% | 5.6% | |
| Grand Island city, Nebraska | 51,986 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Hordville village, Nebraska | 216 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Polk village, Nebraska | 336 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| St. Libory CDP, Nebraska | 295 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Stromsburg city, Nebraska | 920 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Hall County, Nebraska | 62,895 | 2.9% | 0.3% | 1.1% | 0.0% | 30.5% | 34.9% | |
| Hamilton County, Nebraska | 9,429 | 0.3% | 0.3% | 0.1% | 0.0% | 3.4% | 4.1% | |
| Howard County, Nebraska | 6,475 | 0.2% | 0.2% | 0.2% | 0.0% | 2.3% | 2.9% | |
| Merrick County, Nebraska | 7,668 | 0.5% | 0.3% | 0.4% | 0.0% | 4.9% | 6.1% | |
| Polk County, Nebraska | 5,214 | 0.2% | 0.3% | 0.0% | 0.0% | 5.0% | 5.4% | |
| Nebraska | 1,961,504 | 4.8% | 0.8% | 2.7% | 0.1% | 12.0% | 20.3% | |

Data on minority persons collected from 2020 Redistricting Data, Table P2.

| Geographic area name | Total | Income in the past 12 months below poverty level | Project / Detour |
|---|---|---|---|
| Block Group 2; Census Tract 1; Hall County; Nebraska | 1,100 | 4.3% | Detour Only |
| Block Group 1; Census Tract 2; Hall County; Nebraska | 1,034 | 19.4% | Detour Only |
| Block Group 1; Census Tract 4; Hall County; Nebraska | 727 | 13.8% | Detour Only |
| Block Group 4; Census Tract 4; Hall County; Nebraska | 691 | 6.2% | Detour Only |
| Block Group 1; Census Tract 5; Hall County; Nebraska | 2,027 | 10.7% | Detour Only |
| Block Group 2; Census Tract 5; Hall County; Nebraska | 2,690 | 5.2% | Detour Only |
| Block Group 1; Census Tract 6; Hall County; Nebraska | 2,740 | 1.4% | Detour Only |
| Block Group 2; Census Tract 6; Hall County; Nebraska | 1,655 | 9.5% | Detour Only |
| Block Group 3; Census Tract 7; Hall County; Nebraska | 1,478 | 16.2% | Detour Only |
| Block Group 4; Census Tract 7; Hall County; Nebraska | 980 | 19.7% | Detour Only |
| Block Group 1; Census Tract 9600; Polk County; Nebraska | 988 | 0.0% | Detour Only |
| Block Group 2; Census Tract 9600; Polk County; Nebraska | 878 | 12.3% | Detour Only |
| Block Group 1; Census Tract 9601; Polk County; Nebraska | 1,374 | 7.9% | Detour Only |
| Block Group 2; Census Tract 9601; Polk County; Nebraska | 789 | 12.3% | Detour Only |
| Block Group 3; Census Tract 9601; Polk County; Nebraska | 1,053 | 7.5% | Detour Only |
| Block Group 1; Census Tract 9666; Merrick County; Nebraska | 692 | 3.8% | Detour Only |
| Block Group 2; Census Tract 9666; Merrick County; Nebraska | 1,248 | 12.4% | Detour Only |
| Block Group 3; Census Tract 9667; Merrick County; Nebraska | 1,091 | 0.4% | Detour Only |
| Block Group 1; Census Tract 9668; Merrick County; Nebraska | 1,360 | 18.0% | Project Only |
| Block Group 2; Census Tract 9668; Merrick County; Nebraska | 771 | 19.8% | Project Only |
| Block Group 3; Census Tract 9668; Merrick County; Nebraska | 1,162 | 2.1% | Project Only |
| Block Group 2; Census Tract 9691; Hamilton County; Nebraska | 1,028 | 1.9% | Detour Only |
| Block Group 1; Census Tract 9692; Hamilton County; Nebraska | 734 | 8.7% | Detour Only |
| Block Group 1; Census Tract 9705; Howard County; Nebraska | 1,047 | 1.1% | Detour Only |
| Block Group 2; Census Tract 9705; Howard County; Nebraska | 834 | 2.0% | Detour Only |
| Central City city, Nebraska | 2,931 | 12.9% | |
| Grand Island city, Nebraska | 51,986 | 13.7% | |
| Hordville village, Nebraska | 216 | 7.4% | |
| Polk village, Nebraska | 336 | 11.9% | |
| St. Libory CDP, Nebraska | 295 | 0.0% | |
| Stromsburg city, Nebraska | 920 | 8.6% | |
| Hall County, Nebraska | 61,620 | 12.8% | |
| Hamilton County, Nebraska | 9,257 | 5.5% | |
| Howard County, Nebraska | 6,403 | 4.9% | |
| Merrick County, Nebraska | 7,536 | 10.2% | |
| Polk County, Nebraska | 5,082 | 7.7% | |
| Nebraska | 1,908,613 | 10.4% | |

Data on low-income persons collected from American Community Survey 2018-2022 5-Year Estimates, Table B17021

| Geographic area name | Population age 5 and above | % of population age 5 and above that speak only English | Languages other than English spoken by 1,000 persons or more than 5% of the total population age 5 and above* | Project / Detour |
|---|---|---|---|---|
| Block Group 2; Census Tract 1; Hall County; Nebraska | 1,100 | 99.5% | None | Detour Only |
| Block Group 1; Census Tract 2; Hall County; Nebraska | 925 | 44.6% | Spanish - 32.0% (296) | Detour Only |
| Block Group 1; Census Tract 4; Hall County; Nebraska | 752 | 87.5% | Spanish - 10.2% (77) | Detour Only |
| Block Group 4; Census Tract 4; Hall County; Nebraska | 715 | 72.4% | Spanish - 14.4% (103) | Detour Only |
| Block Group 1; Census Tract 5; Hall County; Nebraska | 1,854 | 85.5% | Spanish - 8.4% (155) | Detour Only |
| Block Group 2; Census Tract 5; Hall County; Nebraska | 2,602 | 81.3% | Spanish - 5.3% (138) | Detour Only |
| Block Group 1; Census Tract 6; Hall County; Nebraska | 2,560 | 92.2% | None | Detour Only |
| Block Group 2; Census Tract 6; Hall County; Nebraska | 1,467 | 78.7% | Spanish - 5.4% (79) | Detour Only |
| Block Group 3; Census Tract 7; Hall County; Nebraska | 1,515 | 75.1% | Other - 8.3% (126) | Detour Only |
| Block Group 4; Census Tract 7; Hall County; Nebraska | 829 | 93.7% | None | Detour Only |
| Block Group 1; Census Tract 9600; Polk County; Nebraska | 959 | 99.6% | None | Detour Only |
| Block Group 2; Census Tract 9600; Polk County; Nebraska | 869 | 95.1% | None | Detour Only |
| Block Group 1; Census Tract 9601; Polk County; Nebraska | 1,260 | 89.7% | None | Detour Only |
| Block Group 2; Census Tract 9601; Polk County; Nebraska | 759 | 88.3% | None | Detour Only |
| Block Group 3; Census Tract 9601; Polk County; Nebraska | 1,050 | 96.5% | None | Detour Only |
| Block Group 1; Census Tract 9666; Merrick County; Nebraska | 654 | 93.1% | Asian - 5.7% (37) | Detour Only |
| Block Group 2; Census Tract 9666; Merrick County; Nebraska | 1,179 | 94.5% | None | Detour Only |
| Block Group 3; Census Tract 9667; Merrick County; Nebraska | 1,023 | 99.2% | None | Detour Only |
| Block Group 1; Census Tract 9668; Merrick County; Nebraska | 1,349 | 94.2% | None | Project Only |
| Block Group 2; Census Tract 9668; Merrick County; Nebraska | 679 | 97.6% | None | Project Only |
| Block Group 3; Census Tract 9668; Merrick County; Nebraska | 1,177 | 90.8% | None | Project Only |
| Block Group 2; Census Tract 9691; Hamilton County; Nebraska | 977 | 92.4% | None | Detour Only |
| Block Group 1; Census Tract 9692; Hamilton County; Nebraska | 708 | 99.2% | None | Detour Only |
| Block Group 1; Census Tract 9705; Howard County; Nebraska | 954 | 98.2% | None | Detour Only |
| Block Group 2; Census Tract 9705; Howard County; Nebraska | 760 | 98.7% | None | Detour Only |
| Affected Area** | 28,676 | 88.7% | Spanish - 4.2% (1,212)<br>Indo-European - 0.1% (15)<br>Asian - 0.2% (53)<br>Other - 0.4% (129) | |

All data from American Community Survey 2018-2022 5-Year Estimates, Table B16004.

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).

The 2020 data for Block Group 1, Census Tract 2; Block Groups 1 and 4, Census Tract 4; Block Group 2, Census Tract 6; and Block Groups 3 and 4, Census Tract 7 indicate percentages of minority persons (primarily Hispanic/Latino) that are meaningfully greater than the corresponding percentages for the state of Nebraska. Block Group 3, Census Tract 7 also indicates percentages of Black/African American minority persons that are meaningfully greater than the corresponding percentages for the state of Nebraska. These blocks therefore contain minority populations for the purpose of this analysis.

The 2018-2022 data for Block Group 1, Census Tract 2; Block Group 4, Census Tract 7; and Block Groups 1 and 2, Census Tract 9668 indicate percentages of low-income persons that are meaningfully greater than the corresponding percentages for Nebraska. These block groups therefore contain low-income populations for the purpose of this analysis.

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 a review of the study area using Google Earth Street View, the following businesses and agencies are likely to serve a minority and/or low-income population, and/or provide essential services within the Project area and along the highway detour route:

- Solt-Wagner Funeral Home, located at 1507 17th St, Central City, NE 68826
- The Dentist, located at 620 G St, Central City, NE 68826
- Archer Credit Union, located at 510 G St, Central City, NE 68826
- Central City Skate Park, located at Central City, NE 68826
- Dark Island Park and Trail, located at Central City, NE 68826
- The Collective, located at 1304 16th St, Central City, NE
- Merrick Foundation, located at 1532 17th Avenue Suite B, Central City, NE 68826
- Miracle- Ear Hearing Aid Center, located at 1532 17th Ave Central City, NE 68826
- Eye Care Associates, located at 213 G St, Central City, NE 68826
- Cornerstone Bank, located at 1631 16th St, Central City, NE 68826
- Supernaw Law Office, located at 1611 16th St, Central City, NE 68826
- Central City Police Station, located at 1616 16th Ave, Central City, NE 68826
    - Existing eastern access is from the 16th Avenue, and northern access will be from 17th Street.
- Central True Value, located at 308 G St, Central City, NE 68826
- Citizens Bank & Trust, located at 1634 16th St, Central City, NE 68826
- Merrick Medical Center Auxiliary Thrift Shop, located at 1601 16th St, Central City, NE 68826
- United States Postal Service, located at 1512 16th St, Central City, NE 68826
- Central City Public Library, located at 1604 15th Avenue, Central City, NE 68826
    - Existing northern access is from the16th Street, and eastern access from 15th Ave.
- Central City Mall (Jim's Foods, Trav's U-Save Pharmacy, CENEX gas station), located at 1414 16th St, Central City, NE 68826

    - Existing western access is on 15th Avenue, and eastern access on 14th Avenue. One handicapped stall is in the parking lot in front of U-Save Pharmacy with van access.

- El Agave Mexican Restaurant, located at 1415 16th St Central City, NE 68826
- Central City School District, located at 1711 15th Avenue Central City, NE 68826
- Central City Elementary, located at 1711 15th Avenue Central City, NE 68826
- Central City Senior Center, located at 803 C Avenue Central City, NE 68826
    - Existing access to the business and only parking lot's only entrance is on C Avenue, and the exit is on H Street.
- Merrick County Courthouse, located at 1510 18th St #1, Central City, NE 68826
- Mission Heart, located at 412 G Street, Central City, NE 68826
    - Existing northern access is accessible from G Street. There is a possible southern back door entrance from H Street.
- Laundry Express, located at 1310 16th Street, suite 2, Central City, NE 68826
    - Existing northern access is on 16th Street, and western access from 14th Avenue. One parking stall along H Street and three along C Avenue are Handicap stalls.
- Solt-Wagner Funeral Home, located at 850 Park Avenue Polk, NE 68654
- United States Postal Service, located at 210 N Main St Polk, NE 68654
    - Existing northern access from 16th Street, and eastern access from 16th Avenue.
- Senior Center, located at 230 N Main St. Polk, NE 68666
- Cornerstone Bank, located at 190 S Main St Polk, NE 68654
- Polk Public Library, located at 180 N Main St Polk, NE 68654
- High Plains Community School, located at 260 S Pine St Polk, NE 68654
- Polk Light Water & Village Clk, located at 565 Leonard Avenue Polk, NE 68654
- Cross County High School, located at 1270 123rd Road, Stromsburg, NE 68666
- Polk County Senior Center, located at 117 E 3rd St Stromsburg, NE 68666
- Res Q thrift shop, located at 114 E 3rd St Stromsburg, NE 68666

- Heritage Bank, located at 200 E 3rd St Stromsburg, NE 68666
- City Park, located at Stromsburg, NE 68666
- Stromsburg Fire Department, located at Stromsburg, NE 68666
- Casey's, located at 117 Main St Stromsburg, NE 68666
- El Centenario, located at 310 Main St Stromsburg, NE 68666
- Cornerstone Bank, located at 400 Main St, Stromsburg, NE 68666
- United States Postal Service, located at 109 E 4th St Stromsburg, NE 68666
- Stromsburg Trailer Court and RV Park, located at 1100 Main St Stromsburg, NE 68666
- Buckley Park Campground, located at Stromsburg, NE 68666
- Buckley Park, located at Stromsburg, NE 68666
- Mormon Trail State Wayside Park Area, located at Clarks Nebraska 68628
- Saint Libory Elementary School, located at 435 St Paul Road St Libory, NE 68872
- Pump & Pantry, located at 495 St Libory Ave St Libory, NE 68872
- St. Libory Fire & E.M.S., located at 336 US-281 St Libory, NE 68872
- Helgoth's Roadside Market, located at Denton Rd St Libory, NE 68872
- Eagle Scout Park, located at 3050 N Broadwell Avenue, Grand Island, NE 68803
- Midwest Medical Transport Company - Ambulance service, located at 2650 North Diers Avenue Grand Island, NE 68803
- Family PuntoCom, located at 2550 St Patrick Avenue Grand Island, NE 68803
- St. Croix Hospice, located at 2550 N Diers Avenue Grand Island, NE 68803
- Parachute - Plasma Donation Center, located at 3427 W Capital Avenue Grand Island, NE 68803
- Pump & Pantry, located at 2511 Diers Avenue Grand Island, NE 68803
- Casey's, located at 3428 W Capital Avenue Grand Island, NE 68803
- Tso's Asian Buffet, located at 2250 N Webb Rd #236 Grand Island, NE 68803

- Five Points Bank, located at 2009 Diers Avenue Grand Island, NE 68803
- Centris Federal Credit Union, located at 3406 W State St Grand Island, NE 68803
- Good Samaritan Society - Grand Island Village - Home Health, located at 3415 W State St Suite B, Grand Island, NE 68803
- ATM, located at 3421 W State St, Grand Island, NE 68803
- Midwest Connect - Mailing service, located at 3421 W State St #1, Grand Island, NE 68803
- El Toro Mexican Restaurant, located at 3425 W State St Grand Island, NE 68803
- Home Federal Bank, located at 3419 W State St, Grand Island, NE 68803
- Exchange Bank, located at 1204 Allen Drive, Grand Island, NE 68803
- Verizon, located at 1108 Allen Drive, Grand Island, NE 68803
- MNB Bank (Bank of Doniphan), located at 1010 Diers Avenue #6, Grand Island, NE 68803
- FNBO, located at 810 Allen Drive, Grand Island, NE 68803
- Twin Rivers Urgent Care, located at 750 Allen Drive, Grand Island, NE 68803
- Charter West Mortgage Center-Grand Island, located at 714 Diers Avenue, Grand Island, NE 68803
- Vernon D. Robbins, CPA, PC, located at 732 Diers Avenue, Grand Island, NE 68803
- Precision Vision, located at 724 Diers Avenue, Grand Island, NE 68803
- West Faidley Medical Center, located at 620 Diers Avenue, Grand Island, NE 68803
- Eriksen Scott - Occupational therapist, located at 620 Diers Avenue #300, Grand Island, NE 68803
- FedEx Drop Box, located at 619 Diers Avenue, Grand Island, NE 68803
- West Faidley Medical Center, located at 620 Diers Avenue, Grand Island, NE 68803
- Kidney Dialysis Center, located at 3516 Richmond Cir, Grand Island, NE 68803
- CHI Health Clinic Heart Institute (Grand Island), located at 3515 Richmond Cir, Grand Island, NE 68803

- Grand Island Radiology Associates, located at 3610 Richmond Cir Ste. 100, Grand Island, NE 68803
- Prosperity Health and Wellness Clinic, located at Lexington Cir, Grand Island, NE 6880
- Equitable Bank, located at 619 Diers Avenue, Grand Island, NE 68803
- Gleason-Janky Eye Physicians, located at 611 Diers Avenue #2, Grand Island, NE 68803
- Heartland Pain Clinics, located at 603 North Diers Avenue #2, Grand Island, NE 68803
- Unnamed Plaza, located at 527 North Diers Avenue, Grand Island, NE, 68803
- Dermatologist, located at 505 Diers Avenue, Grand Island, NE 68803
- Nursing Agency, located at 425 Diers Avenue, Grand Island, NE 68803
- Grand Island Pain Relief Center, P.C., located at 403 Lexington Cir, Grand Island, NE 68803
- Vibrance – Family Health + Care, located at 416 Diers Avenue, Grand Island, NE 68803
- Nebraska State Patrol Troop C, located at 3431 W Old Potash Hwy, Grand Island, NE 68803
- Hall County Poor Farm Cemetery, located at Grand Island, NE 68803
- Wasabi Bistro, located at 2435 Diers Avenue Grand Island, NE 68803
- Gage Valley Vet Clinic, located at 663 8th Avenue St Paul, NE 68873

No other businesses, workplaces, or organizations likely to serve a minority and/or low-income population, and/or provide essential services to a minority and/or low-income population were identified in the vicinity of the project location.

## 4 Potential Disproportionately High and Adverse Effects to Minority and/or Low-Income Populations

The following project information is relevant:

- 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.
    - The ownership of the land housing the three properties is by BNSF, Cynthia Darling, and Travis McGill
- 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.
- Indications for the Noise Study show that there will be no adverse impacts to the study area. None of the residential homes 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.

## 5 Conclusions

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 minority and low-income populations, as defined in FHWA Order 6640.23A, for the reasons presented in the previous section of this document.

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.

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.

## 6 Mitigation Measures

The following mitigation measures shall be carried forward through the NEPA documentation and NDOT Environmental Commitments for this Project:

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.

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.

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

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

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

Lewis-Jones, Breanne

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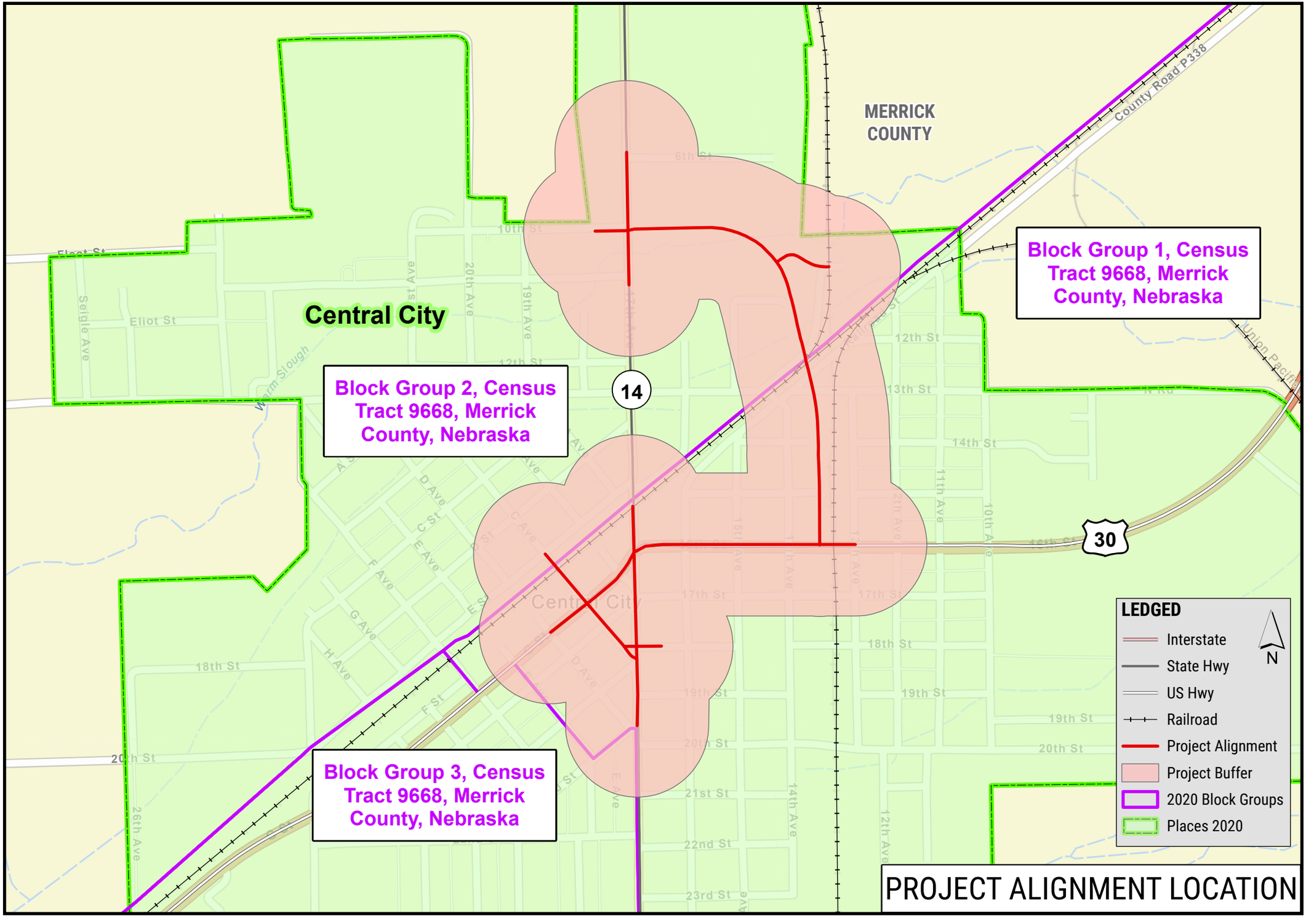
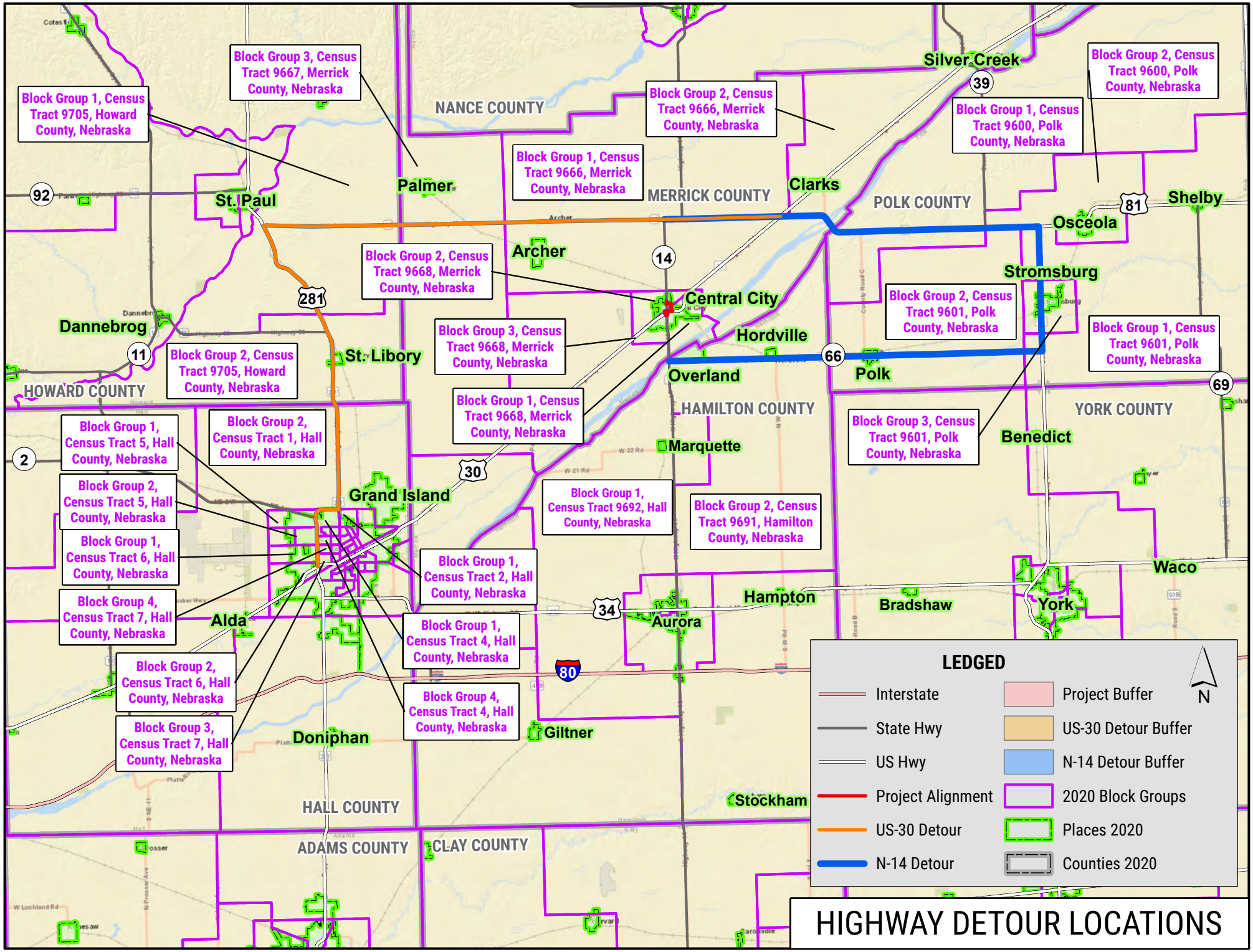
CN 42013




PROJECT ALIGNMENT LOCATION

CN 42013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Block Group 2, Census Tract 9666, Merrick County, Nebraska
Block Group 1, Census Tract 9666, Merrick County, Nebraska
Block Group 2, Census Tract 9668, Merrick County, Nebraska
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Block Group 1, Census Tract 5, Hall County, Nebraska
Block Group 2, Census Tract 1, Hall County, Nebraska
Block Group 2, Census Tract 5, Hall County, Nebraska
Block Group 1, Census Tract 6, Hall County, Nebraska
Block Group 4, Census Tract 7, Hall County, Nebraska
Block Group 2, Census Tract 6, Hall County, Nebraska
Block Group 3, Census Tract 7, Hall County, Nebraska
Block Group 1, Census Tract 9692, Hall County, Nebraska
Block Group 2, Census Tract 9691, Hamilton County, Nebraska
Block Group 1, Census Tract 2, Hall County, Nebraska
Block Group 1, Census Tract 4, Hall County, Nebraska
Block Group 4, Census Tract 4, Hall County, Nebraska
Silver Creek
Clarks
Shelby
Osceola
Stromsburg
Polk
Benedict
Waco
York
Bradshaw
Hampton
Aurora
Marquette
Hordville
Overland
Central City
Archer
Palmer
St. Paul
Dannebrog
St. Libory
Grand Island
Alda
Doniphan
Giltner
Stockham
Marquette
NANCE COUNTY
MERRICK COUNTY
POLK COUNTY
HOWARD COUNTY
HAMILTON COUNTY
YORK COUNTY
HALL COUNTY
ADAMS COUNTY
CLAY COUNTY
92
281
11
2
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34
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39
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LEDGED
Interstate
State Hwy
US Hwy
Project Alignment
US-30 Detour
N-14 Detour
Project Buffer
US-30 Detour Buffer
N-14 Detour Buffer
2020 Block Groups
Places 2020
Counties 2020
N
HIGHWAY DETOUR LOCATIONS

# Appendix E

**Noise**

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

# Noise Analysis Report

## Central City Viaduct

Central City, Nebraska
NDOT Control Number: 42013
NDOT Project Number: RRZ-TMT-14-2(123)
Report Date: June 2024

Prepared By:
Alfred Benesch & Company
16910 Marcy Street, Suite 102
Omaha, NE 68118

Buhrmann, John

Digitally signed by Buhrmann, John
Date: 2024.06.06 07:00:22 -05'00'

## TABLE OF CONTENTS

1.0 Introduction ....2
2.0 Methodology ....2
2.1 Nature of Noise ....2
2.2 Measurement of Sound ....3
2.3 23 CFR Part 772 Standards ....3
2.4 Noise Abatement Criteria ....4
2.5 Noise Prediction Method ....5
3.0 Noise Model Inputs ....6
3.1 Traffic Data ....6
3.2 Land Uses ....6
3.3 Study Area ....7
3.4 Receptors ....7
4.0 Noise Analysis Results ....8
4.1 Existing Noise Levels ....8
4.1.1 Modeled 2020 Noise Levels ....8
4.1.2 Measured Noise Levels (2024 Field Measurements) ....8
4.2 Future Noise Levels ....10
4.2.1 Modeled 2029 Noise Levels (Build) ....14
4.2.2 Modeled 2049 Noise Levels (No Build) ....14
4.2.3 Modeled 2049 Noise Levels (Build) ....14
4.3 Noise Abatement Measures ....14
5.0 Construction Noise and Vibration ....14
6.0 Conclusion ....17
7.0 References ....17

## List of Tables

Table 1 Common Noise Levels ....3
Table 2 FHWA Noise Abatement Criteria ....4
Table 3 Field Measurements ....9
Table 4 Representative One- Hour Traffic Count (NV1) ....9
Table 5 Representative One- Hour Traffic Count (NV2) ....9
Table 6 Representative One- Hour Traffic Count (NV3) ....9
Table 7 Noise Levels at Receptors ....10

## Appendices

Appendix A: Project Location and Traffic Data .... 18
Appendix B: Location of Receptors .... 27
Appendix C: Field Measurement Data .... 32

# 1.0 Introduction

The Nebraska Department of Transportation (NDOT), in cooperation with the US Department of Transportation (USDOT) Federal Highway Administration (FHWA) and the City of Central City (City), is proposing to reconstruct and relocate a segment of Nebraska Highway 14 (N-14) to the east of its existing location, generally spanning from east of the intersection of 14th Ave and United States Highway 30 (US-30) extending north, before curving back to the west and connecting near the intersection of 10th street and N-14. The proposed project would include the construction of a viaduct over the Union Pacific Railroad (UPRR) mainline tracks that run through Central City, and the reconfiguration of the intersection of N-14 and US-30 downtown Central City, as shown in **Figure 1**

Alfred Benesch & Company (Benesch) was contracted by the NDOT to prepare an Environmental Assessment (EA) for the proposed project, including this traffic noise analysis. The purpose of this noise analysis is to evaluate the sound level impacts to adjacent properties resulting from the proposed relocation of N-14 and reconfiguration of the N-14/US30 intersection. NDOT's document, Traffic Noise Analysis Guidance Manual and Abatement Policy, April, 2024, was used as the criteria for determination of noise impacts on this roadway construction project.

# 2.0 Methodology

This noise study was prepared in accordance with the NDOT Traffic Noise Analysis Guidance Manual and Abatement Policy, April, 2024, and FHWA technical guidance. This guidance describes NDOT's implementation of the requirements of the FHWA Noise Standards at 23 Code of Federal Regulations (CFR) Part 772. This guidance was developed by NDOT and approved by FHWA.

This noise study includes three scenarios –the Existing (2020) condition, (2029) build alternative and the design year (2049) No Build and Build Alternative. **Figure 1** shows the 2049 Build Alternative overlaid on an aerial that depicts the existing condition.

## 2.1 Nature of Noise

Noise can be described as unwanted or excessive sound. Sound is the sensation produced in the hearing organs when waves are created in the surrounding air by the vibration of some material body. The impact that sound waves have on the hearing organs is dependent on the pressure generated by the wave. The unit of measure of sound pressure level in common use is the decibel (dB), which can be simply defined as a logarithmic function of the actual sound pressure. The logarithmic function is used because the range of sound pressures is too great to be accommodated on a linear scale. The reference for sound pressure measurements is 0 dB which corresponds to 0.0002 microbars. This represents the weakest sound that can be heard by a person with very good hearing in an extremely quiet place. A sound level of 100 decibels corresponds to a pressure of 20 microbars, or 100,000 times the pressure that corresponds with 0 decibels. The range of sound pressure levels most frequently encountered in evaluating traffic-generated noise on highways is 50 to 95 dB.

## 2.2 Measurement of Sound

The sound-level meter is the basic instrument of noise measurement. The American Standard (ANSI S1.4- 1971) specifies that sound level meters have the capability of measuring three alternate frequency response characteristics designated as A, B, and C. The different frequency responses are used to account for different responses to sound pressure levels. C-weighting is essentially linear. B-weighting reflects the ear's response to sounds of moderate pressure level. A-weighting reflects the ear's response to sounds of lower pressure level; therefore, A-weighting is the most widely used for assessing transportation-related noise. FHWA has specified that noise be predicted and evaluated in decibels weighted with the A-level frequency response, using the unit of measure referred to as dBA. Measurements in dBA incorporate the ear's reduced sensitivity to both low-frequency and very high-frequency noises, thereby correlating well with our subjective impression of loudness. **Table 1** displays noise levels (in dBA) common to our everyday activities.

**Table 1 Common Noise Levels**

| Common Noise Levels | Noise Level (dBA) |
|---|---|
| Rock Band at 16 ft | 110 |
| Jet Flyover at 985 ft | 105 |
| Gas Lawn Mower at 3ft | 95 |
| Diesel Truck at 50 ft | 85 |
| Diesel Truck at 110 ft | 80 |
| Gas Lawn Mower at 100 ft | 70 |
| Normal Speech at 3 ft | 65 |
| Birds Chirping | 50 |
| Leaves Rustling | 40 |
| Very Quiet Soft Whisper | 30 |
| Threshold of Hearing | 0 |

*Courtesy FHWA's Public Roads Magazine, July/August 2003*

## 2.3 23 CFR Part 772 Standards

FHWA's regulations for mitigation of highway traffic noise in the planning and design of federally-aided highways are contained in Title 23, Part 722 of the US Code of Federal Regulations (23 CFR 772), which was published on July 13, 2010, and amended on January 18, 2024. The regulations require the following during the planning and design of highway projects:

1. Identification of traffic noise impacts
2. Examination of potential mitigation measures
3. Incorporation of reasonable and feasible noise mitigation measures into the highway project
4. Coordination with local officials to provide helpful information on compatible land-use planning and control.

The regulations also contain noise abatement criteria (NAC), which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies to

make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. This noise analysis addresses the first three requirements; the fourth requirement is handled through regional and local planning processes.

## 2.4 Noise Abatement Criteria

The FHWA Noise Abatement Criteria (NAC) contained in 23 CFR 772 establish criteria for traffic noise impact assessment with respect to various land uses. A traffic noise impact is defined as a future noise level that approaches or exceeds the FHWA NAC or a future noise level that creates a substantial noise increase over existing noise levels. An approaching noise level is defined by NDOT as being 1 dBA less than the noise level listed as the FHWA NAC for Activity Categories A through E in **Table 2**. The FHWA allows states to define a substantial noise increase as an increase of anywhere between 5 and 15 dBA. NDOT uses a 15 dBA increase between the existing and modeled design year sound levels to identify substantial increase impact.

The NAC contained in 23 CFR 772 are based on the one-hour equivalent level (Leq) noise descriptor. Leq(h) is the equivalent steady state sound level, which during the hour under consideration contains the same acoustic energy as the time-varying traffic sound level during that same hour, and is measured in dBA.

The NAC varies depending on the Activity Category assigned to receptors under consideration, which are based on land use. **Table 2** contains the various Activity Categories and the upper limits of desirable hourly Leq(h) noise levels for each category. Noise levels that approach or exceed the NAC would not be desirable, and would be referred to as a noise impact.

**Table 2 FHWA Noise Abatement Criteria**

| Activity Category | Hourly Noise Levels Leq(h) dBA | Description of Activity Category |
|---|---|---|
| A | 57 (Exterior) | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose |
| B | 67 (Exterior) | Residential |
| C | 67 (Exterior) | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings |
| D | 52 (Interior) | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, |

| | | |
|---|---|---|
| | | radio studios, recording studios, schools, and television studios |
| E | 72 (Exterior) | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F |
| F | - | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing |
| G | - | Undeveloped lands |

## 2.5 Noise Prediction Method

Traffic noise levels shown in this study resemble “peak hour” noise levels and are predicted in hourly Leq(h) dBA. The traffic volume used for this hour time period is usually the Design Hourly Volume (DHV) traffic. However, if the DHV is not that predictable, a peak hour volume that occurs on a regular basis during the design year might be used. The Leq(h) descriptor is reliable for low-volume as well as high-volume roadways, is simpler in most instances for highway designers to work with, and is more flexible in terms of permitting noise levels from different sources to be included in the analysis of the total ambient noise.

The "FHWA Highway Traffic Noise Prediction Model" is the method used in this report to predict Leq(h) dBA noise levels, developed and approved for use by FHWA. The procedures included in the FHWA Model permit an analysis of variations in traffic noises in terms of traffic parameters, roadway, and observer characteristics. These parameters are then identified for a particular traffic situation and transformed into noise level estimates through the use of this prediction method, which has been set up on a computer, using the FHWA Traffic Noise Model (TNM), Version 3.2.

In analyzing the traffic noise, emphasis was given to the two main noise criteria of a traffic noise impact, as set forth in 23 CFR 772. A comparison was made between the predicted traffic noise levels and the NAC levels to determine if traffic noise impacts exist due to the noise levels approaching or exceeding the NAC. Also, a comparison was made between existing noise levels and future predicted traffic noise levels to determine the level of noise impact that would be expected to occur.

As stated in the noise policy, NDOT generally considers that an impact occurs and abatement measures will be considered for receptors if:

1. The predicted design year noise levels approach or exceed the FHWA NAC. NDOT has established that a noise level of 1 dBA less than the NAC constitutes “approaching” the NAC.
2. Predicted future noise levels are 15 dBA or more above existing levels. For purposes of interpreting the FHWA noise standards, this would be considered a “substantial increase” over existing levels.

Available project design plans, topographic, and aerial photography data were used to create a three-dimensional model of the existing and future design roadway configurations and the surrounding terrain. Traffic data was provided by NDOT and was applied to the existing and future roadway configurations. Receiver locations were identified from aerial photography and from driving the corridor.

# 3.0 Noise Model Inputs

## 3.1 Traffic Data

The 2020, 2029, and 2049 peak hour volumes and turning movements were provided by NDOT and are displayed in Appendix A. Although TNM requires traffic volumes to be categorized into five vehicle types, the NDOT planning division was unable to provide bus or motorcycle volume data for this study. However, heavy commercial vehicle (HCV) percentages for turning movements throughout the corridor were provided by NDOT. Since detailed medium and heavy truck splits were not available, the national average was applied to the model (i.e., 72 percent heavy trucks / 28 percent medium trucks). Vehicle speeds were based on the roadway's posted speed limits.

It should be noted that the 2020 existing traffic data was much more complete in terms of side street volumes than the 2029 and 2049 future build flow maps. Specifically, volumes on B Ave, H Ave,17$^{th}$ and 18$^{th}$ streets downtown, and 13$^{th}$ Street and 14$^{th}$ Ave northeast of downtown were not provided. The existing data was left in the future models for 13$^{th}$ Street and 14$^{th}$ Ave as a basis for this roadway. Due to the closure of the 13$^{th}$ Street railroad crossing, traffic volumes are anticipated to decrease through this corridor.

## 3.2 Land Uses

Most land uses in downtown Central City and in the northeast quadrant of the city, where the proposed realignment of N-14 would occur, are considered Activity Category E (outdoor areas of non-residential areas that are less susceptible to noise, e.g., offices and restaurants), Activity Category B (outdoor areas of residential homes), and a few areas of Activity Category C (outdoor areas of non-residential uses, e.g., daycare centers, hospitals, medical facilities, parks, churches). It should be noted that retail shops (Category F) do exist in downtown Central City, but would be modeled as Category E, as these businesses may change in the future, and is appropriate to model them with a NAC threshold.

There have not been any Activity Category A land uses (i.e., highly-sensitive areas where quiet and serenity are of extraordinary significance) designated for this project.

Activity Category D (interior areas of Activity Category C facilities) is only used in cases where exterior noise abatement measures are determined to be not feasible and reasonable. No receptors along the project corridor were found to warrant the use of Activity Category D.

For Activity Category G (undeveloped lands), noise analysis is conducted using the permitted future use if possible. Otherwise, only future levels are determined, and any abatement that is considered would not be eligible for federal funding. There are no areas of Activity Category G land use on this project.

## 3.3 Study Area

According to the NDOT Noise Policy, this project meets the definition of a Type I project because it includes the "physical alteration of an existing highway where there is … substantial horizontal or vertical alteration." Therefore, the limits of investigation for this study begin and end at the limits of construction of the proposed improvements. The minimum distance to look for receptors is 300 feet from the edge of pavement (600 feet for Activity Category C), and if an impact is identified at 300 feet, the next closest receptors need to be analyzed until a distance where impacts no longer occur. Therefore, receptors were placed at each "front-row" residence, business, or other noise-sensitive receptor along the entire project corridor, and also at several locations farther back from the road to identify possible "second-row" impacts. If impacts were identified at these locations, additional receptors were added until no further impacts were identified.

## 3.4 Receptors

One hundred and sixty-two (162) receivers were identified for this project, and one hundred and twenty-six (126) receptors were placed within TNM to represent these receivers. Seventy-three are single-family residential receivers, sixteen are part of apartment complexes, and three are lands that are zoned residential. Sixty-one receivers were identified as offices, restaurants/bars, and other developed lands. Nine receivers were identified as outdoor areas of non-residential use including churches, theaters, and recreational areas.

There are Section 4(f) properties located within the study area for the noise analysis. The terminus for the Dark Island Trail is located on US-30 and is modeled with a receptor location (*Cat C - Trail-74*). The following are Eligible or listed properties identified through the Section 106 process and are considered in this model:

- 1819 17th Ave House (Cat B – Res-5)
- Presbyterian Church (Cat C – Church- 10)
- Grand Lodge Fraternal Hall (Cat E – Shop 31)
- 1615 16th Street Commercial Building (Cat E – Shop 39)
- 1607 16th Street Commercial Building (Cat E – Dance Studio)
- 1601 16th Street Commercial Building (Cat E – Shop 41)
- Herber-Hord House (Cat B – Res 51)

In accordance with NDOT and FHWA guidelines, the receptors were situated in areas of frequent human use for all Activity Categories. For residential homes (Activity Category B), this was typically in the front or back yard (e.g., balconies, decks, patios, playgrounds, swimming pools, picnic areas). For commercial establishments (Activity Categories C and E), this is typically at the edge of the building near an entrance or other area of frequent human use, such as an outdoor seating area, playground, or other gathering area. The receptor ID's were named based on the order of placement and activity category. Generally, as the receptor number increases, the placement trends to the north. **Figure 2A-D** displays the receptor locations.

# 4.0 Noise Analysis Results

## 4.1 Existing Noise Levels

### 4.1.1 Modeled 2020 Noise Levels

Existing noise levels were modeled in TNM using the existing roadway configuration. NDOT provided 2020 traffic volume flow maps and HCV% for each approach shown in Appendix A. The national average was applied to the commercial vehicle volumes to determine medium and heavy truck splits. The noise levels for residents and businesses ranged from 48.1 to 67.9 dBA. The results of the noise analysis are shown in **Table 7**.

### 4.1.2 Measured Noise Levels (2024 Field Measurements)

In addition to modeling the existing noise levels, measurements were taken to validate predicted noise levels from TNM. Noise meter readings were taken on April 3, 2024, at four locations within Central City:

- Noise Validation (NV)
  - NV1-127 - Southwest corner of the intersection of N-14, H St, and 17th St. (Figure 2B)
  - NV2-128 - Southwest corner of the intersection of US-30 and 15th Ave (Figure 2B)
  - NV3-129 - Northwest corner of the intersection of N-14 and 13th St. (Figure 2C)
  - NV4-130 - East Terminus of 11th St North of the UPRR (Ambient Noise) (Figure 2C)

Three, 15-minute noise measurements were conducted at each location with a Lutron Model SL-4033SD Class 1 noise meter. The sound meter complies with IEC 61672 requirements for precision sound level measurement and is comparable to ANSI S1.4. Concurrently with the noise measurements, three,15-minute traffic counts for each intersection were conducted. No traffic counts were taken at the NV4 location due to the rural nature and this measurement was intended to capture a baseline ambient noise in an area near where the new overpass could affect residential uses. The resulting traffic volumes from the three measurements were averaged to estimate the volume for a fourth 15-minute period. These volumes were then added together to represent the one-hour traffic volumes. The results are shown in **Tables 4-6** below.

The purpose of these noise level measurements was to verify the accuracy of the TNM and ensure the noise model closely reproduced the sound environment. The location of the measurement, existing roadway geometry, vehicle counts, and estimated speeds were obtained and input into the noise model. The predicted noise levels for NV1, NV2, and NV3 were within 3 dB(A) of the field-measured noise levels, which validates the noise model.

**Table 3 Field Measurements**

| Location | 2024 Field Reading (dBA) | TNM Value (dBA) | Difference (dBA) |
|---|---|---|---|
| **NV1 -127** | 65.1 | 65.6 | 0.5 |
| **NV2 -128** | 68.3 | 65.8 | -2.5 |
| **NV3 -129** | 59.0 | 60.2 | 1.2 |
| **NV4 -130** | 48.6 | - | - |

**Table 4 Representative One- Hour Traffic Count (NV1)**

| Direction | N-14 FROM NORTH | | | 17th St. FROM EAST | | | N-14 FROM SOUTH | | | H St. FROM WEST | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Traffic Movement** | R | T | L | R | T | L | R | T | L | R | T | L |
| **Autos** | 3 | 141 | 16 | 5 | 25 | 41 | 3 | 108 | 1 | 4 | 5 | 3 |
| **Medium Trucks** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Heavy Trucks** | 0 | 16 | 0 | 0 | 0 | 7 | 1 | 19 | 0 | 0 | 0 | 0 |

*R- Right Turn; T-Through; L-Left Turn

**Table 5 Representative One- Hour Traffic Count (NV2)**

| Direction | 15th Ave FROM NORTH | | | US-30 FROM EAST | | | 15th Ave FROM SOUTH | | | US-30 FROM WEST | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Traffic Movement** | R | T | L | R | T | L | R | T | L | R | T | L |
| **Autos** | 0 | 3 | 0 | 4 | 171 | 11 | 5 | 3 | 4 | 12 | 139 | 1 |
| **Medium Trucks** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Heavy Trucks** | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 1 | 0 | 47 | 0 |

*R- Right Turn; T-Through; L-Left Turn

**Table 6 Representative One- Hour Traffic Count (NV3)**

| Direction | N-14 FROM NORTH | | | 13th St. FROM EAST | | | N-14 FROM SOUTH | | | 13th St. FROM WEST | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Traffic Movement** | R | T | L | R | T | L | R | T | L | R | T | L |
| **Autos** | 1 | 61 | 12 | 9 | 9 | 3 | 3 | 57 | 1 | 3 | 8 | 3 |
| **Medium Trucks** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| **Heavy Trucks** | 0 | 29 | 3 | 3 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |

*R- Right Turn; T-Through; L-Left Turn

## 4.2 Future Noise Levels

The following **Table 7** lists the modeled receptors, along with the following details:

- Receptor ID
- Land use activity category
- Computed noise levels in hourly Leq(h) dBA for the existing system (2020 traffic)
  - Asterisk denotes existing impact
- TNM levels in hourly Leq(h) dBA for future design year 2029 (build alternative)
- TNM levels in hourly Leq(h) dBA for future design year 2049 (no-build alternative)
- TNM levels in hourly Leq(h) dBA for future design year 2049 (build alternative)
- Impact level (1 dBA less than the FHWA Noise Abatement Criteria)
- Receptors that are impacted in the 2049 traffic conditions (build alternative)

The *red, italicized* receptors are the locations where the noise level is above the NAC. As stated in Section 2.5, a receptor is impacted if the predicted noise level is within 1 dBA of the NAC (e.g., 66 dBA for Activity Categories B and C, and 71 dBA for Activity Category E) or if the build noise levels increase 15 dBA or more over the existing noise levels. No receptors are anticipated to have noise impacts resulting from the build alternative. None of the noise impacts identified in this report are considered to be a "substantial increase" (i.e., ≥ 15dBA) over the existing noise levels.

The *blue italicized* receptors indicate locations that were not modeled in the existing conditions or the no-build conditions due to no traffic present near these locations. The field measured noise (NV4) is utilized in these conditions to serve as a baseline ambient noise for comparison with the 2049 Build alternative.

The following receptors are not included in Table 7 (*Cat B - Res-59; Cat B - Res-63; Cat B- Res-77; Cat B- Res-83; Cat B- Res-99*). TNM 3.2 would not properly model these receptors in the build conditions and would throw an error "Index was out of range. Must be non-negative and less than the size of the collection". Since these receptors were located near other placed receptors, it can be assumed no impacts were identified at these locations.

**Table 7 Noise Levels at 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 - Office-1 | E | 52.1 | 53.7 | 51.7 | 53.9 | 71.0 | No |
| Cat B - Res-2 | B | 53.1 | 54.8 | 52.5 | 54.9 | 66.0 | No |
| Cat B - Res-3 | B | 55.2 | 57.0 | 54.6 | 57.1 | 66.0 | No |
| Cat B - Res-4 | B | 56.7 | 58.6 | 56.2 | 58.6 | 66.0 | No |
| Cat B - Res-5 | B | 58.6 | 60.1 | 57.8 | 60.2 | 66.0 | No |
| Cat B - Res-6 | B | 59.1 | 60.7 | 58.9 | 60.8 | 66.0 | No |
| Cat B - Res-7 | B | 58.9 | 61.3 | 60.9 | 61.4 | 66.0 | No |
| Cat B - Res-8 | B | 58.2 | 60.6 | 60.3 | 60.7 | 66.0 | No |
| Cat B - Res-9 | B | 56.8 | 59.4 | 59.1 | 59.5 | 66.0 | No |
| Cat C - Church-10 | C | 58.4 | 60.1 | 59.4 | 60.2 | 66.0 | No |

| 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 - Shops-11 | E | 60.8 | 61.2 | 61.1 | 61.3 | 71.0 | No |
| Cat E - Shops-12 | E | 58.2 | 61.3 | 61.0 | 61.4 | 71.0 | No |
| Cat E - Newspaper-13 | E | 54.4 | 56.1 | 55.7 | 56.4 | 71.0 | No |
| Cat E - Ambulance-14 | E | 51.0 | 52.3 | 51.7 | 52.6 | 71.0 | No |
| Cat C - Senior Center-15 | C | 57.5 | 60.8 | 60.4 | 61.0 | 66.0 | No |
| Cat E - Restraunt-16 | E | 61.0 | 63.3 | 63.0 | 63.8 | 71.0 | No |
| Cat C - Theater-17 | C | 63.3 | 65.2 | 64.9 | 65.9 | 66.0 | No |
| Cat E - Bank-18 | E | 67.4 | 69.1 | 68.2 | 69.9 | 71.0 | No |
| Cat E - Shop-19 | E | 67.9 | 69.6 | 69.3 | 70.4 | 71.0 | No |
| Cat E - Shop-20 | E | 67.3 | 69.3 | 68.6 | 70.0 | 71.0 | No |
| Cat E - Shop-21 | E | 66.4 | 68.7 | 67.1 | 69.3 | 71.0 | No |
| Cat E - Shop-22 | E | 67.2 | 69.2 | 67.9 | 70.0 | 71.0 | No |
| Cat E - Bank-23 | E | 62.8 | 64.9 | 63.0 | 65.4 | 71.0 | No |
| Cat C - Public Meeting-24 | C | 62.2 | 65.0 | 62.7 | 65.5 | 66.0 | No |
| Cat E - Restraunt-25 | E | 66.7 | 70.0 | 67.4 | 70.0 | 71.0 | No |
| Cat E - Eye Doctor/Chiro-26 | E | 67.6 | 70.3 | 68.1 | 70.3 | 71.0 | No |
| Cat E - Visitor Center-27 | E | 67.3 | 66.8 | 68.2 | 67.2 | 71.0 | No |
| Cat E - Bank-28 | E | 67.3 | 66.1 | 68.3 | 66.5 | 71.0 | No |
| Cat E - Bank-29 | E | 67.3 | 67.1 | 68.4 | 67.5 | 71.0 | No |
| Cat E - Shop-30 | E | 66.1 | 65.3 | 66.8 | 65.6 | 71.0 | No |
| Cat E - Shop-31 | E | 62.1 | 62.1 | 62.4 | 62.5 | 71.0 | No |
| Cat E - Shop-32 | E | 65.2 | 64.4 | 65.7 | 64.8 | 71.0 | No |
| Cat E - Shop-33 | E | 61.6 | 61.4 | 61.8 | 61.6 | 71.0 | No |
| Cat E - Shop-34 | E | 61.0 | 61.1 | 61.4 | 61.3 | 71.0 | No |
| Cat E - Shop-35 | E | 56.1 | 53.8 | 55.8 | 54.0 | 71.0 | No |
| Cat E - Shop-36 | E | 64.7 | 65.9 | 66.0 | 66.5 | 71.0 | No |
| Cat E - Shop-37 | E | 64.4 | 65.8 | 65.8 | 66.4 | 71.0 | No |
| Cat E - Shop-38 | E | 64.1 | 65.4 | 65.4 | 66.0 | 71.0 | No |
| Cat E - Shop-39 | E | 65.0 | 66.0 | 66.1 | 66.4 | 71.0 | No |
| Cat E - Dance Studio-40 | E | 64.8 | 65.8 | 65.9 | 66.2 | 71.0 | No |
| Cat E - Shop-41 | E | 64.9 | 65.8 | 66.1 | 66.3 | 71.0 | No |
| Cat E - Shop-42 | E | 66.5 | 68.0 | 68.0 | 68.9 | 71.0 | No |
| Cat E - Shop-43 | E | 65.7 | 67.3 | 67.3 | 68.1 | 71.0 | No |
| Cat E - Shop-44 | E | 64.6 | 66.3 | 66.1 | 67.1 | 71.0 | No |
| Cat E - Shop-45 | E | 65.7 | 67.4 | 67.2 | 68.2 | 71.0 | No |
| Cat E - Restraunt-48 | E | 63.5 | 64.8 | 64.6 | 65.3 | 71.0 | No |
| Cat C - Post Office-49 | C | 62.8 | 64.3 | 64.0 | 64.9 | 66.0 | No |
| Cat C - Library-50 | C | 58.1 | 59.9 | 59.4 | 60.3 | 66.0 | No |
| Cat B - Res-51 | B | 61.2 | 62.8 | 62.4 | 63.4 | 66.0 | No |
| Cat E - Restaurant Plaza-52 | E | 62.3 | 63.9 | 63.4 | 64.5 | 71.0 | No |

| 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 - Gas Station and Stop-53 | E | 58.8 | 60.5 | 60.0 | 61.2 | 71.0 | No |
| Cat E - Autoshop-54 | E | 60.5 | 62.1 | 61.7 | 62.7 | 71.0 | No |
| Cat B - Apartments - 55 | B | 57.4 | 59.4 | 58.8 | 60.4 | 66.0 | No |
| Cat B - Res-56 | B | 61.0 | 62.5 | 62.3 | 63.6 | 66.0 | No |
| Cat E - Chiropractor and Laundry-57 | E | 59.0 | 60.7 | 60.2 | 61.8 | 71.0 | No |
| Cat B - Apartments-58 | B | 56.6 | 58.3 | 57.9 | 59.2 | 66.0 | No |
| Cat B - Res-59 | B | 54.5 | 0.0 | 55.9 | 0.0 | 66.0 | No |
| Cat B - Res-60 | B | 53.6 | 57.1 | 55.2 | 57.9 | 66.0 | No |
| Cat B - Apartment-61 | B | 53.6 | 55.9 | 55.0 | 56.6 | 66.0 | No |
| Cat B - Res-62 | B | 51.1 | 53.9 | 52.6 | 54.6 | 66.0 | No |
| Cat B - Res-63 | B | 50.6 | 0 | 52.3 | 0.0 | 66.0 | No |
| Cat B - Res-64 | B | 50.1 | 55.9 | 51.9 | 56.6 | 66.0 | No |
| Cat B - Res-65 | B | 49.3 | 56.0 | 51.0 | 56.8 | 66.0 | No |
| Cat B - Res-66 | B | 50.3 | 53.8 | 52.0 | 54.5 | 66.0 | No |
| Cat B - Res-67 | B | 49.4 | 55.8 | 51.1 | 56.6 | 66.0 | No |
| Cat B - Res-68 | B | 49.3 | 53.2 | 50.5 | 53.8 | 66.0 | No |
| Cat B - Apt 6 Plex-69 | B | 48.1 | 56.2 | 49.5 | 57.0 | 66.0 | No |
| Cat B - Zoned Res-70 | B | 49.3 | 53.2 | 50.7 | 53.9 | 66.0 | No |
| Cat B - Zoned Res-71 | B | 57.2 | 60.5 | 58.4 | 61.6 | 66.0 | No |
| Cat E - Commercial-72 | E | 60.2 | 62.1 | 61.4 | 63.1 | 71.0 | No |
| Cat C - Rec Center-73 | C | 61.3 | 63.0 | 62.5 | 64.0 | 66.0 | No |
| Cat C - Trail-74 | C | 61.1 | 62.8 | 62.4 | 63.8 | 66.0 | No |
| Cat C - Movie Theater-75 | C | 55.7 | 57.5 | 57.0 | 58.5 | 66.0 | No |
| Cat B- Res-76 | B | 56.4 | 57.6 | 57.7 | 58.6 | 66.0 | No |
| Cat B- Res-77 | B | 52.8 | 0 | 54.0 | 0.0 | 66.0 | No |
| *Cat B- Res-78* | *B* | *48.6* | *48.5* | *48.6* | *49.6* | *66.0* | *No* |
| *Cat B- Res-79* | *B* | *48.6* | *49.3* | *48.6* | *50.3* | *66.0* | *No* |
| *Cat B- Res-80* | *B* | *48.6* | *49.5* | *48.6* | *50.5* | *66.0* | *No* |
| *Cat B- Res-81* | *B* | *48.6* | *46.4* | *48.6* | *47.5* | *66.0* | *No* |
| *Cat B- Zoned Res-82* | *B* | *48.6* | *51.3* | *48.6* | *52.4* | *66.0* | *No* |
| *Cat B- Res-83* | *B* | *48.6* | *0* | *48.6* | *0.0* | *66.0* | *No* |
| Cat B- Res-84 | B | 52.9 | 50.5 | 54.0 | 51.4 | 66.0 | No |
| Cat B- Res-85 | B | 55.8 | 52.7 | 56.9 | 53.9 | 66.0 | No |
| Cat B- Res-86 | B | 57.9 | 54.8 | 59.0 | 56.2 | 66.0 | No |
| Cat B- Res-87 | B | 57.1 | 53.9 | 58.3 | 55.2 | 66.0 | No |
| Cat B- Res-88 | B | 57.2 | 54.1 | 58.2 | 55.6 | 66.0 | No |
| Cat B- Res-90 | B | 55.9 | 53.1 | 57.0 | 54.5 | 66.0 | No |
| Cat B- Res-91 | B | 56.6 | 53.6 | 57.7 | 54.9 | 66.0 | No |
| Cat B- Res-92 | B | 56.0 | 53.4 | 57.1 | 54.6 | 66.0 | No |
| Cat B- Res-93 | B | 56.6 | 53.8 | 57.5 | 55.0 | 66.0 | No |

| Receptor ID | Activity Category | 2020 Existing (dBA) | 2029 Build (dBA) | 2049 No-Build (dBA) | 2049 Build (dBA) | Impact Level (dBA) | 2049 Build Impacted |
|---|---|---|---|---|---|---|---|
| Cat B- Res-94 | B | 54.8 | 52.4 | 55.7 | 53.6 | 66.0 | No |
| Cat B- Res-96 | B | 57.1 | 55.0 | 57.7 | 55.9 | 66.0 | No |
| Cat B- Res-97 | B | 59.2 | 58.4 | 58.9 | 58.7 | 66.0 | No |
| Cat B- Res-98 | B | 56.7 | 56.3 | 56.3 | 56.6 | 66.0 | No |
| Cat B- Res-99 | B | 57.6 | 0 | 58.0 | 0.0 | 66.0 | No |
| Cat B- Res-100 | B | 55.9 | 53.0 | 56.2 | 54.2 | 66.0 | No |
| Cat B- Res-101 | B | 56.8 | 53.2 | 57.3 | 54.7 | 66.0 | No |
| Cat B- Res-102 | B | 56.8 | 53.1 | 57.3 | 54.6 | 66.0 | No |
| Cat B- Res-103 | B | 56.7 | 53.0 | 57.1 | 54.5 | 66.0 | No |
| Cat B- Res-104 | B | 55.1 | 51.9 | 55.6 | 53.1 | 66.0 | No |
| Cat B- Res-105 | B | 56.3 | 52.7 | 56.8 | 54.2 | 66.0 | No |
| Cat B- Res-106 | B | 56.0 | 52.4 | 56.5 | 53.9 | 66.0 | No |
| Cat B- Res-107 | B | 55.8 | 52.2 | 56.3 | 53.7 | 66.0 | No |
| Cat B- Res-108 | B | 55.2 | 51.8 | 55.7 | 53.3 | 66.0 | No |
| Cat B- Res-109 | B | 55.4 | 51.9 | 55.9 | 53.4 | 66.0 | No |
| Cat B- Res-110 | B | 55.4 | 51.8 | 55.9 | 53.3 | 66.0 | No |
| Cat B- Res-111 | B | 54.9 | 51.4 | 55.5 | 52.8 | 66.0 | No |
| Cat B- Res-112 | B | 52.5 | 51.9 | 53.1 | 53.2 | 66.0 | No |
| Cat B- Res-113 | B | 56.1 | 53.7 | 57.0 | 55.3 | 66.0 | No |
| Cat B- Res-114 | B | 51.1 | 50.0 | 52.0 | 52.4 | 66.0 | No |
| Cat B- Res-115 | B | 55.0 | 56.6 | 56.1 | 57.4 | 66.0 | No |
| Cat B- Res-116 | B | 60.5 | 59.4 | 61.5 | 60.0 | 66.0 | No |
| Cat B- Res-117 | B | 52.7 | 52.8 | 52.8 | 53.3 | 66.0 | No |
| Cat B- Res-118 | B | 51.7 | 52.4 | 51.6 | 52.9 | 66.0 | No |
| Cat B- Res-119 | B | 51.2 | 52.3 | 51.1 | 52.8 | 66.0 | No |
| Cat B- Res-120 | B | 50.3 | 52.6 | 50.1 | 53.2 | 66.0 | No |
| *Cat B- Res-121* | *B* | *48.6* | *50.5* | *48.6* | *51.5* | *66.0* | *No* |
| *Cat B- Res-122* | *B* | *48.6* | *53.2* | *48.6* | *54.5* | *66.0* | *No* |
| *Cat B- Res-123* | *B* | *48.6* | *52.8* | *48.6* | *54.0* | *66.0* | *No* |
| *Cat B- Res-124* | *B* | *48.6* | *51.6* | *48.6* | *52.7* | *66.0* | *No* |
| *Cat B- Res-125* | *B* | *48.6* | *51.3* | *48.6* | *52.4* | *66.0* | *No* |
| *Cat B- Res-126* | *B* | *48.6* | *46.8* | *48.6* | *47.9* | *66.0* | *No* |
| Cat B Res-131 | B | 56.7 | 53.9 | 57.0 | 55.1 | 66.0 | No |
| Cat B Res-132 | B | 57.0 | 53.5 | 57.5 | 55.0 | 66.0 | No |
| Cat B Res-133 | B | 52.3 | 58.1 | 53.6 | 59.4 | 66.0 | No |
| Cat B Apt 6 Plex 2nd story-135 | B | 48.3 | 56.8 | 49.7 | 57.6 | 66.0 | No |

### 4.2.1 Modeled 2029 Noise Levels (Build)

Based on the aforementioned Criteria No. 1, the 2029 Build alternative scenario indicated that none of the receptors would have a noise impact. The noise levels in the 2029 Build alternative ranged from 46.4 to 70.3 dBA. The results of the noise analysis are shown in **Table 7** above. Based on the model, there are no receptors that approach or exceed the noise criteria.

### 4.2.2 Modeled 2049 Noise Levels (No Build)

The 2049 No-Build situation indicated that none of the receptors have a noise impact. The noise levels in the 2049 No-Build scenario ranged from 49.7 to 69.3 dBA. The results of the noise analysis are shown in **Table 7** above. Based on the model, there are no receptors that approach or exceed the noise criteria.

### 4.2.3 Modeled 2049 Noise Levels (Build)

The 2049 build situation indicated that none of the receptors have a noise impact. The noise levels in the 2049 build scenario ranged from 47.3 to 70.3 dBA. The results of the noise analysis are shown in **Table 7** above. Based on the model, there are no receptors that approach or exceed the noise criteria. As noted above in Section 3.4, one receptor identified as a Section 4(f) property and seven receptors identified as Section 106 properties, would have no impacts identified at these locations within the 2049 Build Model.

## 4.3 Noise Abatement Measures

In accordance with the NDOT noise policy, noise abatement measures must be considered for each of the impacted receptors. When considering abatement measures, judgments are made in each area, weighing the costs and effects of each abatement measure against the amount of benefit. Even if a noise abatement measure is feasible, it might not be reasonable. Since this project does not have any impacted receptors that would remain with the build alternative, no noise abatement measures would need to be considered.

# 5.0 Construction Noise and Vibration

The evaluation and control of construction noise must be considered as well as the traffic noise. The following sections discuss mitigation measures for construction noise.

**Design Considerations**

This includes measures in the plans and specifications to minimize or eliminate adverse impacts. Because the existing noise-sensitive receptors are located on both sides of the roadway, nothing can be done to minimize or eliminate construction noise through changes in design.

**Community Awareness**

It is important for people to be made aware of the possible inconvenience and to know its approximate duration so they can plan their activities accordingly.

**Source Control**

This involves reducing noise impacts from construction by controlling the noise emissions at their source. This can be accomplished by specifying proper muffler systems, either as a requirement in the plans and specifications of this project or through an established local noise ordinance requiring mufflers. Contractors generally maintain proper muffler systems on their equipment to ensure efficient operation and to minimize noise for the benefit of their own personnel as well as the adjacent receptors.

**Site Control**

Site control involves the specification of certain areas where extra precautions should be taken to minimize construction noise. One way to reduce construction noise impact at sensitive receptors is to operate stationary equipment, such as air compressors or generators, as far away from the sensitive receptors as possible. Another method might be placing a temporary noise barrier in front of the equipment. As a general rule, good coordination between the project engineer, the contractor, and the affected receptors is less confusing, less likely to increase the cost of the project, and is a more personal approach to work out ways to minimize construction noise impacts in the more noise-sensitive areas. No specific construction noise, site-control specifications will be included in the plans.

**Time and Activity Constraints**

Limiting work hours on a construction site can be beneficial during the hours of sleep or on Sundays and holidays. However, most construction activities do not occur at night and usually not on Sundays. Exceptions due to weather, schedule, and a time-related phase of construction work could occur. No specific constraints will be incorporated in the plans of this improvement. Enforcement of these constraints could be handled through a general city or county ordinance, either listing the exceptions or granting them on a case-by-case basis.

**Detour Noise**

A detour route is anticipated for this project. For local traffic there may be short-term closures of side roads and alternate routes would be available. To accommodate through truck traffic on N-14 and the US-30, the following detours will be used on the highway system to bypass Central City during construction. The state highway detour for N-14 will start at the intersection of N-14 and N-66, proceeding East to US-81, then North to N-92 before turning west towards the intersection of N-92 and N-14. The state highway detour for US-30 will start at the intersection of US-30 and US-281

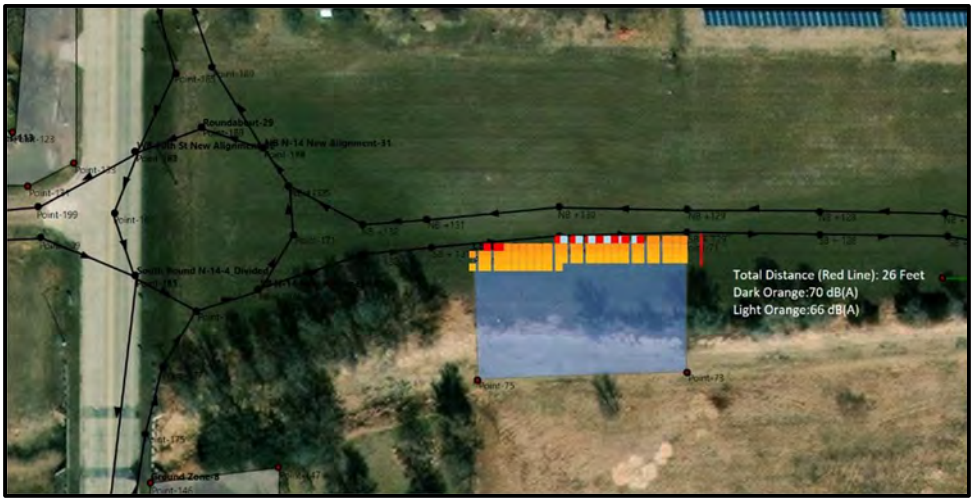
in Grand Island, proceeding North to N-92, then East to the intersection of US-30 and N-92. This study does not address alternate route noise impacts since such noise is considered short-term.

**Information for Local Officials**

23 CFR 772.17 requires the NDOT to assist the local government by providing information that will help them recognize the incompatible land uses near the state highways. To assist local officials within whose jurisdiction a Type I highway project is located, NDOT will provide information on future noise levels for each Activity Category (exterior) located along the project near areas that are currently undeveloped.

In general, the area this project encompasses is highly developed, with the exception of the area north of the UPRR tracks where the new viaduct and roadway would be constructed. The Figures below provide a graphical representation of the noise levels from the edge of pavement. The darker orange indicates a higher dB(A), and the lighter orange indicates a lower dB(A). The figures provide an approximate traffic noise levels for the 66dB(A) and 71dB(A) contour.

Due to the low traffic volumes, north of the UPRR and along the new alignment, the 71 dB(A) contour would exist immediately adjacent to the highway and does not appear on the example below. The 66 dB(A) contour is approximately 26 feet from the edge of pavement. Downtown Central City, the 71 dB(A) contour would exist immediately adjacent to the highway and 66 dB(A) contour would exist adjacent to the face of the buildings.



## 6.0 Conclusion

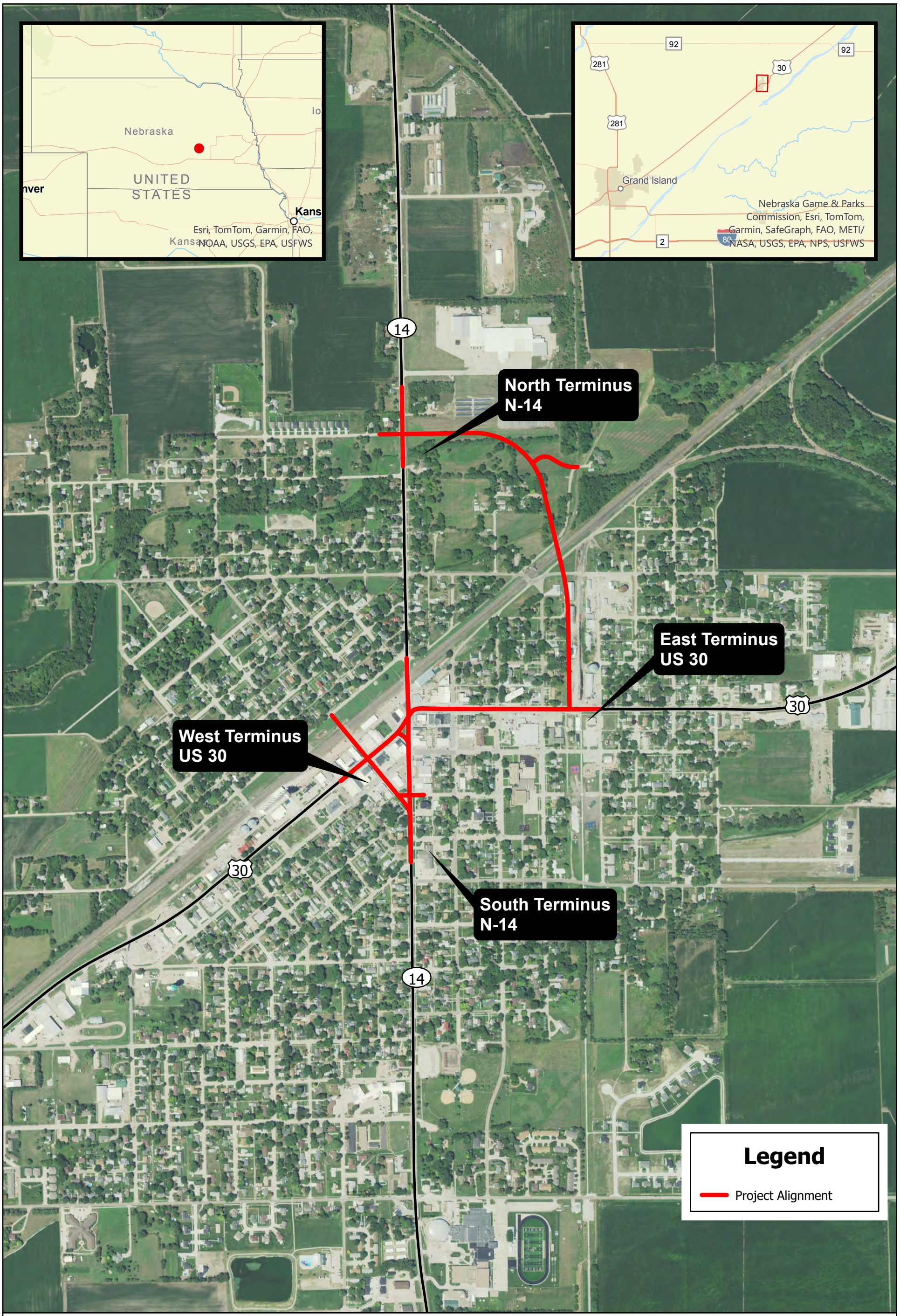
In summary, the noise study indicates that both the existing conditions and the 2049 Build model show no noise impacts that approach or exceed noise abatement criteria throughout the corridor. The comparison between the 2049 No-Build and 2049 Build scenarios reveals no substantial differences in noise levels, suggesting that the planned developments do not significantly alter the acoustic environment. Since this project does not have any impacted receptors with the build alternative, no noise abatement measures were considered.

## 7.0 References


- FHWA, *Living with Noise* by Chris Corbisier. Printed in *Public Roads* Magazine, July/August 2003, Vol. 67, No. 1. http://www.fhwa.dot.gov/publications/research/.../pavements/.../publicroads/03jul/06alttext.cfm.
- FHWA, FHWA-HEP-20-010 FHWA *Traffic Noise Model 3.0, Getting Started Walkthrough* TNM, December, 2019
- FHWA, FHWA-HEP-18-065 *Noise Measurement Handbook*, June, 2018
- FHWA, FHWA-HEP-20-010 FHWA *Traffic Noise Model 3.0, Getting Started Walkthrough* TNM, December, 2019
- FHWA, FHWA-HEP-24-015 FHWA *Highway Traffic Noise Model* (FHWA TNM®) *Technical Manual 3.2*.
- FHWA, FHWA-HEP-18-068 FHWA *Techniques for Reviewing TNM Model Runs and Associated Noise Modeling Reports,* June 1, 2018
- Nebraska Department of Transportation, *Noise Analysis and Abatement Policy*. January, 2022 and April, 2024
- Nebraska Department of Transportation, *Traffic Noise Analysis Guidance Manual*. January, 2022.
- Title 23, Article 772, U.S. Code of Federal Regulations (23 CFR Part 772).

# Appendix A

# Project Location and Traffic Data




2022 Merrick County Ortho Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

# Figure 1
# Project Location Map

N

0 500 1,000 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

NORTH
NOT DRAWN TO SCALE

| Average Daily Traffic (2020) | |
|---|---|
| A | 2735 |
| B | 3085 |
| C | 5975 |
| D | 6470 |
| E | 2650 |

14

10th St
11th St
12th St
13th St
14th St
15th St
16th St
17th Ave
16th Ave
15th Ave
14th Ave
13th Ave
D St
E St
RR St
C Ave
B Ave
G St
D Ave
E Ave
H St
I St
J St
17th St
18th St
19th St
20th St
UPRR
N-14
30
14

E 0 109 | 1 0 | 4 91
13th St: 6 93 15 | 4 17 4 | 16 115 4 | 20 16 4
A 37 44 19 | 30 187 51
D 8 47 59 | 13 12 7 | 7 230 10 | 12 285 12 | 13 17 23
C 1 231 0 | 5 2 0 | 39 223 0 | 7 215 4 | 6 277 17
B 14 21 5 | 14 283 26 | 30 33 14
1 (B Ave): 101 | 23 0 | 122 8 17 30 | 4 112 7 | 6 109 51 | 5 17 6
2 (18th St): 1 138 0 | 5 6 16 | 3 5 0 | 2 153 7 | 0 4 144 | 0 50 3 | 0 0 1 | 2 82 171

## LEGEND

Signalized Intersection

← ## Peak Hour Turning Movements

CENTRAL CITY VIADUCT
CN 42013
PROJECT #: RRZ-TMT-14-2(123)

EXISTING TRAFFIC VOLUMES (**PM**)
CENTRAL CITY
US-30 & N-14 MERRICK CO.

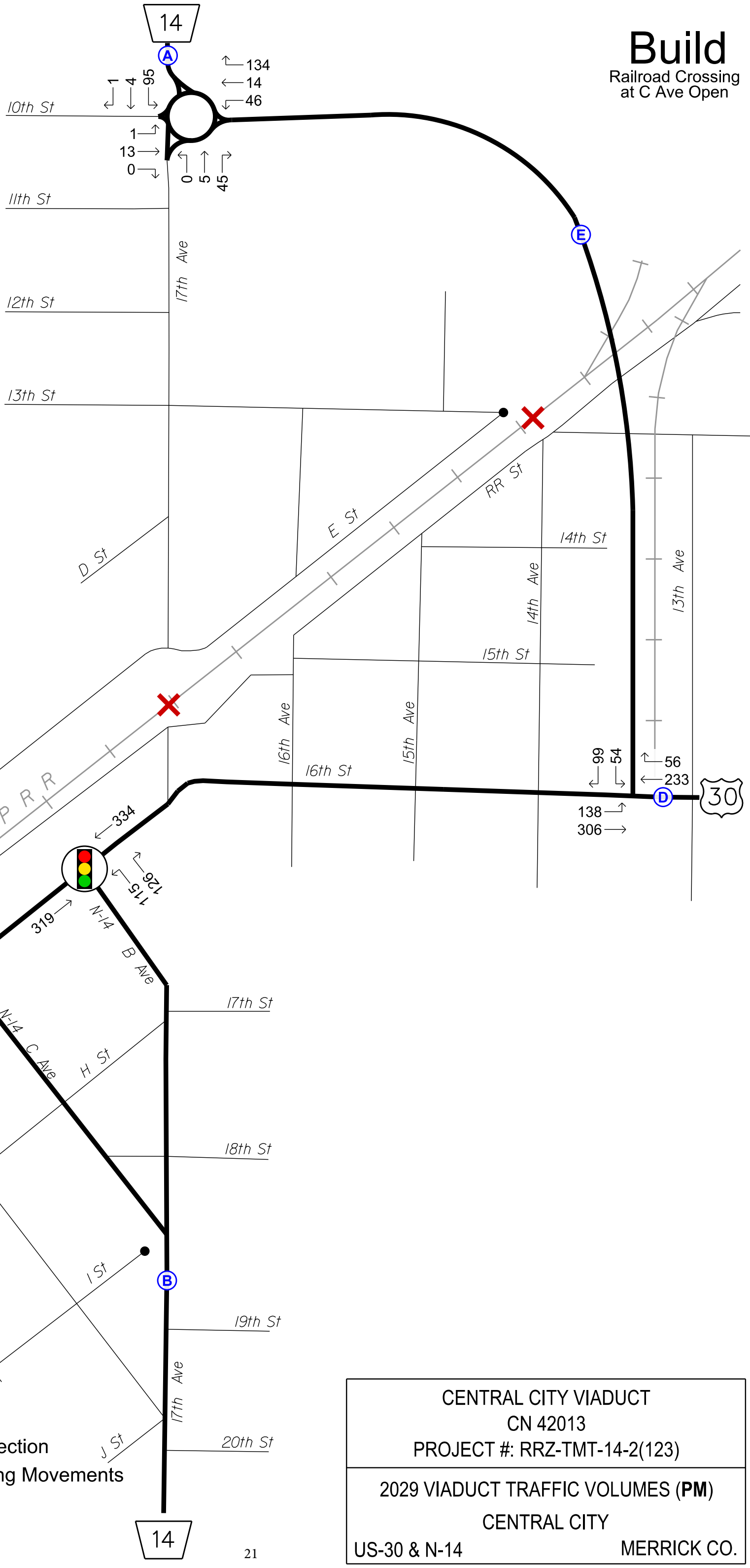
# Build

Railroad Crossing at C Ave Open

NORTH

NOT DRAWN TO SCALE

| Average Daily Traffic (2029) | |
|---|---|
| A | 2402 |
| B | 3460 |
| C | 6800 |
| D | 5500 |
| E | 3682 |
| F | 318 |




## LEGEND

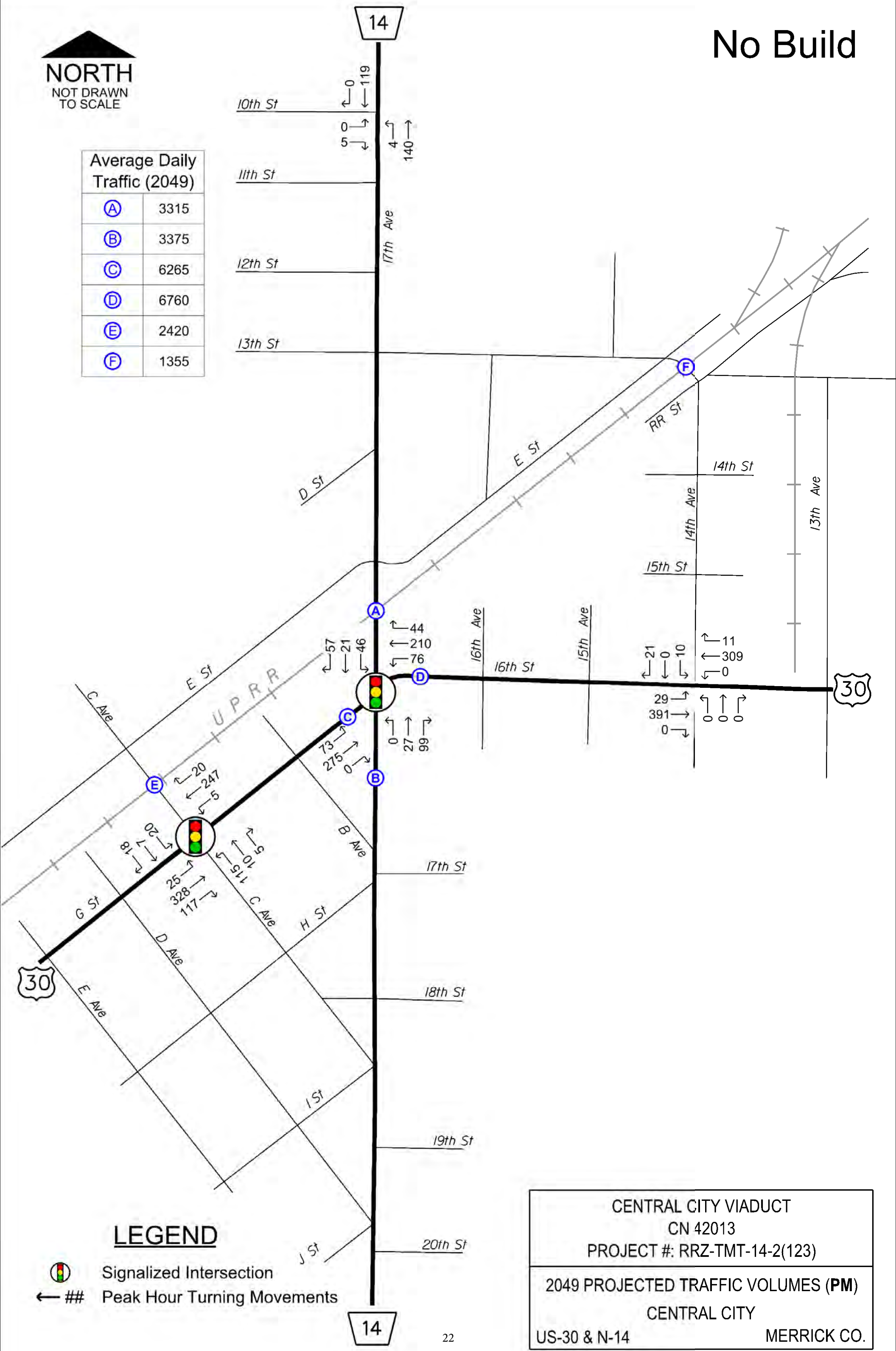
- Signalized Intersection
- ← ## Peak Hour Turning Movements
- Railroad Closure
- Roundabout

| CENTRAL CITY VIADUCT<br>CN 42013<br>PROJECT #: RRZ-TMT-14-2(123) | |
|---|---|
| 2029 VIADUCT TRAFFIC VOLUMES (**PM**)<br>CENTRAL CITY | |
| US-30 & N-14 | MERRICK CO. |

# No Build

NORTH
NOT DRAWN TO SCALE

| Average Daily Traffic (2049) | |
|---|---|
| A | 3315 |
| B | 3375 |
| C | 6265 |
| D | 6760 |
| E | 2420 |
| F | 1355 |




## LEGEND

Signalized Intersection

← ## Peak Hour Turning Movements

| |
|---|
| CENTRAL CITY VIADUCT<br>CN 42013<br>PROJECT #: RRZ-TMT-14-2(123) |
| 2049 PROJECTED TRAFFIC VOLUMES (**PM**)<br>CENTRAL CITY<br>US-30 & N-14 MERRICK CO. |

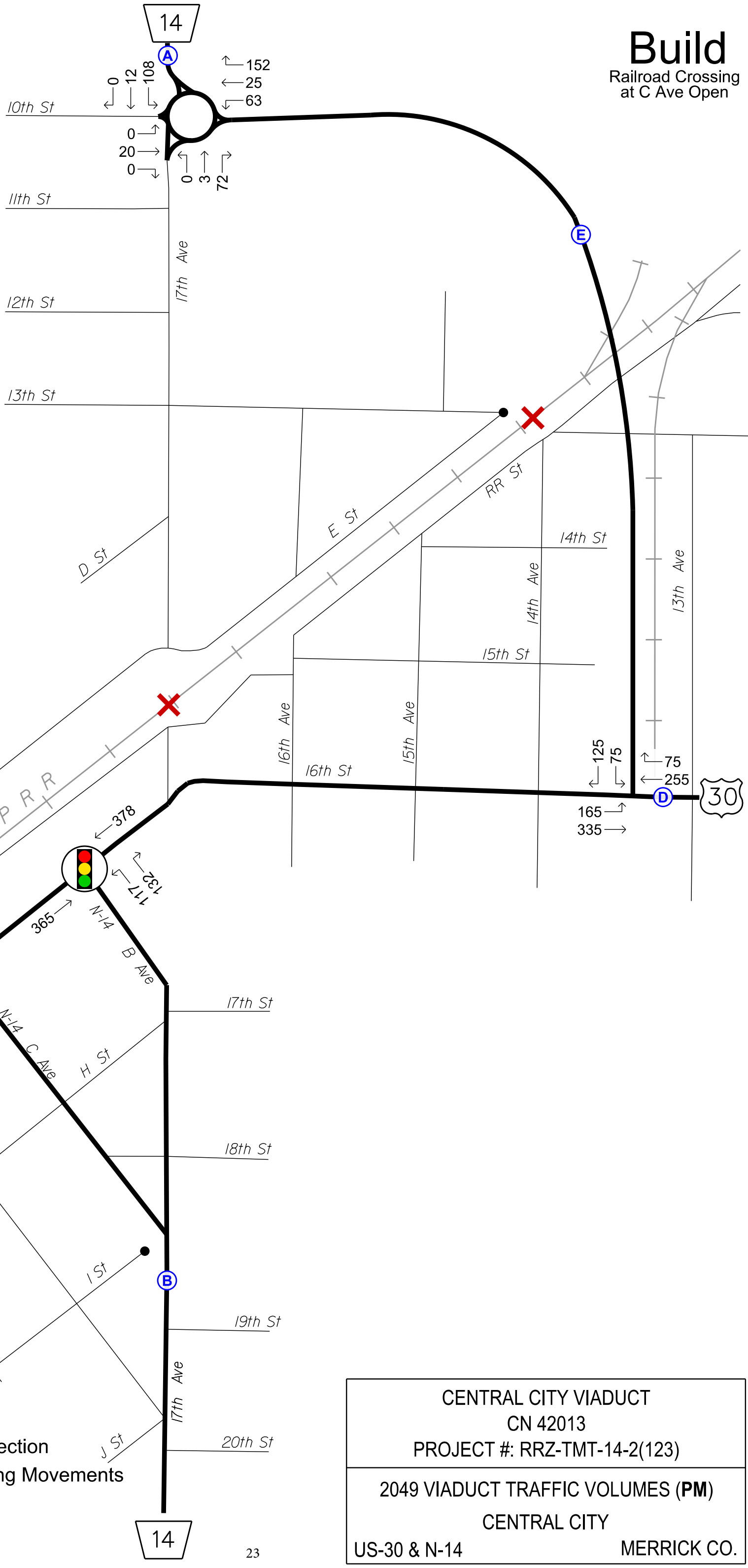
# Build

Railroad Crossing at C Ave Open

NORTH

NOT DRAWN TO SCALE

| Average Daily Traffic (2049) | |
|---|---|
| A | 2618 |
| B | 3552 |
| C | 7380 |
| D | 6068 |
| E | 4054 |
| F | 320 |




## LEGEND

- Signalized Intersection
- ← ## Peak Hour Turning Movements
- Railroad Closure
- Roundabout

| CENTRAL CITY VIADUCT<br>CN 42013<br>PROJECT #: RRZ-TMT-14-2(123) | |
|---|---|
| 2049 VIADUCT TRAFFIC VOLUMES (**PM**)<br>CENTRAL CITY | |
| US-30 & N-14 | MERRICK CO. |

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

**Heavy Commercial Vehicle (HCV) Percentages for Existing Conditions**
(prepared by NDOT - Strategic Planning & Traffic Engineering)

| Intersection | Approach | % HCV |
|---|---|---|
| **US-30 & N-14 Jct.** | **SB** | **12%** |
| | **NB** | **8%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **US-30 & "C" Ave** | **SB** | **4%** |
| | **NB** | **5%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **US-30 & "B" Ave** | **SB** | **7%** |
| | NB | NA |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **US-30 & 14th Ave** | **SB** | **3%** |
| | **NB** | **1%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **N-14 & H St/17th St** | **SB** | **8%** |
| | **NB** | **8%** |
| | **WB** | **3%** |
| | **EB** | **1%** |
| **N-14 & 18th St** | **SB** | **8%** |
| | **NB** | **8%** |
| | **WB** | **0%** |
| | **EB** | **2%** |
| **N-14 & "C" Ave/I St** | **SB** | **8%** |
| | **NB** | **8%** |
| | **NEB** | **0%** |
| | **SEB** | **3%** |
| **N-14 & "B" Ave** | **SB** | **8%** |
| | **NB** | **8%** |
| | **WB** | **NA** |
| | **SEB** | **3%** |
| **N-14 &13th St** | **SB** | **12%** |
| | **NB** | **12%** |
| | **WB** | **22%** |
| | **EB** | **7%** |
| **N-14 & 10th St** | **SB** | **12%** |
| | **NB** | **12%** |
| | **WB** | **NA** |
| | **EB** | **0%** |

Existing

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

**Heavy Commercial Vehicle (HCV) Percentages for Future 2029 No Build**

(prepared by NDOT - Strategic Planning & Traffic Engineering)

| Intersection | Approach | % HCV |
|---|---|---|
| **US-30 & N-14 Jct.** | **SB** | **12%** |
| | **NB** | **10%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **US-30 & "C" Ave** | **SB** | **5%** |
| | **NB** | **9%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **US-30 & 14th Ave** | **SB** | **5%** |
| | **NB** | **0%** |
| | **WB** | **15%** |
| | **EB** | **15%** |
| **N-14 & 10th St** | **SB** | **12%** |
| | **NB** | **12%** |
| | **WB** | **NA** |
| | **EB** | **0%** |

Future 2029 NB

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

**Heavy Commercial Vehicle (HCV) Percentages for Future 2029 Build & "C" Ave.**

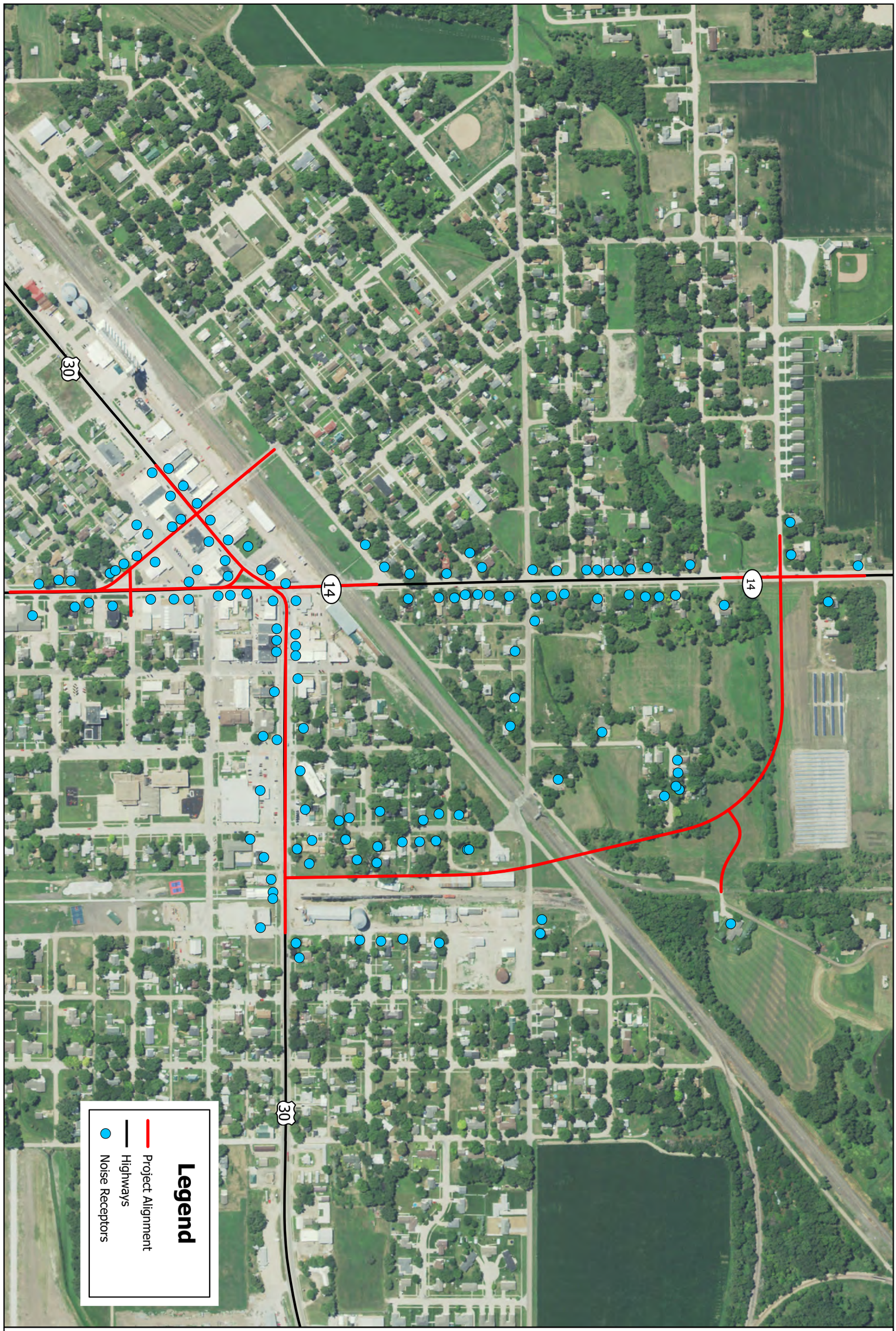
(prepared by NDOT - Strategic Planning & Traffic Engineering)

| Intersection | Approach | % HCV |
|---|---|---|
| **US-30 & N-14/"B" Ave.** | **SB** | **NA** |
| | **NB** | **8%** |
| | **WB** | **17%** |
| | **EB** | **17%** |
| **US-30 & "C" Ave** | **SB** | **6%** |
| | **NB** | **NA** |
| | **WB** | **17%** |
| | **EB** | **17%** |
| **US-30 & N-14 Viaduct** | **SB** | **14%** |
| | **NB** | **NA** |
| | **WB** | **17%** |
| | **EB** | **17%** |
| **N-14 & 10th St** | **SB** | **14%** |
| | **NB** | **4%** |
| | **WB** | **14%** |
| | **EB** | **3%** |

Future 2029 Build & C Ave.

# Appendix B

# Location of Receptors




2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

# Figure 2A
# Noise Receptors

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

N

0 430 860 Feet

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

# Figure 2B
# Noise Receptors

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska




## Legend

- Project Alignment
- Highways
- Noise Receptors

380 Feet
190
0

N

2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

**Figure 2C**
**Noise Receptors**

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

14

116

115

114

113

112

111

110

109

106

108

105

107

103

102

101

104

132

121

125

124

123

130

122

126

**Legend**

- Project Alignment
- Highways
- Noise Receptors

N

0 190 380 Feet

# Figure 2D
# Noise Receptors

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

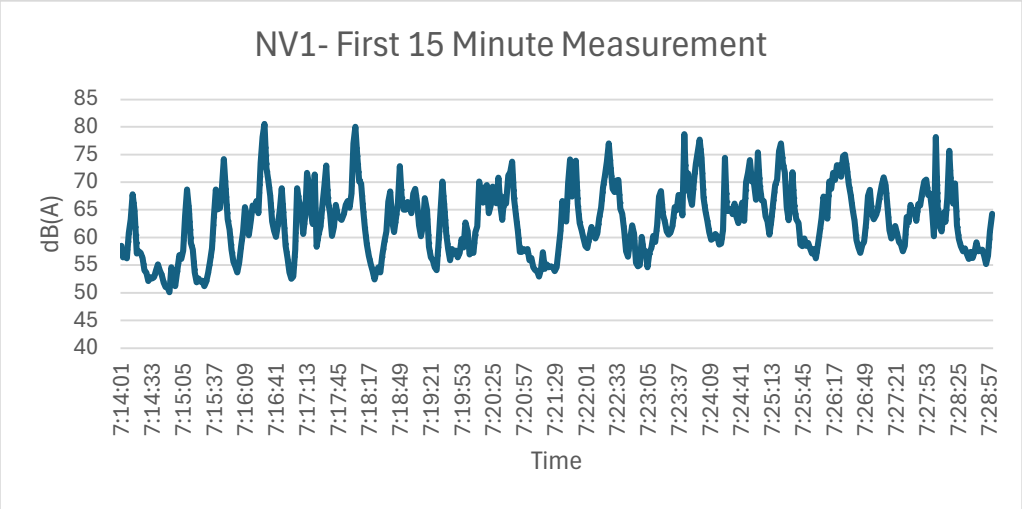
2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

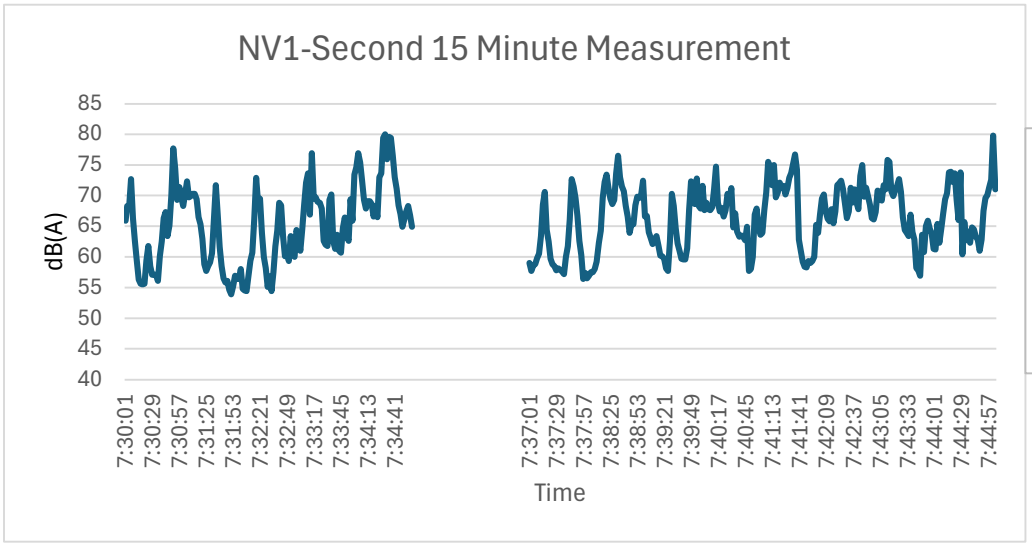
Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

# Appendix C

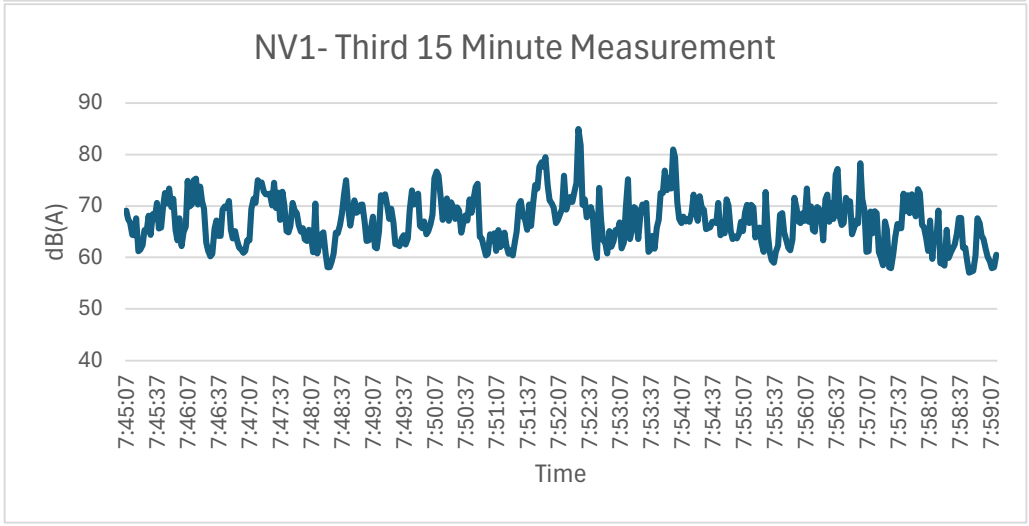
# Field Measurement Data

| | 7:14AM - 7:29AM | 7:30AM - 7:45AM | 7:45AM - 8:00AM |
|---|---|---|---|
| Average Leq | 62.87871397 | 65.7769821 | 67.12037471 |
| LAeq for Study | 65.1 | | |

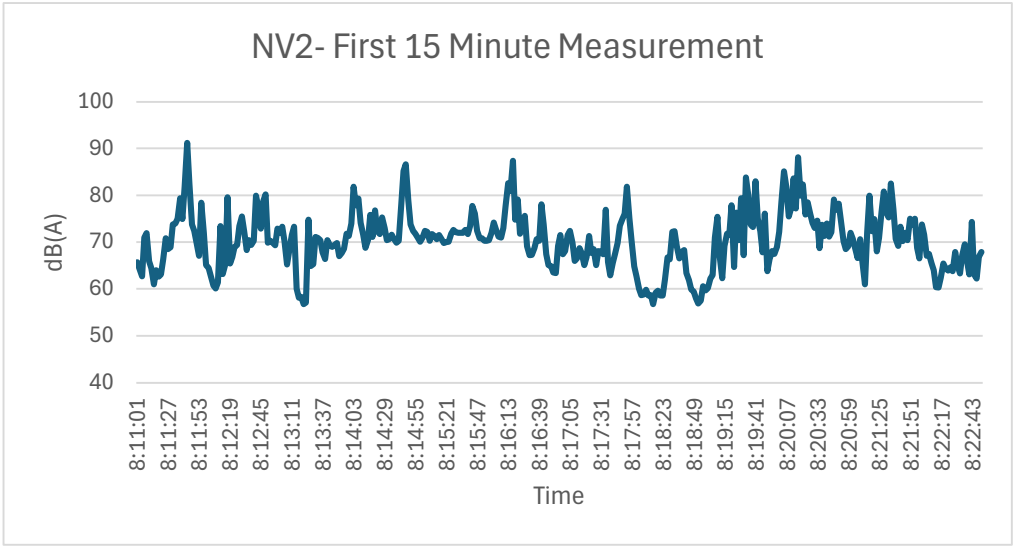


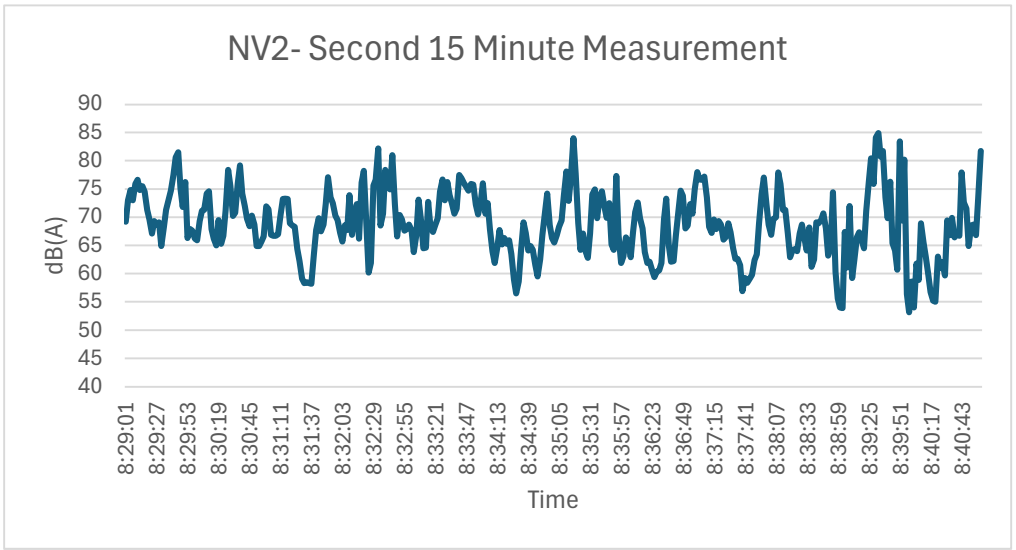



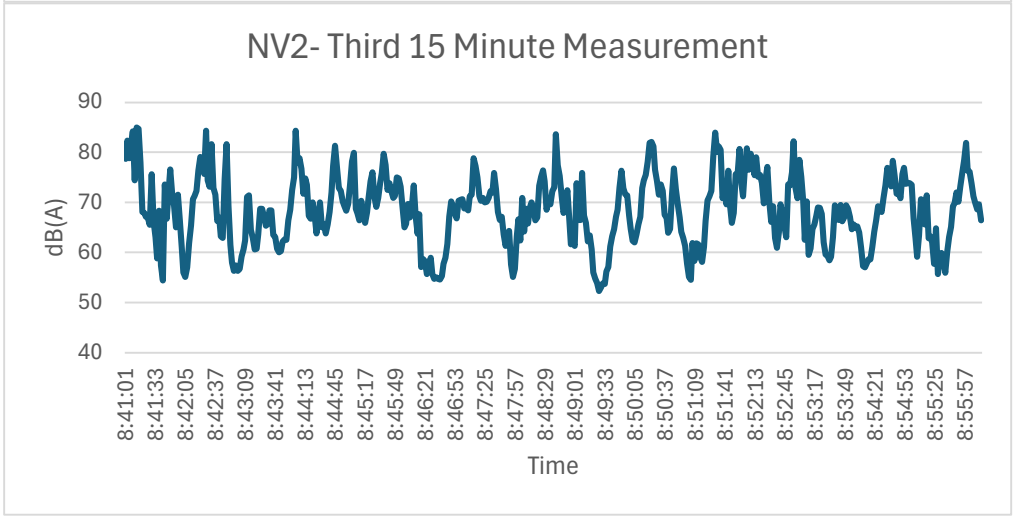

Heavy truck parked near meter, and was idling. This data was removed.



| | 8:11AM - 8:26AM | 8:26AM - 8:41AM | 8:41AM - 8:56AM |
|---|---|---|---|
| Average Leq | 70.29606742 | 68.79640884 | 68.33614191 |
| LAeq for Study | 68.3 | | |

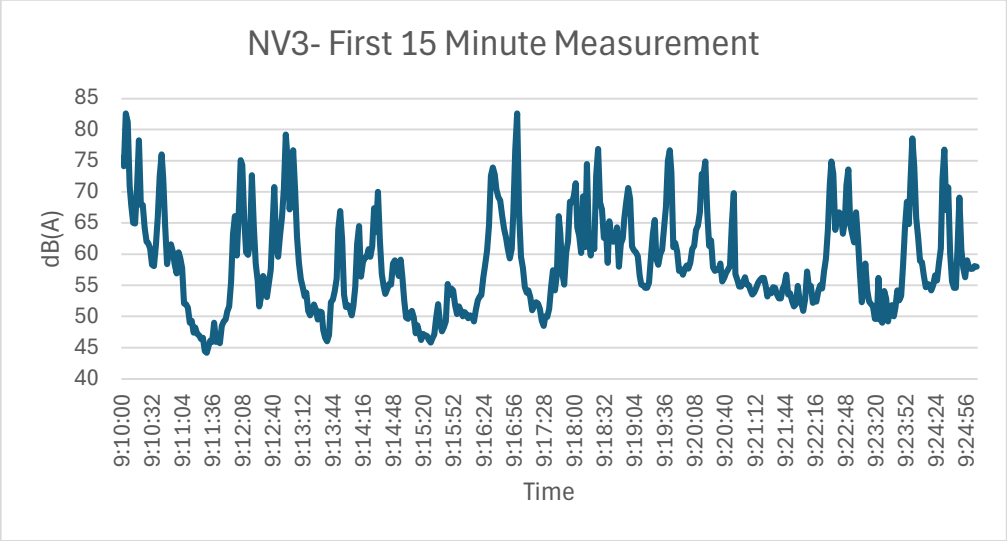


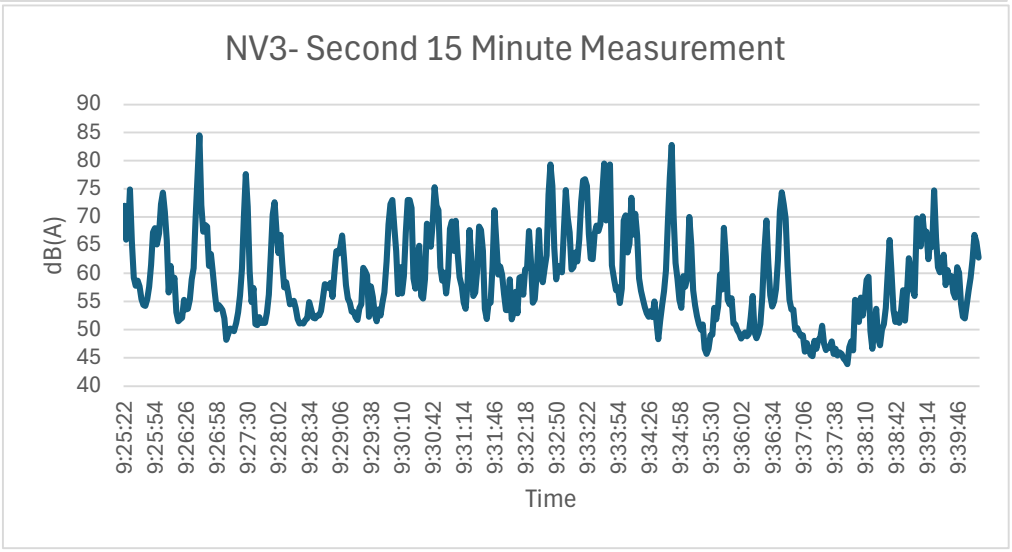



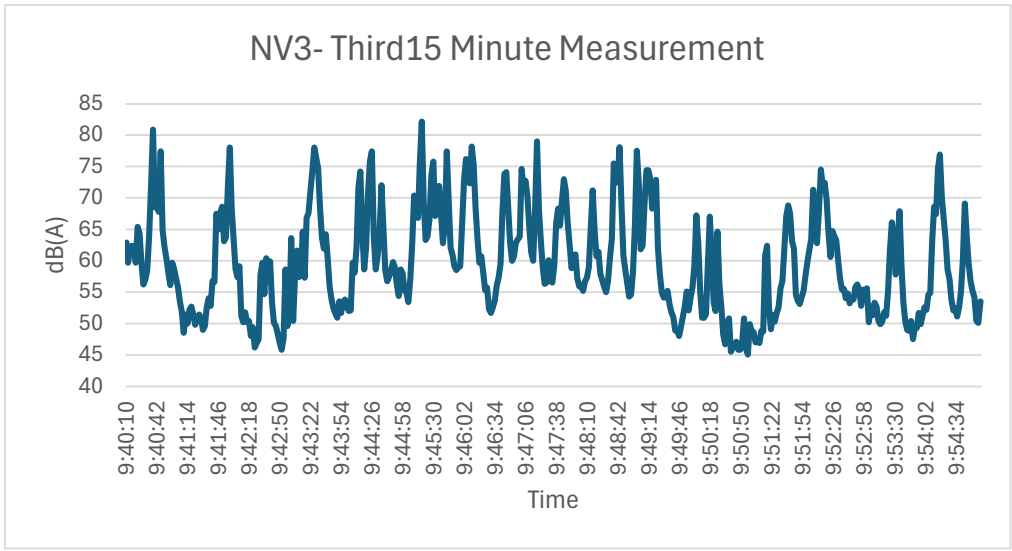




First and Second Measurement was interrupted by wind, trains, a nearby atm, and an active parking lot.The third measurement is the best representation of this location.

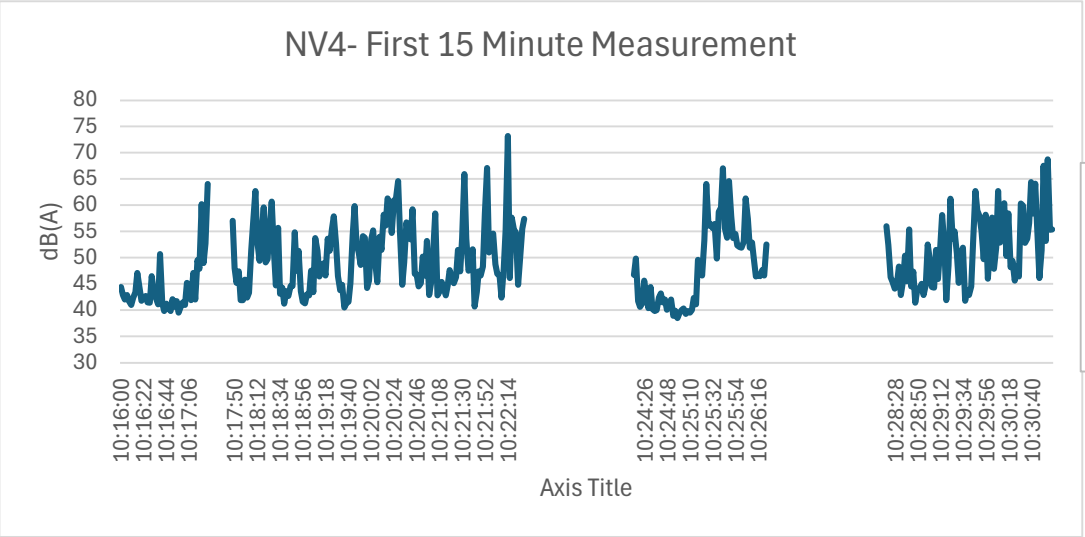
| | 9:10AM- 9:25AM | 9:25AM-9:40AM | 9:40AM - 9:55AM |
|---|---|---|---|
| Average Leq | 58.60687361 | 58.84044444 | 59.5345898 |
| LAeq for Study | 59 | | |



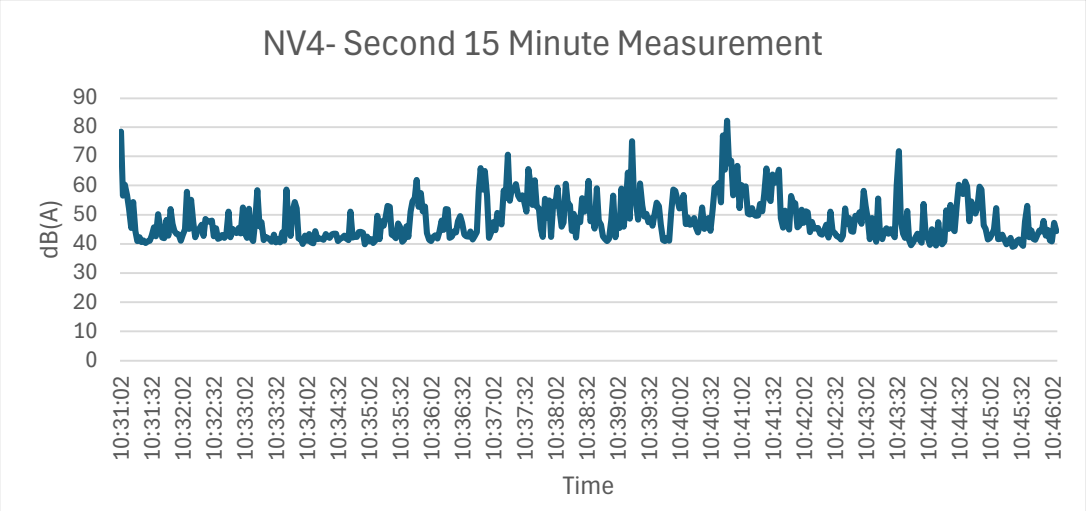



| | 10:16AM- 10:31AM | 10:31AM- 1046AM |
|---|---|---|
| Average Leq | 49.21661631 | 48.26555556 |
| Laeq for Study | 48.6 | |

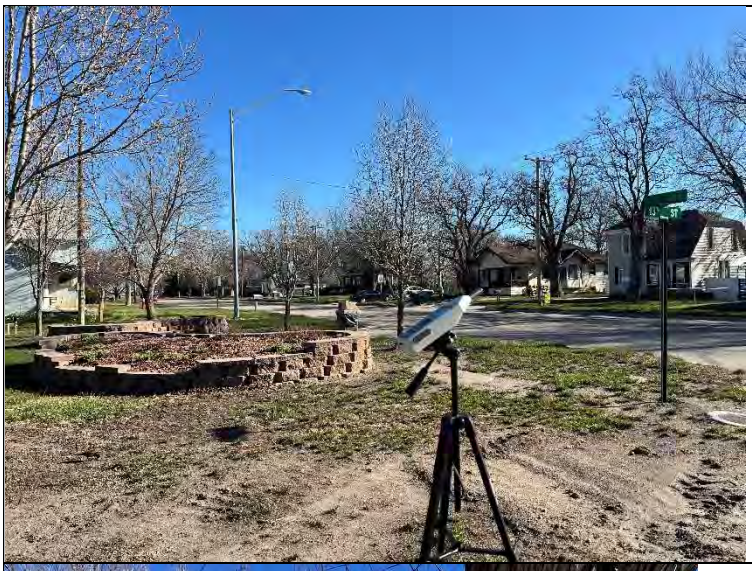



Train passed by and a car on gravel drove by. This data was removed.



| | |
|---|---|
| | NV1 – Looking North |
| | NV2 – Looking East |

| | |
|---|---|
| | NV2-Looking West |
| | NV3-Looking East |

| | |
|---|---|
|  | NV3-Looking North |
| | NV4-Looking North |

| | |
|---|---|
| | NV4-Looking East |

# Noise Measurement Record

| | | | |
|---|---|---|---|
| **Project Name:** Central City Viaduct | | **Project No.:** 51521 | |
| **Site ID:** NE Corner Senior Center NV1 | | **Measurement No.:** #1 | |
| **Conducted by:** SR FA | | **Date:** 4-4-24 | |
| **Start Time:** 714 | **Stop Time:** 759 | **$L_{eq}$ Range:** Auto | |
| **Length of Measurement:** 2x15 min | | **Microphone Height:** 5' | |

**Site Address:** NE Corner of Senior Center

| | Sound Level Meter | Microphone | Calibrator |
|---|---|---|---|
| Model: | SL4033SD | | A28930 |
| Serial No.: | 0L099171 | | 2400029 |

**Calibration Check:** 4-4-24 94dB 93.8 (cold)

| Winds | Temperature | Humidity | Precipitation |
|---|---|---|---|
| 4 mph | 30° | 91 | N/A |

## *Noticeable Events*

| Source | dBA | Source | dBA |
|---|---|---|---|
| 7:30AM - School speed limit 25mph - Flashing<br>7:35AM - Truck parked 2min<br>7:36 - Truck accelerating | | | |

## *Optional*

| | | | |
|---|---|---|---|
| $L_{eq}$ at 5 minutes: | dBA | $L_1$: | dBA |
| $L_{eq}$ at 10 minutes: | dBA | $L_{10}$: | dBA |
| $L_{eq}$ at 15 minutes: | dBA | $L_{50}$: | dBA |
| $L_{eq}$ at 20 minutes: | dBA | $L_{90}$: | dBA |

| Overall $L_{eq}$: |
|---|

## Traffic (Optional)

| | Roadway: | | Roadway: | | Roadway: | |
|---|---|---|---|---|---|---|
| | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** |
| Autos | | = | | = | | = |
| Medium Trucks | | = | | = | | = |
| Heavy Trucks | | = | | = | | = |
| Speed | | | | | | |

Noise Sources Other than Traffic Noise: _____

Elevation of Roadway in Relation to Elevation of Ground at Measurement Site: 1' above rdwy

SKETCH OF SITE

(Show distances to important features, e.g., centerline, buildings, driveways, etc.)

## Supplementary Information

Comments:

_____

_____

_____

_____

_____

# Noise Measurement Record

| | | | |
|---|---|---|---|
| **Project Name:** Central City | | **Project No.:** 42013 | |
| **Site ID:** Library NV2 | | **Measurement No.:** 2 | |
| **Conducted by:** SR FO | | **Date:** 4-4-24 | |
| **Start Time:** 810 | **Stop Time:** 856 | **$L_{eq}$ Range:** Auto | |
| **Length of Measurement:** 3x 15 | | **Microphone Height:** 5' | |

**Site Address:** 1604 15th Ave Central city, NE

| | Sound Level Meter | Microphone | Calibrator |
|---|---|---|---|
| Model: | SL-4033SD | | AZ 8930 |
| Serial No.: | Q699 171 | | 2400029 |

**Calibration Check:** 4-4-24 94db

| Winds | Temperature | Humidity | Precipitation |
|---|---|---|---|
| NW 0-8 mph - Gusting Winds | 32 | 78 | NA |

## *Noticeable Events*

| Source | dBA | Source | dBA |
|---|---|---|---|
| 823 Train<br>824 Train close load<br>826 Train<br>827-828 Train gone | 78-87 | Windy during first 2 measurments<br>ATM near by<br>Active Parking lot near by | |

## *Optional*

| | | | |
|---|---|---|---|
| $L_{eq}$ at 5 minutes: | dBA | $L_1$: | dBA |
| $L_{eq}$ at 10 minutes: | dBA | $L_{10}$: | dBA |
| $L_{eq}$ at 15 minutes: | dBA | $L_{50}$: | dBA |
| $L_{eq}$ at 20 minutes: | dBA | $L_{90}$: | dBA |

| Overall $L_{eq}$: |
|---|

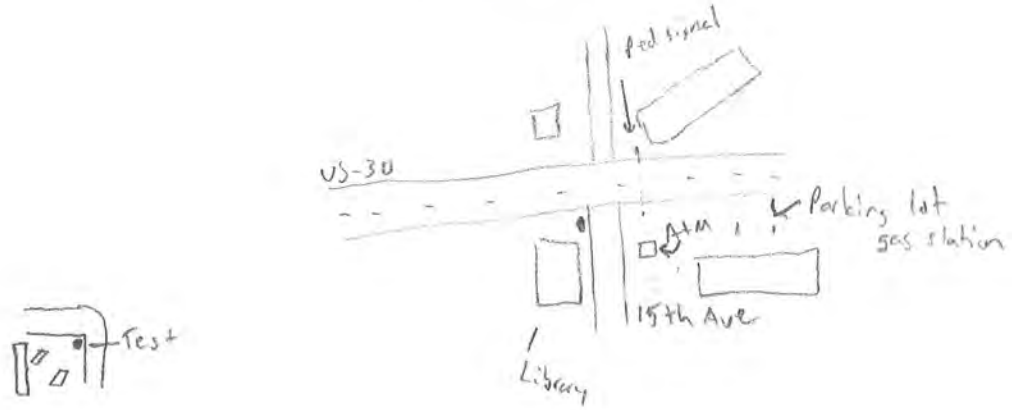
## Traffic (Optional)

| | Roadway: | | Roadway: | | Roadway: | |
|---|---|---|---|---|---|---|
| | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** |
| Autos | | = | | = | | = |
| Medium Trucks | | = | | = | | = |
| Heavy Trucks | | = | | = | | = |
| Speed | | | | | | |

Noise Sources Other than Traffic Noise: _____

Elevation of Roadway in Relation to Elevation of Ground at Measurement Site: +1' at measurement

SKETCH OF SITE




(Show distances to important features, e.g., centerline, buildings, driveways, etc.)

## Supplementary Information

Comments:

_____

_____

_____

_____

_____

# Noise Measurement Record

| | | | |
|---|---|---|---|
| **Project Name:** Central City | | **Project No.:** | |
| **Site ID:** 17th/13th st – NV3 | | **Measurement No.:** #3 | |
| **Conducted by:** SR FA | | **Date:** 4-4-24 | |
| **Start Time:** 910 | **Stop Time:** | **$L_{eq}$ Range:** Auto | |
| **Length of Measurement:** 3x 15 min | | **Microphone Height:** 5' | |

**Site Address:** NW corner of 17th(N-14) and 13th st

| | Sound Level Meter | Microphone | Calibrator |
|---|---|---|---|
| Model: | SL403350 | | A28930 |
| Serial No.: | Q 699171 | | 2400029 |

**Calibration Check:** 4-4-24 ✓ 94db

| Winds | Temperature | Humidity | Precipitation |
|---|---|---|---|
| NNW 8 | 37 | 65 | N/A |

## *Noticeable Events*

| Source | dBA | Source | dBA |
|---|---|---|---|
| 918 Train<br>938 Train | 58 73 77 | | |

## *Optional*

| | | | |
|---|---|---|---|
| $L_{eq}$ at 5 minutes: | dBA | $L_1$: | dBA |
| $L_{eq}$ at 10 minutes: | dBA | $L_{10}$: | dBA |
| $L_{eq}$ at 15 minutes: | dBA | $L_{50}$: | dBA |
| $L_{eq}$ at 20 minutes: | dBA | $L_{90}$: | dBA |

| Overall $L_{eq}$: |
|---|

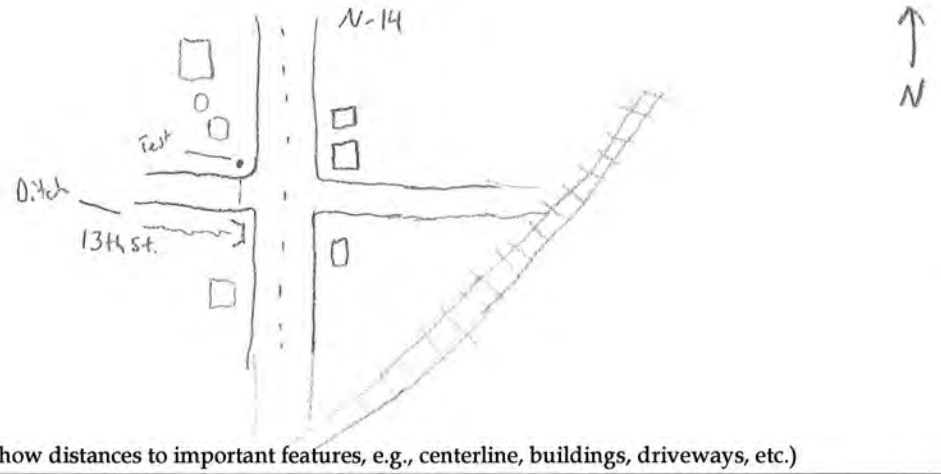
## Traffic (Optional)

| | Roadway: | | Roadway: | | Roadway: | |
|---|---|---|---|---|---|---|
| | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** |
| Autos | | = | | = | | = |
| Medium Trucks | | = | | = | | = |
| Heavy Trucks | | = | | = | | = |
| Speed | | | | | | |

Noise Sources Other than Traffic Noise: _____

Elevation of Roadway in Relation to Elevation of Ground at Measurement Site: 1' above

SKETCH OF SITE




(Show distances to important features, e.g., centerline, buildings, driveways, etc.)

## Supplementary Information

Comments:

_____

_____

_____

_____

_____

# Noise Measurement Record

| | | | |
|---|---|---|---|
| **Project Name:** Central City | | **Project No.:** 42013 | |
| **Site ID:** 15th Ave NV4 | | **Measurement No.:** 4 | |
| **Conducted by:** SR FA | | **Date:** 4-4-24 | |
| **Start Time:** 1016 | **Stop Time:** 1101 | **$L_{eq}$ Range:** Auto | |
| **Length of Measurement:** 3X15 min | | **Microphone Height:** 5' | |

**Site Address:** _____

| | Sound Level Meter | Microphone | Calibrator |
|---|---|---|---|
| Model: | SL403350 | | A28930 |
| Serial No.: | Q699171 | | 2400029 |

**Calibration Check:** 4-4-24 94db

| Winds | Temperature | Humidity | Precipitation |
|---|---|---|---|
| 0-9 mph NNW | 41 | 53 | N/A |

## *Noticeable Events*

| Source | dBA | Source | dBA |
|---|---|---|---|
| Train 1023<br>Car drove up to house 1027 | 60-75 | | |

## *Optional*

| | | | |
|---|---|---|---|
| $L_{eq}$ at 5 minutes: | dBA | $L_1$: | dBA |
| $L_{eq}$ at 10 minutes: | dBA | $L_{10}$: | dBA |
| $L_{eq}$ at 15 minutes: | dBA | $L_{50}$: | dBA |
| $L_{eq}$ at 20 minutes: | dBA | $L_{90}$: | dBA |

| Overall $L_{eq}$: |
|---|

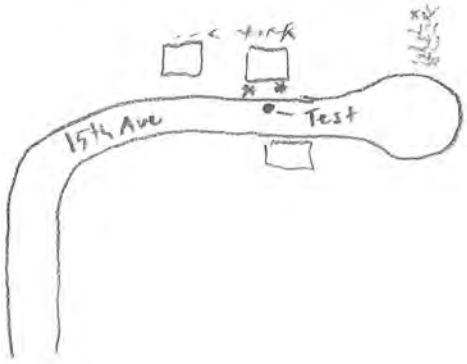
## Traffic (Optional)

| | Roadway: | | Roadway: | | Roadway: | |
|---|---|---|---|---|---|---|
| | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** | **Counted** | **Hr. Equiv.** |
| Autos | = | | = | | = | |
| Medium Trucks | = | | = | | = | |
| Heavy Trucks | = | | = | | = | |
| Speed | | | | | | |

Noise Sources Other than Traffic Noise: Wind - no traffic

Elevation of Roadway in Relation to Elevation of Ground at Measurement Site: 0'

SKETCH OF SITE




(Show distances to important features, e.g., centerline, buildings, driveways, etc.)

## Supplementary Information

Comments:

# Appendix F

**Historic Properties**

NEBRASKA
DEPARTMENT OF TRANSPORTATION

| NDOT Section 106 Project Managers* | Telephone | email |
|---|---|---|
| Anne Bauer, Districts 5, 6, 7, 8 | 402-479-4464 | anne.bauer@nebraska.gov |
| Stacy Stupka, Districts 2, 3 | 402-479-3879 | stacy.stupka@nebraska.gov |
| Katie Turner, Districts 1, 4 | 402-479-3514 | katie.turner@nebraska.gov |
| Section 106 (team email) | | ndot.section106@nebraska.gov |
| *District assignment equals the first number in the NDOT CN field below | | |

# NDOT Section 106 Tier II PQS Memo – Project is an EA and is not assigned under NEPA CE Assignment

Project Name: Central City Viaduct
Project No: RRZ-TMT-14-2(123)
NDOT CN: 42013
Project Location: Merrick County

| | | NDOT Project Effects Determination |
|---|---|---|
| NDOT Tier II Project | | ***No Historic Properties Affected***<br>No historic properties identified within the APE |
| NDOT Tier II Project | X | ***No Historic Properties Affected***<br>Historic properties identified within the APE, but they will not be affected by the proposed undertaking |
| NDOT Tier III Project* | | ***No Adverse Effect***<br>Historic properties were identified within the APE, but they will not be adversely affected by the proposed undertaking |
| NDOT Tier III Project* | | ***Adverse Effect***<br>Historic properties identified within the APE will be adversely affected by the proposed undertaking |

**NDOT PQS Signature:** *(NDOT use only)* Stacy Stupka

**Date:** *(add date upon completion of consultation)* 07/30/2024

**SHPO Concurrence Date:** *(*per the statewide Section 106 PA, requests for SHPO concurrence applies to Tier III projects)* na

## Cultural Resources Evaluation

### Introduction

The Nebraska Department of Transportation (NDOT) proposes to construct the project referenced above using funds from the Federal Highway Administration (FHWA). This project is located in Central City on Highways US-30 and N-14 (Enclosure 1, Figure 1). Due to FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties. FHWA is the lead federal agency and is in the process of completing an Environmental Assessment (EA).

There are 19 NRHP eligible properties within the APE considered but these will not be affected by the proposed project. FWHA has made a project effects determination of *no historic properties affected.*

### Project Description Summary — Project Description Date: 02/19/2024

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08. The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.

## Project Specific Consultation Under Section 106

Consulting Parties in 2021:
SHPO, Pawnee Nation of Oklahoma, Central City, Merrick County Historical Society, Nebraska Central Railroad Company, Union Pacific Railroad.

- 11/18/2021
  These consulting parties were invited to attend a public open house meeting on November 18, 2021.

Consulting Parties in 2024:
Arapaho Tribe of the Wind River Reservation, WY, Cheyenne and Arapaho Tribes, OK, Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, MT; Oglala Sioux Tribe, Otoe-Missouria Tribe of Indians, OK, Pawnee Nation of OK, Rosebud Sioux Tribe of the Rosebud Indian Reservation, SD, Three Affiliated Tribes of the Fort Berthold Reservation, ND, Yankton Sioux Tribe of SD, Merrick County, Central City, Merrick County Historical Society, United States Postal Service (USPS), Union Pacific Railroad, Rio Grande Pacific Railroad, Christopher & Kirsten Fasbender, Rentovators, Travis & Gary Maresh, Merrick Medical Center Foundation, Lone Tree Lodge AF & AM.

- 06/27/2024
  These consulting parties were invited to comment on NRHP Identification and evaluation, and the project effects determination
  - The USPS provided concurrence on 07/08/2024.
  - The Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, MT concurred with the findings of *no historic properties affected* on 07/24/2024.

07/29/2024, the 30 day comment period expired without receiving any additional responses.

## Area of Potential Effects (APE)

The area of potential effects (APE) for Section 106 purposes is defined at Section 800.16(d) in the regulations as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be unique based on different types of effects caused by the undertaking.

Because of the unique nature and character of this proposed construction, an irregular APE is illustrated in the attached map. It includes an area approximately 300-feet on either side of the viaduct corridor. This area would include the potential for direct and/or indirect project effects, including noise and vibration. In addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project.
The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

**APE considered is consistent with 36 CFR 800.16(d) – (Y/N): Y**

## Summary of Archeological Investigations

Highway Archeologist Brian Goodrich began archeological evaluations in 2021. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that there is one previously recorded archeological site in the APE, 25MK505 an electric powered flour mill constructed in 1920. Referred to as the Edgar Mills “Midget Mill”, this archeological site has been previously recommended not eligible for listing in the National Register of Historic Places (NRHP).

Much of the APE is urban and has been previously disturbed by activities unrelated to this undertaking. Upon a reconnaissance review of the APE, Goodrich identified two areas for intensive pedestrian survey. These areas were investigated using 10 meter, linear survey transects. No new archeological sites were identified during the pedestrian survey.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.

The Nebraska Buried Soils GIS indicated that the north end of the proposed viaduct is partially located on a buried stream terrace with potential to hold buried soils. In 2024, Goodrich completed archeological testing of this area to determine whether buried soils exist and whether these soils could contain archeological material. Goodrich excavated six tests using a 6" bucket auger. Four of these tests were negative for buried soils, but Tests 5 and 6 both indicated the presence of buried soil.

Test 5 contains a buried soil horizon approximately 15 cm thick between 65 and 80 cm below the current ground surface. A buried soil horizon was present at approximately 75 – 90 cm below the current ground surface. No archeological materials were observed.

The deepest disturbance that will occur within the vicinity of the buried soil horizons involves installing a new culvert over Warm Slough. The Limits of Construction (LOCs) indicate that this work will not extend onto the terrace in which the buried soil is located.

Edgar Mills "Midget Mill" (25MK505)
An electrical flour mill constructed in 1920, it was located on the west side of what is now N-14, just south of the intersection of US-30 and N-14. The area where the mill was located is paved and now occupied by the Merrick County Senior Center and a small parking lot. During an unrelated undertaking in 2015, this site was recommended not eligible for listing in the NRHP due to a lack of significance and diminished integrity. These investigations also recommend that this site is not NHRP eligible.

There are no historic archeological properties within the APE (Enclosure 1, Attachment D).

## Summary of Architectural / Structural Investigations

This project was investigated by Architectural Historian Melissa Dirr Gengler of Historic Resources Group (HRG) using the Nebraska State Historic Preservation Office (NESHPO) inventory and site files, county histories, historic maps, NRHP nominations and other primary and secondary sources. Gengler also consulted with the Merrick County Historical Society. Background research indicated there are two previously listed architectural historic properties within the APE, the Heber Hord House and the State Theatre Building.

Gengler completed survey of the project in 2023 and evaluated all properties identified as meeting the SHPO Historic Resources Survey Manual criteria for survey and guidelines set forth in the 1991 National Park Service Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (NPS Bulletin 15). These criteria include, but are not limited to, properties that are 50 years old or older; and are in their original location; and which possess sufficient physical integrity to convey NRHP significance. The properties that met the above criteria were evaluated using the guidelines set forth in the NPS Bulletin 15. All surveyed properties were evaluated to determine NRHP eligibility. In this case, Gengler reviewed all properties that were 45 years old or older. The investigation resulted in the identification and National Register evaluation of a total of 210 properties, two (2) of which are already listed in the NRHP. Seventeen (17) additional properties are recommended NRHP eligible (Enclosure 1).

Historic Properties

| NHRSI No/FN | Property Name/Description | Address | NRHP Criteria |
|---|---|---|---|
| MK02-007 | Heber Hord House | 1505 16th St | A and B |
| MK02-008 | State Theatre / Martha Ellen Auditorium | 706 C Ave | A |
| FN209 | House | 820 D Ave | C |
| MK02-058 | House | 1819 17th Ave | C |
| FN148 | House | 1606 18th St | C |
| MK02-059 | Presbyterian Church | 1801 17th Ave | C |
| FN142 | Original Fire Station | Parcel ID: 002896.00, 1608 17th St | A |
| FN105 | Commercial Bldg | 1611 – 1617 16th ST | A |
| MK02-069 | Commercial Bldg | 1607 16th St | A |
| FN103 | Commercial Bldg | 1601 16th St | A |
| MK02-175 | Merrick Hotel | 1525 16th St | A and C |
| MK02-176 | US Post Office | 1512 16th St | A and C |
| MK02-171 | Automobile Garage | 1510 16 Ave | A and C |
| MK02-026 | House | 1203 15th St | C |
| MK02-069 | House | 219 E St | C |
| MK02-070 | House | 211 E St | C |
| MK02-205 | House | 1502 15th Ave | C |
| FN132 | Lodge Bldg | 1625 17th St | A |
| MK02-114 | House | 1720 12th St | C |

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.

Please see Enclosure 1 for detailed discussion of historic properties as well as for NRHP boundary definitions.

There are no architectural or structural historic properties present within the APE (Enclosure 1).

| **Assessing Project Effects – Please note that no new ROW (TE/PE/ROW) is anticipated from any historic property** | |
|---|---|
| **Historic Property Identified Within APE** *(leave column blank if none identified)*: | ***Describe Project Effects to Historic Property*** *(alteration to the characteristics that make the historic property qualify for NRHP listing)* |
| MK02-007 (1505 16th St) | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps and the existing driveway apron. |
| MK02-008 (706 C Ave) | None. Existing US-30/G St and C Ave will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| FN209 (820 D St) | None. No construction activity nearby. |
| MK02-058 (1819 17th Ave) | None. No construction activity nearby. |
| FN148 1606 18th St) | None. No construction activity nearby. |
| MK02-059 (1801 17th Ave) | None. Construction activity adjacent to the property include reconstruction of existing curb ramp at the NW corner of 17th Ave and 18th St, along with a small amount of parking adjacent to the curb ramp on 18th. |
| FN142 (Parcel ID: 002896.00, 1608 17th St) | None. No construction activity nearby. |
| FN105 (1611 – 1617 16th St) | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| MK02-069 (1607 16th St) | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| FN103 | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| MK02-175 (1525 16th St) | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| MK02-176 (1512 16th St) | None. Existing US-30/16th St will be reconstructed in front of the property, as will the existing sidewalk and curb ramps. |
| MK02-171 (1510 16th Ave) | None. No construction activity nearby; this property is located some distance from the viaduct and existing visual blockages in the landscape prohibit any views of the new viaduct. |
| MK02-026 (1203 15th St) | None. Included in visual APE for viaduct. Property faces away from viaduct and deciduous trees, grain elevators and other industrial railroad buildings will obstruct the view of the new viaduct from the historic property. |
| MK02-069 (219 E St) | None. Included in APE for visual effects relative to proposed pedestrian crossing which has since been removed from the proposed project. |
| MK02-070 (211 E St) | None. Included in APE for visual effects relative to proposed pedestrian crossing which has since been removed from the proposed project. |
| MK02-205 (1502 15th Ave) | None. No construction activity nearby; this property is located some distance from the viaduct and existing visual blockages in the landscape prohibit any views of the new viaduct. |
| FN132 (1625 17th St) | None. The project will reconstruct the existing sidewalk and the curb will be moved so that the large transmission pole will not longer be in the street pavement. New curb ramps will be constructed. |
| MK02-114 (1720 12th St) | None. Included in visual APE for viaduct which will not be visible from this property. |

**Narrative to Support Finding of Effect**

Nineteen historic properties were identified within the APE, but these properties will not be affected by the project as proposed. FHWA has determined that no historic properties will be affected by the proposed project and has made a project effects determination of *no historic properties affected*.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.

| Sensitive Areas* to avoid during construction? (describe below) | X | Yes | | No |
|---|---|---|---|---|

| Sensitive Area (name or description ie., school, house, former bank) | Address (if applicable) | Mile Marker Range (MM) |
|---|---|---|
| House | 1819 17th Ave | N-14, 81.48 – 81.50, east side |
| Presbyterian Church | 1801 17th Ave | N-14, 81.53 – 81.56, east side |
| Grand Lodge | 1625 17th St | N-14, 81.67 – 81.69, east side |
| State Theatre | 706 C Ave | US-30, 337.58 – 337.60, south side<br>C Ave, building face, west side of C Ave |
| Commercial Buildings | 1601 – 1615 16th St | US-30, 337.60 – 337.63, north side |
| Lincoln Manor Bar and Grill and Heber Hord House | 1525 16th St and 1505 16th St | US-30, 337.64 - 337.70, north side |
| US Post Office | 1512 16th St | US-30, 337.64 – 337.67, south side |

**Commitments**

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)

****

Commitments continue on next page.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.

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)

****

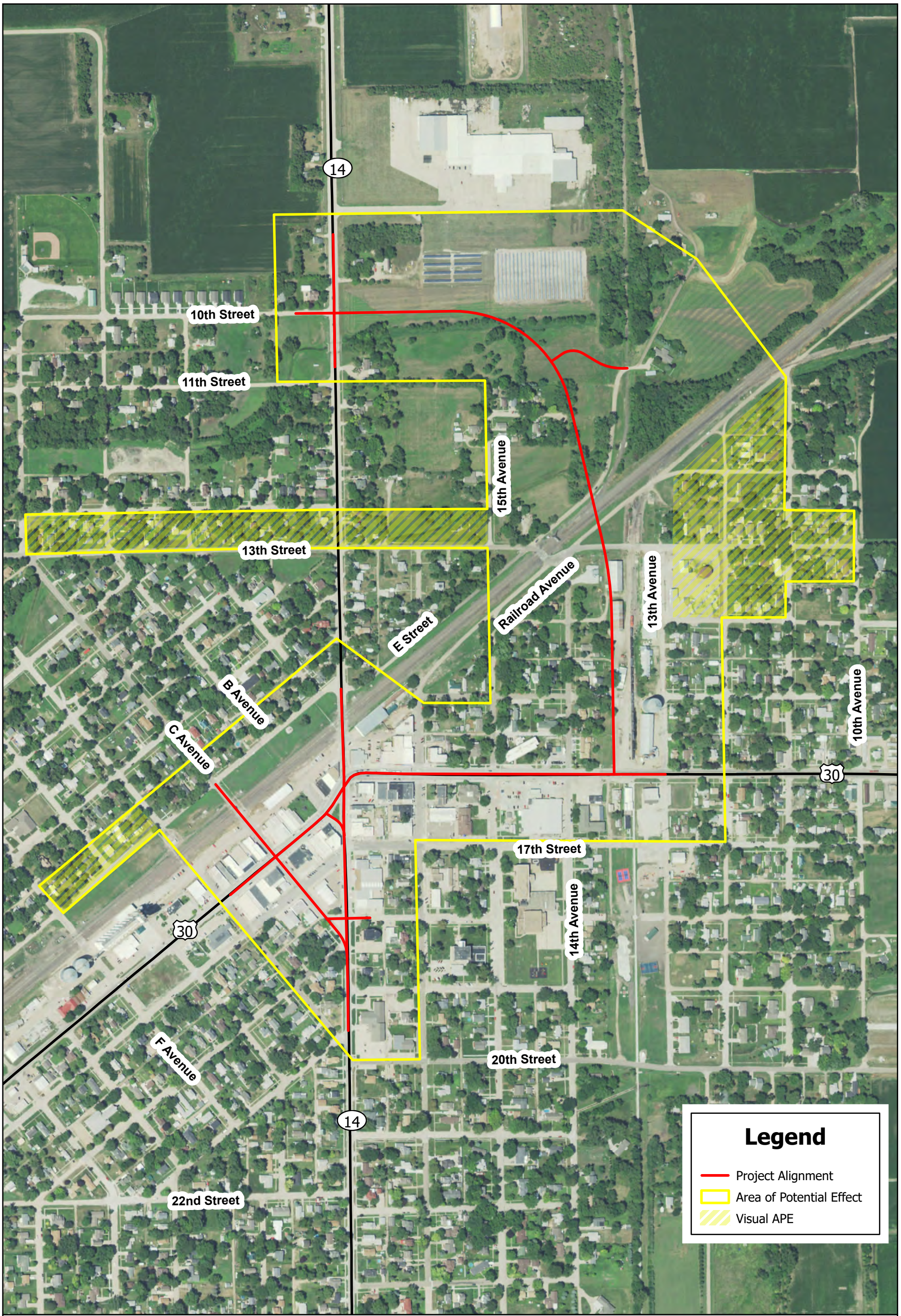
Sensitive Areas corresponding to historic building(s) have been identified on this project:

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 would 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)

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023) and meets the requirements to be considered a Tier II Project.




2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

# Figure 2
# Area of Potential Effect

N

0 465 930 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

# Central City Viaduct
# Project No. STPN-TMT-14-2(123) CN 42013

## Responses to Consultation Request

NEBRASKA
DEPARTMENT OF TRANSPORTATION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

June 27, 2024

Mr. Daniel B. Delahaye
Federal Preservation Officer
US Postal Service
301 Green ST
Room 212C
Fayetteville, NC 28301-5099

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Dear Mr. Delahaye:

The Nebraska Department of Transportation (NDOT) proposes to construct the Central City Viaduct project, (the Project) using funds from the Federal Highway Administration (FHWA). This project is located in Central City on US-30 and N-14. Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

FHWA is in the process of completing an Environmental Assessment (EA) and is the lead federal agency for this undertaking. The preferred alternative being carried forward in the draft EA is the Viaduct Alternative which proposes to construct N-14 on a new alignment with a viaduct over the Union Pacific Railroad (UPRR) (Enclosure 1, Figure 1). This documentation identifies historic properties within the APE and considers the effects of the preferred alternative on those historic properties.

This undertaking has been reviewed under the programmatic agreement entitled *Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska* (February 2023). This PA is designed to streamline compliance efforts within the FHWA federal-aid program in Nebraska.

Please review this documentation on cultural resources for the project mentioned above as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800. An evaluation of the potential for cultural resources, both archeology and architectural, is included below [and in enclosures].

**Area of Potential Effects**
The area of potential effects (APE) for Section 106 purposes is defined at Section 800.16(d) in the regulations as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be unique based on different types of effects caused by the undertaking.

Because of the unique nature and character of this proposed construction, an irregular APE is illustrated in the attached map. It includes an area approximately 300-feet on either side of the viaduct corridor. This area would include the potential for direct and/or indirect project effects, including noise and vibration. In addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project. The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

**Cultural Resource Investigations**
Architectural investigations were completed in 2023 and Historic Resources Group (HRG) identified and evaluated 210 properties within the area of potential effects (APE), two of which are listed in the National Register of Historic Places (NRHP) and seventeen are recommended eligible for NRHP listing (Enclosure 1). These properties include a mix of commercial buildings, residences, and public/social buildings.

The Highway Archeological Program began archeological investigations in 2021 and completed them in 2023. There is one previously identified archeological site within the area of potential effects, 25MK505. The location of a non-extant flour mill, this site was recommended not eligible for NRHP listing in 2015 and these investigations reaffirm that recommendation. No new archeological sites were identified as a result of these investigations (Enclosure 1, Attachment D).

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Vicki Kramer, Director
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EMAIL NDOT.ContactUs@nebraska.gov
dot.nebraska.gov

**Public Involvement**
Consulting parties are identified in NDOT's enclosed Management Summary (Table 1). To date, public participation opportunities have been considerable, and include a public information open house meeting held in 2021. To date, no comments regarding historic properties have been received.

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If you have any questions regarding this information do not hesitate to contact me at your convenience.

Sincerely,

Stacy Stupka

Stacy Stupka
Cultural Resources Team Lead
402-479-3879

Daniel Delahaye Digitally signed by Daniel Delahaye Date: 2024.07.08 12:43:30 -04'00'

_____ 8 July 2024_____
Concurrence Date

ENCLOSURES

*This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Roads to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023).* Please note that this Agreement document allows NDOT to complete consultation when the project effects determination reached is *no historic properties affected.*

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**From:** gary.lafranier@cheyennenation.com
**To:** NDOT Section106
**Subject:** 10 Projects
**Date:** Wednesday, July 24, 2024 5:57:56 PM
**Importance:** High

---

Good Afternoon,

US-6 - Platte River, STP-44-1(107), CN 71270: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

Merritt Dam North, STP-97-4(114), CN 81074: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

Decatur Bridge Location and Environmental Study, Burt County Nebraska and Monona County Iowa - Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project Central City Viaduct_RRZ-TMT-14-2(123)_CN 42013 Northern Cheyenne concurs with findings of No Historic Properties.

Nebraska DOT project In Red Cloud_NH-281-1(117)_42619: Will the project affect any historic buildings, etc.? If not, it would be safe to have a determination of No Adverse Effect.

NDOT Project: US-81 – Thayer/Jefferson County Line, STP-8-5(112), CN 42865: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project N-50 Ramp, Omaha_NH-MTIS-80-9(201)_CN 22850: Northern Cheyenne concurs with findings of No Historic Properties.

NDOT Project: Alexandria West, BRO-7085(41), CN 42997: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project: Genoa Northwest, BRO-7063(9), CN 42998: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project: 71237, NH-6-3(133) N-46 West: Northern Cheyenne concurs with findings of No Historic Properties.

Thank You,

*Gary LaFranier*
FCC/ Section 106 Coordinator
(406) 477-8114
Lame Deer, MT. 59043

# Central City Viaduct
# Project No. STPN-TMT-14-2(123) CN 42013

## Consultation Requests

NEBRASKA
DEPARTMENT OF TRANSPORTATION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

June 27, 2024

Lone Tree Lodge 36 AF & AM
2015 16th AVE
Central City, NE 68826

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Dear Sirs:

The Nebraska Department of Transportation (NDOT) proposes to construct the Central City Viaduct project, (the Project) using funds from the Federal Highway Administration (FHWA). This project is located in Central City on US-30 and N-14. Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

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Because of the unique nature and character of this proposed construction, an irregular APE is illustrated in the attached map. It includes an area approximately 300-feet on either side of the viaduct corridor. This area would include the potential for direct and/or indirect project effects, including noise and vibration. In

addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project. The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

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402-479-3879

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NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

June 27, 2024

Travis and Gary Maresh
1102 Byers Dr
Central City, NE 68826

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

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NEBRASKA
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DEPARTMENT OF TRANSPORTATION

June 27, 2024

Merrick Medical Center Foundation
2802 S 28th ST
Central City, NE 68826

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Dear Sir/Madam:

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NEBRASKA
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DEPARTMENT OF TRANSPORTATION

June 27, 2024

Rentovators
PO Box 214
Central City, NE 68826

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

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addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project. The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

**Cultural Resource Investigations**
Architectural investigations were completed in 2023 and Historic Resources Group (HRG) identified and evaluated 210 properties within the area of potential effects (APE), two of which are listed in the National Register of Historic Places (NRHP) and seventeen are recommended eligible for NRHP listing (Enclosure 1). These properties include a mix of commercial buildings, residences, and public/social buildings.

The Highway Archeological Program began archeological investigations in 2021 and completed them in 2023. There is one previously identified archeological site within the area of potential effects, 25MK505. The location of a non-extant flour mill, this site was recommended not eligible for NRHP listing in 2015 and these investigations reaffirm that recommendation. No new archeological sites were identified as a result of these investigations (Enclosure 1, Attachment D).

There are nineteen historic properties located in the APE.

**Assessing Project Effects**
NDOT Professionally Qualified Staff (PQS) Stacy Stupka assessed the potential for adverse effects in concert with Melissa Dirr Gengler of Historic Resources Group (HRG) (Enclosure 1, Attachment E), by utilizing the adverse effects methodology identified at 36 CFR Part 800.5.

The primary criteria of adverse effect that apply include change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance and the introduction of visual, atmospheric or audible elements. Under NRHP guidelines, physical integrity is how NRHP significant properties convey that significance. There are seven aspects of integrity, location, setting, feeling, association, design, materials and workmanship. To convey significance, every property will possess many, and usually most of these aspects of integrity.

No historic archeological properties were identified within the area of potential effect (APE). Nineteen historic architectural properties have been identified within the APE, please see Enclosure 1, Attachment E). No construction activities will occur within the boundaries of any historic property, therefore there will be no direct effects. Indirect effects, including visual and auditory (noise), were evaluated and it was determined that the Project will not introduce any visual changes and there will be no significant change in noise at or near historic properties.

**Public Involvement**
Consulting parties are identified in NDOT's enclosed Management Summary (Table 1). To date, public participation opportunities have been considerable, and include a public information open house meeting held in 2021. To date, no comments regarding historic properties have been received.

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**Project Effects Determination**
No historic archeological properties were identified within the area of potential effects (APE).

Nineteen historic architectural properties have been identified within the APE (Enclosure 1). FHWA has determined that the Viaduct Alternative (preferred alternative) will not affect those characteristics that make the identified historic properties good candidates for listing in the NRHP.

**Project Effects Determination**
FHWA has made a project effects determination of *no historic properties affected.* On behalf of FHWA, NDOT invites your comment regarding the NRHP eligibility determinations, and the project effects described above and in enclosures. Please notify us of any objections within 30 days of receipt of this letter. If you would like to speak with FHWA, please contact Luke Pitts at 402-742-8466 or luke.pitts@dot.gov

If you have any questions regarding this information do not hesitate to contact me at your convenience.

Sincerely,

Stacy Stupka

Stacy Stupka
Cultural Resources Team Lead
402-479-3879

ENCLOSURES

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DEPARTMENT OF TRANSPORTATION

June 27, 2024

Christopher & Kirstin Fasbender
1505 16th ST
Central City, NE 68826

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Dear Mr. and Mrs. Fasbender:

The Nebraska Department of Transportation (NDOT) proposes to construct the Central City Viaduct project, (the Project) using funds from the Federal Highway Administration (FHWA). This project is located in Central City on US-30 and N-14. Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

FHWA is in the process of completing an Environmental Assessment (EA) and is the lead federal agency for this undertaking. The preferred alternative being carried forward in the draft EA is the Viaduct Alternative which proposes to construct N-14 on a new alignment with a viaduct over the Union Pacific Railroad (UPRR) (Enclosure 1, Figure 1). This documentation identifies historic properties within the APE and considers the effects of the preferred alternative on those historic properties.

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Because of the unique nature and character of this proposed construction, an irregular APE is illustrated in the attached map. It includes an area approximately 300-feet on either side of the viaduct corridor. This area would include the potential for direct and/or indirect project effects, including noise and vibration. In

addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project. The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

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**Project Effects Determination**
No historic archeological properties were identified within the area of potential effects (APE).

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Sincerely,

Stacy Stupka

Stacy Stupka
Cultural Resources Team Lead
402-479-3879

ENCLOSURES

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DEPARTMENT OF TRANSPORTATION

June 27, 2024

J. Scott Traylor
Executive Vice President
Rio Grande Pacific/NCRC
6100 Southwest Blvd., Ste 320
Fort Worth, TX 76109-3985

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Mr. Traylor:

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**Cultural Resource Investigations**
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**Public Involvement**
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**Project Effects Determination**
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Sincerely,

Stacy Stupka

Stacy Stupka
Cultural Resources Team Lead
402-479-3879

_____

Concurrence Date

ENCLOSURES

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June 27, 2024

Morgan Williams
Public Project Manager
Union Pacific Railroad

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Morgan:

The Nebraska Department of Transportation (NDOT) proposes to construct the Central City Viaduct project, (the Project) using funds from the Federal Highway Administration (FHWA). This project is located in Central City on US-30 and N-14. Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

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**Central City Viaduct**
**Project No. STPN-TMT-14-2(123) CN 42013**

Consultation Request emailed to Consulting Parties
with
email transmittal

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DEPARTMENT OF TRANSPORTATION

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June 27, 2024

**NDOT Project: Central City Viaduct**
**Project Number RRZ-TMT-14-2(123)**
**CN 42013**
**Merrick County**
**Cultural Resource Evaluation**

Hello:

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Because of the unique nature and character of this proposed construction, an irregular APE is illustrated in the attached map. It includes an area approximately 300-feet on either side of the viaduct corridor. This area would include the potential for direct and/or indirect project effects, including noise and vibration. In addition to these project effects, consideration has been given to visual effects because of the height of the height of the proposed viaduct, anticipated to be approximately 30 feet. This height is dictated by

railroad requirements for vertical clearance. In June 2023, preliminary field investigations identified viewshed corridors in Central City where new construction would be visible from potential historic properties. These viewshed elements extend east and west from 13th Street toward the railroad tracks. Additionally, along E Street an extension continues southwest to F Avenue to address viewshed effects from a potential elevated pedestrian crossing over the railroad that was later removed from the project. The APE is illustrated in yellow at Enclosure 1, Figure 2. It extends along Highway 14 roughly from 20th Street on the south, north to Highway 30, then east along Highway 30 to approximately 13th Avenue. At this point the corridor continues north, carries over the railroad tracks, and curves west to connect back to Highway 14, north of the primary built environment of Central City. The yellow hatched areas on the map represent extensions to accommodate visual effects. The red line illustrates the general location of the proposed viaduct.

**Cultural Resource Investigations**
Architectural investigations were completed in 2023 and Historic Resources Group (HRG) identified and evaluated 210 properties within the area of potential effects (APE), two of which are listed in the National Register of Historic Places (NRHP) and seventeen are recommended eligible for NRHP listing (Enclosure 1). These properties include a mix of commercial buildings, residences, and public/social buildings.

The Highway Archeological Program began archeological investigations in 2021 and completed them in 2023. There is one previously identified archeological site within the area of potential effects, 25MK505. The location of a non-extant flour mill, this site was recommended not eligible for NRHP listing in 2015 and these investigations reaffirm that recommendation. No new archeological sites were identified as a result of these investigations (Enclosure 1, Attachment D).

There are nineteen historic properties located in the APE.

**Assessing Project Effects**
NDOT Professionally Qualified Staff (PQS) Stacy Stupka assessed the potential for adverse effects in concert with Melissa Dirr Gengler of Historic Resources Group (HRG) (Enclosure 1, Attachment E), by utilizing the adverse effects methodology identified at 36 CFR Part 800.5.

The primary criteria of adverse effect that apply include change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance and the introduction of visual, atmospheric or audible elements. Under NRHP guidelines, physical integrity is how NRHP significant properties convey that significance. There are seven aspects of integrity, location, setting, feeling, association, design, materials and workmanship. To convey significance, every property will possess many, and usually most of these aspects of integrity.

No historic archeological properties were identified within the area of potential effect (APE). Nineteen historic architectural properties have been identified within the APE, please see Enclosure 1, Attachment E). No construction activities will occur within the boundaries of any historic property, therefore there will be no direct effects. Indirect effects, including visual and auditory (noise), were evaluated and it was determined that the Project will not introduce any visual changes and there will be no significant change in noise at or near historic properties.

**Public Involvement**
Consulting parties are identified in NDOT's enclosed Management Summary (Table 1). To date, public participation opportunities have been considerable, and include a public information open house meeting held in 2021. To date, no comments regarding historic properties have been received.

**Project Effects Determination**
No historic archeological properties were identified within the area of potential effects (APE).

Vicki Kramer, Director
Department of Transportation
MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759
PHYSICAL ADDRESS
1500 Nebraska Parkway
Lincoln, NE 68502
PHONE 402-471-4567
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Nineteen historic architectural properties have been identified within the APE (Enclosure 1). FHWA has determined that the Viaduct Alternative (preferred alternative) will not affect those characteristics that make the identified historic properties good candidates for listing in the NRHP.

**Project Effects Determination**
FHWA has made a project effects determination of *no historic properties affected.* On behalf of FHWA, NDOT invites your comment regarding the NRHP eligibility determinations, and the project effects described above and in enclosures. Please notify us of any objections within 30 days of receipt of this letter. If you would like to speak with FHWA, please contact Luke Pitts at 402-742-8466 or luke.pitts@dot.gov

If you have any questions regarding this information do not hesitate to contact me at your convenience.

Sincerely,

Stacy Stupka

Stacy Stupka
Cultural Resources Team Lead
402-479-3879

ENCLOSURES

*This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Roads to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023).* Please note that this Agreement document allows NDOT to complete consultation when the project effects determination reached is *no historic properties affected.*

Vicki Kramer, Director
**Department of Transportation**
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| | |
|---|---|
| **From:** | Stupka, Stacy |
| **To:** | NDOT Section106 |
| **Cc:** | luke.pitts |
| **Bcc:** | crystal.cbearing@northernarapaho.com; Max Bear (mbear@c-a-tribes.org); Teanna Limpy (teanna.limpy@cheyennenation.com); j.pourier@oglala.org; Elsie Whitehorn (ewhitehorn@omtribe.org); Matt Reed (jreed@pawneenation.org); Ione Quigley (ione.quigley@rst-nsn.gov); ademaray@mhanation.com; Mark Fox (chairmanfox@mhanation.com); Pemina Yellow Bird (PemYB@outlook.com); jmyrick@mhanation.com; yst.thpo@gmail.com; trish.strobel@merrickcountyne.gov; cassie@cc-ne.com; Scott@rgpc.com; ccpresbyterian@outlook.com; kfasbender@archerccv.org; ccstatetheater@yahoo.com; merrickcountyhistory@gmail.com; lincolnmanorbarandgrill@gmail.com |
| **Subject:** | NDOT Project Central City Viaduct_RRZ-TMT-14-2(123)_CN 42013 - request for review and under Section 106 of the NHPA |
| **Date:** | Thursday, June 27, 2024 1:25:00 PM |
| **Attachments:** | 42016_Consulting Party Letter_Requesting Comment_06.27.2024.pdf<br>42013_Section 106 Project Package_06.27.2024.pdf<br>image001.png |

NEBRASKA
DEPARTMENT OF TRANSPORTATION

**Request for Review and Comment**
**Under Section 106 of the National Historic Preservation Act**

**Project Name:** **Central City Viaduct**
**Project No:** **RRZ-TMT-14-2(123)**
**Control No:** **42013**

Hello,

The Nebraska Department of Transportation (NDOT) proposes to construct the project referenced above using funds from the Federal Highway Administration (FHWA). Due to FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed projects on historic properties. FHWA is the lead federal agency and is in the process of completing an Environmental Assessment (EA document).

For your review and comment, please find attached information regarding the project referenced above. On behalf of FHWA, NDOT invites your comment upon National Register of Historic Places eligibility and the project effects determination indicated below and in attachments.

Under Section106, FHWA has made the following project effects determination:

| | **NDOT Project Effects Determination** |
|---|---|
| | ***No Historic Properties Affected***<br>No historic properties identified within the APE |
| **X** | ***No Historic Properties Affected***<br>Historic properties identified within the APE, but they will not be affected by the proposed undertaking |
| | ***No Adverse Effect***<br>Historic properties were identified within the APE but they will not be adversely affected by the proposed undertaking |
| | ***Adverse Effect***<br>Historic properties identified within the APE will be adversely affected by the proposed |

| | undertaking |
|---|---|

If you have any questions, please do not hesitate to contact us using the information provided above. We respectfully request that you provide any objections within 30 days of receipt of this letter. If you have any questions, please don't hesitate to contact me.

Thank you,
Stacy

**Stacy Stupka**
Cultural Resources Team Lead

NEBRASKA
DEPARTMENT OF TRANSPORTATION

1500 Nebraska Parkway | Lincoln, NE | 68509-4759
402.479.3879 | stacy.stupka@nebraska.gov
she/her

# Central City Viaduct
# Project No. STPN-TMT-14-2(123) CN 42013

Project Description
04/30/2024

NEBRASKA
DEPARTMENT OF TRANSPORTATION

# Nebraska Department of Transportation
# Project Description

Project Name: Central City Viaduct
Project No: RRZ-TMT-14-2(123)
Control No: 42013
Project Description Date: 04/30/2024

**Project Description:**

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls, fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

# Appendix G

**Section 4(f) Properties**

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DEPARTMENT OF TRANSPORTATION

# Section 4(f) Initial Assessment

Project Development Division Form 040

| Project Name | Project Number |
|---|---|
| Central City Viaduct | RRZ-TMT-14-2(123) |

| Control Number | Date Completed |
|---|---|
| 42013 | 7/3/2024 |

| Project Location *(Town, County)* | Name and Organization of Preparer |
|---|---|
| Central City, Merrick County, Nebraska | Scott Rupe, Benesch |

The following form was developed as an initial assessment of potential Section 4(f) properties within a project area. The number of each question block corresponds directly to the NDOT Section 4(f) Guidance section with the same number. One Initial Assessment Form per PROJECT must be included as an attachment to the CE Form or incorporated into the appropriate chapter in the EA/EIS.

NOTE: At the time the Section 4(f) Initial Assessment Form is filled out, the Section 106 process must be sufficiently complete that historic properties have been identified. If a project effects determination has not been made by NDOT Section 106 Professionally Qualified Staff (PQS), use the best available information to make a determination and review during the NEPA process.

## 1. Identification of Section 4(f) Properties

A. *For historic properties*, based on the NDOT Section 106 Tier Review Form or best available information, are there properties that are listed or eligible for listing on the National Register of Historic Places?

☒ Yes ☐ No ☐ N/A (Section 106 Tier I)

If Yes, provide the name, Finding of Effect, and any other pertinent information from the Section 106 review for each identified property.

There are two properties within the APE that are listed in the NRHP:

The Heber Horde House - (1505 16th St.) was listed in the NRHP in 1987 under criteria A and B for its association with rancher and businessman Heber Hord.
The Martha Ellen Auditorium or State Theatre - (706 C St.) was listed in the NRHP in 1988 under criterion A for its association with entertainment and recreation in Central City.

There are 16 properties within the APE that are recommended NRHP Eligible:
House (1819 17th Ave.) – American Foursquare Property
House (1606 18th St.) - Victorian inspired property
Church (1801 17th St.)- Central City Presbyterian church built in 1914
Former Fire House (17th St. between 16th and 17th Ave South Side)- eligible under Criterion A for its association with the earlier generation of public service
Commercial Space (1617 16th St) - two-story facades that retain a high degree of physical integrity
Commercial Space (1607 16th St.) - two-story facades that retain a high degree of physical integrity
Commercial Space (1601 16th St.) - two-story facades that retain a high degree of physical integrity
Merrick Hotel (1525 16th St.) – Former hotel constructed prior to the turn of the twentieth century
Post office (1512 16th St.)- federal style building designed by architect James Wetmore
Commercial Space (1510 16th Ave.) - former Pontiac automobile dealer
William Edgar house (1203 15th St.)- two-story concrete block building within the viewshed APE
House (219 E St.) - Victorian inspired property
Isaac Traver House (211 E St.)- Italianate house that is home to the Merrick County Historical Society
House (1502 15th Ave.)- Craftsman style bungalow built by Jay Chadwick
Lone Tree Lodge (1625 17th St.) – built in 1957 as the Masonic Lodge for Central City
House (1720 12th St.) - Craftsman style bungalow built by Jay Chadwick

After a thorough review of the project, and coordination with the Nebraska SHPO, a determination of "No Historic Properties Effected" was made for the Central City Viaduct project.

B. Are there existing or planned parks, recreation areas, or wildlife/waterfowl refuges present within 0.25 miles of the project area?

☒ Yes ☐ No

C. In consultation with the online resources identified in the Section 4(f) Guidance, list the resources used to determine if parks, recreation areas, or wildlife/waterfowl refuges are present.

- Google Earth Pro
- Nebraska Game and Parks Commission (NGPC)
    - Conservation and Environmental Review Tool Web App
    - Public Access Atlas Web App
    - Park Locator Web App
    - State Trails Web App
- Merrick County
    - https://merrick.gworks.com/
    - Merrick County Comprehensive Plan 2016
- Central City
    - Central City Comprehensive Plan 2012
    - Central City Comprehensive Plan 2023
- Nrdnet.org/recreation
- ArcGIS Online Data: USA Federal Lands
- National Park Service (NPS) - ArcGIS Map Service
- United States Fish and Wildlife Service Maps

D. Identify all potential Section 4(f) parks, recreation areas, and wildlife/waterfowl refuges *(include property name(s), location(s) along project, etc.)*.

If any properties are listed in 1.A. or 1.C., proceed to 2.A. – 2.E. If there are no properties, documentation is complete.

Dark Island Trail – The existing trail is located between 14th and 13th Avenue along the old NCRC Railroad track starting at US-30 and extending south. The property for this trail was purchased by the City of Central City in 2014 and the trail was constructed in phases over the next several years. The trail is maintained by the City to one mile south of town, at the L Road parking lot, where ownership and maintenance changes to the Platte People Education Environment Recreation (PEER) Group. The entire trail is approximately 8 miles long, extending from the south side of US-30 to just south of Marquette, NE.

Central Park – Located between 17th street on the north, 20th street on the south and 13th Ave on the East side. Central Park contains a playground, tennis, courts, skate park, and a basketball court. Central Park is approximately 300 feet south of the project. It should be noted that this property is also protected under Section 6(f).

Central City Elementary School - Just to the west of central park between 14th and 15th ave Central City Elementary school has a playground and field area both on the north and south side of the school. The school is approximately 300 feet South of the project.

North Park – Located a the intersection of D Ave and B St near the western limits of town. North Park is only partially within the 0.25 mile study area for the project. North Park features a practice baseball field, shelters, and horseshoe pits, along with greenspace and picnic tables.

Kernal Field - Located along the North edge of the city limits at the intersection of 20th Ave and 10th Street. Kernal field features a baseball field, indoor batting cages, public art displays and a concession stand.

Proposed Trails – As stated in the Comprehensive Plan "Expansion of the trail north of town is also noted on Map 4.2 as a goal for the city to preserve rights of way necessary to support the expansion of this trail. -The Dark Island Trail is an important amenity that connects the city to the lake to the residential developments south of town and other communities. It should continue north to connect the city with other communities to the north. The trail should travel through Central City on its way to a trail link north of town."

Downtown Pocket Park – This property is located downtown central city at the intersection of B Ave and US-30. The Park features a grass area and a gazebo.

Merrick County Activity Center – Located adjacent to the Trail Terminus at US-30

## 2. Applicability Criteria for Section 4(f) Parks, Recreation Areas, and Wildlife/Waterfowl Refuges (not Historic Properties)

A. List all properties from 1.D. that are (1) NOT publicly owned, or (2) NOT privately owned and leased to a public entity, for a Section 4(f) protected purpose, and how this was determined.

Downtown Pocket Park is privately owned. The Merrick County Activity Center is private.

B. List all properties from 1.D. that are NOT open to the public, and how this was determined. (This does NOT apply to wildlife/waterfowl refuges.)

C. List all properties from 1.D. that are considered multiple-use properties, and what those uses are.

D. List all pedestrian or bicycle paths from 1.D. that are not officially designated primarily for recreation, and state below how this was determined.

Proposed trails – Land has not been acquired by the city or other public entity. These trails have only been identified in the Comprehensive Plan but do not have funding or formal plans for construction.

E. List all properties from 1.D. that were NOT called-out in 2.A., B., or C.; these properties will be carried forward in the Section 4(f) process. Carry forward any multiple-use properties from 2.C. If no properties are carried forward, note below and documentation is complete.

## 3. Determination of Section 4(f) Use

A. Is there a potential *use* of the Section 4(f) applicable properties from 2.E. above? Will the properties be impacted by the project, including access restrictions? (See Guidance Section 3 for definition of *use*.)

☐ Yes ☒ No Is there a potential *permanent* use?

☒ Yes ☐ No Is there a potential *temporary* use (including exceptions)?

☐ Yes ☒ No Is there a potential *constructive* use?

Any Yes: complete the appropriate Section 4(f) analysis for each impacted property

No: state impact avoidance measures below, then documentation is complete.

B. List impact avoidance measures (for "No" answer only). If justification is needed to support a "No" answer in 3.A., describe below.

Central Park, North Park, Kernal Field, Central City Elementary School, are outside the limits of Construction (LOC) and will not be impacted. No ROW acquisition of these properties will be necessary and access to these properties will be maintained. (Contractor)

The contractor shall not complete work, stage, stockpile or store materials within the boundaries of the following Section 4(f) properties: Central Park, North Park, Kernal Field, Central City Elementary School. (Contractor)

The temporary occupancy of a portion of the the Dark Island trail would be required. Access to the trail shall be maintained throughout construction.

The contractor shall not work beyond the area of the temporary easement within the Dark Island Trail and shall not be permitted to stage, stockpile or store material within any area of the Dark Island Trail, a Section 4(f) property. (Contractor)

If any portion of a 4(f) property would show up on plans, it shall be marked as a sensitive area. (Design)

---

NDOT Reviewer Approval Signature:

Talon O'Connor

Digitally signed by Talon O'Connor
Date: 2024.07.03 14:43:43 -05'00'

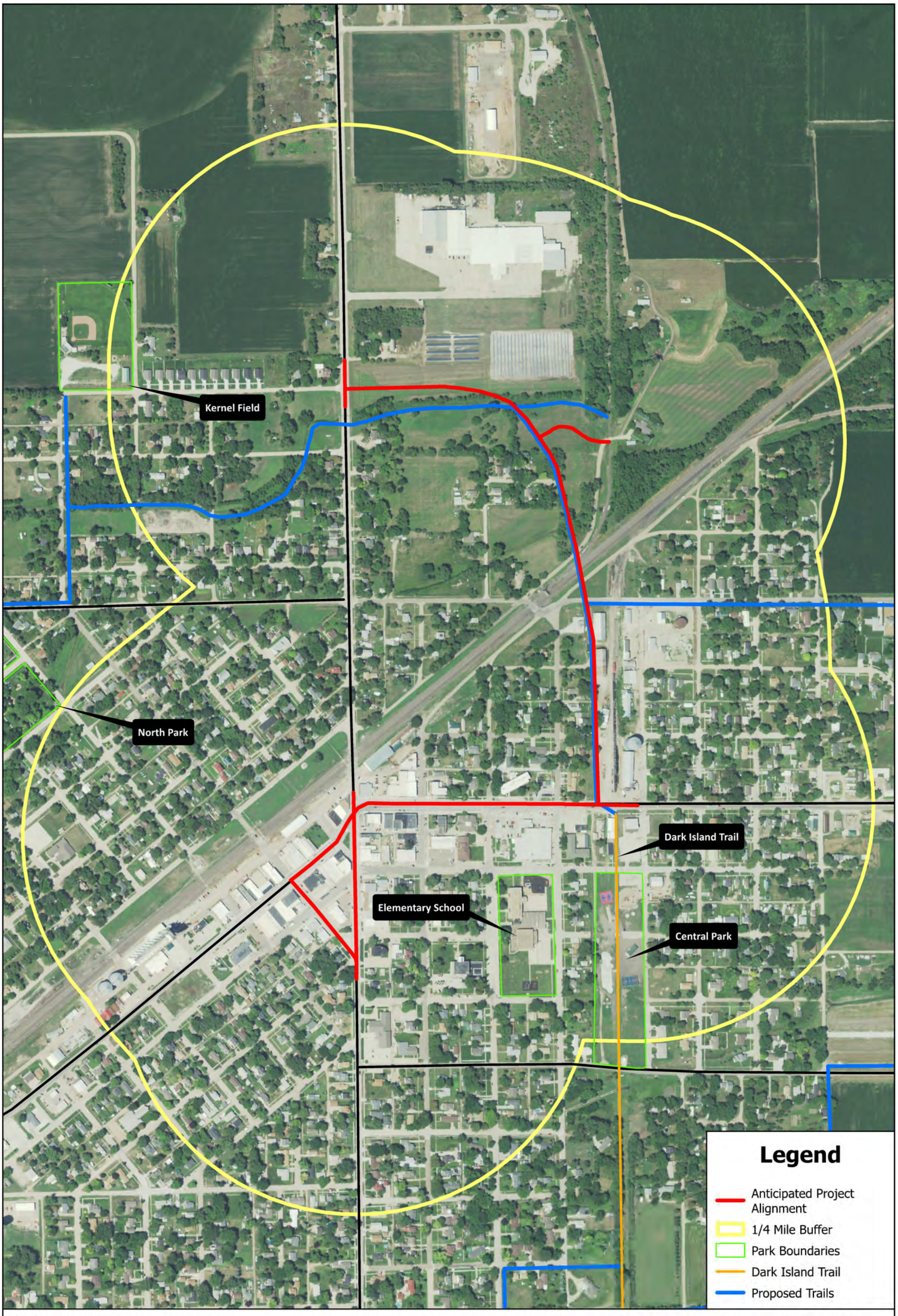
Date:

NDOT Section or Documents Unit Manager signature is only required in the following circumstances:

- If the property is leased
- If the property is considered multiple-use
- If the Official(s) with Jurisdiction claims that the property is NOT significant

NDOT Section or Documents Unit Manager Signature:

Date:




2022 NAIP Merrick County Aerial Imagery

# Section 4(f) Initial Assessment Map

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

N

0 250 500
Feet

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# Section 4(f) Exceptions

Project Development Division Form 041

## Section 4(f) Exceptions (23 CFR 774.13): Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Project Name

Central City Viaduct

Project Number

RRZ-TMT-14-2(123)

Control Number

42013

Project Location *(Road, Town, County)*

N-14, Central City, NE, Merrick County

Project Description

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a 580' viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a sidewalk on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new 580' bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls and fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

A segment of N-14/17th Street between US-30 and the roundabout will be relinquished to the City.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

---

Section 4(f) Property Name

Dark Island Trail

Official(s) with Jurisdiction

Taber Spencer, Central City Parks Superintendent

Property Description

The Dark Island Trail is a shared-use public trail that runs 8 miles from Highway 30 in Central City, NE to W 21 Road just south of Marquette, NE. The trail passes through Central Park approximately 300 feet south of the northern trail end. The trail varies in width and surface material along the length of the trail. The trail is approximately 8 feet wide and concrete where it joins Highway 30. The section of trail from Highway 30 to one mile south of Central City is owned and managed by the City of Central City. The remainder of the trail is owned and managed by the Platte PEER Group.

Type of Exception (Note: Choose the primary exception that applies from the drop-down choices below.)

*23 CFR 774.13(d)*

The following form was developed as a tool to assist in streamlining the Section 4(f) Exception process and to ensure that all necessary information is documented. A separate Exceptions Form is required for each Section 4(f) property for which an exception applies.

## Establishing Section 4(f) Exception Relevancy

The following questions are taken directly from 23 CFR 774.13 to determine if the project is exempt from the requirement of Section 4(f) approval.

Check only the exceptions that apply for this property. (NOTE: More than one exception may apply.)

a. 23 CFR 774.13(a): Restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the National Register when: 1. [FHWA] concludes…that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, and 2. the Officials with Jurisdiction (OWJ) over the Section 4(f) resource have not objected to the [FHWA] conclusion.

☐

b. 23 CFR 774.13(b): *All archeological sites qualify for the exception to Section 4(f) detailed at 23 CFR 774.13(b) unless the NDOT Professionally Qualified Staff (NDOT PQS) determines that the archeological site has important value for preservation in place and the SHPO/THPO has not objected. This information can be found on page 2 of the NDOT Section 106 Tier Review Form or through coordination with the NDOT PQS.*

☐

c. 23 CFR 774.13(c): Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. [See 23 CFR 774.13(c) for more parameters.]

☐

d. 23 CFR 774.13(d): Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f).

   The following conditions must be satisfied: 1. duration must be temporary and there should be no change in ownership of the land; 2. scope of the work must be minor; 3. there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; 4. the land being used must be fully restored to pre-existing conditions or better; and 5. there must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.

☒

e. 23 CFR 774.13(e): Federal lands transportation facilities as defined in section 1103(a)(3) MAP-21 (23 U.S.C. 101(a)(8)).

☐

f. 23 CFR 774.13(f): Certain trails, paths, bikeways, and sidewalks, in the following circumstances: 1. trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2); 2. National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241-1251, with the exception of those trail segments that are historic sites as defined in 23 CFR 774.17; 3. trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and 4. trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐

g. 23 CFR 774.13(g): Transportation enhancement projects and mitigation activities, where: 1. the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and 2. the OWJ(s) over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

☐

Describe project impacts, how the project qualifies for the selected Exception, completed coordination, and any other pertinent information.

The proposed viaduct will not require any permanent alteration or conversion of the Dark Island Trail property. However, temporary closure of approximately 100 sq. feet is anticipated during construction of the sidewalk along Highway 30 at the trailhead. The closure would be for safety and minor material staging only.

The five required conditions for temporary occupancy are noted below, with the rationale provided in brackets on how the conditions would be met:

(1) Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land.
[The portion of the Dark Island Trail would be temporarily closed a maximum of 1 month during the phase of construction when the new sidewalk along Highway 30 is being constructed near the trailhead. The overall project timeline is anticipated to be 2-3 years. The City of Central City, current owner of the effected portion of the Dark Island Trail, will maintain ownership during and after the temporary occupancy.]

(2) Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal.
[The area where the temporary occupancy is needed would be used for safety and staging only. No alterations would be made to the trail and the site would be fully restored to pre-construction conditions as needed. While the existing trail pavement would remain intact, rebar would be doweled into the side of the concrete to enhance the integrity and stability of the connection with the new sidewalk. The scope of work does not include any construction activities that would alter the trail property.]

(3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.
[As noted above, the trail will not be physically altered. The existing pavement will be left in place and joined to the new sidewalk by rebar connectors. During construction, the rest of the trail will remain open to the public

and continue to operate normally. Access to the trail will be maintained from the Fox Theater parking lot and the Central Park parking lot. The Fox Theater parking area is currently the access point listed on the trail website.]

(4) The land being used must be fully restored to pre-existing conditions or better.
[Following construction, the area of the temporary occupancy will be restored to its pre-construction condition. Any damages to the trail from staging of construction materials or incidental damage during connection to the new trail will be repaired to as good or better condition.]

(5) There must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.
[Concurrence that the proposed project meets the conditions to qualify for a Section 4(f) temporary occupancy exception has been obtained from Taber Spencer, Parks Superintendent of the City of Central City, on 9/3/2024, and is attached to this document.]

Was mitigation necessary to minimize use? If so, explain the impacts and mitigation.

Temporary signs would be used to notify trail users of the closures and alternate accesses/routes.

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

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

---

### Exception Documentation

Are detailed maps included, showing current and proposed right-of-way, temporary/construction easements, property boundaries, access points for pedestrians and vehicles (if applicable), and existing and planned property features?

☒ Yes ☐ No

Is concurrence from the Official(s) with Jurisdiction attached? (if required)

☒ Yes ☐ No, not required

---

## Approval Signatures

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774.13 for a Section 4(f) Exception finding.

Preparer

Matthew Vanicek

Date

10/30/2024

NDOT Reviewer

Date

NDOT Approval

Date:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the Memorandum of Understanding dated September 5, 2018, and executed by FHWA and NDOT. CEs not assigned to NDOT under the CE Assignment MOU continue to be processed in accordance with the processes contained in the *Environmental Procedures Manual*, with the exception that review and approval are retained by the Federal Highway Administration.

Federal Highway Administration

Date:

NAIP 2022 Merrick County Aerial Imagery

Dark Island Trail Section 4(f) Temporary Occupancy Map

N

0 200 400

Feet

Absolute Scale = 1:4,800

Central City Viaduct (RRZ-TMT-14-2(123), CN 42013)
Central City, Merrick County, NE

NAIP 2022 Merrick County Aerial Imagery

Dark Island Trail Section 4(f) Temporary Occupancy Map

N

0 50 100

Feet

Absolute Scale = 1:1,200

Central City Viaduct (RRZ-TMT-14-2(123), CN 42013)
Central City, Merrick County, NE

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

July 25, 2024

Mr. Taber Spencer
City of Central City
Parks Superintendent
1702 31st Street
Central City, NE 68826

Re: Section 4(f) Temporary Occupancy Concurrence Request for the Dark Island Trail
Project Name: Central City Viaduct
Project No: RRZ-TMT-14-2(123) NDOT Control Number: 42013

Dear Mr. Spencer,

As the Official with Jurisdiction over the Dark Island Trail, we are requesting your concurrence for a Section 4(f) exception for the Central City Viaduct project.

Project Description
The preferred alternative that is being pursed in the draft Environmental Assessment (project) is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08.

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks. The improvements on the preferred alternative consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for

Vicki Kramer, Director
Department of Transportation
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1600 Nebraska Parkway
Lincoln, NE 68502
OFFICE 402-471-2371
Navigational Aids Office
Kearney Regional Airport
6565 Airport Road
Kearney, NE 68847
OFFICE 308-865-5696
FAX 308 865 5697

northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR for N-14 will be constructed. MSE walls, fencing and guardrail will be constructed with the new bridge.

Bridge size box culverts will be constructed for N-14 over Warm Slough.

The project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

**Section 4(f) Description**

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that the Federal Highway Administration (FHWA) "... may approve a transportation program or project... requiring the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance (as determined by the Federal, State or local officials having jurisdiction over the park, area or site) only if...

1. There is no prudent and feasible alternative to the use of the land;
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

A "use" of a Section 4(f) resource can be permanent, temporary, or constructive (i.e. indirect impacts so great that they affect the very reason the area is protected under Section 4(f)).

**Section 4(f) Property**

Since this project involves an action by the Federal Highway Administration (FHWA), it comes under the purview of Section 4(f) of the Department of Transportation Act regarding the use of public recreational facilities for transportation purposes. As a publicly accessible recreational area, the Dark Island Trail qualifies for protection under Section 4(f)

The Dark Island Trail is a shared-use public trail that runs 8 miles from Highway 30 in Central City, NE to W 21 Road just south of Marquette, NE. The trail passes through Central Park approximately 300 feet south of the northern trail end. The trail varies in width and surface material along the length of the trail. The trail is approximately 8 feet wide and concrete where it joins Highway 30. The section of trail from Highway 30 to one mile south of Central City is owned and managed by the City of Central City. The remainder of the trail is owned and managed by the Platte PEER Group.

**Section 4(f) Uses and Approvals**

The project as proposed would temporarily close approximately 100 square feet of the Dark Island Trail where it joins the sidewalk along Highway 30. The closure is needed for user safety and minor material staging during construction adjacent to the trailhead.

In reference to 23 CFR 774.13(d), due to the proposed project having a temporary occupancy of land protected under Section 4(f) that is so minimal as to not constitute a use within the meaning of Section 4(f), the following conditions are satisfied:

The five required conditions for temporary occupancy are noted below, with the rationale provided in bold on how the conditions would be met:

1) Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land.

***The portion of the Dark Island Trail would be temporarily closed a maximum of 1 month during the phase of construction when the new sidewalk along Highway 30 is being constructed near the trailhead. The overall project timeline is anticipated to be 2-3 years. The City of Central City, current owner of the effected portion of the Dark Island Trail, will maintain ownership during and after the temporary occupancy.***

2) Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal.

***The area where the temporary occupancy is needed would be used for safety and staging only. No alterations would be made to the trail and the site would be fully restored to pre-construction conditions as needed. The scope of work does not include any construction activities that would alter the trail property.***

3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

***As noted above, the trail will not be physically altered. The existing pavement will be left in place and joined to the new sidewalk by rebar connectors. During construction, the rest of the trail will remain open to the public and continue to operate normally. Access to the trail will be maintained from the Fox Theater parking lot and the Central Park parking lot. The Fox Theater parking area is currently the access point listed on the trail website.***

4) The land being used must be fully restored to pre-existing conditions or better.

***Following construction, the area of the temporary occupancy will be restored to its pre-construction condition. Any damages to the trail from staging of construction materials or incidental damage during connection to the new trail will be repaired to as good or better condition.***

5) There must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.

***Concurrence is indicated by the signatures below that the proposed Central City Viaduct project meets the conditions above to qualify for a Section 4(f) temporary occupancy exception.***

We are requesting your concurrence, by signature below, that the proposed Central City Viaduct project meets the conditions above to qualify for a Section 4(f) temporary occupancy exception.

Sincerely,

Jon C Barber
Nebraska Department of Transportation
Highway Environmental Program Manager
P.O. Box 94759
Lincoln, NE 68509-4759
Jon.Barber@neraska.gov
(402) 479-4412

Signature: _____ Date: 9,3, 2024

Taber Spencer
City of Central City, Parks Superintendent
Official with Jurisdiction

Enclosures:
Project Overview Map
Section 4(f) Temporary Occupancy Map

# Appendix H

**Hazardous Materials**

# Hazardous Materials Review Report

Buhrmann, John

Digitally signed by Buhrmann, John
Date: 2024.07.18 10:57:36 -05'00'

Central City Viaduct
Merrick County, NE
Project No.: RRZ-TMT (14-2)
Control No.: 42013

Prepared For:
Nebraska Department of Transportation
1500 N Highway 2
Lincoln, NE, 68502

Prepared by:
Patrick Sward

QA/QC'd By:
Craig Mielke

**Date Finalized:** July 2024

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DEPARTMENT OF TRANSPORTATION

# Contents

Page

**1 INTRODUCTION ---- 1**

1.1 Project Description ---- 1
1.2 Methodology ---- 4
1.3 Impact Criteria ---- 4

**2 ENVIRONMENTAL SETTING ---- 5**

**3 RESULTS ---- 5**

3.1 Regulatory Database Search ---- 5
3.2 Visual Reconnaissance ---- 7
3.3 Historical Use Information ---- 8
3.4 Summary of Regulatory File Review ---- 8

**4 FINDINGS AND MITIGATION MEASURES ---- 10**

4.1 Findings ---- 11
4.2 Mitigation Measures ---- 11

**5 REFERENCES ---- 14**

## List of Tables

**Table 1. Project Features** ---- 2
Table 2. Identified Sites within the HMR Search Radii ---- 6
Table 3. Summary of Historical Records Reviewed ---- 8

## Appendices

Appendix A – Project Figures
Appendix B – Project Description
Appendix C – Site Reconnaissance Form
Appendix D – Photo Log

# Acronyms and Abbreviations

| | |
|---|---|
| ACM | Asbestos Containing Material |
| DHHS | Department of Health and Human Services |
| ECOD | ECODatabase |
| EDR | Environmental Data Resources |
| EPA | U.S. Environmental Protection Agency |
| HMR | Hazardous Materials Review |
| IMS | Interactive Mapping System |
| LOC | Limits of Construction |
| LPA | Local Public Agency |
| LUST | leaking underground storage tank |
| NDEE | Nebraska Department of Environment and Energy |
| NDNR | Nebraska Department of Natural Resources |
| NDOT | Nebraska Department of Transportation |
| NEPA | National Environmental Policy Act |
| NESHAP | National Emission Standards for Hazardous Air Pollutants |
| NPL | National Priority List |
| PCB | Polychlorinated biphenyl |
| PQS | Professionally Qualified Staff |
| PRR | Petroleum Release Remediation |
| QA | Quality Assurance |
| QC | Quality Control |
| RA | Release Assessments |
| RCRA | Resource Conservation and Recovery Act |
| SARA | Superfund Amendments and Reauthorization Act |
| SVE | Soil Vapor Extraction |
| USGS | United States Geological Survey |
| UST | Underground Storage Tank |

# 1 Introduction

Patrick Sward with Benesch, acting on behalf of the Nebraska Department of Transportation (NDOT), conducted a hazardous materials review (HMR) for the Central City Viaduct project (CN 42013). The project is located in Central City, Merrick County, Nebraska. **(Figure 1, Hazardous Materials Location Map in Appendix A).**

The information provided within this HMR is intended to assist the Nebraska Department of Transportation (NDOT) in identifying potential hazardous materials concerns and in considering the possible need to address hazardous materials concerns in the project decisions regarding materials management and worker health and safety. **A project description is included in section 1.1 and Appendix B.** The main scope items for this project include construction of roads and a viaduct spanning the Union Pacific Railroad (UPRR) main line tracks. The HMR included the review of the Environmental Data Resources, Inc. (EDR) regulatory and historical records, Nebraska Department of Environment & Energy (NDEE) Targeted Brownfields Assessment files for Central City, Nebraska State Fire Marshal UST database, prior NDOT environmental reports for Central City, and a visual reconnaissance, which was conducted on June 22, 2023, by Patrick Sward of Benesch. A subsurface investigation of the soils or groundwater was not conducted for this project.

## 1.1 Project Description

This project is located in Central City, Merrick County, Nebraska. The project proposes to construct a viaduct (i.e., grade separation) over the Union Pacific Railroad (UPRR) mainline in Central City. Currently Nebraska Highway 14 (N-14) crosses the UPRR tracks just north of its intersection with U.S. Highway 30 (US-30). The new viaduct would be constructed northeast of the N-14 at-grade crossing, connect with US-30 just east of 14th Avenue, head north and cross the UPRR tracks near 13th St., before curving to the west and connect to 17th Avenue (existing N-14) at 10th Street. Intersection improvements at the N-14 and US-30 intersection downtown would also address changes in traffic patterns as a result of the new viaduct and to improve safety.

The improvements on this project consist of constructing a viaduct on a new proposed N-14 alignment over UPRR, geometric improvements to the horizontal curve at the existing US-30 and N-14 intersection, and pavement reconstruction and striping on US-30, N-14, B Avenue and C Avenue to convert existing US-30 and N-14 intersection to 2 separate intersections at C Avenue and N-14 through the implementation of one way pairs.

**The project locations and vicinity map are provided in Appendix A. The full project description is attached in Appendix B. Table 1 summarizes the project features.**

## Table 1. Project Features

| Project Feature | Present (yes/no) | Discussion |
|---|---|---|
| Structure Acquisition | Yes | Two large storage buildings and a small brick building along the NCRC ROW would be acquired. |
| Structure Modification | No | |
| Structure Demolition | Yes | Two large storage buildings and a small brick building along the NCRC ROW would be demolished. |
| Full Property Acquisition for Right-of-Way | Yes | Property would be acquired for new road. |
| Permanent or Temporary Easements | Yes | Likely |
| Utility Relocation | Yes | Nebraska Public Power District (NPPD) electrical transformers (pole-mounted and pad-mounted) are located in the project ROW. An NPPD electrical substation is located just west of the footprint of the proposed UPRR viaduct. The substation would not be relocated, but transmission and distribution poles/lines would be relocated. Underground utilities, including gas, water, and sewer may be relocated or encased under the new roadway. |
| Excavation or Drilling | Yes | Grading for new highway pavement and excavation for culvert and viaduct construction. |
| Disturbance Depth (feet) | <5’ anticipated for resurfacing road, deeper excavations likely in areas of UPRR viaduct for piers. | |
| Encountering Groundwater Anticipated | Yes | Depth to groundwater along the project corridor may be less than 10’ below ground surface (bgs). |
| Dewatering | Yes | Possibly for construction of the UPRR viaduct and the structure spanning Warm Slough. |

| Project Feature | Present (yes/no) | Discussion |
|---|---|---|
| Depth to Groundwater (feet) (Section 2) | Depth to groundwater along the project corridor may be less than 10’ bgs. | |
| Groundwater Flow Direction (Section 2) | Variable along the project corridor and influenced by two drainages and city storm sewer inlets. Regional groundwater flow is to the east-northeast along the Platte River Valley. | |

## *1.2 Methodology*

The methodology used to identify the presence of sites within the project footprint which have the potential to impact the project included the following steps:

- Reviewed readily available local, state, and federal environmental agency databases to identify and assess sites with potential to impact the project up to a maximum distance of one mile from the project footprint.
- Performed a visual reconnaissance of the project area from public right-of-way to identify site activities and potential contamination sources within and adjacent to the project area.
- Reviewed readily available standard historical sources, including aerial photographs and county soil survey information within the project area.
- Reviewed Nebraska Department of Environment & Energy (NDEE) records, Nebraska State Fire Marshal (SFM) records, or other available regulatory records from local, state, and federal agency records for properties within the project area.

## *1.3 Impact Criteria*

The magnitude of the project impact from an identified site depends on several factors, including the distance between a potential source of a hazardous material as defined in NDOT's Hazardous Material Review Guidance document and the project; regulatory status of the identified sites (e.g., active or inactive); known or suspected releases into soil, surface water or groundwater; the hydrogeologic relationship of the source of contamination to the project; and the depth and/or duration of construction. This HMR considers these factors as part of the evaluation of whether an identified site has the potential to impact the project. Identified sites were categorized as having either low, medium or a high potential to impact the project area. The following describes the categories:

**Low Potential**: It is determined through investigation that it is unlikely that contamination would be encountered during construction.

**Medium Potential:** During the investigation, it is determined that it is unknown whether contamination is located in the project footprint. A subsurface investigation or further coordination with regulatory agencies determines it is unlikely that contamination would be located in the project footprint. On a case-by-case basis, a commitment to the contractor and NDOT project manager to look for signs of contamination in specific areas can be included in the HMR rather than proceeding with a subsurface investigation.

**High Potential**: Through file review or subsurface investigation, it has been determined that it is likely that contamination would be encountered during construction.

These criteria are used throughout this report in evaluating impact potential from hazardous materials to the project.

# 2 Environmental Setting

The land use in the project area consists of light-industrial, commercial, residential, and undeveloped land located in Central City, Nebraska. United States Geological Survey (USGS) topographic maps and Nebraska Department of Natural Resources (NDNR) elevation data indicate that the project corridor is characterized by generally flat urban land situated in the Platte River Valley in central Nebraska. Groundwater flow for the environmental study area would generally follow the surface topography, toward and along Warm Slough and an unnamed drainage that flows into Warm Slough. Variations are likely based on the water regime of the local drainages and the location of city storm water inlets. Regionally, groundwater flows to the east-northeast along the Platte River Valley. Depth to groundwater is estimated to be fairly shallow, approximately >10' below ground surface (bgs), based on a cursory review of registered wells in the area. Note that groundwater levels in the area are likely to be seasonally affected by the use of local agricultural irrigation wells.

# 3 Results

The following sections summarize the review of regulatory databases, the visual reconnaissance, and additional analysis such as regulatory file review and project area history/historic review. As discussed in **Section 1.3**, the evaluation of magnitude of the project impacts from a hazardous material is based on several factors. The HMR resource reviews were used to identify and evaluate sites with potential concerns related to hazardous materials that are located adjacent to, or within the vicinity of the proposed project improvements.

## 3.1 Regulatory Database Search

The results of the **EDR database review are listed in Table 2 below and depicted on Figure 1 in Appendix A** and include facilities that are listed in regulatory databases related to hazardous substance and/or petroleum product use, storage, or transfers. These types of sites may include but are not limited to, underground storage tanks (UST), leaking underground storage tank (LUST), Release Assessment (RA), Resource Conservation and Recovery Act (RCRA) sites with reported violations, Tier 2 Chemical Reporting/Superfund Amendments and Reauthorization Act (SARA) Title III (TL3) sites. There were eleven (11) identified addresses meeting this criteria located within the Hazardous Material Study Area.

Table 2 also include sites with indications of a known existing or past release of any hazardous substances or petroleum products into the ground (soil), groundwater, or surface water and the possibility for large-scale migration from the contaminant source, such as National Priority List or Superfund (SF), RCRA Corrective Action (CORRACTS), and Brownfields (BF) sites if they are located adjacent to and/or within 1 mile of the project footprint, as well as landfills (LF) and solid waste disposal facilities (SWF) within ½ mile. **See Figure 1 for a depiction of the search radii.**

Each identified site is included in **Table 2,** Identified Sites within the Hazardous Material Review Search Radii. As previously stated, these sites are located adjoining to the project footprint or within 0.10 mile (hazardous material study area), to a 1 mile (sites with potential for larger scale contamination from the hazardous material study area (as defined by NDOT).

## Table 2. Identified Sites within the HMR Search Radii

| Facility (current business if different) | Address (All Central City) | Regulatory Database and Facility Status | Distance Relative to Project |
|---|---|---|---|
| Current - Cenex<br>Former - Pump & Pantry #9<br>Bosselman Oil | 1310 16th Street<br>Central City | UST, LUST, historical auto service | Facility adjoins 16th Street |
| Current - Stewart Auto<br>Former - Trinity Car Care<br>Central Conoco | 1403 16th Street | UST, LUST, historical auto service | Facility adjoins 16th Street |
| Current - Central City Mall<br>Former - Central Cleaner's<br>Jim's Inc. | 1416 16th Street | Historical dry cleaners, UST, LUST, historical auto service | Facility adjoins 16th Street |
| Current - Central City Public Library<br>Former - Hards Memorial Library | 1506 16th Street | UST, LUST | Facility adjoins 16th Street |
| Fowler's Dry Cleaning | 1614 16th Avenue | Historical dry cleaners | Facility adjoins 16th Street |
| Citizen's Bank | 1634 16th Street | UST, LUST | Facility adjoins 16th Street |
| Current - Archer Credit Union<br>Former - Mustard Oil | 510 G Street | UST, LUST, historical auto service | 150' west of the project limits |
| Current - Dairy Queen<br>Former - Casey's<br>Gas N' Shop | 519 G Street | UST, LUST, historical auto service | 300' west of the project limits |
| Aurora Cooperative | 13th Street & 13th Avenue | LAST | Just east of the proposed project corridor |
| Former - FMGP Central City | 1224 12th Steet | Former coal gas site, FMGP site, Brownfields | The Central City FMGP is near the southern approach for the proposed UPRR viaduct |
| Dark Island Trail | Former Rail corridor<br>South of 16th Street | Brownfields | 700' south of 16th Street |

Notes:
AST – Above Ground Storage Tank
LAST – Leaking Above Ground Storage Tank
UST – Underground Storage Tank
LUST – Leaking Underground Storage Tank
FMGP – Former Manufactured Gas Plant

The Nebraska State Fire Marshal UST database was also reviewed to determine the location of petroleum USTs located along or near the project corridor. No additional information was obtained from this source.

Information regarding the location and site history of the Central City FMGP was solicited from the Nebraska Department of Environment & Energy (NDEE). NDEE provided these reports for consideration in the HMR:

*Statewide FMGP Inventory Report, Central City FMGP Site, Central City Gas Co., 1224 12th Street, Central City*, prepared by Terracon Consultants, Inc., dated January 30, 2008.

*Final Section 128(a) Assessment, Phase I/Phase II Investigation, Former Central City FMGP Site, Near 1224 12th Street, Central City, Nebraska*, prepared by Terracon Consultants, Inc., dated November 2012.

The Central City FMGP, also known as the Central City Gas Plant or Central City Gas Co. is located at 1224 12th Street just east of the southern approach of the proposed UPRR viaduct. The FMGP site is currently a land parcel owned by the City of Central City with a residence located thereon. Chain of Title for the FMGP parcel was researched to establish the ownership history and environmental liability for the site. Phase II subsurface assessment was conducted at six boring locations across the site. The boring located along the eastern FMGP parcel boundary (the furthest distance from the proposed UPRR viaduct location) was contaminated with semi volatile organic compounds (SVOCs), including significant levels of Naphthalene in soil and groundwater in excess of remediation goals. The exact location of the proposed UPRR viaduct just west of the FMGP land parcel, and the limits or depths of excavations required, has not been determined to date. Copies of the NDEE Central City FMGP reports are provided in the project file.

Regulated sites identified as requiring additional analysis are discussed in further detail in **Section 3.4**, Summary of Regulatory File Review.

## *3.2 Visual Reconnaissance*

A visual reconnaissance of the entire corridor was conducted on June 22, 2023 by Patrick Sward, a Project Scientist with Benesch. The purpose of the visual reconnaissance was to assess the project area for potential hazardous materials concerns associated with current land use and observable site activities. The visual reconnaissance assessed the project area for obvious evidence of potential contamination sources, such as current hazardous materials storage or use; ASTs and USTs, unusually stained soils, concrete slabs, or pavements; sumps, landfills or dumps, drums, tanks, and electrical transformers; stressed vegetation; and significant discarded containers.

Two current convenience stores (gasoline stations), commercial or municipal facilities with UST/LUST history, the Aurora Cooperative facility and Nebraska Central Railroad Co. (NCRC) short line, a Nebraska Public Power District (NPPD) electrical substation, the Union Pacific Railroad (UPRR) corridor, the Central City FMGP site, a city well house and UPRR AST, and a drainage (Warm Slough) were observed along the project corridor during the HMR site reconnaissance. There were no other sites of potential environmental concern identified along the project corridor. Site photos taken during the visual reconnaissance are provided in the project file. The features noted above that were observed during the site reconnaissance are depicted on **Figure 1 in Appendix A**.

The Central City north electrical substation is located just northwest of the proposed project corridor in the vicinity of the UPRR viaduct. NPPD is a significant project stakeholder and provides electrical service to the project area.

NPPD owns, operates, and maintains all the electrical equipment on its system. If a spill occurs from any NPPD owned equipment, NPPD is fully responsible to see that the spill is cleaned up according to laws and regulations. Prior to 1979, polychlorinated biphenyl (PCB) materials were used to manufacture electrical transformers. They have since been banned due to their environmental toxicity. The United States Environmental Protection Agency (EPA) defines ”PCB equipment” as containing greater than 500 parts

per million (ppm) PCBs; "PCB contaminated equipment" as containing 50 to 500 ppm PCBs; and "non-PCB equipment" as containing less than 50 ppm PCBs.

## *3.3 Historical Use Information*

The objective of the historical review is to "develop a history of the previous uses of the property and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions" (ASTM Standard Practice E 1527-13).

To evaluate the past uses of the project corridor and identify any sites with potential to impact the project Patrick Sward reviewed historic aerial photographs, city street directories, fire insurance maps, and topographic maps for direct observation of site conditions through a period of time. These observations may include the locations of tanks, drums, pits, ponds, lagoons, stained/stressed vegetation, or other site development features that may indicate potential contaminant sources.

**Table 3** provided below summarizes the historical records reviewed. The historic aerial photographs, city street directory information, Sanborn® fire insurance maps, and topographic maps are provided in the project file.

## Table 3. Summary of Historical Records Reviewed

| Historical Record | Years Reviewed |
|---|---|
| Aerial Photographs | 1951, 1981, 1988, 1993, 1999, 2006, 2009, 2012, 2016, 2020 and 2023 |
| City Street Directories | 1992, 1995, 2000, 2005, 2010, 2014, 2017 and 2020 |
| Sanborn® Fire Insurance Maps | 1933, 1943 and 1952 |
| USGS 7.5-Minute Topographical Maps, | *Central City, Nebraska East & West Quadrangles* dated 1962 (photo-revised 1983); *Central City, Nebraska Source Sheets* dated 2014 and 2017; and 30-Minute Series Topographic Maps for *St. Paul, Nebraska* dated 1899 and *Stromsburg, Nebraska* dated 1896. |
| *Soil Survey of Merrick County, Nebraska* | Issued February 1981 |

The project corridor has remained relatively similar dating to the 1970s. Urban land situated in and around Central City and railroad lines are depicted along and surrounding the project corridor. The historical records review for Central City did not find relevant information for the HMR beyond that identified in the following regulatory file review section of this report.

## *3.4 Summary of Regulatory File Review*

A detailed records review is typically conducted for identified sites located adjacent to, up-gradient, and/or near the project footprint where the potential for impacts to the project were identified during the regulatory review, site reconnaissance, or review of historic information. As previously stated in **Section 3.1**, the following regulated sites were located within the applicable search radii for the project:

### 3.4.1 1310 16th St., Current Cenex, former Pump & Pantry #9, former Bosselman Oil

The current Cenex convenience store is a UST site with no history of releases. The former Pump & Pantry #9 listing is a UST/LUST site. There are two LUST releases listed for Pump & Pantry #9, both have been investigated with the incident closed by NDEE (No Further Action required). The former Bosselman Oil

listing is a UST/LUST and historical auto repair site. There is indication of a Bosselman release/assessment regarding this LUST site, and it may be covered within the later petroleum release assessments at the site address. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1310 16th Street site is identified as having Low Potential to impact the project.

### 3.4.2 1403 16th St., Current Stewart Auto, former Trinity Car Care, former Conoco

The current Stewart Auto facility is a car sales and repair lot with no history of releases. The former Trinity Car Care was a car repair facility with a UST and no history of releases. The former Conoco gasoline station was a car repair facility with a UST and no history of releases. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1403 16th Street site is identified as having Low Potential to impact the project.

### 3.4.3 1416 16th St., Current Central City Mall, former Central Cleaner's, former Jim's Inc.

The current Central City Mall parcel was the location of the former Central Cleaner's (dry cleaners) facility. There is no regulatory history of releases at this dry cleaner's facility. Contamination at these types of facilities tends to sink extremely deep below the surface and does not stay trapped in near surface soils. The Central City Mall is also the location of the former Jim's Inc. business which was a car repair facility with a UST, *is now an active LUST site currently under NDEE investigation*, and a former solid waste recycling facility (likely used batteries). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1416 16th Street site is identified as having Low Potential to impact the project.

### 3.4.4 1506 16th St., Current Central City Public Library, former Hards Memorial Library

The Hards Memorial Library listing is a UST/LUST site. The original library for Central City was built in 1882 and was changed to the Hards Memorial Library with funds donated by Ebenezer Hards. The building was demolished in 1991 and the new Central City Public Library was built in its place. The LUST heating oil release (which appears to have occurred prior to 1990 in the old building) has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1506 16th Street site is identified as having Low Potential to impact the project.

### 3.4.5 1614 16th St., former Fowler's Dry Cleaning

There is no regulatory history of releases at the former Central Cleaner's (dry cleaners) facility. Contamination at these facilities tends to sink extremely deep below the surface and does not stay trapped in near surface soils. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1614 16th Street site is identified as having Low Potential to impact the project.

### 3.4.6 1634 16th St., Citizen's Bank

The Citizen's Bank listing is a UST/LUST site. The LUST heating oil release has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1634 16th Street site is identified as having Low Potential to impact the project.

### 3.4.7 510 G St., Current Archer Credit Union, Cenex, former Mustard Oil

The current Archer Credit Union facility was redeveloped from the former Mustard Oil site. Mustard Oil is a UST/LUST site and historical auto repair site. The LUST gasoline release has been investigated with

the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 510 G Street site is identified as having Low Potential to impact the project.

### 3.4.8 519 G St., Current Dairy Queen, former Casey's (and Gas N' Shop and Kuhn Oil)

The current Dairy Queen facility was redeveloped from a former Casey's site. The Casey's and prior owners of a gasoline station(s) are a cluster of UST/LUST sites and historical auto repair sites. There are two releases identified; both LUST gasoline releases have been investigated with the incident(s) closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 519 G Street site is identified as having Low Potential to impact the project.

### 3.4.9 13th St. and 13th Ave., Aurora Cooperative

The Aurora Cooperative listing is a LAST site. The bulk liquid fertilizer release has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 13th Street and 13th Avenue Aurora Cooperative site is identified as having Low Potential to impact the project.

### 3.4.10 FMGP Central City, 1224 12th St.

The Central City FMGP is located at 1224 12th Street just east of the southern approach of the proposed UPRR viaduct. The site is currently a land parcel owned by the City of Central City with a residence located thereon. Phase II subsurface assessment was conducted, and the boring located along the eastern FMGP parcel boundary (the furthest distance from the proposed UPRR viaduct location) was contaminated with SVOCs including significant levels of Naphthalene in soil and groundwater. The exact location of the proposed UPRR viaduct just west of the FMGP land parcel, and the limits or depths of excavations required for the project, has not been determined to date. However, local and regional groundwater flow is to the east-northeast along the Platte River Valley. The Central City FMGP site is identified as having Medium Potential to impact the project.

### 3.4.11 Dark Island Trail

The Dark Island Trail is a pedestrian trail heading south from 17th Street along a former rail line in Central City. Brownfields assessment funding was used for the Black Island Trail project. The Brownfields activity for the Dark Island Trail is not a significant environmental consideration for the Central City viaduct project. The Dark Island Trail Brownfields assessment site is identified as having Low Potential to impact the project.

# *4 Findings and Mitigation Measures*

The findings and recommendations of this hazardous materials assessment must be viewed in recognition of certain limiting conditions. Results of this HMR are based on a visual site reconnaissance of current conditions within the project area, a review of readily available standard historical sources, environmental agency database search, and regulatory records review.

## *4.1 Findings*

The following summarizes findings from the hazardous materials due diligence activities performed for this project:

Based on the site reconnaissance observations, historical review, regulatory file review, current regulatory status, interviews, and the proposed scope of work; there is a *low potential for contamination in soil and/or groundwater* to be encountered during construction of the proposed project corridor along 16th Street, G Street, and the N-14 access connection to the proposed UPRR viaduct in Central City, pertaining to known contaminated sites (UST/LUST, historical auto, historical dry cleaners).

There is a *medium potential for contamination in soil and/or groundwater* to be encountered during construction of the proposed viaduct spanning the UPRR corridor with regards to the Central City Former Manufactured Gas Plant (FMGP) that is located just east of the project footprint, dependent on depth of excavation and project limits at that location.

## *4.2 Mitigation Measures*

The following mitigation measures shall be carried forward through the NEPA documentation and NDOT Green Sheets for this project:

**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 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 Roadside Development & Compliance Unit (RDCU) hazmat representative and make an entry into AASHTOware Project 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 Risk Potential Site (FMGP)**

There is a medium potential for FMGP contaminant contamination to be present in the soils and 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 12th St). 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 Highway Project Manager shall be notified when construction occurs in the suspect area. If contamination is discovered, all work in the immediate area shall be stopped until NDEE and NDOT are notified, and a materials and management plan has been developed and approved. The Contractor shall manage the waste in accordance with Title 128 Nebraska Hazardous Waste Regulations and/or Title 132 Integrated Solid Waste Management Regulations. The Contractor is required by NDOT's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws.

**Asbestos Removal**

The Contractor shall survey structures/buildings 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 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:*** (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.

# 5 References

American Society for Testing and Materials. 2021. ASTM Designation E 1527-21*, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.*

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EDR, *The EDR-City Directory Image Report* dated June 13, 2023. *Cole's Directory Information* dated 1992, 1995, 2000, 2005, 2010, 2014 and 2017. *EDR Digital Archive* dated 2020.

EDR, *EDR Radius Map Report with GeoCheck* dated June 12, 2023.

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Merrick County, Nebraska Assessor. Property records. Retrieved from https://merrickcounty.ne.gov July 2023.

Nebraska Department of Environment & Energy (NDEE), *Statewide FMGP Inventory Report, Central City FMGP Site, Central City Gas Co., 1224 12th Street, Central City*, prepared by Terracon Consultants, Inc., dated January 30, 2008.

NDEE, *Final Section 128(a) Assessment, Phase I/Phase II Investigation, Former Central City FMGP Site, Near 1224 12th Street, Central City, Nebraska*, prepared by Terracon Consultants, Inc., dated November 2012.

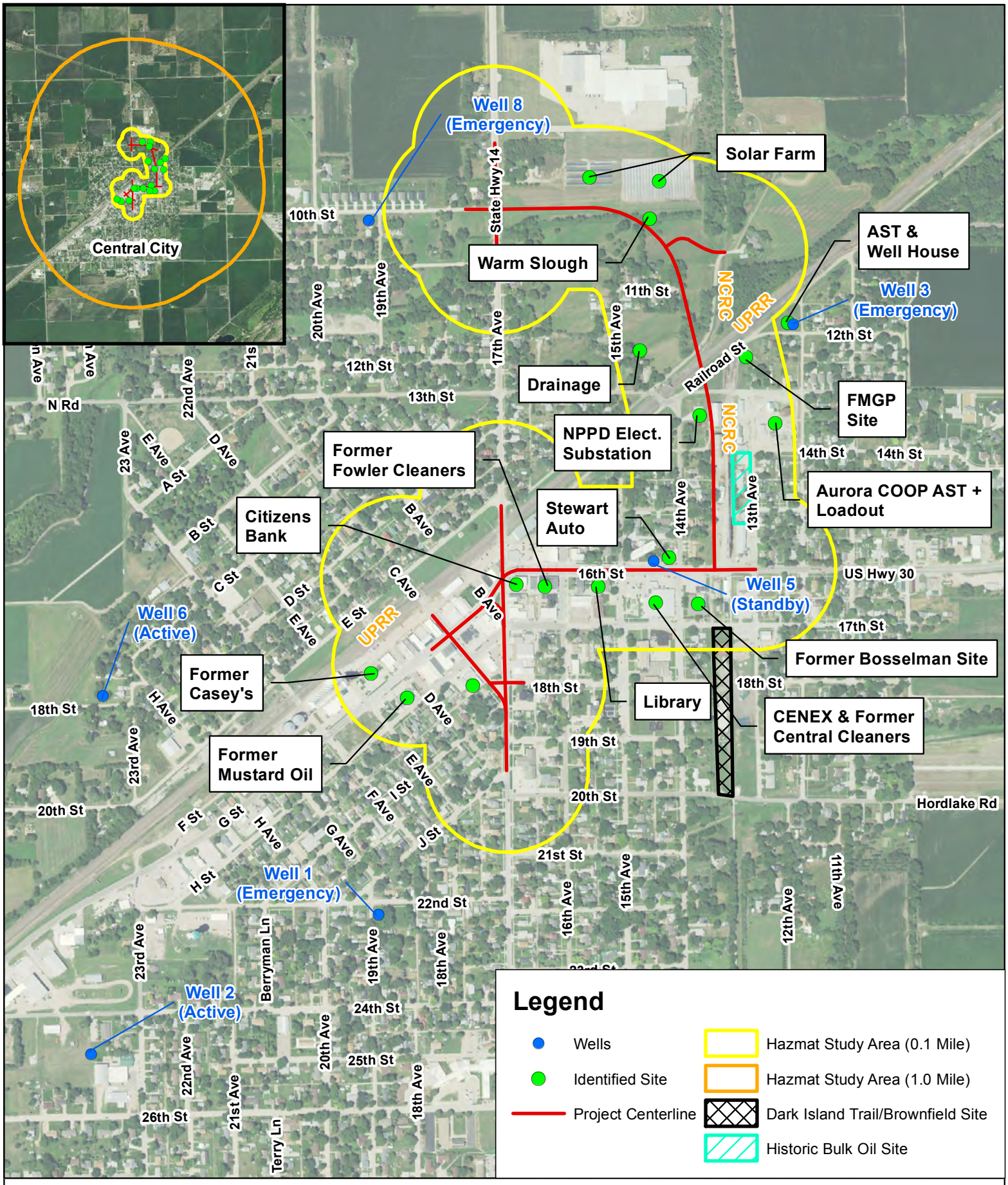
Nebraska Department of Transportation (NDOT). March 2023. *NDOT Hazardous Material Review Guidance Manual*.

Nebraska State Fire Marshal (NE-SFM). 2023. *Underground Storage Tank Facility List*. Retrieved from http://www.sfm.nebraska.gov/programs-services/fuels/flst/ust.html.

United States Department of Agriculture (USDA), Soil Conservation Service (SCS) in cooperation with the University of Nebraska Conservation & Survey Division. February 1981 publication date. *Soil Survey of Merrick County, Nebraska*.

Nebraska Library Commission (NLC). Library Founding Dates. Accessed July 2023. Retrieved from https://nlc.nebraska.gov/history/libraryfoundingdates.aspx.

# Appendix A – Project Figures




2022 NAIP Merrick County Aerial Imagery

HMR SITE MAP - FIGURE 1

N

0 800 Feet

Absolute Scale 1:9,600

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
CN: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

# Appendix B – Project Description

Nebraska Department of Roads

# Project Description

| | | |
|---|---|---|
| **Project Name:** | Central City Viaduct | |
| **Project No.:** | RRZ-TMT-14-2(123) | |
| **Control No.:** | 42013 | |
| **Initial Draft:** | Date: 8/7/23 | Written By: Craig Mielke |

## Updates/Reviews

| Date | Update/Review By *(name)* | Items Updated | Plan Level *(PIH, etc.)* |
|---|---|---|---|
| 8/7/23 | Craig Mielke | Full project description update | PCM20 |
| 11/21/23 | Pat Kastl | Full project description update | PCM30 |
| 12/14/23 | Pat Kastl | Full project description update | Post PIH |
| 12/20/23 | Pat Kastl | Minor edits | Post PIH |
| 2/19/24 | Pat Kastl | Removed crossing work at UPRR at C Ave. Crossing. Existing crossing will remain in place. | PCM 35 |
| 4/18/24 | Pat Kastl | Remove Trouble Creek Culvert and update UPRR bridge design | Post PCM 35 |
| 4/30/24 | Pat Kastl | Corrected Project Number | Post PCM 35 |
| | | | |
| | | | |
| | | | |

**Project Description:**

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM

Project Description *(Continued)*

337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls, fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

# Appendix C – Site Reconnaissance Form

| NEBRASKA DEPARTMENT OF TRANSPORTATION<br>**VISUAL RECONNAISSANCE FORM** | District No.: 4<br>Route ID: Central City Viaduct | Project No.: RRZ-TMT (14-2)<br>Control Number (CN): 42013 |
|---|---|---|

**Project Description**

Project Name: Central City Viaduct
Milepost Begin: Milepost End: County: Merrick
Location: The coordinates for Jct. 13th Ave. & 16th Street are Latitude 41.116052° N, Longitude -97.996653 W.

Main Project Elements: This project is located in Central City, Merrick County, Nebraska. The project proposes to construct a viaduct (i.e., grade separation) over the Union Pacific Railroad (UPRR) mainline in Central City. Currently Nebraska Highway 14 (N-14) crosses the UPRR tracks just north of its intersection with U.S. Highway 30 (US-30). The new viaduct would be constructed northeast of the N-14 at-grade crossing, connect with US-30 just east of 14th Avenue, head north and cross the UPRR tracks near 13th St., before curving to the west and connect to 17th Avenue (existing N-14) at 10th Street. Intersection improvements at the N-14 and US-30 intersection downtown would also address changes in traffic patterns as a result of the new viaduct and to improve safety.

The improvements on this project consist of constructing a viaduct on a new proposed N-14 alignment over UPRR, geometric improvements to the horizontal curve at the existing US-30 and N-14 intersection, and pavement reconstruction and striping on US-30, N-14, B Avenue and C Avenue to convert existing US-30 and N-14 intersection to 2 separate intersections at C Avenue and N-14 through the implementation of one way pairs.

**Project Features (Check if applies)**

| | | |
|---|---|---|
| ☒ Structure Acquisition | ☐ Structure Modification | ☒ Structure Demolition |
| ☒ New ROW | ☒ Easements | ☒ Utility Relocation |
| ☒ Excavation/Drilling | ☒ Dewatering | |
| GW Anticipated to be Encountered: Yes | Disturbance Depth (if known): Roadway and viaduct design not completed. | |

**Records Review & Interview(s)**

The following records/sources were used in this assessment **('No' is implied if unchecked)**:
☒ ASTM Standard Environmental Record Sources ☒ NDEE ☒ SFM Tank List ☐ EPA EnviroFacts
☐ ASTM Standard Search Radii or ☒ Modified Search Radii: Corridor Search
☒ Previous Environmental Reports: NDOT and NDEE prior reports
☐ Other Files/Databases (Assessor, Fire dept., Building, Planning, etc.):

**Site Reconnaissance & Description**

Inspection Date: 6/22/2023
Limitations to inspection (e.g., snow cover, dangerous/safety conditions): None
Project area and land use(s) description: Commercial land use, railroads, residential land use in Central City, NE.

☐ Industrial ☒ Light Industrial ☒ Commercial ☒ Residential ☐ Agricultural ☒ Undeveloped ☐ Other:

Adjacent land use(s) description: Agriculture, residential, commercial

☐ Industrial ☒ Light Industrial ☒ Commercial ☒ Residential ☐ Agricultural ☒ Undeveloped ☐ Other:

**Physical Setting:**

Area Characteristics: ☐ rural setting ☒ urban setting
Site topography: ☒ flat ☐ sloping ☐ rolling ☐ other: _____
Surface hydrology/Direction of drainage: Variable, toward two local drainages and the city storm water system.
Surface cover: ☐ primarily vegetation ☐ primarily concrete/asphalt Variable, mostly urban land and rail corridor.
Depth to groundwater / static water level (if known): Unknown and variable, may be less than 10' below ground surface.
Groundwater flow direction (if known): Regional groundwater flow is to the east-northeast along the Platte River Valley.

**Potential Environmental Concerns on the immediate project area or directly adjacent to it**

(Select from dropdown menu – Yes, No, Expected, or Unknown)

| Potential Environmental Concern | Adjacent Area | Project Footprint | Potential Environmental Concern | Adjacent Area | Project Footprint |
|---|---|---|---|---|---|
| Evidence of underground tanks (pipes, vents, fill caps, etc.) | Yes | No | Protected/fenced/placarded area(s) | No | No |
| Aboveground storage tank(s) | Yes | No | Liquid waste (pits, ponds, etc.) | No | No |
| Monitoring/water well(s) | Yes | No | Oil sheen (soil/water) | No | No |
| Electrical/transformer Equipment | Yes | No | Oil/gas well(s) / Pipeline Markers | No | No |
| Cistern(s), sump(s), drain(s) | No | No | Mine tailings/waste | No | No |
| Barrel(s), drum(s), container(s) | No | No | Painted/preserved material(s) | No | No |

**Potential Environmental Concerns on the immediate project area or directly adjacent to it**

(Select from dropdown menu – Yes, No, Expected, or Unknown)

| Potential Environmental Concern | Adjacent Area | Project Footprint | Potential Environmental Concern | Adjacent Area | Project Footprint |
|---|---|---|---|---|---|
| Stockpile, surface trash, debris | No | No | Odor | No | No |
| Exposed/buried landfill | No | No | Chemical storage | Yes | No |
| Batteries | No | No | Suspect asbestos containing material | No | No |
| Surface staining | No | No | Suspected methamphetamine lab | No | No |
| Stressed vegetation | No | No | FMGP Site | Yes | No |

**Bridges:**

Is there a bridge? Yes ☐ No ☒

Is the bridge painted (i.e. preserved materials such as lead-based paint)? Yes ☐ No ☐

*(Inspect under the bridge for LBP evidence and photo document. If physical inspection of the bridge cannot be completed at the time of the visual reconnaissance, bridge inspection photos need requested from NDOR.)*

Has it been tested? Yes ☐ No ☐ Unknown ☐

**Findings/Conclusions:**

Are known hazardous or other waste sites on or adjacent to the project area, which may affect the project? ☐ Yes ☒ No

Discuss: Private UST/LUST/ASTs are Low Potential sites. Former Central City FMGP apparently was located just east of the planned Project Viaduct over UPRR.

**Recommendations:**

☐ Materials Management Plan ☒ Mitigation Measures ☐ Modified Specification(s) ☐ Additional Assessment/Investigation*

**Unexpected Waste**

If contaminated soils/water 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 allowed to do so 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 NDOT 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 Site Discovery Check List to properly document the extent and type of waste. The HPM shall 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 (legal relations and responsibilities to the public) to handle and dispose of regulated material in accordance with applicable laws.

**Contractor Commitment**

If contaminated soils/water 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 the 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 the regulated material in accordance with applicable laws.

***Additional work must be approved by NDOT (for State and Local Projects) and the LPA (for Local Projects only)**

# Appendix D – Photo Log

**Photo 1:** View southeast toward north electrical substation owned & operated by the Nebraska Public Power District (NPPD) located SE of 13th St. & 14th Ave.

**Photo 2:** View north-northeast from 13th St. along abandoned BNSF rail corridor toward Central City FMGP in background at 1224 12th St.

**Photo 3:** View north from 12th Ave. & 12th St. (east of proposed viaduct) toward city well house and UPRR AST.

**Photo 4:** View south from 13th St. & 13th Ave. toward large fertilizer AST and load out area at the Aurora Cooperative (Coop) facility.

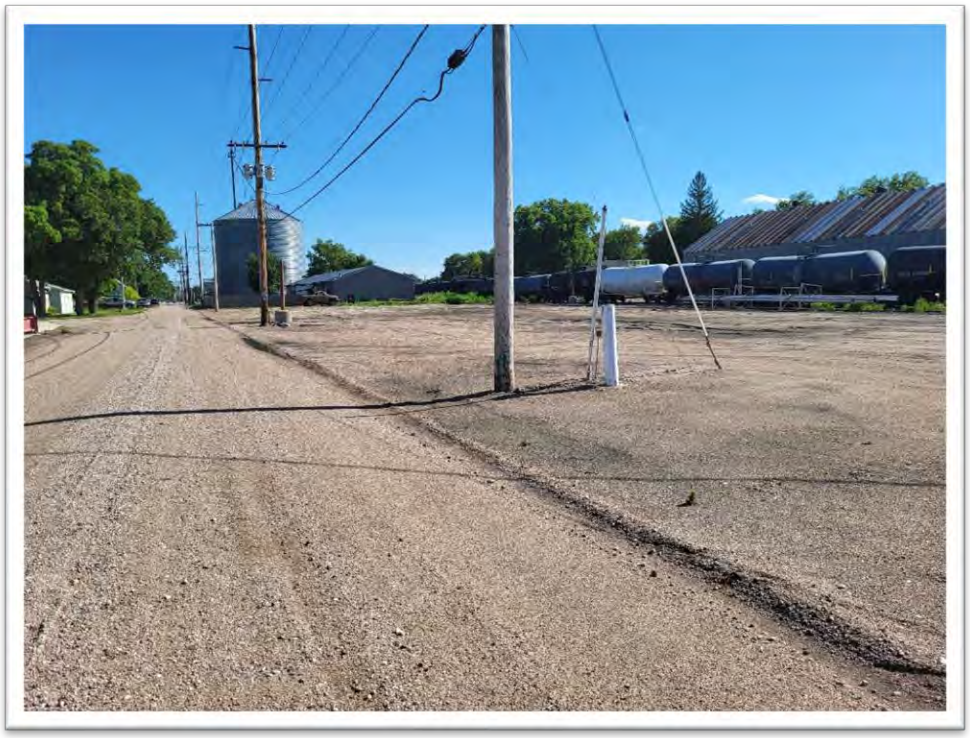


**Photo 5:** View north along 13th St. toward historic bulk oil facility.

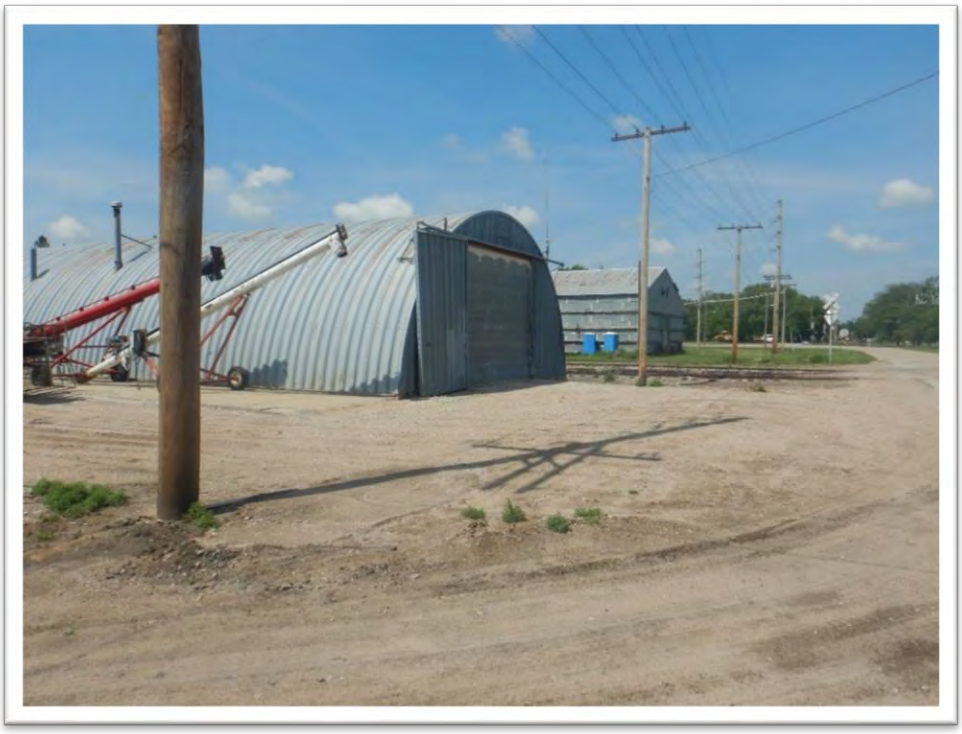


**Photo 6:** View south from 13th St. in the vicinity of the proposed project corridor toward Aurora Coop storage buildings.

**Photo 7:** View north from 16th St. in the vicinity of the proposed project corridor toward Aurora Coop grain storage and Nebraska Central Railroad Company (NCRC) lines.

**Photo 8:** View north from center of NCRC corridor toward vacant structure.

**Photo 9:** View north from center of NCRC corridor toward Aurora Coop storage building.

**Photo 10:** View south from 13th St. toward Aurora Coop storage buildings. The NCRC line is to the left in this photograph.

**Photo 11:** View south from 16th St. toward historical auto and UST/LUST site located at 1310 6th St. This current laundromat facility was the former location of Pump & Pantry and Bosselman gasoline service stations.

**Photo 12:** View west toward Cenex gasoline station located at 1414 16th St. (Location of former gasoline stations and Central Cleaners.)

**Photo 13:** View north toward Stewart Auto Sales facility located at 1403 16th St. (Former Conoco station UST/LUST, historical auto).

**Photo 14:** View toward Central City Public Library located at 1604 15th Ave. (UST/LUST site closed by NDEE).

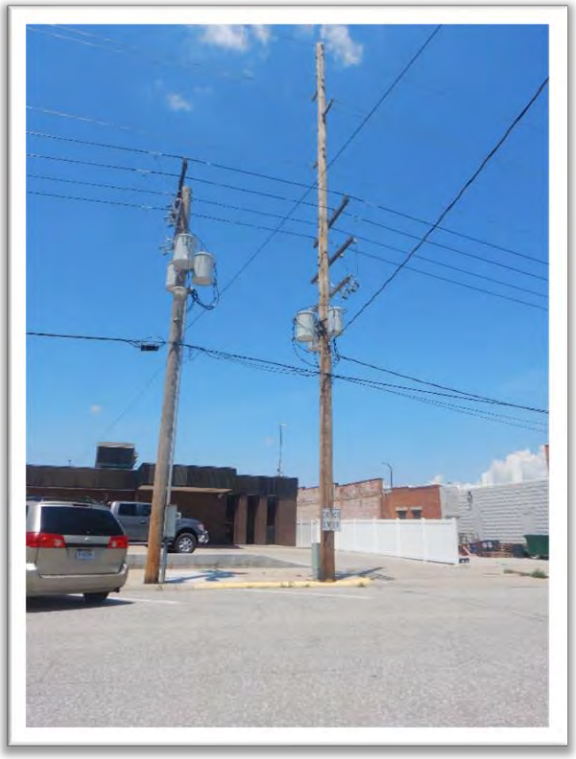


**Photo 15:** Typical view of pole-mounted electrical transformers owned and operated by NPPD in downtown Central City.

**Photo 16:** View southwest toward Jensen Printing facility located 802 'C' Ave. (RCRA SQG site.)

**Photo 17:** View south toward Citizen's Bank building (UST/LUST site) located at 1634 16th St.

**Photo 18:** View toward Dairy Queen located at 519 'G' St. that is the former location of a Casey's convenience store (LUST/UST site, historical auto).

**Photo 19:** View toward commercial property at 510 ‘G’ St. that is the location of the former Mustard Oil facility (LUST/UST site, historical auto).

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Hazardous Materials Memorandum

**Date:** July 30th, 2024

**To:** Talon Oconnor, Highway Environmental/NEPA Specialist, Project Development Division

**From:** John Buhrmann, Highway Environmental Specialist, Project Development Division

**Subject:** Hazardous Materials Review (HMR) & Professionally Qualified Staff (PQS) Memo for the Nebraska Department Of Transportation (NDOT) Project Central City Viaduct (CN 42013)

**Overview**

An HMR was completed by Benesch for the Central City project and approved by NDOT on July 17th, 2024. A HMR was required for this project because the scope of work exceeds the project exemptions. The purpose of the HMR is to identify environmental concerns associated with hazardous materials and petroleum products which could potentially be encountered during the construction project. This memo summarizes the conclusions and applicable mitigation measures found in the HMR and assists the Environmental Documents manager in completing the Hazardous Materials section of the CE Determination Form for Federal-Aid Projects. The HMR can be found in the NDOT project file.

**Project Description**

The project description updated on April 30th, 2024 was reviewed for the HMR and this PQS memo.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

## Visual Reconnaissance

A visual reconnaissance was conducted on July 20th, 2023 by Patrick Sward. The purpose of the visual reconnaissance was to assess the project area for potential hazardous materials concerns associated with current land use and observable site activities. The visual reconnaissance assessed the project area for obvious evidence of potential contamination sources, such as current hazardous materials storage or use; unusually stained soils, concrete

slabs, or pavements; sumps, dumps, drums, tanks, and electrical transformers; stressed vegetation; and discarded containers.

The following items were noted on the visual reconnaissance: The visual reconnaissance did not identify any issues that would negatively influence the project.

**Hazardous Material Site Discussion**

Any site not adjacent to, and upgradient from the project with a Leaking underground Storage Tank (LST), a site with only a SARA Title 3 designation or Resource Conservation & Recovery Act (RCRA) without infraction, a site closed by the Nebraska Department of Environment & Energy (NDEE) for further evaluation or remediation, or any sites whose appearance within the mapping system is not hazardous material in nature (i.e. On-site Water Treatment, Permit-for-Construction) will not be brought forward for discussion.

A review of the NDEE – Interactive Mapping System revealed eleven sites with contaminated soil/hazardous materials of concern. The discussion of these sites follows.

1. 1310 16th Street, former Bosselman Oil: This currently a Cenex convenience store There are two LUST releases listed for Pump & Pantry #9, both have been investigated with the incident closed by NDEE (No Further Action required). The former Bosselman Oil listing is a UST/LUST and historical auto repair site. There is indication of a Bosselman release-assessment regarding this LUST site, and it may be covered within the later petroleum release assessments at the site address. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1310 16th Street site is identified as having Low Potential to impact the project.

2. 1403 16th St., Former Conoco, former Trinity Car Care: The current Stewart Auto facility is a car sales and repair lot with no history of releases. The former Trinity Car Care was a car repair facility with a UST and no history of releases. The former Conoco gasoline station was a car repair facility with a UST and no history of releases. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1403 16th Street site is identified as having Low Potential to impact the project.

3. 1416 16th St., former Central Cleaner's, former Jim's Inc., Current Central City Mall: The current Central City Mall parcel was the location of the former Central Cleaner's (dry cleaners) facility. There is no regulatory history of releases at this dry cleaner's facility. Contamination at these types of facilities tends to sink extremely deep below the surface and does not stay trapped in near surface soils. The Central City Mall is also the location of the former Jim's Inc. business, which was a car repair facility with a UST, *is now an active LUST site currently under NDEE investigation*, and a former solid waste recycling facility (likely used batteries). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1416 16th Street site is identified as having Low Potential to impact the project.

4. 1506 16th St., Current Central City Public Library, former Hards Memorial Library: The Hards Memorial Library listing is a UST/LUST site. The original library for Central City was built in 1882 and was changed to the Hards Memorial Library with funds donated by Ebenezer Hards. The building was demolished in 1991 and the new Central City Public Library was built in its place. The LUST heating oil release (which appears to have

occurred prior to 1990 in the old building) has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1506 16th Street site is identified as having Low Potential to impact the project.

5. 1614 16th St., former Fowler's Dry Cleaning: There is no regulatory history of releases at the former Central Cleaner's (dry cleaners) facility. Contamination at these facilities tends to sink extremely deep below the surface and does not stay wrapped in near surface soils. Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1614 16th Street site is identified as having Low Potential to impact the project.

6. 1634 16th St., Citizen's Bank: The Citizen's Bank listing is a UST/LUST site. The LUST heating oil release has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 1634 16th Street site is identified as having Low Potential to impact the project.

7. 510 G St., Current Archer Credit Union, former Cenex, former Mustard Oil: The current Archer Credit Union facility was redeveloped from the former Mustard Oil site. Mustard Oil is a UST/LUST site and historical auto repair site. The LUST gasoline release has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 510 G Street site is identified as having Low Potential to impact the project.

8. 519 G St., Current Dairy Queen, former Casey's (and Gas N' Shop and Kuhn Oil) The current Dairy Queen facility was redeveloped from a former Casey's site. The Casey's and prior owners of a gasoline station(s) are a cluster of UST/LUST sites and historical auto repair sites. There are two releases identified; both LUST gasoline releases have been investigated with the incident(s) closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 519 G Street site is identified as having Low Potential to impact the project.

9. 13th St. and 13th Ave., Aurora Cooperative: The Aurora Cooperative listing is a LAST site. The bulk liquid fertilizer release has been investigated with the incident closed by NDEE (No Further Action required). Based on the regulatory review and the estimated depth of excavation along the project corridor at this location, the 13th Street and 13th Avenue Aurora Cooperative site is identified as having Low Potential to impact the project.

10. FMGP Central City, 1224 12th St.: The Central City FMGP is located at 1224 12th Street just east of the southern approach of the proposed UPRR viaduct. The site is currently a land parcel owned by the City of Central City with a residence located thereon. Phase II subsurface assessment was conducted, and the boring located along the eastern FMGP parcel boundary (the furthest distance from the proposed UPRR viaduct location) was contaminated with SVOCs including significant levels of Naphthalene in soil and groundwater. The exact location of the proposed UPRR viaduct just west of the FMGP land parcel, and the limits or depths of excavations required for the project, has not been determined to date. However, local and regional groundwater flow is to the east-

northeast along the Platte River Valley. The Central City FMGP site is identified as having **Medium** Potential to impact the project.

11. Dark Island Trail: The Dark Island Trail is a pedestrian trail heading south from 17th Street along a former rail line in Central City. Brownfields assessment funding was used for the Black Island Trail project. The Brownfields activity for the Dark Island Trail is not a significant environmental consideration for the Central City viaduct project. The Dark Island Trail Brownfields assessment site is identified as having Low Potential to impact the project.

**Asbestos**

The scope of work described by the project description has a potential to encounter asbestos, therefore asbestos mitigation is required.

**Lead**

The scope of work described by the bridge determination/project description has a potential to encounter lead paint or shims, therefore lead mitigation is required.

**Findings**

Based upon the information discussed above, hazardous material has medium potential to impact the project.

**Mitigation**

**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 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 Roadside Development & Compliance Unit (RDCU) hazmat representative and make an entry into AASHTOware Project 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 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 Site (FMGP)

There is a medium potential for FMGP contaminant contamination to be present in the soils and 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 12th St). 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 & 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 Removal:

The Contractor shall survey structures/buildings 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 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 **(**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.

**NEPA Determination:**

The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the NEPA. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to 23 U.S.C. §326 and a Memorandum of Understanding dated September 17th, 2021 and executed between FHWA and NDOT.

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.

Buhrmann, John

Digitally signed by Buhrmann, John
Date: 2024.08.27 10:52:59 -05'00'

John Buhrmann, Highway Environmental Specialist
Project Development Division
NDOT

# Appendix I

**Water Quality**

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# *Water Quality PQS Memorandum*

DATE March 20, 2024

TO Talon Oconnor, NDOT EDU

FROM Blayne Renner, NDOT RDCU

SUBJECT Water Quality PQS Memo
Project No: RRZ-TMT-14-2(123)
Control No: 42013
Project Name: Central City Viaduct

A desktop review was completed on 3/20/2024

**Are there any 303(d) listed impaired waters within or adjacent to (0.5 mile) the project study area? (2022 Integrated Report)**

☐ Yes ☒ No

**Does the project occur within an MS4 community?**

☐ Yes ☒ No

Community: N/A

**Does the project require a NPDES construction storm water permit (qualifying ground disturbance of 1 acre or more)?**

☒ Yes ☐ No

**Describe resources, and potential impacts.** (Include the name of the listed impaired waterbody, segment number, impaired uses, and cause of the impairment. If 303(d) listed impaired waters are identified, include a map of the locations as Attachment 1):
Category 5, 303d listed, impaired waters are not located within or adjacent to the project study area. No impacts are anticipated.

**Describe any coordination conducted to date with officials/agencies** (Include: Any coordination with NDEE or USEPA): N/A

**Impaired Waters Commitments:**

☒ Project specific commitments are not required to address impacts to 303(d) listed Impaired Waters

☐ The following project specific impaired waters commitments are required to address impacts to 303(d) listed Impaired Waters:
N/A

**CWA Section 402 Commitments**

☐ This project does not require a Construction Stormwater Permit or a Storm Water Pollution Prevention Plan (SWPPP). Temporary water pollution prevention practices (including sediment and erosion control measures) are still required by Nebraska State Title 119. The Contractor shall exercise every reasonable precaution throughout the life of the contract to prevent sedimentation within rivers, streams, impoundments (lakes, reservoirs, etc.), the project site, and adjacent property. (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)

☐ This project occurs within an MS4 community. The project will be evaluated for the potential need to incorporate Storm Water Treatment Facilities in compliance with NDOTs MS4 permit.

**Project Description Revision Date:**

02/19/2024

NE3112102

Wellhead Protection Area Boundary

T 14 N

T 13 N

T 13 N

R 6 W R 5 W

R 6 W R 5 W

O Road

Ormsby Rd

M Road

18th Road

14th Road

15th Road

14

30

G-034843
71-1
Well #4

G-138354
2005-2
Well #8

G-040156
73-1
Well #3

G-097991
98-1
Well #6

G-027537
65-1
Well #5

G-138353
2005-1
Well #7

G-151965
2008-1
Well #9

G-093074
97-1
Well #2

G-138355
2005-3
Well #1

1000'

1000'

1000'

Central City

Platte River

Merrick County

Hamilton County

Time of Travel
computed with WhAEM

## Time of Travel

- 0-1 Year
- 1-2 Year
- 2-10 Year
- 10-20 Year

Miles
0 0.25 0.5 1 1.5 2

# CENTRAL CITY

## MERRICK COUNTY

Drawn by Nebraska Department of Environmental Quality, Wellhead Protection Program, August 2010

DK

NE3112102

Wellhead Protection Area Boundary

G-034843
71-1
Well #4

G-138354
2005-2
Well #8

G-040156
73-1
Well #3

G-097991
98-1
Well #6

G-027537
65-1
Well #5

G-138353
2005-1
Well #7

G-151965
2008-1
Well #9

G-093074
97-1
Well #2

G-138355
2005-3
Well #1

1000'

Central City

O Road

Ormsby Rd

M Road

18th Road

14th Road

15th Road

T 14 N

T 13 N

R 6 W R 5 W

N

W E

S

Time of Travel

0-1 Year

1-2 Year

2-10 Year

10-20 Year

Time of Travel computed with WhAEM

Platte River

Merrick County

Hamilton County

Miles

0 0.25 0.5 1 1.5 2

# CENTRAL CITY

## MERRICK COUNTY

Drawn by Nebraska Department of Environmental Quality, Wellhead Protection Program, August 2010

DK

# Appendix J

**Floodplains**

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DEPARTMENT OF TRANSPORTATION

# *Memorandum*

DATE **June 27, 2024**

TO Talon O'Connor

FROM Greg Christ, E.I., Jason Dayton, P.E.

THRU Julie Ramirez, P.E. and Kirk Harvey, P.E.

SUBJECT PQS Floodplain Memorandum: Central City Viaduct, 14-2 (123), CN 42013

The Central City Viaduct project 14-2 (123), CN 42013, has been reviewed for its impact to floodplains within the State of Nebraska.

**FLOODPLAIN ENCROACHMENT REVIEW**

**Project is located within:**

| | |
|---|---|
| County(ies): | Merrick |
| Floodplain Community(ies): | City of Central City |

**Community(ies) are:**

| | |
|---|---|
| Mapped?: | Yes |
| Participating?: | Yes |
| State Minimum Standards for Mapping?: | No |

**Project Overlaps:**

| | | | |
|---|---|---|---|
| Mapped Base Floodplain?: | Yes | Floodplain Designations(s): | AE |
| Mapped Floodway?: | Yes | | |
| State Minimum Standards Base Floodplain: | Not Applicable | | |

Floodplain Statement:

Review of floodplain mapping shows that the project overlaps upon one or more designated Regulatory Floodways and Base Floodplains. Based on the current scope of work the project will be designed to assure that no increase in a Regulatory Floodway's Base Flood Elevation occurs. All certifications required from the Roadway Design Hydraulics Section and/or the Bridge Hydraulics Section confirming that the project meets floodplain regulations will be forwarded to the Technical Resources Unit for inclusion in a Permit Application. Any change in project scope will be communicated to the Hydraulics Section(s).

**Certification Requirements:**

| | |
|---|---|
| Floodplain Permit required from: | City of Central City, Merrick County |
| State Minimum Standards Community(ies): | None |

**Floodplain Encroachments:**

- Trouble Creek, Merrick County RP S014 08184
- Warm Slough, Merrick County RP S014 08204

**Will the Project cause a rise in the Base Flood Elevation (BFE):**

| | |
|---|---|
| More than one (1) foot in a Regulatory Base Floodplain? | No |
| Any rise in a Regulatory Floodway? | No |
| More than one (1) foot in a State Minimum Standards Floodplain? | Not Applicable |

Floodplain Statement:
It is anticipated that this project will be certified to meet floodplain regulations. It is not anticipated to cause greater than one foot of rise in the Base Flood Elevation within a Base Floodplain, any rise in the Base Flood Elevation within a Regulatory Floodway, nor increase the potential for property loss and

**Functionally Dependent Use in Base Floodplain:**
Project overlaps a floodplain at a location without a functionally dependent use? No

Floodplain Statement:
There are no locations along the project that possibly or potentially overlap a base floodplain outside of culverts and bridges, or other activities listed above. All overlapping areas are located at culverts or bridges and are considered a functionally dependent use of the base floodplain. The following floodplain NFIP/FHBM maps were reviewed:

Panel 31121C0480D, Dated 01/06/2010

**23 CFR SECTION 650.111 REVIEW**

**650.111(b)**

| | |
|---|---|
| Are there Base Floodplains located Longitudinal (parallel) to the project? | Yes |
| Is any of the project on Existing Alignment? | No |
| Does the Existing Alignment encroach upon a Longitudinal (parallel) Base Floodplain? | Not Applicable |
| Is any of the project on New Alignment? | Yes |
| Does the New Alignment encroach upon a Longitudinal (parallel) Base Floodplain? | Yes |

Floodplain Statement:
Three alternatives were looked at. The 1st alternate used the existing altignment. This was not selected because at the 13th street and Hwy 14 instersection, the road grade needed to be rasied 4' to meet the new Hwy 14 grade. This interfered with the Trouble Creek Floodway. The 2nd alternate which is the 13th street alternate had the same issue. The road grade would need to be raised 4 ft to meet the new HWY 14 road grade nad would impact the Trouble Creek Floodway. The 3rd alternative (10th street) did not impact either Trouble Creek or Warm Slough Floodways. This alternate was selected.

- Warm Slough, Firmette 31121C0480D, (RP S014 08204)

**650.111 (c) (1)**

| | |
|---|---|
| Project increases the potential for loss of life or property? | No |

Floodplain Statement:

This action would not increase the potential for loss of life or property.

**650.111 (c) (2)**
Project impacts the natural and beneficial floodplain values? No

Floodplain Statement:
There are no significant encroachments associated with this Project and this Project will not have an impact on the natural and beneficial floodplain values.

**650.111 (c) (3)**
Project supports probable incompatible floodplain development? No

Floodplain Statement:
The proposed improvements on this Project will maintain local and regional access to existing municipal, rural, and agricultural areas and will not create new access to undeveloped lands. Therefore, this highway improvement Project will not support probable incompatible floodplain development.

**650.111 (c) (4)**
Project results in a significant risk of impact to the base floodplain or environment? No

Floodplain Statement:
Based on assessment of the significance of the risk or environmental impact, no additional measures are necessary to minimize floodplain impacts associated with the action.

**650.111 (c) (5)**
Floodplain Statement:
There will be limited impacts to the natural and beneficial floodplain values of the floodplains along this Project. Since there will be temporary soil disturbance during construction activities, sediment and erosion control best management practices will be utilized during construction and disturbed areas will be seeded following construction.

**650.111 (d)**
Does a significant encroachment occur as a result of the project? No
Does the project support incompatible floodplain development? No

Floodplain Statement:
There is no significant encroachment in to a base floodplain. This project does not result in a base flood causing significant potential interruption or termination of this transportation facility, which is needed for emergency vehicles or a community's only evacuation route. It also does not result in a significant risk or potential for loss of life or property due to the base flood. This project also does not result in a substantial adverse impact on natural and beneficial floodplain values. An alternatives analysis related to the significance of encroachment in to a base floodplain is not warranted.

This highway improvement project will maintain existing local and regional access to municipal, rural, and agricultural areas, and does not support incompatible floodplain development. An alternatives analysis related to the incompatible floodplain development is not warranted.

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# Memorandum

DATE **June 17, 2024**

TO Jeff Hartman, Katie Acevedo, Tony Kessler, Mary Schroer

FROM Greg Christ

THRU Julie Ramirez and Kirk Harvey

SUBJECT Floodplain Certification — Central City Viaduct, 14-2 (123), CN 42013

Central City Viaduct is a New and Reconstruction project located in Merrick County, Nebraska, along Highway N-14. The project will begin on Highway US-30 starting at mile marker (MM) 337.50 and extending east to MM 337.87. On N-14 the project starts at MM 81.36 and extends north to MM 82.08. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR and Trouble Creek. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6-foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection. As a new road alignment this project will result in a (varying) grade raise in the road grade elevation.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one-way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12-foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12-foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to MM 337.87. US-30 roadway will be a two-lane urban roadway with a 4-foot raised median and 20-foot lanes with sidewalks from MM 337.59 to MM 337.65.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR and Trouble Creek for N-14 will be constructed. MSE walls, fencing and guardrail will be constructed with the new bridge.
A bridge size box culvert will be constructed for N-14 over Warm Slough.

Please review the attached mapping showing where this project encroaches into flood zones. Enclosed you will find certifications for these encroachments:

**Trouble Creek, S014 08184, Section 3 T13N R6W**
The project encroaches upon the Regulated Floodway for Trouble Creek in Section 3 T13N R6W. The waterway's ordinary high-water flow is conveyed through the highway by a (3-span, 580 ft bridge), structure S014 008184. At this location the project conveys the bridge base flood (Q100

flood event) of 177cfs through the 580-foot-long structure, at a water surface elevation of 1693.27 feet. This meets the Floodplain regulations for no-rise in the floodway elevation.

**Warm Slough, S014 08204, Section 3 T13N R6W**
The project encroaches upon the Regulated Floodway for Warm Slough in Section 3 T13N R6W. The waterway's ordinary high-water flow is conveyed through the highway by a (box culvert with 3-12 ft span x 6 ft rise openings), structure S014 008204. At this location the project conveys the bridge base flood (Q100 flood event) of 1100cfs through the approximately 160-foot-long structure, at a water surface elevation of 1693.9 feet. (Final length to be determined by Roadway Design) This meets the Floodplain regulations for no-rise in the floodway elevation.

**Warm Slough, Parallel Flow, Section 3 T13N R6W**
This project encroaches on and runs parallel to the Warm slough floodplain from MM 81.88 to MM 82.08, on N-14. Hydraulic analysis study comparison for the Q100 flow existing to the Q100 proposed flow water surface elevations shows that the proposed water surface analysis with the encroachment does not increase the water surface above the existing. This meets the Floodplain regulations for 1 foot or less rise in the floodplain.

Enclosures: Certificates (2)
FIRMettes covering project (2)
Location Map

**Permit Information:**

Community of City of Central City
**Trouble Creek, Section 3 T13N R6W**

| | |
|---|---|
| Is the work substantial improvement? | Yes |
| Is the work in an identified floodplain? | Yes |
| Elevation of the base flood (100-year event)? | 1693.27 feet/NAVD 88 |
| Elevation/floodproofing requirement (if applicable)? | NA |
| Is the work in a designated floodway? | Yes |

Community of City of Central City
**Warm Slough, Section 3 T13N R6W**

| | |
|---|---|
| Is the work substantial improvement? | Yes |
| Is the work in an identified floodplain? | Yes |
| Elevation of the base flood (100-year event)? | 1693.9 feet/NAVD 88 |
| Elevation/floodproofing requirement (if applicable)? | NA |
| Is the work in a designated floodway? | Yes |

*Certification of Compliance*
*Floodplain and Floodway Regulations*

FLOODPLAIN/ FLOODWAY LOCATION

Project Name Central City Viaduct
Project No. 14-2 (123)
Control No. 42013
Stream Trouble Creek
County Merrick
Section(s) 3 T 13N R 6W

FEMA LOCATION

County/Community City of Central City, Merrick County
Panel No. 31121C0480D
Effective Date January 6, 2010

TYPE OF STRUCTURE

☒ Bridge ☐ Culvert _____ ☐ Roadway
Structure No. S014 08184 ☐ _____

TYPE OF IMPROVEMENT

☐ Modify Existing ☐ Replace Existing ☒ Other
Details New structure on newly aligned Highway 14 located just downstream of existing structure under Highway 14.
Highway Profile Change: ☒ Yes ☐ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

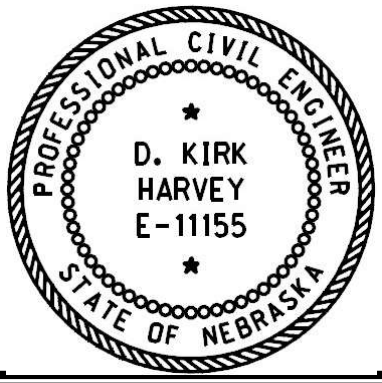
☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base
(100 year) floodway water surface profile.

Signature Harvey, Kirk
Digitally signed by Harvey, Kirk
DN: CN="Harvey, Kirk", OU=Users, OU=Transportation, OU=Agencies, DC=stone, DC=ne, DC=gov
Date: 2024.06.17 14:52:47-05'00'

Kirk Harvey
Bridge Hydraulics Engineer

Registration Number E-11155
Date 06/17/2024



*Certification of Compliance*
*Floodplain and Floodway Regulations*

FLOODPLAIN/ FLOODWAY LOCATION

Project Name Central City Viaduct
Project No. 14-2 (123)
Control No. 42013
Stream Warm Slough
County Merrick
Section(s) 3 T 13N R 6W

FEMA LOCATION

County/Community City of Central City, Merrick County
Panel No. 31121C0480D
Effective Date January 6, 2010

TYPE OF STRUCTURE

☐ Bridge ☒ Culvert 3-12'x6' ☐ Roadway
Structure No. S014 08204 ☐

TYPE OF IMPROVEMENT

☐ Modify Existing ☐ Replace Existing ☒ Other
Details New structure on newly aligned Highway 14 located just downstream of existing S014 08192.
Highway Profile Change: ☒ Yes ☐ No

THE FOLLOWING IS HEREBY CERTIFIED

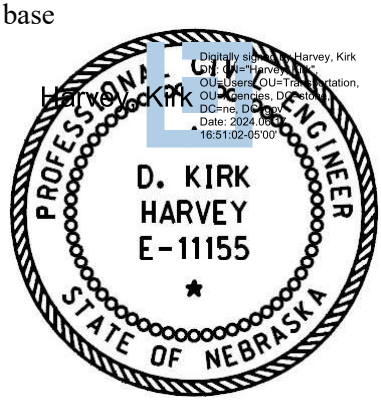
☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

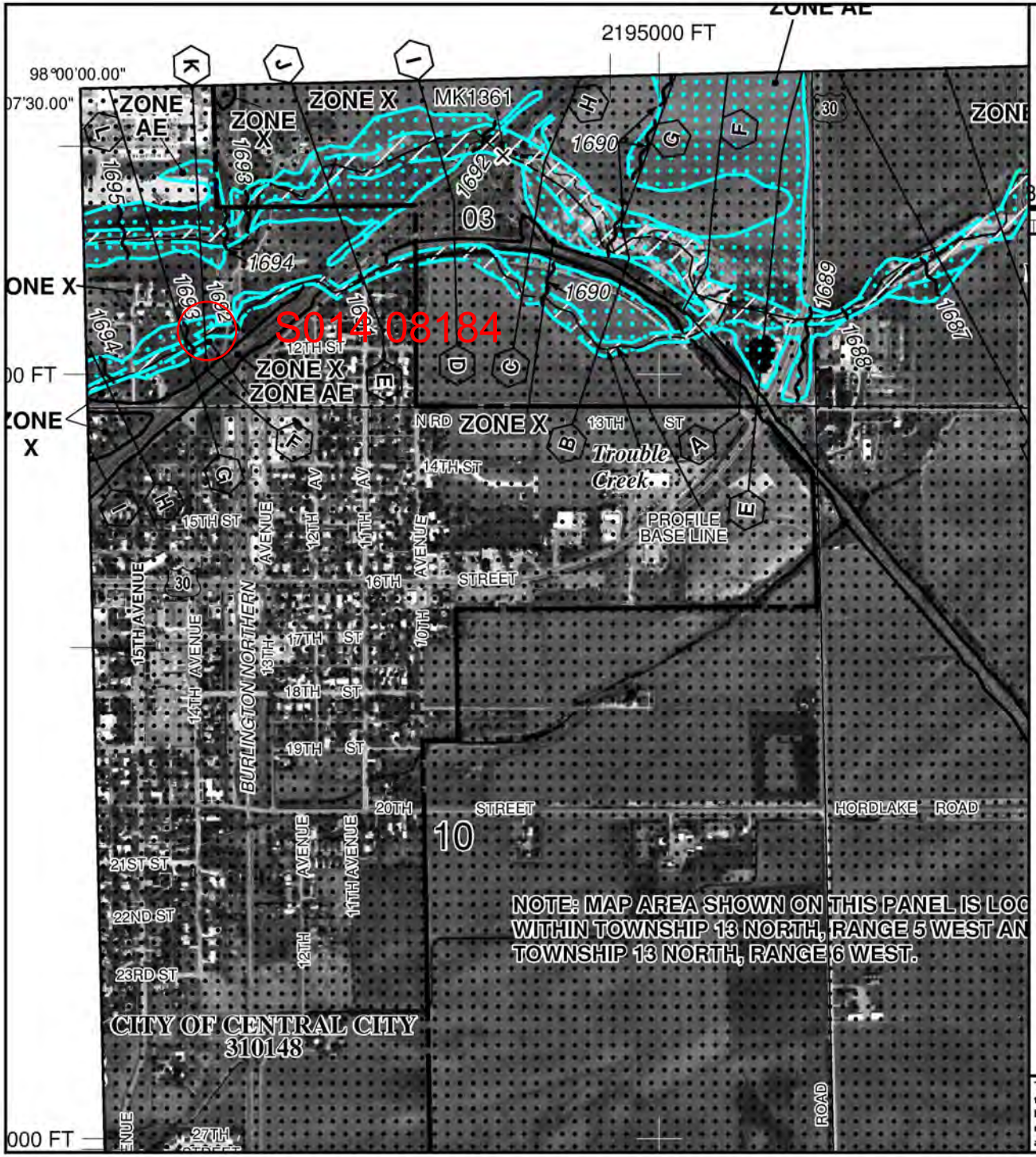
☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base
(100 year) floodway water surface profile.

Signature _____
Kirk Harvey
Bridge Hydraulics Engineer

Registration Number E-11155
Date 06/17/2024






MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 M

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0480D

# FIRM

## FLOOD INSURANCE RATE MAP

## MERRICK COUNTY, NEBRASKA

AND INCORPORATED AREAS

**PANEL 480 OF 600**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|---|---|---|---|
| MERRICK COUNTY | 310457 | 0480 | D |
| CENTRAL CITY, CITY OF | 310148 | 0480 | D |

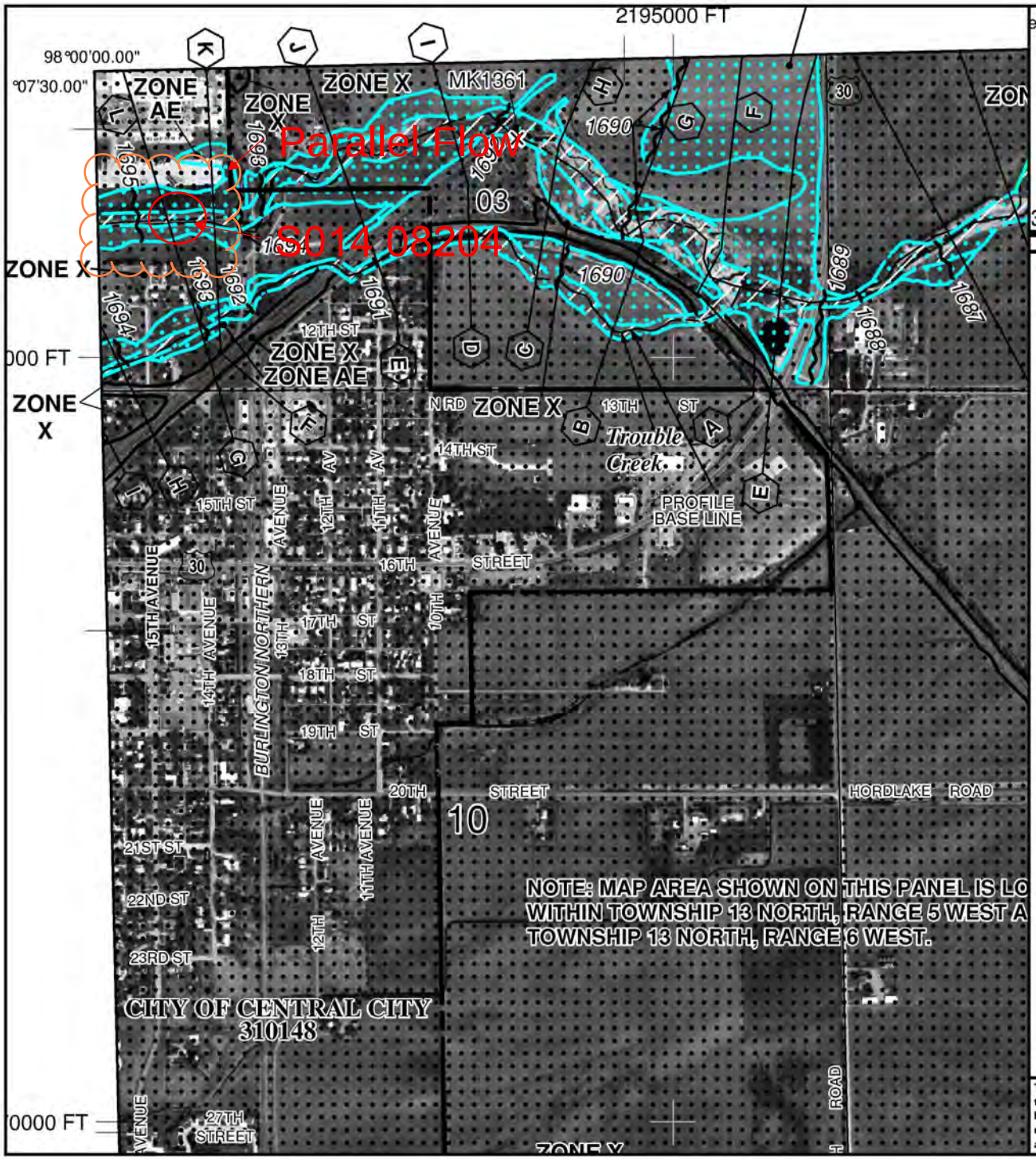
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER**
**31121C0480D**

**EFFECTIVE DATE**
**JANUARY 6, 2010**

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.




e National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 M

300 0 300 600

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0480D

# FIRM

## FLOOD INSURANCE RATE MAP

## MERRICK COUNTY, NEBRASKA

AND INCORPORATED AREAS

**PANEL 480 OF 600**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|---|---|---|---|
| MERRICK COUNTY | 310457 | 0480 | D |
| CENTRAL CITY, CITY OF | 310148 | 0480 | D |

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER**
**31121C0480D**

**EFFECTIVE DATE**
**JANUARY 6, 2010**

Federal Emergency Management Agency

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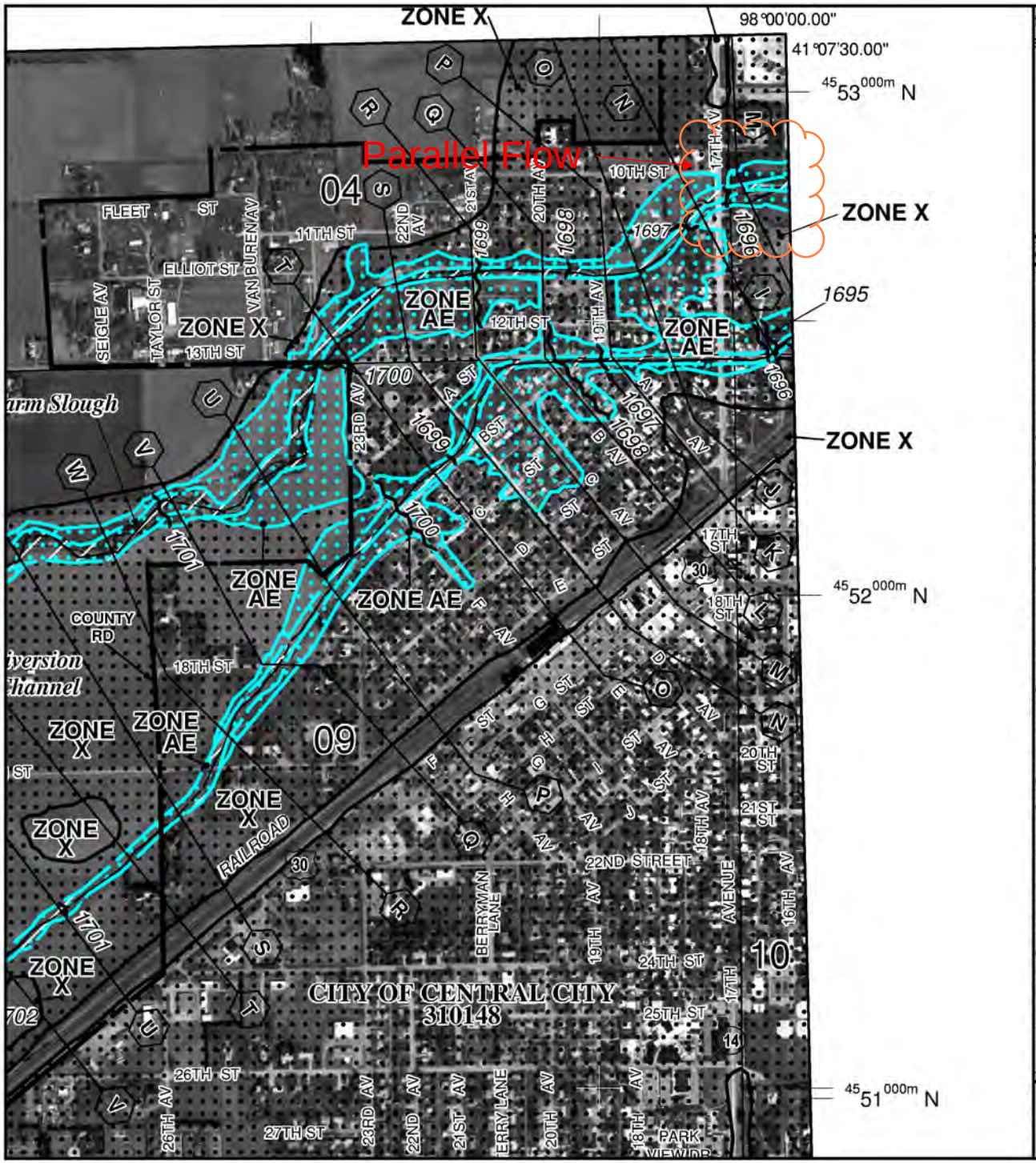


f flood insurance is available in this community, contact y
e National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

0 0 300 600 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0460D

# FIRM

## FLOOD INSURANCE RATE MAP

## MERRICK COUNTY, NEBRASKA

## AND INCORPORATED AREAS

**PANEL 460 OF 600**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|---|---|---|---|
| MERRICK COUNTY | 310457 | 0460 | D |
| CENTRAL CITY, CITY OF | 310148 | 0460 | D |

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER**
**31121C0460D**

**EFFECTIVE DATE**
**JANUARY 6, 2010**

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.

# Appendix K

**Wetlands**

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# Wetlands PQS Memorandum

DATE 7/3/2024

TO Talon O'Connor, NDOT EDU

FROM Mary Schroer, NDOT TRU

SUBJECT Wetlands PQS Memo
Project No: RRZ-TMT-14-2(123)
Control No: 42013
Project Name: Central City Viaduct

☒A wetland delineation was completed 6/22/2023
Or
☐A field review was completed on Click here to enter a date.
Or
☐A desktop review was completed on Click or tap to enter a date.

**Are there wetlands, stream channels, or other waters within the study area?**
☒ Yes ☐ No

**Will the action result in wetland impacts in accordance with Section 404 of the Clean Water Act and/or Nebraska State Title 117?**
☒ Yes ☐ No ☐ Not Applicable

**Will the action result in greater than 0.5 acre (total permanent) of wetland impacts?**
☐ Yes ☒ No ☐ Not Applicable

**Estimated Permanent Wetland Impacts (acres): 0.15**

**If the project is processed with a Nationwide Permit, is a Pre-Construction Notification required?**
☒ Yes ☐ No ☐ Not Applicable

**Anticipated Permit: 14**

**Will the action require an Individual Permit (IP) or Section 10 Permit from the U.S. Corps of Engineers or a Section 9 Permit from the U.S. Coast Guard?**
☐ Yes ☒ No ☐ Not Applicable

**Describe resources, potential impacts and any coordination conducted to date with officials/agencies**: Based on project scope, wetland delineation, field review, and waterway permit datasheet, anticipated impacts include: 0.091-acre permanent PEMA | FD wetland impacts, 0.019-acre temporary PEMA | FD wetland impacts. No channel impacts are anticipated. Activities are expected to qualify under a Section 404, Nationwide Permit #14 with no mitigation.

**Project Description Date Used for Review**: **4/30/2024**

***Wetlands/Waters of the U.S. Commitments:***

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, areas supporting known wetland vegetation, or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas.

Check the box(s) that applies:

☒The project is subject to a Nationwide Section 404 Permit # **14** for impacts to waters of the U.S. The Contractor shall adhere to the permit conditions, including regional and general conditions, during construction. All wetlands/waters within the project area that are not permitted for impacts shall be avoided.

☐The project is subject to an Individual Section 404 Permit for impacts to waters of the U.S. The Contractor shall adhere to the permit conditions, including general and special conditions, during construction. All wetlands/waters within the project area that are not permitted for impacts shall be avoided.

☐The project is subject to a Title 117 Letter of Recommendation for impacts to waters of the State. The Contractor shall adhere to the 117 Letter of Recommendation conditions during construction. All wetlands/waters within the project area that are not permitted for impacts shall be avoided.

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# Wetland Delineation Report

## Central City Viaduct

Merrick County, Nebraska
NDOT Control Number: 42013
NDOT Project Number: RRZ-TMT-12-2(123)
Report Date: August 2023

Prepared By:
Benesch
16910 Marcy Street, Suite 102
Omaha, NE 68118

# TABLE OF CONTENTS

1.0 Introduction ..... 1
2.0 Wetland/Water Resource Delineation Methods ..... 1
2.1 Pre-field Desktop Review ..... 1
2.2 Delineation Methods ..... 2
3.0 Results ..... 2
3.1 Vegetation ..... 3
3.2 Soils ..... 3
3.3 Hydrology ..... 4
4.0 Discussion ..... 4
4.1 Wetlands & Water Resources ..... 4
4.2 Precipitation and Weather ..... 4
5.0 References ..... 6

## Appendices

Appendix A: Figures
Figure 1: Project Location Map
Figure 2: Study Area Map
Figure 3: Wetland Delineation Map
USACE Antecedent Precipitation Tool Report
Appendix B: USACE Wetland Determination Data Forms
Appendix C: Site Photo Log

# 1.0 INTRODUCTION

The Central City Viaduct project is located on the north side of Central City in Merrick County, Nebraska. Nebraska Highway 14 (N-14) and U.S. Highway 30 (US 30) both traverse through the project area. The project area is defined as extending northward from 17th Street to Strobel Fabrication plant (just north of 10th Street) and from 13th Avenue westward to 18th Avenue. The southwest corner of the project area was expanded along E Street and C Ave to include an area for a potential pedestrian bridge. See Figure 1 in Appendix A for the Project Location Map.

The project proposes to construct a viaduct (or grade separation) over the Union Pacific Railroad mainline in downtown Central City. Currently Nebraska Highway 14 crosses the UPRR tracks just north of its intersection with U.S. Highway 30. The proposed project would construct a highway viaduct over the UPRR mainline east of the current location, connecting with US-30 just east of 14th Ave, that would cross the UPRR tracks and curve to the west, and connect to N-14 at 10th Street. Intersection improvements at the N-14 and US-30 intersection downtown would also address changes in traffic patterns and improve safety as a result of the viaduct. The proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass over the UPRR mainline at approximately B Ave. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

**Results:**

Benesch delineated 2.513 acres of wetlands within the project Study Area. Wetlands are associated with two drainageways, one of which was identified as Warm Slough and the other unnamed, traversing west to east.

# 2.0 WETLAND/WATER RESOURCE DELINEATION METHODS

Benesch wetland biologists Zach Timperley and Matt Vanicek completed a wetland and water resource delineation within the Study Area on June 22, 2023, in accordance with the *1987 Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory, 1987), the *Great Plains Regional Supplement to the Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, August 2010), and the *NDOT Wetland and Water Resource Procedure Document (*April 2020).

## 2.1 Pre-field Desktop Review

Benesch reviewed existing background information for the Study Area prior to conducting the wetland delineation. Information reviewed included the following:

- U.S. Fish & Wildlife Service (USFWS) National Wetland Inventory (NWI) map
- National Hydrography Dataset (NHD)

- U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) 2022 Web Soil Survey for Merrick County, Nebraska
- Digital data from the online Soil Survey Geographic Database (SSURGO)
- NRCS National hydric soils list (2020)
- National Agriculture Imagery Program (NAIP) aerial photography (2022)
- ESRI World Imagery Map Service aerial photography (2022)

### 2.2 Delineation Methods

Sample points and wetland boundaries were surveyed in the field using global positioning system (GPS) technology capable of sub-foot accuracy. Wetlands were classified according to *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al., December 1979) and the hydrogeomorphic (HGM) system (Nebraska Wetland Subclasses) (USACE, 2005). Vegetation was classified according to *North American Digital Flora: National Wetland Plant List* (USACE, 2020). Non-wetland water resources (streams/ponds/lakes) were also identified and summarized in this report. A "Wetland Determination Data Form – Great Plains Region" was completed for each sample point, including uplands. These forms are presented in Appendix B. A wetland delineation for the Study Area was initially completed in 2013; however, these results were not formalized into a report. A wetland verification was conducted in 2021 to verify the presence of the identified wetlands. Due to changes in scope in the project this data was not finalized and presented with a wetland delineation report. The 2023 field investigation included re-verifying all of the existing sample points taken within the Study Area as well as any new wetlands that may have been present. In addition, new sample points were taken in 2023 to better represent the existing wetlands. Lastly, photographic documentation of observed wetlands and water resources is included in Appendix C.

## 3.0 RESULTS

Wetland and other water resource delineation results are detailed in Table 1 and Figure 3. A brief summary of the results is as follows:

- A total of thirty-one (31) sample locations were analyzed for wetland criteria.
- Fourteen (14) of the 31 sample locations met wetland criteria.
- Thirteen (13) of the sample locations met palustrine emergent temporarily flooded/seasonally flooded (PEMA/C) criteria and
- One (1) of the sample locations met palustrine emergent semipermanently flooded (PEMF) criteria.

**Table 1. Delineated Wetlands**

| Sample ID | Figure | Wetland Classification | | Area (acres) |
|---|---|---|---|---|
| | | Cowardin Class[1] | Nebraska Subclass[2] | |
| S-1 | 1 | PEMA/C | FD | 0.126 |
| S-3 | 1 | PEMA/C | FD | 0.244 |
| S-5/S-9/S-9.1 | 1 | PEMA/C | FD | 1.376 |
| S-11 | 1 | PEMA/C | N/A | 0.037 |
| S-13 | 1 | PEMA/C | N/A | 0.049 |
| S-15 | 1 | PEMF | FD | 0.154 |
| S-17 | 1 | PEMA/C | FD | 0.066 |
| S-19/S-21/S-21.1 | 1 | PEMA/C | FD | 0.254 |
| S-23 | 1 | PEMA/C | FD | 0.023 |
| S-25 | 1 | PEMA/C | FD | 0.114 |
| S-27 | 1 | PEMA/C | FD | 0.070 |
| | | | **PEMA/C \| N/A** | 0.086 |
| | | | **PEMA/C \| FD** | 2.273 |
| | | | **PEMF \| FD** | 0.154 |
| | | | **TOTAL** | **2.513** |

[1] Palustrine Emergent Temporarily Flooded (PEMA); Palustrine Emergent Seasonally Flooded (PEMC); Palustrine Emergent Semipermanently Flooded (PEMF)
[2] Floodplain Depression (FD);

### 3.1 Vegetation

Upland vegetation in the Study Area was comprised primarily of grassland and woody species associated with the floodplain and road right of way. Smooth brome (*Bromus inermis*) and Kentucky bluegrass (*Poa pratensis*) were the most commonly observed dominant species within the herbaceous layer. Dominant woody species included white mulberry (*Morus alba*), common hackberry (*Celtis occidentalis*), American plum (*Prunus americana*), green ash (*Fraxinus pennsylvanica*), eastern cottonwood (*Populus deltoides*), American elm (*Ulmus americana*), eastern red cedar (Juniperus virginiana), honey locust (*Gleditsia triacanthos*), black walnut (*Juglans nigra*), and red mulberry (*Morus rubra*).

Wetland vegetation in the Study Area was comprised of grasses and forbs associated with the two drainageways. Commonly observed dominant species included reed canary grass (*Phalaris arundinacea*) and various *Persicaria* spp. All PEMA/C and PEMF wetlands met the Dominance Test for hydrophytic vegetation.

### 3.2 Soils

Typical hydric soils within the Study Area were silty clay to silty loam in texture with soil colors of 10YR 5/2, 10YR 3/2, 10YR 2/2 or 10YR 2/1. Redox features within the soil profile were typically a color of 10YR 4/6, 10YR 5/6, 7.5YR 4/6, 7.5YR 5/4 and were present as 1-5%

concentrations located within the matrix of the soil. Hydric soil indicators observed throughout the delineation included redox dark surface (F6), depleted matrix (F3), depleted below dark surface (A11), and sandy redox (S5).

Typical upland soils in the Study Area were silty clay loam in texture. Upland soil colors varied; however, prevalent colors observed were 10YR 3/2 or 10YR 2/2. Hydric soil indicators were not observed at upland sample point locations.

### 3.3 Hydrology

Wetland hydrology was provided by direct precipitation and surface water runoff from the sloping topography. Groundwater could also be a hydrology source due to the near-surface groundwater table in the area, but this could not be confirmed at the time of wetland delineation. Indicators of wetland hydrology observed during the delineation included a positive FAC-neutral test (D5), drainage patterns (B10), geomorphic position (D2), drift deposits (B3), water-stained leaves (B9), sediment deposits (B2), algal mat or crust (B4), surface soil cracks (B6), high water table (A2), and Saturation (A3).

## 4.0 DISCUSSION

### 4.1 Wetlands & Water Resources

The Central City Viaduct wetland delineation Study Area occurs in south-central Merrick County, primarily east of Nebraska Highway 14 (N-14) and north of U.S. Highway 30 (US 30). The adjacent land use includes mainly residential housing, commercial developments, railroad tracks, farmsteads, and agricultural row-crop fields.

The Study Area includes two wetland drainageways identified by the National Hydrology Dataset as intermittent channels and the USGS Topographic Map as intermittent streams. Furthermore, the National Wetland Inventory classified these features as Freshwater Emergent Wetlands. Neither feature had channel characteristics defined by a defined bed and bank or an OHWM. The northern feature, known as Warm Slough, appears to have been channelized and conveys water from west to east. South of Warm Slough is an unnamed drainageway that also conveys water from west to east through Central City. Wetlands observed within the Study Area were found within these drainageways as well as within roadside ditches.

### 4.2 Precipitation and Weather

The USACE Antecedent Precipitation Tool reports that the precipitation values 90 days before the site visit were overall normal; however, the Drought Index classification was “extreme drought”. Precipitation values were recorded at several weather stations surrounding the Study Area, including the Hordville 3.5 SE station, located 4.1 miles from the Study Area. Average precipitation from April 23 to June 22, 2023, was recorded as not being within the normal range

of precipitation. Wetland boundaries appear much drier than normal conditions but were still able to be identified based on landscape position, aerial imagery and past delineation data within the Study Area.

# 5.0 REFERENCES

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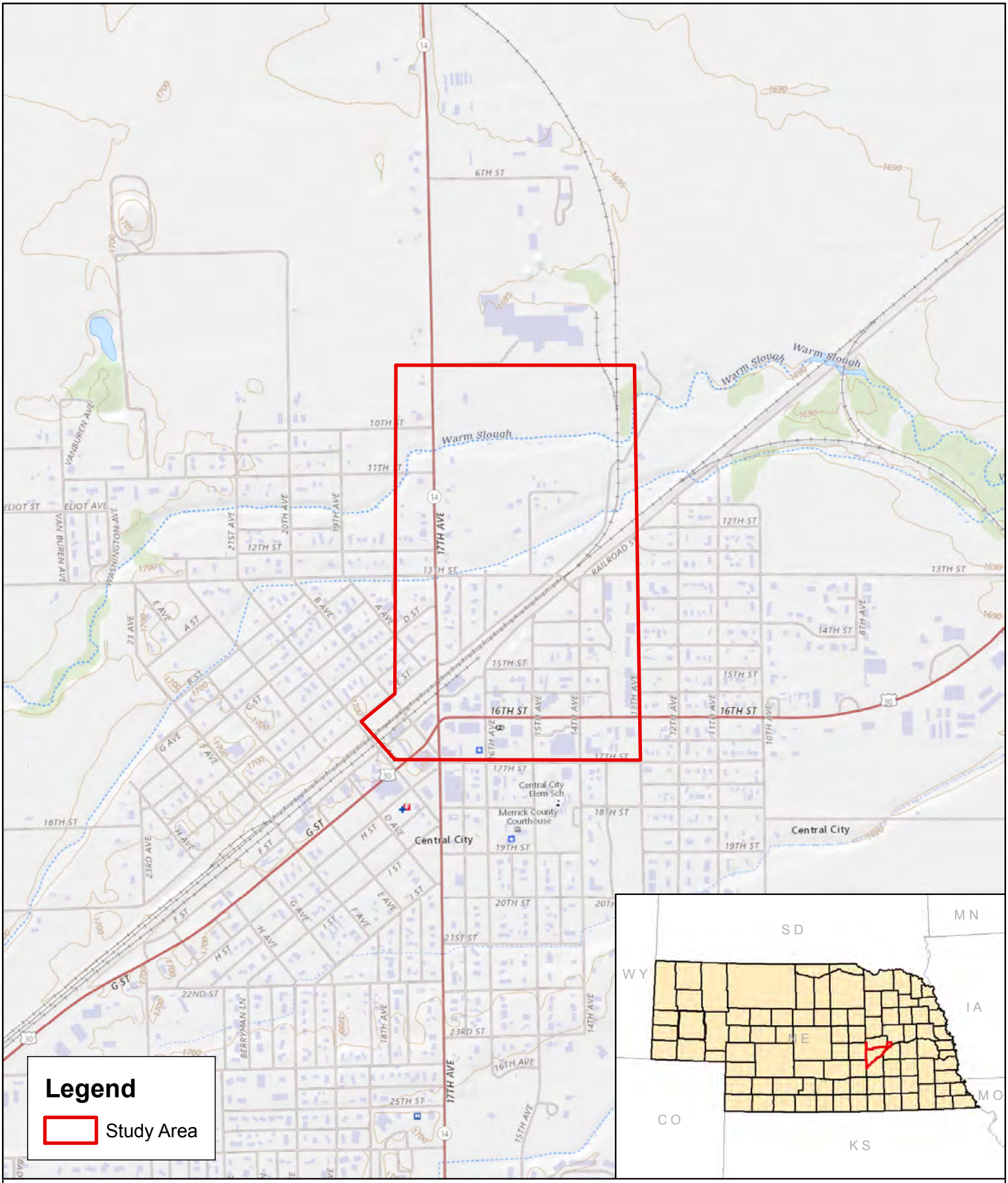
# Appendix A :
# Figures




USGS National Map

# PROJECT LOCATION MAP - FIGURE 1

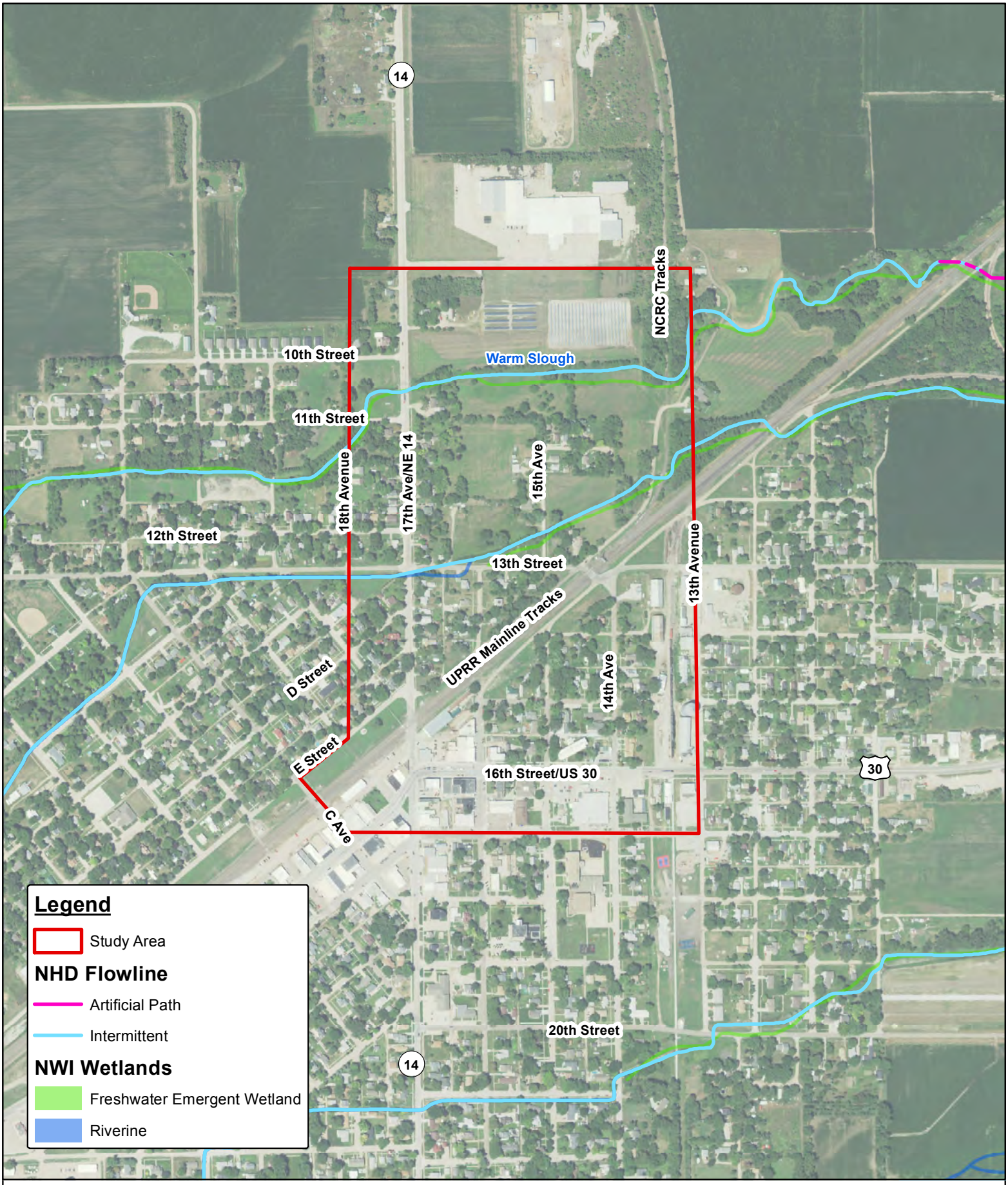
N

0 1,000 Feet

Absolute Scale 1:12,000

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
CN: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska




2022 NAIP Merrick County Aerial Imagery

STUDY AREA MAP - FIGURE 2

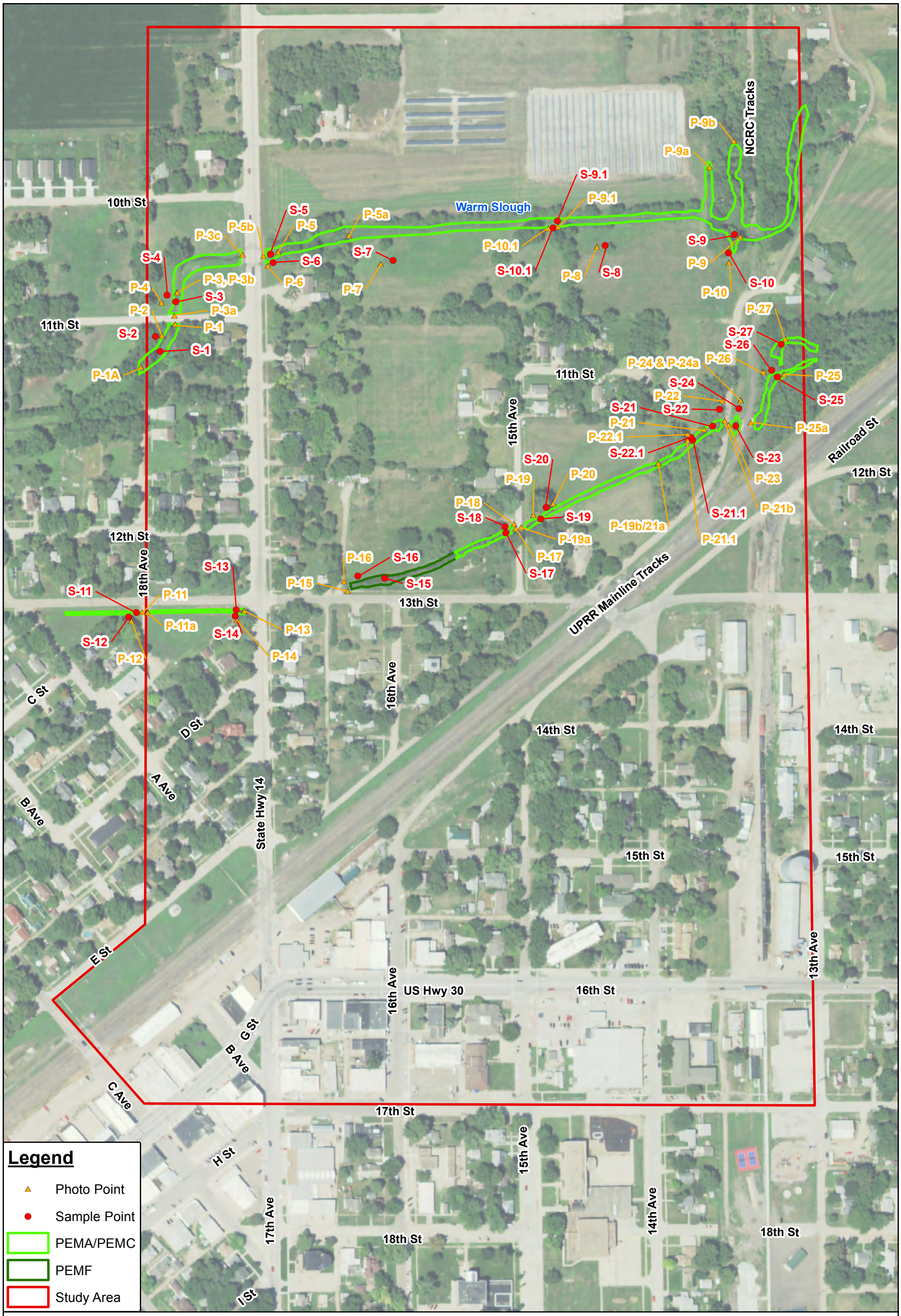
N

0 700 Feet

Absolute Scale 1:8,400

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
CN: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska




2022 NAIP Merrick County Aerial Imagery

# WETLAND DELINEATION MAP - FIGURE 3

N

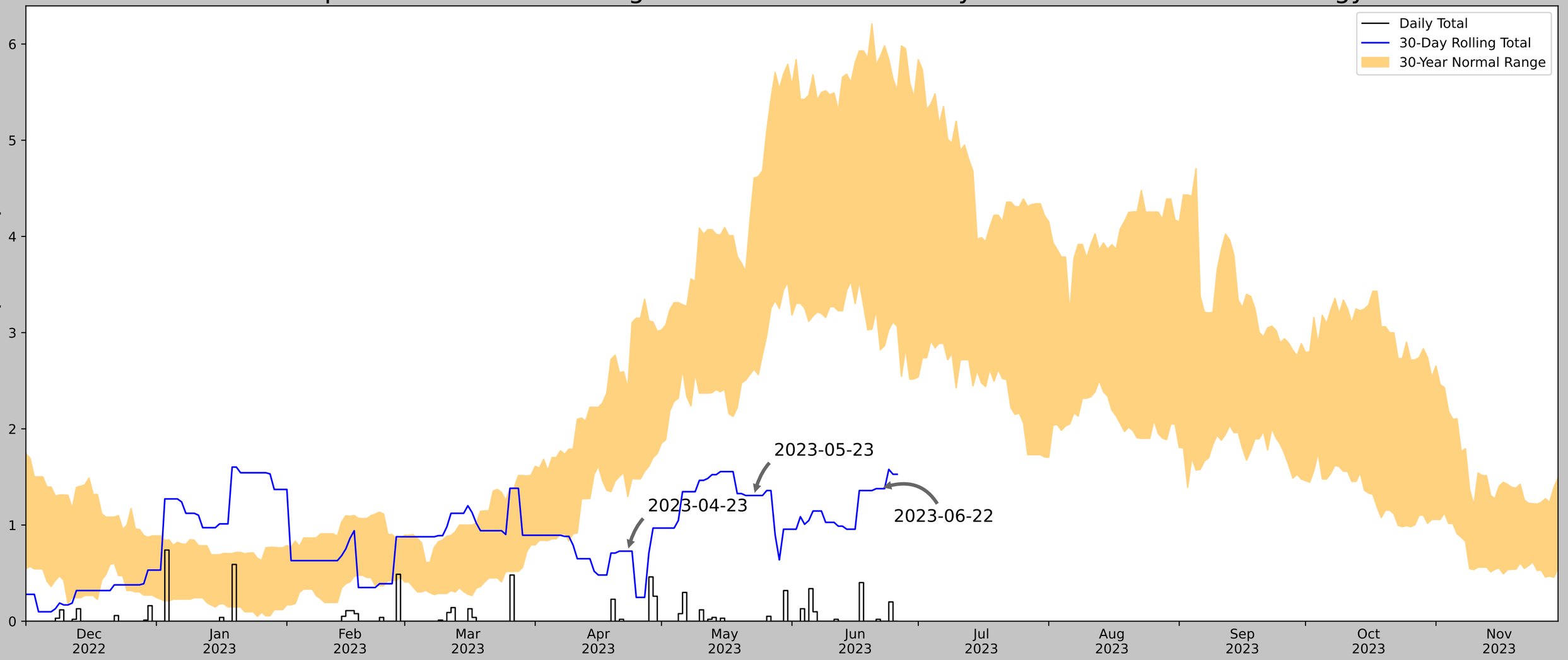
0 250 Feet

Absolute Scale 1:3,000

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
CN: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network




| | |
|---|---|
| Coordinates | 41.121004, -97.997823 |
| Observation Date | 2023-06-22 |
| Elevation (ft) | 1694.822 |
| Drought Index (PDSI) | Extreme drought (2023-05) |
| WebWIMP $H_2O$ Balance | Dry Season |

| 30 Days Ending | $30^{th}$ %ile (in) | $70^{th}$ %ile (in) | Observed (in) | Wetness Condition | Condition Value | Month Weight | Product |
|---|---|---|---|---|---|---|---|
| 2023-06-22 | 2.821654 | 5.87126 | 1.377953 | Dry | 1 | 3 | 3 |
| 2023-05-23 | 2.620079 | 4.607874 | 1.307087 | Dry | 1 | 2 | 2 |
| 2023-04-23 | 1.295669 | 2.425197 | 0.728346 | Dry | 1 | 1 | 1 |
| Result | | | | | | | Drier than Normal - 6 |

Figure and tables made by the
**Antecedent Precipitation Tool**
Version 1.0

Written by Jason Deters
U.S. Army Corps of Engineers

| Weather Station Name | Coordinates | Elevation (ft) | Distance (mi) | Elevation Δ | Weighted Δ | Days Normal | Days Antecedent |
|---|---|---|---|---|---|---|---|
| POLK | 41.0756, -97.7872 | 1740.158 | 11.407 | 45.336 | 5.65 | 10771 | 68 |
| HORDVILLE 3.5 SE | 41.0348, -97.8459 | 1722.113 | 4.159 | 18.045 | 1.947 | 268 | 0 |
| STROMSBURG 6.1 W | 41.1168, -97.7164 | 1715.879 | 4.658 | 24.279 | 2.209 | 11 | 0 |
| HORDVILLE 1.5 S | 41.0539, -97.8878 | 1762.139 | 5.451 | 21.981 | 2.573 | 49 | 2 |
| BENEDICT 3.5 W | 41.0186, -97.672 | 1731.955 | 7.179 | 8.203 | 3.289 | 86 | 12 |
| BRADSHAW 6.4 N | 40.9758, -97.7336 | 1722.113 | 7.44 | 18.045 | 3.482 | 0 | 1 |
| MARQUETTE 3.2 E | 41.0058, -97.9481 | 1771.982 | 9.673 | 31.824 | 4.661 | 3 | 0 |
| CENTRAL CITY 1.0 NNE | 41.1146, -97.9952 | 1703.084 | 11.161 | 37.074 | 5.436 | 9 | 0 |
| BRADSHAW 4.1 NW | 40.9303, -97.7973 | 1640.092 | 10.053 | 100.066 | 5.53 | 0 | 1 |
| STROMSBURG 0.9 E | 41.113, -97.5828 | 1660.105 | 10.952 | 80.053 | 5.805 | 0 | 5 |
| CENTRAL CITY 3.47 NE | 41.1556, -97.9642 | 1621.063 | 10.744 | 119.095 | 6.114 | 0 | 1 |
| CENTRAL CITY | 41.1222, -98.0283 | 1700.131 | 12.96 | 40.027 | 6.351 | 156 | 0 |

# Appendix B :

# USACE Wetland Determination Data Forms

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-1**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 4**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121337** Long: **-98.002679** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg Complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ *(If no, explain in Remarks)*

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ____

Hydric Soil Present? Yes X No ____ Is the Sampled Area within a Wetland? Yes X No ____

Wetland Hydrology Present? Yes X No ____

**Remarks:**

PEMA/C wetland located in drainage. (Warm Slough).

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 60 | Yes | FACW |
| 2. *Rumex crispus* | 20 | Yes | FAC |
| 3. *Persicaria hydropiper* | 10 | No | OBL |
| 4. *Alisma subcordatum* | 2 | No | OBL |
| 5. *Kochia scoparia* | 2 | No | FACU |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 94 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 6

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
*(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

____ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

____ 3. Prevalence Index is ≤3.0[1]

____ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ____

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-1**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-4 | 10YR2/1 | 100 | | | | | SL | |
| 4-10 | 10YR2/2 | 95 | 10YR4/6 | 5 | C | M | SL | |
| 10-18 | 10YR5/2 | 60 | | | | | SL | |
| | 10YR2/1 | 20 | | | | | | |
| | 10YR5/3 | 10 | | | | | | Coarse gravel |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-2**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 4**

Landform *(hillslope, terrace, etc.)*: **Forest** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.12146** Long: **-98.002725** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X Is the Sampled Area within a Wetland? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

**Remarks:**

Upland outpoint for S-1 positioned at the top of slope of Warm Slough.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Morus alba* | 40 | Yes | FAC |
| 2. *Fraxinus pennsylvanica* | 15 | No | FAC |
| 3. *Catalpa speciosa* | 10 | No | FACU |
| 4. *Salix babylonica* | 10 | No | FAC |
| 5. *Pinus banksiana* | 3 | No | FACU |
| Acer saccha 10 Ulmus americana 10 | 98 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. *Celtis occidentalis* | 15 | Yes | FAC |
| 2. *Fraxinus pennsylvanica* | 5 | Yes | FAC |
| 3. *Catalpa speciosa* | 5 | Yes | FACU |
| 4. | | | |
| 5. | | | |
| | 25 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 45 | Yes | FACU |
| 2. *Ageratina altissima* | 20 | Yes | UPL |
| 3. *Kochia scoparia* | 15 | No | FACU |
| 4. *Fraxinus pennsylvanica* | 5 | No | FACW |
| 5. *Solidago canadensis* | 5 | No | FACU |
| 6. *Rumex Crispus* | 5 | No | FAC |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 95 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 5

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 5 | x 2 = | 10 |
| FAC species | 110 | x 3 = | 330 |
| FACU species | 83 | x 4 = | 332 |
| UPL species | 20 | x 5 = | 100 |
| Column Totals: | 218 (A) | | 772 (B) |

Prevalence Index = B/A = 3.54

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-2**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-15 | 10YR2/2 | 100 | | | | | SIL | |
| 15-20 | 10YR2/2 | 90 | | | | | SIL | |
| | 10YR5/2 | 10 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | |
|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ |

**Wetland Hydrology Present?** ___ **Yes** X **No**

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-3**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 4**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121739** Long: **-98.002499** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ *(If no, explain in Remarks)*

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ____

Hydric Soil Present? Yes X No ____ Is the Sampled Area within a Wetland? Yes X No ____

Wetland Hydrology Present? Yes X No ____

**Remarks:**

PEMA/C located in wetland drainage (Warm Slough).

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Persicaria hydropiper* | 50 | Yes | OBL |
| 2. *Persicaria pensylvanica* | 20 | Yes | FACW |
| 3. *Phalaris arundinacea* | 10 | No | FACW |
| 4. *Taraxacum officinale* | 10 | No | FACU |
| 5. *Rumex crispus* | 5 | No | FAC |
| 6. *Potentilla recta* | 5 | No | UPL |
| 7. *Plantago major* | 5 | No | FAC |
| 8. *Ambrosia artemisiifolia* | 2 | No | FACU |
| 9. | | | |
| 0. | | | |
| | 107 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

____ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

____ 3. Prevalence Index is ≤3.0[1]

____ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ____

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-3**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-6 | 10YR2/1 | 90 | 7.5YR4/6 | 10 | C | M | SL | |
| 6-20 | 10YR5/2 | 85 | 7.5YR5/4 | 5 | C | M | SL | Gravel |
| | 10YR2/1 | 10 | | | | | SL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes X | No ___ | Depth *(inches)* | 6 | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-4**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 4**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121793** Long: **-98.002588** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-3 located at the top of the slope of Warm Slough in an open field.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Digitaria ischaemum* | 50 | Yes | UPL |
| 2. *Bromus inermis* | 20 | Yes | UPL |
| 3. *Taraxacum officinale* | 20 | Yes | FACU |
| 4. *Mirabilis cyctagina* | 5 | No | UPL |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 95 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 5

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
*(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 0 | x 3 = | 0 |
| FACU species | 20 | x 4 = | 80 |
| UPL species | 75 | x 5 = | 375 |
| Column Totals: | 95 (A) | | 455 (B) |

Prevalence Index = B/A = 4.79

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-4**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-1 | 10YR2/2 | 100 | | | | | SIL | |
| 1-20 | 10YR3/2 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-5**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.122109** Long: **-98.001466** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg compelx, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located in drainage (Warm Slough). This area was recently mowed.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 80 | Yes | FACW |
| 2. *Schoenoplectus pungens* | 20 | Yes | OBL |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 100 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-5**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-4 | 10YR2/1 | 98 | 10YR4/6 | 2 | C | M | SIL | |
| 4-20 | 10YR2/1 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes X | No ___ | Depth *(inches)* | 6 | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-6**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **3-7**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.12204** Long: **-98.001441** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-5 positioned up the slope of the PEMA/C drainage.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Ulmus americana* | 10 | Yes | FAC |
| 2. *Juniperus virginiana* | 10 | Yes | UPL |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 20 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. *Fraxinus pennsylvanica* | 10 | Yes | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 10 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Kochia scoparia* | 25 | Yes | FACU |
| 2. *Poa pratensis* | 20 | Yes | FACU |
| 3. *Bromus inermis* | 15 | No | UPL |
| 4. *Digitaria ischaemum* | 10 | No | UPL |
| 5. *Phalaris arundinacea* | 5 | No | FACW |
| 6. *Plantago major* | 5 | No | FAC |
| 7. *Asclepias syriaca* | 2 | No | UPL |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 82 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 18

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 2 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 40.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 5 | x 2 = | 10 |
| FAC species | 25 | x 3 = | 75 |
| FACU species | 45 | x 4 = | 180 |
| UPL species | 37 | x 5 = | 185 |
| Column Totals: | 112 (A) | | 450 (B) |

Prevalence Index = B/A = 4.02

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-6**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-20 | 10YR2/2 | 100 | | | | | SIL | Partially sandy |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-7**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave concave** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.122034** Long: **-98.000152** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Questionable area located in a slight depression in an open field. Upon further investigation, this area only met one wetland indicator and was not considered a wetland.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 85 | Yes | FACW |
| 2. *Bromus inermis* | 15 | No | UPL |
| 3. *Polygonum amphibinum* | 10 | No | FACU |
| 4. *Asclepias syriaca* | 2 | No | UPL |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 112 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-7**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-2 | 10YR3/2 | 100 | | | | | Detritus | |
| 2-20 | 10YR3/2 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | | ___ **Yes** X **No** |

**Remarks:**

One secondary hydrology indicator was observed but does not meet the overally hydrology indicator.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-8**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **concave concave** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121113** Long: **-98.997867** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland point taken in suspect area with willow tree.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Salix amygdaloides* | 25 | Yes | FACW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 25 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 75 | Yes | UPL |
| 2. *Poa pratensis* | 15 | No | FACU |
| 3. *Ambrosia artemisiifolia* | 5 | No | FACU |
| 4. *Erigeron annuus* | 5 | No | FACU |
| 5. *Taraxacum officinale* | 2 | No | FACU |
| 6. *Trifolium pratense* | 2 | No | FACU |
| 7. *Plantago major* | 2 | No | FAC |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 106 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 25 | x 2 = | 50 |
| FAC species | 0 | x 3 = | 0 |
| FACU species | 31 | x 4 = | 124 |
| UPL species | 75 | x 5 = | 375 |
| Column Totals: | 131 (A) | | 549 (B) |

Prevalence Index = B/A = 4.19

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-8**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-14 | 10YR2/2 | 100 | | | | | SIL | |
| 14-20 | 10YR2/2 | 95 | | | | | SIL | |
| | 10YR5/2 | 5 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-9**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.122179** Long: **-97.996474** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located in drainage (Warm Slough).

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 100 | Yes | FACW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 100 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-9**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-14 | 10YR2/2 | 98 | 7.5YR4/6 | 2 | C | M | SIL | |
| 14-20 | 10YR2/2 | 90 | 7.5YR4/6 | 2 | C | M | SIL | |
| | 10YR5/3 | 8 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-10**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 4**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **concave concave** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.122032** Long: **-97.996542** Datum: **NAD83**

Soil Map Unit Name: **8571 - Platte-Gothenburg complex, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-9 located on the shoulder of a railroad embankment.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Ulmus americana* | 50 | Yes | FACW |
| 2. *Fraxinus pennsylvanica* | 10 | No | FAC |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 60 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. *Gleditsia triacanthos* | 2 | No | FACU |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 2 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Elymus virginicus* | 50 | Yes | FACW |
| 2. *Medicago sativa* | 15 | Yes | FACU |
| 3. *Fallopia convolvulus* | 15 | Yes | FACU |
| 4. *Kochia scoparia* | 15 | Yes | FACU |
| 5. *Phalaris arundinacea* | 5 | No | FACW |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 100 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 40.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 105 | x 2 = | 210 |
| FAC species | 10 | x 3 = | 30 |
| FACU species | 47 | x 4 = | 188 |
| UPL species | 0 | x 5 = | 0 |
| Column Totals: | 162 (A) | | 428 (B) |

Prevalence Index = B/A = 2.64

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-10**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-20 | 10YR3/2 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

**U.S. Army Corps of Engineers**
**WETLAND DETERMINATION DATA SHEET – Great Plains Region**
See ERDC/EL TR-10-1; the proponent agency is CECW-CO-R

*OMB Control #: 0710-0024, Exp: 11/30/2024*
*Requirement Control Symbol EXEMPT:*
*(Authority: AR 335-15, paragraph 5-2a)*

Project/Site: Central City Viaduct N-14 City/County: Central City/Merrick Sampling Date: 6/22/2023

Applicant/Owner: Nebraska Department of Transportation State: NE Sampling Point: S-9.1

Investigator(s): Matt Vanicek, Zach Timperley, Sammi Robey Section, Township, Range: T 13N R 6W S 3

Landform (hillside, terrace, etc.): Drainage Local relief (concave, convex, none): Depression Slope (%): 2-3

Subregion (LRR): LRR H, MLRA 71 Lat: 41.122322 Long: -97.998376 Datum: NAD83

Soil Map Unit Name: 8571 - Platte-Gothenburg complex, partially hydric NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation X , Soil ____ , or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____ , Soil ____ , or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____
Hydric Soil Present? Yes X No ____
Wetland Hydrology Present? Yes X No ____

**Is the Sampled Area within a Wetland?** **Yes** X **No** ____

Remarks:
PEMA/C wetland located in drainage. Area was recently mowed.

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | =Total Cover | | |
| **Sapling/Shrub Stratum (Plot size: 15ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | =Total Cover | | |
| **Herb Stratum (Plot size: 5ft radius)** | | | |
| 1. *Schoenoplectus pungens* | 10 | Yes | OBL |
| 2. *Phalaris arundinacea* | 10 | Yes | FACW |
| 3. *Mollugo verticillata* | 5 | No | FAC |
| 4. *Capsella bursa-pastoris* | 2 | No | FACU |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| | 27 =Total Cover | | |
| **Woody Vine Stratum (Plot size: 30ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| | =Total Cover | | |

% Bare Ground in Herb Stratum ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: (A) | (B) |
| Prevalence Index = B/A = | |

**Hydrophytic Vegetation Indicators:**

___ 1 - Rapid Test for Hydrophytic Vegetation
X 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** **Yes** X **No** ____

Remarks:
The Dominance Test is met for hydrophytic vegetation.

## SOIL

Sampling Point: S-9.1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth | Matrix | | Redox Features | | | | | |
|---|---|---|---|---|---|---|---|---|
| (inches) | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
| 0-10 | 10YR 3/2 | 95 | 7.5YR 4/6 | 5 | C | M | Loamy/Clayey | Prominent redox concentrations |
| 10-20 | 10YR 3/3 | 50 | | | | | | Mixed Matrix, 10YR 3/2 50% |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) **(LRR F)**
- ___ 1 cm Muck (A9) **(LRR F, G, H)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- ___ 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) **(LRR I, J)**
- ___ Coast Prairie Redox (A16) **(LRR F, G, H)**
- ___ Dark Surface (S7) **(LRR G)**
- ___ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** **Yes** X **No** ___

Remarks:
Meets requirements for hydric soils.

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | |
|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth (inches): ___ |
| Water Table Present? | Yes ___ | No X | Depth (inches): ___ |
| Saturation Present? (includes capillary fringe) | Yes ___ | No X | Depth (inches): ___ |

**Wetland Hydrology Present?** **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Meets requirements for wetland hydrology.

**U.S. Army Corps of Engineers**
**WETLAND DETERMINATION DATA SHEET – Great Plains Region**
See ERDC/EL TR-10-1; the proponent agency is CECW-CO-R

*OMB Control #: 0710-0024, Exp: 11/30/2024*
*Requirement Control Symbol EXEMPT:*
*(Authority: AR 335-15, paragraph 5-2a)*

Project/Site: Central City Viaduct N-14 City/County: Central City/Merrick Sampling Date: 6/22/2023

Applicant/Owner: Nebraska Department of Transportation State: NE Sampling Point: S-10.1

Investigator(s): Matt Vanicek, Zach Timperley, Sammi Robey Section, Township, Range: T 13N R 6W S 3

Landform (hillside, terrace, etc.): Top of Slope Local relief (concave, convex, none): Convex Slope (%): 2-3

Subregion (LRR): LRR H, MLRA 71 Lat: 41.122267 Long: -97.998423 Datum: NAD83

Soil Map Unit Name: 8571 - Platte-Gothenburg complex, partially hydric NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation X , Soil ____ , or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____ , Soil ____ , or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ____ | No X | **Is the Sampled Area within a Wetland?** **Yes** ____ **No** X |
| Hydric Soil Present? | Yes ____ | No X | |
| Wetland Hydrology Present? | Yes ____ | No X | |

Remarks:
Upland outpoint for S-9.1. The surrounding area was recently mowed.

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Fraxinus pennsylvanica* | 30 | Yes | FAC |
| 2. *Ulmus americana* | 10 | Yes | FAC |
| 3. | | | |
| 4. | | | |
| | 40 | =Total Cover | |
| **Sapling/Shrub Stratum** (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | | =Total Cover | |
| **Herb Stratum** (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 5 | Yes | UPL |
| 2. *Poa pratensis* | 5 | Yes | FACU |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| | 10 | =Total Cover | |
| **Woody Vine Stratum** (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | | =Total Cover | |

% Bare Ground in Herb Stratum ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 40 | x 3 = | 120 |
| FACU species | 5 | x 4 = | 20 |
| UPL species | 5 | x 5 = | 25 |
| Column Totals: | 50 (A) | | 165 (B) |
| Prevalence Index = B/A = | | | 3.30 |

**Hydrophytic Vegetation Indicators:**

____ 1 - Rapid Test for Hydrophytic Vegetation
____ 2 - Dominance Test is >50%
____ 3 - Prevalence Index is ≤3.0[1]
____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** **Yes** ____ **No** X

Remarks:
No hydrophytic vegetation indicators were met.

## SOIL

Sampling Point: S-10.1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth | Matrix | | Redox Features | | | | | |
|---|---|---|---|---|---|---|---|---|
| (inches) | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
| 0-6 | 10YR 2/2 | 100 | | | | | Loamy/Clayey | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) **(LRR F)**
- ___ 1 cm Muck (A9) **(LRR F, G, H)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- ___ 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) **(LRR I, J)**
- ___ Coast Prairie Redox (A16) **(LRR F, G, H)**
- ___ Dark Surface (S7) **(LRR G)**
- ___ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: Compacted

Depth (inches): 6

**Hydric Soil Present?** **Yes** ___ **No** X

Remarks:
No hydric soil indicators were observed.

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | |
|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth (inches): ___ |
| Water Table Present? | Yes ___ | No X | Depth (inches): ___ |
| Saturation Present? (includes capillary fringe) | Yes ___ | No X | Depth (inches): ___ |

**Wetland Hydrology Present?** **Yes** ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-11**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 9**

Landform *(hillslope, terrace, etc.)*: **Toeslope pitch** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119218** Long: **-98.002996** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland in roadside ditch and at west end of culvert. Sample point is representative for each end culvert as the vegetation is the same.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Persicaria hydropiper* | 30 | Yes | OBL |
| 2. *Phalaris arundinacea* | 30 | Yes | FACW |
| 3. *Taraxacum officinale* | 10 | No | FACU |
| 4. *Rumex crispus* | 5 | No | FAC |
| 5. *Eleocharis palustris* | 5 | No | OBL |
| 6. *Ambrosia artemisiifolia* | 5 | No | FACU |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 85 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 10

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-11**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-4 | 10YR2/2 | 80 | | | | | SIL | Fill, gravel |
| | 10YR5/3 | 20 | | | | | | |
| 4-8 | 10YR2/2 | 90 | 7.5YR4/6 | 10 | C | M | SIL | |
| 8-20 | 10YR5/2 | 70 | 7.5YR4/4 | 5 | C | M | SIL | |
| | 10YR5/3 | 25 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-12**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 9**

Landform *(hillslope, terrace, etc.)*: **Shoulder** Local Relief *(concave, convex, none)*: **linear linear** Slope (%): **30**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119184** Long: **-98.003081** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-11.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| **Herb Stratum** (Plot size: 5ft radius) | | | |
| 1. *Digitaria ischaemum* | 30 | Yes | UPL |
| 2. *Taraxacum officinale* | 20 | Yes | FACU |
| 3. *Panicum dichotomiflorum* | 10 | No | FAC |
| 4. *Fallopia convolvulus* | 5 | No | FACU |
| 5. *Plantago major* | 5 | No | FAC |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 30

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 15 | x 3 = | 45 |
| FACU species | 25 | x 4 = | 100 |
| UPL species | 30 | x 5 = | 150 |
| Column Totals: | 70 (A) | | 295 (B) |

Prevalence Index = B/A = 4.21

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-12**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-3 | 10YR2/2 | 100 | | | | | SIL | Lots of gravel present |
| 3-20 | 10YR3/2 | 80 | | | | | SIL | Mixed with gravel |
| | 10YR5/3 | 20 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-13**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 9**

Landform *(hillslope, terrace, etc.)*: **Depression/Ditch** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119222** Long: **-98.001924** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located in roadside ditch.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Polygonum amphibium* | 15 | Yes | OBL |
| 2. *Commelina erecta* | 15 | Yes | FAC |
| 3. *Sagittaria latifolia* | 5 | No | OBL |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 35 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 5

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-13**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-8 | 10YR2/1 | 85 | 10YR4/6 | 5 | C | M | SIL | Gravel |
| | 10YR5/4 | 10 | | | | | | |
| 8-20 | 10YR5/2 | 97 | 7.5YR4/6 | 3 | C | M | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- X Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes X | No ___ | Depth *(inches)* | 0 | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-14**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 9**

Landform *(hillslope, terrace, etc.)*: **Slope/ditch** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **30**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119172** Long: **-98.001937** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-13 located on the shoulder of the road embankment.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Taraxacum officinale* | 20 | Yes | FACU |
| 2. *Poa pratensis* | 15 | Yes | FACU |
| 3. *Bromus tectorum* | 15 | Yes | UPL |
| 4. *Persicaria pensylvanica* | 10 | No | FACW |
| 5. *Trifolium pratense* | 5 | No | FACU |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 65 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 35

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 10 | x 2 = | 20 |
| FAC species | 0 | x 3 = | 0 |
| FACU species | 40 | x 4 = | 160 |
| UPL species | 15 | x 5 = | 75 |
| Column Totals: | 65 (A) | | 255 (B) |

Prevalence Index = B/A = 3.92

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-14**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-10 | 10YR3/2 | 50 | | | | | SIL | Sand and gravel |
| | 10YR5/3 | 50 | | | | | | |
| 10-18 | 10YR3/2 | 97 | 10YR3/4 | 1 | C | M | SIL | gravel |
| | 10YR5/3 | 2 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-15**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119451** Long: **-98.000319** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMF wetland located in swale with standing water.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Typha latifolia* | 95 | Yes | OBL |
| 2. *Schoenoplectus tabernaumontani* | 5 | No | OBL |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 100 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-15**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-6 | 10YR2/2 | 92 | 10YR4/6 | 3 | C | M | SL | |
| | 10YR5/1 | 6 | | | | | SL | |
| 6-20 | 10YR6/2 | 60 | 10YR4/6 | 8 | C | M | SL | Mixed matrix |
| | 10YR5/1 | 32 | | | | | SL | Gravel |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

The hydric soil indicator S5 was met.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- X Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes X | No ___ | Depth *(inches)* | 2 | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | | X **Yes** ___ **No** |

**Remarks:**

Several primary and secondary hydrology indicators were observed, meeting the overall hydrology indicator.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-16**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Floodplain** Local Relief *(concave, convex, none)*: **Linear linear** Slope (%): **2-5**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119474** Long: **-98.00061** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-15.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. *Juglans nigra* | 5 | Yes | FACU |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 5 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Poa pratensis* | 60 | Yes | FACU |
| 2. *Schedonorus arundinaceus* | 30 | Yes | FACU |
| 3. *Setaria pumila* | 5 | No | FAC |
| 4. *Trifolium pratense* | 5 | No | FACU |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 100 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 5 | x 3 = | 15 |
| FACU species | 100 | x 4 = | 400 |
| UPL species | 0 | x 5 = | 0 |
| Column Totals: | 105 (A) | | 415 (B) |

Prevalence Index = B/A = 3.95

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-16**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-20 | 10YR3/2 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-17**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119795** Long: **-97.999009** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located in drainage.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Populus deltoides* | 20 | Yes | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 20 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 70 | Yes | FACW |
| 2. *Persicaria hydropiper* | 50 | Yes | OBL |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 120 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-17**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-7 | 10YR2/1 | 90 | 10YR3/6 | 10 | C | M | SIL | |
| 7-20 | 10YR2/1 | 92 | 10YR3/6 | 3 | C | M | SIL | |
| | | | 10YR3/4 | 5 | C | M | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets the hydric soil indicator F6.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets several primary and secondary hydrology indicators, which meets the overall hydrology indicator.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-18**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **convex convex** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119848** Long: **-97.999013** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-17 located on the top of slope of the wetland drainage.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Populus deltoides* | 30 | Yes | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 30 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 70 | Yes | UPL |
| 2. *Ambrosia artemisiifolia* | 25 | Yes | FACU |
| 3. *Poa pratensis* | 20 | No | FACU |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 115 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.33% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 30 | x 3 = | 90 |
| FACU species | 45 | x 4 = | 180 |
| UPL species | 70 | x 5 = | 350 |
| Column Totals: | 145 (A) | | 620 (B) |

Prevalence Index = B/A = 4.28

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-18**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-20 | 10YR2/1 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-19**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119905** Long: **-97.998628** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland drainage at culvert outlet on the east side of 15th Avenue.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Schoenoplectus pungens* | 30 | Yes | OBL |
| 2. *Persicaria pensylvanica* | 20 | Yes | FACW |
| 3. *Phalaris arundinacea* | 20 | Yes | FACW |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 30

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-19**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-3 | 10G2.5/1 | 100 | | | | | Organic | Organic layer |
| 3-18 | 10YR2/1 | 95 | 7.5YR4/6 | 5 | C | M | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** | |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | | |
| Saturation Present? *(includes capillary fringe)* | Yes X | No ___ | Depth *(inches)* | 3 | X **Yes** | ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-20**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **convex linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.119994** Long: **-97.998567** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-19 located upslope of the drainage.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Populus deltoides* | 15 | Yes | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 15 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 50 | Yes | UPL |
| 2. *Convolvulus arvensis* | 10 | No | UPL |
| 3. *Rumex crispus* | 5 | No | FAC |
| 4. *Polygonum convolvulus* | 5 | No | FACU |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 30

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 20 | x 3 = | 60 |
| FACU species | 5 | x 4 = | 20 |
| UPL species | 60 | x 5 = | 300 |
| Column Totals: | 85 (A) | | 380 (B) |

Prevalence Index = B/A = 4.47

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-20**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-18 | 10YR3/2 | 100 | | | | | SIC | Contains sand |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-21**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.120628** Long: **-97.996759** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland drainage. S-21 is located at a culvert inlet on the west side of a long private drive.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 40 | Yes | FACW |
| 2. *Persicaria pensylvanica* | 30 | Yes | FACW |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 30

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-21**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-10 | 10YR2/1 | 90 | 7.5YR4/6 | 10 | C | M | SIL | Contains gravel |
| 10-20 | 10YR5/2 | 80 | | | | | SIL | mixed matrix |
| | 10YR5/3 | 20 | | | | | | Coarse gravel |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-22**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **convex convex** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.120761** Long: **-97.99668** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-21 located upslope and adjacent to the wetland boundary.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Populus deltoides* | 30 | Yes | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 30 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Bromus inermis* | 80 | Yes | UPL |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 80 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 20

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 30 | x 3 = | 90 |
| FACU species | 0 | x 4 = | 0 |
| UPL species | 80 | x 5 = | 400 |
| Column Totals: | 110 (A) | | 490 (B) |

Prevalence Index = B/A = 4.45

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-22**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-8 | 10YR3/2 | 100 | | | | | SIL | Contains gravel |
| 8-20 | 10YR2/1 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

**U.S. Army Corps of Engineers**
**WETLAND DETERMINATION DATA SHEET – Great Plains Region**
See ERDC/EL TR-10-1; the proponent agency is CECW-CO-R

*OMB Control #: 0710-0024, Exp: 11/30/2024*
*Requirement Control Symbol EXEMPT:*
*(Authority: AR 335-15, paragraph 5-2a)*

Project/Site: Central City Viaduct N-14 City/County: Central City/Merrick Sampling Date: 6/22/2023

Applicant/Owner: Nebraska Department of Transportation State: NE Sampling Point: S-21.1

Investigator(s): Matt Vanicek, Zach Timperley, Sammi Robey Section, Township, Range: T 13N R 6W S 3

Landform (hillside, terrace, etc.): Drainage Local relief (concave, convex, none): Depression Slope (%): 2-3

Subregion (LRR): LRR H, MLRA 71 Lat: 41.120517 Long: -97.996974 Datum: NAD83

Soil Map Unit Name: 8503 - Lex loam, partially hydric NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No X
Hydric Soil Present? Yes X No ____
Wetland Hydrology Present? Yes X No ____

**Is the Sampled Area within a Wetland?** **Yes** X **No** ____

Remarks:
PEMA/C wetland located with in drainage.

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | =Total Cover | | |
| **Sapling/Shrub Stratum (Plot size: 15ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | =Total Cover | | |
| **Herb Stratum (Plot size: 5ft radius)** | | | |
| 1. *Persicaria hydropiper* | 50 | Yes | OBL |
| 2. *Phalaris arundinacea* | 25 | Yes | FACW |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| | 75 =Total Cover | | |
| **Woody Vine Stratum (Plot size: 30ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| | =Total Cover | | |

% Bare Ground in Herb Stratum 25

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: (A) | (B) |
| Prevalence Index = B/A = | |

**Hydrophytic Vegetation Indicators:**

____ 1 - Rapid Test for Hydrophytic Vegetation
X 2 - Dominance Test is >50%
____ 3 - Prevalence Index is ≤3.0[1]
____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** **Yes** X **No** ____

Remarks:
The Dominance Test is met for hydrophytic vegetation.

## SOIL

Sampling Point: S-21.1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth | Matrix | | Redox Features | | | | | |
|---|---|---|---|---|---|---|---|---|
| (inches) | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
| 0-20 | 10YR 2/2 | 80 | 7.5YR 4/6 | 20 | C | PL/M | Loamy/Clayey | Prominent redox concentrations |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) **(LRR F)**
- ___ 1 cm Muck (A9) **(LRR F, G, H)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- ___ 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) **(LRR I, J)**
- ___ Coast Prairie Redox (A16) **(LRR F, G, H)**
- ___ Dark Surface (S7) **(LRR G)**
- ___ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** **Yes** X **No** ___

Remarks:
Meets requirements for hydric soils.

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? Yes ___ No X Depth (inches): ___

(includes capillary fringe)

**Wetland Hydrology Present?** **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Meets requirements for wetland hydrology.

**U.S. Army Corps of Engineers**
**WETLAND DETERMINATION DATA SHEET – Great Plains Region**
See ERDC/EL TR-10-1; the proponent agency is CECW-CO-R

*OMB Control #: 0710-0024, Exp: 11/30/2024*
*Requirement Control Symbol EXEMPT:*
*(Authority: AR 335-15, paragraph 5-2a)*

Project/Site: Central City Viaduct N-14 City/County: Central City/Merrick Sampling Date: 6/22/2023

Applicant/Owner: Nebraska Department of Transportation State: NE Sampling Point: S-22.1

Investigator(s): Matt Vanicek, Zach Timperley, Sammi Robey Section, Township, Range: T 13N R 6W S 3

Landform (hillside, terrace, etc.): Hillside Local relief (concave, convex, none): Convex Slope (%): 5-10

Subregion (LRR): LRR H, MLRA 71 Lat: 41.120539 Long: -97.99699 Datum: NAD83

Soil Map Unit Name: 8503 - Lex loam, partially hydric NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ____ | No X | **Is the Sampled Area within a Wetland?** **Yes** ____ **No** X |
| Hydric Soil Present? | Yes ____ | No X | |
| Wetland Hydrology Present? | Yes ____ | No X | |

Remarks:
Upland outpoint for S-21.1 positioned on hillslope adjacent to the wetland boundary.

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | =Total Cover | | |
| **Sapling/Shrub Stratum (Plot size: 15ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | =Total Cover | | |
| **Herb Stratum (Plot size: 5ft radius)** | | | |
| 1. *Bromus inermis* | 90 | Yes | UPL |
| 2. *Poa pratensis* | 10 | No | FACU |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| | 100 =Total Cover | | |
| **Woody Vine Stratum (Plot size: 30ft radius)** | | | |
| 1. | | | |
| 2. | | | |
| | =Total Cover | | |

% Bare Ground in Herb Stratum ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.0% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 0 | x 3 = | 0 |
| FACU species | 10 | x 4 = | 40 |
| UPL species | 90 | x 5 = | 450 |
| Column Totals: | 100 (A) | | 490 (B) |

Prevalence Index = B/A = 4.90

**Hydrophytic Vegetation Indicators:**

___ 1 - Rapid Test for Hydrophytic Vegetation
___ 2 - Dominance Test is >50%
___ 3 - Prevalence Index is ≤3.0[1]
___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** **Yes** ____ **No** X

Remarks:
No hydrophytic vegetation indicators were met.

## SOIL

Sampling Point: S-22.1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth | Matrix | | Redox Features | | | | | |
|---|---|---|---|---|---|---|---|---|
| (inches) | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
| 0-12 | 10YR 3/2 | 97 | 10YR 4/6 | 3 | C | M | Loamy/Clayey | |
| 12-20 | 10YR 3/2 | 45 | 10YR 4/6 | 10 | C | M | Loamy/Clayey | Mixed Matrix, 10YR 5/2 45% |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) **(LRR F)**
- ___ 1 cm Muck (A9) **(LRR F, G, H)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- ___ 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) **(LRR I, J)**
- ___ Coast Prairie Redox (A16) **(LRR F, G, H)**
- ___ Dark Surface (S7) **(LRR G)**
- ___ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** **Yes** ___ **No** X

Remarks:
No hydric soil indicators were observed.

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? Yes ___ No X Depth (inches): ___

(includes capillary fringe)

**Wetland Hydrology Present?** **Yes** ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-23**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave concave** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.120621** Long: **-97.99651** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located between two culverts.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Persicaria pensylvanica* | 50 | Yes | FACW |
| 2. *Eleocharis palustrus* | 30 | Yes | OBL |
| 3. *Polygonum coccineum* | 15 | No | FACW |
| 4. *Phalaris arundinacea* | 10 | No | FACW |
| 5. *Hordeum jubatum* | 10 | No | FACW |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 115 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
*(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-23**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-20 | 10YR2/1 | 96 | 10YR3/6 | 4 | C | M | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- X Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes X | No ___ | Depth *(inches)* | 0 | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | | |
| Saturation Present? *(includes capillary fringe)* | Yes X | No ___ | Depth *(inches)* | 0 | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-24**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Backslope** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.120764** Long: **-97.996473** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-23 located upslope and outside of the wetland boundary.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| **Herb Stratum** (Plot size: 5ft radius) | | | |
| 1. *Trifolium pratense* | 30 | Yes | FACU |
| 2. *Persicaria virginiana* | 20 | Yes | FAC |
| 3. *Bromus inermis* | 20 | Yes | UPL |
| 4. *Taraxacum officinale* | 15 | No | FACU |
| 5. *Poa pratensis* | 15 | No | FACU |
| 6. *Plantago major* | 10 | No | FAC |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 110 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.33% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 30 | x 3 = | 90 |
| FACU species | 60 | x 4 = | 240 |
| UPL species | 20 | x 5 = | 100 |
| Column Totals: | 110 (A) | | 430 (B) |

Prevalence Index = B/A = 3.91

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-24**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-8 | 10YR3/2 | 98 | 10YR4/6 | 2 | C | M | SIL | |
| 8-16 | 10YR2/2 | 70 | | | | | SIL | Coarse gravel |
| | 10YR5/3 | 30 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-25**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121015** Long: **-97.996051** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland located east of the Nebraska Central Railroad Company tracks and north of the Union Pacific Railroad tracks.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 25 | Yes | FACW |
| 2. *Elymus virginicus* | 10 | Yes | FAC |
| 3. *Commelina erecta* | 10 | Yes | FACU |
| 4. *Plantago major* | 2 | No | FAC |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 47 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 53

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.67% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-25**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-7 | 10YR2/2 | 90 | 7.5YR4/6 | 10 | C | PL | SIL | |
| 7-20 | 10YR5/2 | 90 | 10YR5/8 | 10 | C | M | S | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- X Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-26**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Terrace** Local Relief *(concave, convex, none)*: **concave linear** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.12107** Long: **-97.996109** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes ___ No X

Hydric Soil Present? Yes ___ No X

Wetland Hydrology Present? Yes ___ No X

Is the Sampled Area within a Wetland? Yes ___ No X

**Remarks:**

Upland outpoint for S-25 and S-27 situated on a railroad embankment

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. *Morus alba* | 25 | Yes | FACU |
| 2. *Celtis occidentalis* | 25 | Yes | FACU |
| 3. *Ulmus americana* | 10 | No | FAC |
| 4. *Fraxinus pennsylvanica* | 10 | No | FAC |
| 5. | | | |
| | 70 | = Total Cover | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. *Morus alba* | 10 | Yes | FACU |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 10 | = Total Cover | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Elymus canadensis* | 70 | Yes | FACU |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 | = Total Cover | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 | = Total Cover | |

% Bare Ground in Herb Stratum 30

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A) *(excluding FAC-)*:

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 0 | x 2 = | 0 |
| FAC species | 20 | x 3 = | 60 |
| FACU species | 130 | x 4 = | 520 |
| UPL species | 0 | x 5 = | 0 |
| Column Totals: | 150 (A) | | 580 (B) |

Prevalence Index = B/A = 3.87

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

___ 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ___ No X

**Remarks:**

No hydrophytic vegetation indicators were met.

**SOIL** Sampling Point: **S-26**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-4 | 10YR2/2 | 100 | | | | | SIL | |
| 4-5 | 10YR3/2 | 100 | | | | | SIC | |
| 5-20 | 10YR3/2 | 100 | | | | | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes ___ No X

**Remarks:**

No hydric soil indicators were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | ___ **Yes** X **No** |

**Remarks:**

No hydrology indicators were observed.

# Wetland Determination Data Form - Great Plains Region

Project/Site: **Central City Viaduct N-14** City/County: **Central City/Merrick** Sampling Date: **6/22/2023**

Applicant/Owner: **Nebraska Department of Transportation** State: **NE** Sampling Point: **S-27**

Investigator(s): **Matt Vanicek, Zach Timperley, Sammi Robey** Section, Township, Range: **T 13N R 6W S 3**

Landform *(hillslope, terrace, etc.)*: **Depression** Local Relief *(concave, convex, none)*: **concave concave** Slope (%): **0-2**

Subregion (LRR): **LRR H, MLRA 71** Lat. **41.121227** Long: **-97.996001** Datum: **NAD83**

Soil Map Unit Name: **8503 - Lex loam, partially hydric** NWI Classification: **None**

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ___ *(If no, explain in Remarks)*

Are Vegetation ___, Soil ___, or Hydrology ___ significantly disturbed? Are "Normal Circumstances" present? Yes X No ___

Are Vegetation ___, Soil ___, or Hydrology ___ naturally problematic? *(If needed, explain any answers in Remarks.)*

**SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes X No ___

Hydric Soil Present? Yes X No ___ Is the Sampled Area within a Wetland? Yes X No ___

Wetland Hydrology Present? Yes X No ___

**Remarks:**

PEMA/C wetland in depression located north of the PEMA/C drainage at S-25. The wetland at S-27 is separated from the wetland swale by a small berm.

**VEGETATION - Use scientific names of plants.**

| Tree Stratum (Plot size: 30ft radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Sapling/Shrub Stratum (Plot size: 15ft radius) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |
| Herb Stratum (Plot size: 5ft radius) | | | |
| 1. *Phalaris arundinacea* | 50 | Yes | FACW |
| 2. *Glechoma hederacea* | 10 | No | FACU |
| 3. *Elymus virginicus* | 10 | No | FAC |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 0. | | | |
| | 70 = Total Cover | | |
| Woody Vine Stratum (Plot size: 30ft radius) | | | |
| 1. | | | |
| 2. | | | |
| | 0 = Total Cover | | |

% Bare Ground in Herb Stratum 0

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: *(excluding FAC-)*: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

___ 1. Rapid Test for Hydrophytic Vegetation

X 2. Dominance Test is >50%.

___ 3. Prevalence Index is ≤3.0[1]

___ 4. Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes X No ___

**Remarks:**

The Dominance Test is met for hydrophytic vegetation.

**SOIL** Sampling Point: **S-27**

**Profile Description:** *(Describe to the depth needed to document the indicator or confirm the absence of indicators.)*

| Depth (inches) | Matrix | | Redox Features | | | | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| | Color (moist) | % | Color (moist) | % | Type[1] | Loc[2] | | |
| 0-6 | 10YR2/1 | 99 | 10YR4/6 | 2 | C | M | SIL | |
| 6-12 | 10YR4/2 | 100 | | | | | COS | |
| 12-20 | 10YR2/1 | 98 | 10YR3/4 | 2 | C | M | SIL | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soil Indicators**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- X Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

**Indicators for Problematic Hydric Soils[3]:**

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophylic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer:** *(if observed)*

Type: _____

Depth *(inches)*: _____

**Hydric Soil Present?** Yes X No ___

**Remarks:**

Meets requirements for hydric soils.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators *(minimum of one is required; check all that apply)*

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Fauna (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators *(minimum of two required)*

- ___ Surface Soil Cracks (B6)
- ___ Sparsley Vegetated Concave Surf. (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) **(LRR F)**

**Field Observations:**

| | | | | | |
|---|---|---|---|---|---|
| Surface Water Present? | Yes ___ | No X | Depth *(inches)* | ___ | **Wetland Hydrology Present?** |
| Water Table Present? | Yes ___ | No X | Depth *(inches)* | ___ | |
| Saturation Present? *(includes capillary fringe)* | Yes ___ | No X | Depth *(inches)* | ___ | X **Yes** ___ **No** |

**Remarks:**

Meets requirements for wetland hydrology.

# Appendix C:
# Site Photo Log

**Photo 1:** View of PEMA/C wetland and sample point S-1, from the top of a culvert southwest of the intersection at 11th Street and Nebraska Highway 14 (N-14). **Orientation:** Southwest

**Photo 1a:** View of representative PEMA/C wetland, located in drainage southwest of the intersection at 11th Street and N-14. **Orientation**: Northeast

**Photo 2:** View of upland outpoint S-2, located west of wetland feature. **Orientation:** Southwest

**Photo 3:** View of PEMA/C wetland and sample point S-3, located in drainage northwest of the intersection at 11th street and N-14. **Orientation:** South

**Photo 3a:** View of representative PEMA/C wetland, located in drainage northwest of intersection at 11th Street and N-14. **Orientation:** North

**Photo 3b:** View of representative of PEMA/C wetland, located in drainage northwest of the intersection at 11th Street and N-14. **Orientation:** North

**Photo 3c:** View of representative PEMA/C wetland in drainage, from top of culvert between 10th and 11th Street west of N-14. **Orientation:** West

**Photo 4:** View of upland outpoint S-4, located west of wetland feature. **Orientation:** Northeast

**Photo 5:** View of PEMA/C wetland and sample point S-5, located in drainage between 10th and 11th Street east of N-14. **Orientation:** West

**Photo 5a:** View of representative PEMA/C wetland, located in drainage between 10th and 11th Street east of N-14. **Orientation:** East

**Photo 5b:** View of representative PEMA/C wetland, located on a culvert between 10th and 11th Street west of N-14. **Orientation:** East

**Photo 6:** View of upland outpoint S-6, located south of wetland feature.
**Orientation:** Northeast

**Photo 7:** View of upland point S-7, located south of wetland feature. The area had mixed hydrophytic and non-hydrophytic vegetation. **Orientation:** East

**Photo 8:** View of upland point S-8, located south of wetland feature. The area had mixed hydrophytic and non-hydrophytic vegetation. **Orientation:** West

**Photo 9.1:** View of PEMA/C wetland and sample point 9.1, located along Warm Slough.
**Orientation:** North

**Photo 10.1:** View of upland outpoint and sample point S-10.1, located south of the wetland feature.
**Orientation:** Northeast

**Photo 9:** View of PEMA/C wetland and sample point S-9, located in drainage between 10th and 11th Street, east of N-14. The reed canary grass had been recently mowed. **Orientation:** West

**Photo 9a:** View of representative PEMA/C wetland at transitional edge of wetland and upland. **Orientation:** South

**Photo 9b:** View of representative PEMA/C wetland at transitional edge of wetland and upland.
**Orientation:** South

**Photo 10:** View of upland outpoint S-10, located south of the wetland feature.
**Orientation:** North

**Photo 11:** View of PEMA/C wetland and sample point S-11, located in a culverted drainage at the intersection of 13th Street and 18th Avenue. **Orientation:** West

**Photo 11a:** View of representative PEMA/C wetland located in a culverted drainage near the intersection of 13th Street and 18th Avenue. **Orientation:** East

**Photo 12:** View of upland outpoint S-12, located south of wetland feature. **Orientation:** Northwest

**Photo 13:** View of PEMA/C wetland and sample point S-13, located in drainage on the intersection of 13th Street and N-14. **Orientation:** West

**Photo 14:** View of upland outpoint S-14, located south of wetland feature. **Orientation:** North

**Photo 15:** View of PEMF wetland represented by sample point S-15, located west of the intersection of 13th Street and 15th Avenue. **Orientation:** Northeast

**Photo 16:** View of upland outpoint S-16, located north of wetland feature. **Orientation:** Northeast

**Photo 17:** View of PEMA/C wetland represented by S-17, from the top of a culvert on the west side of 15th avenue. **Orientation:** Southwest

**Photo 18:** View of upland outpoint S-18, located north of wetland feature. **Orientation:** West

**Photo 19:** View of PEMA/C wetland and sample point S-19, located in a drainage on the east side of 15th Avenue. **Orientation:** Southeast

**Photo 19a:** View of representative PEMA/C wetland, from the top of a culvert on east side 15th Avenue.
**Orientation:** Northeast

**Photo 19b:** View of representative wetland, located within an unnamed drainage.
**Orientation:** West

**Photo 20:** View of upland outpoint S-20, located northwest of wetland feature.
**Orientation:** Southwest

**Photo 21.1:** View of PEMA/C wetland and sample point S-21.1, located east of the UPRR tracks
**Orientation:** East

**Photo 22.1:** View of upland outpoint and sample S-22.1 located east of the wetland feature.
**Orientation:** South

**Photo 21:** View of PEMA/C wetland and sample point S-21, located in an unnamed drainage.
**Orientation:** East

**Photo 21a:** View of representative PEMA/C wetland within an unnamed drainage.
**Orientation:** East

**Photo 21b:** View of representative PEMA/C wetland, from the top of a culvert.
**Orientation:** Southwest

**Photo 22:** View of upland outpoint S-22, located north of the wetland feature.
**Orientation:** Southwest

**Photo 23:** View of PEMA/C wetland and sample point S-23, located west of the UPRR tracks.
**Orientation:** East

**Photo 24:** View of upland outpoint S-24, located to the north of wetland feature.
**Orientation:** South

**Photo 24a:** View of representative upland located to the west of UPRR tracks.
**Orientation:** South

**Photo 25:** View of PEMA/C wetland and sample point S-25, located to the east of the UPRR track.
**Orientation:** West

**Photo 25a:** View of representative PEMA/C wetland from the top of a culvert.
**Orientation:** Northeast

**Photo 26:** View of upland outpoint S-26, located in the middle of both wetland features.
**Orientation:** East

**Photo 27:** View of PEMA/C wetland and sample point S-27, located to the west of the UPRR tracks.
**Orientation:** Southwest

# Appendix L

## Threatened and Endangered Species

# Biological Assessment
# NDOT PQS Memorandum

Project Name: **Central City Viaduct** Project Number: **RRZ-TMT-14-2(123)** Control Number:**42013**

The biological assessment final approval on: **6/18/2024**

Date of Project Description used for this review: **4/18/2024**

**Threatened and Endangered Species Effect Determination**:

☐ The Project(s) will have "No Effect" to all state or federally listed species or their designated critical habitat (CE Level 1).

☒ A "May Affect, Not Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: **Northern long-eared bat and Tricolored Bat**

- ☐ This BA did NOT require FHWA Review and Approval.
- ☒ This BA required FHWA Review and Approval.

  FHWA Approval Date: 6/18/2024

- ☐ This BA did NOT require further consultation with the resource agencies.
- ☒ This BA required further consultation with the resource agencies (CE Level 2).

  USFWS Concurrence Date: 6/25/2024

  NGPC Concurrence Date: 6/20/2024

- ☒ Unique conservation conditions were developed and are included below (CE Level 3).

☐ A "May Affect, Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: (CE Level 3).

Additional Coordination with Other Tribal or Federal Agencies: N/A

Description of Coordination: N/A

**Bald and Golden Eagle Protection Act:**
This project was also reviewed for potential impacts to bald and golden eagles. NDOT believes the project site does not have appropriate habitat for eagles. Due to the lack of suitable habitat and information that there are no known bald eagle nests within the project area, NDOT has determined that there will be no impact to these species.

**Migratory Bird Treaty Act:**
NDOR has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOR projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOR will utilize its APP to reduce conflicts with migratory birds on this project.

**Fish and Wildlife Coordination Act:**
A wetland delineation was completed on 6/22/2023. Based on project scope, wetland delineation, field review, and waterway permit datasheet, anticipated impacts include: 0.146-acre permanent PEMA | FD wetland impacts, 0.022-acre temporary PEMA | FD wetland impacts. No channel impacts are anticipated. Activities are expected to qualify under a Section 404, Nationwide Permit #14 with no mitigation. Therefore, coordination under the FWCA is not anticipated.

**Conservation Conditions:** *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the Federal Highway Administration. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

**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 requests for early construction starts must be coordinated by the Project Construction Engineer with the NDOT Environmental Section for approval to ensure avoidance of listed species sensitive lifecycle timeframes. Early start requests may require consultation with the USFWS and NGPC. Agency coordination time will vary depending on species and project location. *(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 would 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 that will not adversely affect state and/or federally listed species and/or designated critical habitat. *(Contractor)*

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

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

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

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

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

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

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

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

**S-6** **Permanent LED Lighting (NDOT Design Commitment):** Only LED roadway 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 would 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[2] 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,[3] 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 – March 31st**), or limit tree removal to 10 of fewer trees per project at any time of the year within 100 feet of 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*).

**NDOT Construction Project Managers should contact NDOT Environmental at 402-479-4419 or matthew.greiner@nebraska.gov at least 30 days prior to construction start to schedule any required surveys.**

Matthew Greiner
NDOR PQS Reviewer

6/27/2024
Date

*This(These) Project(s) has(have) been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, U.S. Fish and Wildlife Service, Nebraska Department of Transportation, and Nebraska Game and Parks Commission for the Determination of Effects to State and Federal Listed Species From the Federal-Aid Highway Program (March 2023) and meet stipulations included in this agreement.*

U.S. Department of Transportation
Federal Highway Administration

**Nebraska Division**

100 Centennial Mall North, Room 220
Lincoln, NE, 68508
402-742-8460
402-742-8480
Nebraska.FHWA@dot.gov

May 29, 2024

Mitch Renteria, Biologist
US Fish and Wildlife Service
9325 B South Alda Road
Wood River, Nebraska 68883

The U.S. Fish and Wildlife Service concurs with your determinations that the described project will not adversely affect listed species or critical habitat. Contact this office if changes are made or new information becomes available.

MARK PORATH
Digitally signed by MARK PORATH
Date: 2024.06.25 11:36:48 -05'00'

Project Leader, Nebraska Field Office Supervisor

**Request for Concurrence for**
**Project: Central City Viaduct**
**RRZ-TMT-14-2(123)**
**CN 42013**

2023-0129045

Dear Mr. Renteria:

FHWA respectfully requests your review of the enclosed Biological Assessment (BA) with an IPLE addressing impacts on Northern long-eared bat and tricolored bat and provide your concurrence if you deem FHWA's determination appropriate. FHWA has determined that this Project, Central City Viaduct, **may affect, but is not likely to adversely affect Northern long-eared bat and tricolored bat** with the implementation of the conservation conditions listed within the BA**.** This Project would have "No Effect" on all other federally or state-listed threatened and endangered species or their designated critical habitat. This Project is an Environmental Assessment, falling outside the September 2021 23 U.S.C. 326 Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and NDOT. Therefore, FHWA is the lead federal agency for the Project and has reviewed and signed the enclosed BA provided by NDOT. This project is federally funded. This project is anticipated to qualify under a section 404, Nationwide Permit # 14 with no mitigation.

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. Improvements also include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals. Please find a more extensive project description within the attached BA.

Should you have any questions, please do not hesitate to contact me at (402) 742-8466, luke.pitts@dot.gov. Thank you for your time and consideration.

NEBRASKA
GAME PARKS

2200 N. 33rd St. • P.O. Box 30370 • Lincoln, NE 68503-0370 • Phone: 402-471-0641

06/20/2024

Luke Pitts
Federal Highway Administration
100 Centennial Mall North, Room 220
Lincoln, NE 68508

**Re: Central City Viaduct, NDOT CN 42013, NGPC Proj. No. NDOT23047, Merrick County, Nebraska**

Dear Luke Pitts:

Please reference your correspondence dated May 29, 2024. This letter is in response to your request for concurrence regarding this project's potential impacts to endangered and threatened species in Merrick County, Nebraska. This project was reviewed by the Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) in accordance with the Programmatic Agreement (PA) among the FHWA, U.S. Fish and Wildlife Service, Nebraska Game and Parks Commission, and NDOT to satisfy the requirements of Section 7 of the Endangered Species Act (ESA) and the Nebraska Nongame and Endangered Species Conservation Act (NESCA) for the Federal-Aid Highway Program in the State of Nebraska. As we understand it, the project includes constructing, new sections of Highway N-14 on a new alignment, a new bridge over N-14 for the Union Pacific railroad, and a new bridge sized box culvert for N-14 over Warm Slough, along with improvements to the roadway, and other associated activities as outlined in the provided biological assessment. We have completed our review of the proposed project under Neb. Rev. Stat. § 37-807 (3)(c) of the Nongame and Endangered Species Conservation Act (NESCA) and we offer the following comments.

This project is within the range of the state and federally listed endangered black-footed ferret (*Mustela nigripes*), eskimo curlew (*Numenius borealis*), gray wolf (*Canis lupus*), northern long-eared bat (*Myotis septentrionalis*), pallid sturgeon (*Scaphirhynchus albus*), and whooping crane (*Grus americana*); the state and federally listed threatened eastern black rail (*Laterallus jamaicensis jamaicensis*), piping plover (*Charadrius melodus*), rufa red knot (*Calidrus canutus rufa*) and western prairie fringed orchid (*Platanthera praeclara*); the state listed endangered interior least tern (*Sternula antillarum athalassos*); and the federally proposed endangered tri-colored bat (*Perimyotis subflavus*). As identified in the biological assessment, there is no suitable habitat for black-footed ferret, eastern black rail, gray wolf, pallid sturgeon, rufa red knot, or western prairie fringed orchid.

Suitable habitat for interior least tern, piping plover and whooping crane exists along the detour route; however, as no work will be occurring on the detour route, impacts to these species are not anticipated. Suitable habitat for eskimo curlew, tri-colored bat, and northern long-eared bat exists within or near the project area. Due to their transient nature and low likelihood of occurrence, impacts to eskimo curlew are not anticipated.

NDOT has agreed to implement standard and species-specific conservation conditions to avoid impacts to tri-colored bat and northern long-eared bat. NLEB/TCB-A Structure Removal, will be implemented to prevent impacts from the removal of a potentially suitable roosting structure.

- **NLEB/TCB -A** - 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*).

In the event a borrow site associated with this project results in a depletion to the Platte River, NDOT will contact the appropriate agency, depending on the river basin in which the borrow site is located, to address offsetting a depletion.

Based on the information provided, we concur the proposed project "**May Affect but is Not Likely to Adversely Affect**" northern long-eared bat and acknowledge that FHWA and NDOT have determined the project will have no effect on all other state-listed endangered or threatened species. Additionally, should the tri-colored bat be federally listed as an endangered species, we concur the proposed project may affect but is not likely to adversely affect this species. This concurrence is based on a review of the material provided, aerial photographs, and information found in the Nebraska Natural Heritage Database. If the proposed project is changed or new information regarding endangered or threatened species becomes available, then this concurrence is no longer valid and further consultation with the Nebraska Game and Parks Commission will be necessary.

NDOT has reviewed the proposed project pursuant to the federal Fish and Wildlife Coordination Act (FWCA) and the federal Bald and Golden Eagle Protection Act (BGEPA). A wetland delineation was completed for this project on June 6, 2023, and although impacts to water resources are expected, this project is anticipated to qualify under an NWP-14 permit with no required mitigation; therefore, coordination under the FWCA is not anticipated. Due to the presence of suitable bald eagle nesting habitat within ½ mile of the project area, NDOT will use the bald eagle survey protocol to avoid adverse impacts to bald eagles. NDOT will also use its Avian Protection Plan to reduce conflicts with migratory birds and comply with the federal Migratory Bird Treaty Act. The Commission acknowledges and supports these actions and this review process to avoid impacts to other state trust resources which do not receive legal protection under NESCA but are still considered valuable for maintaining the ecological diversity within our state and are protected under federal laws.

Thank you for the opportunity to review this project. If you have any questions or need additional information, please feel free to contact me at (402) 471-5554 or ngpc.envreview@nebraska.gov

Sincerely,

Ruby Rolland

Ruby Rolland
Environmental Specialist III
Planning and Programming Division

EC: FHWA (Justin Luther)
NDOT (Frank Albrecht, Jason Jurgens, Matthew Greiner)
NGPC (Melissa Marinovich, Project Inbox)
USFWS (Brooke Stansberry, Mitch Renteria, Kassandra Karssen, Project Inbox)

**Project Name: Central City Viaduct** *Updated 2/17/2023*
**Federal-aid Number: RRZ-TMT-14-2(123)**
**Control Number: 42013**

# Overview of Effects and Required Conservation Conditions

**Threatened and Endangered Species Effect Determination**:

☐ This project will have "no effect" to all listed species and their habitats.

☒ A "may affect, not likely to adversely affect" determination is made for the following species/critical habitat with the conservation conditions listed below *(and will have "no effect" on all other listed species, except for any listed in the 3rd check box)*: **Northern long-eared bat and Tricolored Bat**

*Northern long-eared bat (NLEB) was initially evaluated through the FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat on IPaC. The project fell outside the scope of Programmatic Agreement; therefore, an IPLE is being utilized to evaluate impacts to NLEB.*

*Tri-Colored bat is a proposed endangered species. Since Tri-colored bat is not included in any programmatic agreements NDOT is evaluating the impacts to TCB in an IPLE.*

☐ A "may affect, likely to adversely affect" determination is made for the following species/critical habitat with the conservation conditions listed below *(and will have "no effect" on all other listed species, except for any listed above)*:

**Platte River Flow Depletions and Borrow:**
If the excavation of borrow sites will occur within the Platte River Basin and result in open water that could constitute a depletion to the Platte River system, upstream of the Loup confluence, the Nebraska Department of Natural Resources will be contacted. If a borrow site will result in a depletion to the Platte River system, downstream of the Loup confluence, NDOT will coordinate with the Nebraska Game and Parks Commission.

**Migratory Bird Treaty Act:**
NDOT has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOT projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOT will utilize its APP to reduce conflicts with migratory birds on this project.

**Bald and Golden Eagle Protection Act:**
This project was reviewed for potential impacts to bald and golden eagles. NDOT believes the project sites does not have appropriate habitat for eagles. Due to the lack of suitable habitat and information that there are not known bald eagle nests within the project area, NDOT has determined that there will be no impact to these species.

**Fish and Wildlife Coordination Act:**
A wetland delineation was completed on 6/22/2023. Based on project scope, wetland delineation, field review, and waterway permit datasheet, anticipated impacts include: 0.146-acre permanent PEMA | FD wetland impacts, 0.022-acre temporary PEMA | FD wetland

impacts. No channel impacts are anticipated. Activities are expected to qualify under a Section 404, Nationwide Permit #14 with no mitigation. Therefore, coordination under the FWCA is not anticipated.

**Conservation Conditions:** *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the NDOT Environmental Section. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

**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 would be required prior to continuing project construction activities. Contact NDOT Environmental for a reference of federal and state listed species. Coordination with the USFWS and NGPC may be required depending on the species identified and construction activities. *(NDOT Environmental, District Construction, Contractor)*

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

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

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

species survey protocols can be found, to estimate the level of effort and timing requirements for surveys.

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

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

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

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

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

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

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

days, or d) creates a one-time depletion of less than 10 acre feet. (NDOT Roadway Design, Contractor)

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

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

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

**S-6** **Permanent LED Lighting (NDOT Design Commitment):** Only LED roadway 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 would 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[2] 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,[3] 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 – March 31st**), or limit tree removal to 10 of fewer trees per project at any time of the year within 100 feet of 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*).

The overall Biological Assessment package was prepared by:

| Signature | Printed Name | Title and Agency/Firm | Date |
|---|---|---|---|
| Scott Rupe Digitally signed by Scott Rupe Date: 2024.04.30 15:08:53 -05'00' | Scott Rupe | Senior Scientist/Bensch | 4-30-24 |

Approved by the following qualified NDOT biologist:

| Signature | Printed Name | Date |
|---|---|---|
| Matthew Greiner | Matthew Geriner | 6/18/2024 |

☒ Check if FHWA signature required *(NDOT Environmental use only).*
Approved by FHWA Environmental *(FHWA signature only needed when the project is unassigned under the most current CE MOU and the project results in a "may affect" determination, or an Individual Project Level Evaluation, modified Conservation Conditions, or Individual BA is required.):*

| Signature | Printed Name | Date |
|---|---|---|
| Luke Pitts | Luke Pitts | 6/18/2024 |

☒ Check if USFWS and/or NGPC concurrence is required *(NDOT Environmental use only).*

☐ Check if the project occurs on federal or tribal land *(NDOT Environmental use only)*.
If yes, provide federal or tribal agency name: _____

# Species Evaluation Parameters

## Form to assist in completing the Endangered & Threatened Species Evaluation Procedures Guide Sheet and Determining the Potential Effect

The following questions identify the potential for suitable habitat within the Action Area, or if the project is within the range of a federally or state listed species. If a species is listed during construction or implementation, the species will be addressed in the Individual Project Level Evaluation document.

**Proposed Project Information**

**Project Sponsor and Contact**: Matthew Greiner; NDOT

**Biologist Completing Assessment**: Scott Rupe, Benesch

**Project No**.: RRZ-TMT-14-2(123)

**Control No**.: 42013

**Project Name**: Central City Viaduct

**County**: Merrick County

**Limits of Work**

**Start**: N-14 MM 81.36; US-30 MM 337.50

**End**: N-14 MM 82.08; US-30 MM 337.87

**Total Length**: N-14: 0.72 Miles and US-30: 0.37Miles = Appoximately 1.09 Miles

**Activity Checklist Date:** 2/19/2024

**Project Description Date:** 04/18/2024

**Project Description** This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17$^{th}$ Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls, fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

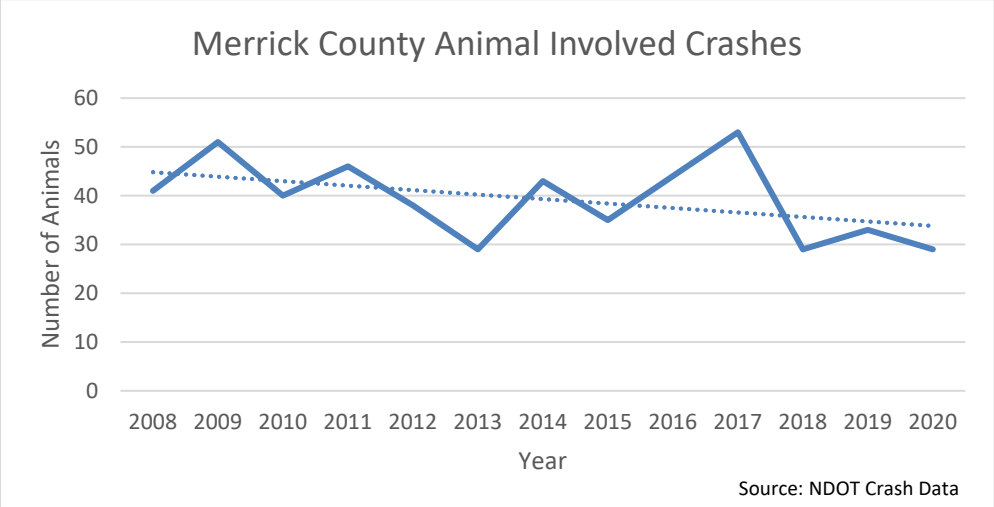
Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

**Project Limits**: The Project Limits are defined as the area between the project beginning and end points, from right-of-way to right-of-way, as marked in the construction plans, including temporary construction easements, detours, and any designated waste, staging, stockpile or material sites.

**Project Action Area:**

- Noise 1.1 miles
- Visual 0.5 mile
- Waterway 300 feet upstream, 1500 feet downstream
- Lighting 500 feet radius

Detour: To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.The project would use facilities of the same classification to detour traffic. No improvements are anticipated along the detour route. Since the project's detour would likely be contained to the Platte River Valley, and the traffic that is being detoured would likely have already originated outside of Central City, there is a low probability of increase roadkill mortality. When reviewing Merrick County Animal involved crash data from 2008 to 2020, there has been a decline in crashes. It's unlikely that Animal involved crashes would increase with the detours utilized for this project.




The initial action area for this project was established using the 1.1-mile buffer to encompass potential noise impacts. Upon review of the project location, project activities, and species in range the action area has been revised. The project is in Merrick County and generally located downtown and the northeast quadrant of Central City. The following sections describe how the revised action area, shown in Figure 1, was developed.

Noise

The loudest equipment used for the project would be a pile driver. Throughout the rest of the project, a concrete saw is the loudest equipment that would be used. The ambient noise level for N-14 and US-30 is 59.9 dBA. FHWA Table 9.1 identifies impact pile drivers and vibratory pile drivers as the loudest construction equipment at 95 dBA at Spec. 721.560 Lmax @ 50 feet and 101 dBA for Actual Measured Lmax @ 50 feet (FHWA 2006). Using an ambient noise level of 59.9 dBA, Actual Measured Lmax @ 50 feet sound level for impact pile drivers and vibratory pile drivers of 101 dBA, and the inverse square law, the noise levels would dissipate to ambient noise levels in a free field without obstructions at 5,675 feet (1.1 miles). Pile driving would occur at 2 locations along the project; the north and south side of the proposed viaduct. A 1.1-mile buffer was applied from the pile driving locations. For the remainder of the project, the loudest equipment is a concrete saw (90 dBA for Actual Measured Lmax @ 50 feet) resulting in a dissipation distance of 1,600 feet. This buffer would fall within the 1.1 mile buffer established for the pile driving.

Waterway
Due to the size of the action area resulting from potential noise impacts extending 1.1 mile from the proposed viaducts, no action area modifications were made for waterways as they would remain within the limit for noise. It should be noted that no “waterways” exist on the project as Warm Slough and Trouble Creek are considered linear wetlands.

Visual and Lighting
Lighting is anticipated to be used on the project. It is anticipated that poles would be utilized at the new intersections of US-30, N-14, and the viaduct. However, lighting impacts would likely be less than the action area required for noise. It should also be noted that since this project is situated in an urbanized environment, this area is already well lit. For visual impacts, the project area is within the range of whooping crane, piping plover, interior least tern, and northern long-eared bat. All of these species have the potential to be disturbed within 0.25 mile of activity, except the whooping crane which is 0.5 mile. The previously discussed action area revision for noise results in an action area over 0.5 mile from project activities.

**Project Action Area Habitat Description**: The project is located within the Topographic Region of the Valleys, which consists of flat-lying land along the major streams of Nebraska. The materials of the valleys are stream deposited silt, clay, sand, and gravel.

According to the Nebraska Natural Legacy Project, the project is located in the **Tallgrass Prairie Ecoregion**, a historically upland prairie with diverse community types ranging from deciduous woodlands to wet meadows and saline wetlands. The ecoregion receives between 25 and 36 inches of precipitation annually, more than any other ecoregion in the state. Common native vegetation includes big bluestem, Indian grass, switchgrass, Canada wild-rye, and a variety of wildflowers and forbs such as showy goldenrod, skyblue aster, and purple coneflower. Most watercourses in the ecoregion, like the Missouri River, are lined with riparian forests composed of cottonwood, willow, boxelder, American elm, oak, black walnut, hickory, and other deciduous trees. Glaciers, wind, and water have shaped the topography of the tallgrass region and today the land surface is mainly rolling hills intersected with stream valleys. Receding glaciers left behind till deposits, hilly moraines, and windblown loess. Approximately two percent of Nebraska's tallgrass prairie remains intact. This is the result of land-use shifting toward agricultural production and urban development.

According to the Nebraska Natural Legacy Project (NNLP), the project doesn't exist in a Biologically Unique Landscape (BUL) of Nebraska, however, it should be noted that the project is appoximately 4.3 miles north of the Rainwater Basin BUL and appoximately 7.2 miles northeast of the Central Platte River BUL.

The Project is located within the city limits of Central City and consist of an urban environment that is zoned for commercial, industrial, and residential properties. The project south of the UPRR mainline would be constructed on existing roadways, and commercially developed areas. North of the UPRR mainline and east of N-14, the project would construct new alignment through an area that is zoned for residential and commercial property, but has not been fully developed. The existing conditions in this area consists of grassland vegetation, sparsely wooded areas, and linear PEMA wetlands associated with Warm Slough and Trouble Creek. Warm Slough and Trouble Creek are considered linear wetlands, and do not have associated bed and banks or perennial flows.

The upland vegetation north of the UPRR tracks is primarly composed of grassland and woody species such as: Smooth brome, Kentucky bluegrass, white mulberry, hackberry, american plum, eastern cottonwood, eastern red cedar, honey locust, black walnut, and red mulberry. Wetland vegetation north of the UPRR tracks is primarly composed of grasses and forbs

associated with the two drainage ways. The dominant species included reed canary grass and various species of knotweed.

Within the project action area, approximately 1,200 feet to the east, lies a deciduous tree cluster spanning approximately 45 acres. Both Trouble Creek and Warm Slough traverse through this wooded area during periods of rain. Notably, this tree stand stands out as the largest within the project action area. However, its significance is offset by its isolation from other larger forested areas and the presence of transportation infrastructure including the Nebraska Central Railroad (NCRC) tracks to the west, US-30 to the south, and the Union Pacific Railroad (UPRR) to the north. In contrast, other tree stands within the project action area are characterized by a sparse number of trees and are considered fragmented in nature. The forested areas within the project action area lack significant connectivity to larger tracks of forested habitat.

**Field Visit Summary, as applicable:**

The NDOT T&E specialist conducted a site visit on 2/27/2024 to inspect the concrete box culvert (S014 08192) located along N-14 for any evidence of bats. This box culvert carries drainage from Warm Slough underneath N-14. It was noted that during the survey the box culvert traversed bare ground, and the general habitat is considered residential urban/rural. After assessment of the box culvert, no evidence of bats was detected.

# Nebraska Federal and State Listed Species and Critical Habitat

| | | |
|---|---|---|
| E = Endangered | P = Proposed for Listing | XN = Experimental Population |
| T = Threatened | C = Candidate (no specific review required) | CH = Critical Habitat |

Animals

American Burying Beetle (T)
Black-footed Ferret (E)
Blacknose Shiner (E)
Eastern Black Rail (T)
Eskimo Curlew (E)
Finescale Dace (T)
Gray Wolf (E)
Interior Least Tern (E)
Lake Sturgeon (T)
Mountain Plover (T)
Northern Long-Eared Bat (E)
Northern Redbelly Dace (T)
Pallid Sturgeon (E)
Piping Plover (T)
Salt Creek Tiger Beetle (E; CH)
Scaleshell Mussel (E)
Southern Flying Squirrel (T)
Sturgeon Chub (E)
Swift Fox (E)
Thick-Billed Longspur (T)
Timber Rattlesnake (T)
Topeka Shiner (E; CH)
Western Massasauga (T)
Whooping Crane (E; CH)

Plants

American Ginseng (T)
Blowout Penstemon (T)
Colorado Butterfly Plant (T)
Saltwort (E)
Small White Lady's Slipper (T)
Ute Ladies'-tresses (T)
Western Prairie Fringed Orchid (T)

**Species Information:** http://www.fws.gov/nebraskaes/species.php and http://outdoornebraska.gov/naturalheritageprogram/#rangemaps
**Nature Serve:** http://www.natureserve.org

# STEP 1: RANGE AND OCCURRENCE EVALUATION

| Species | Is the Project Action Area in the estimated range of the species as identified by the USFWS and NGPC[1]? | Are there Natural Heritage records within 5-miles of the Project Limits in the last 30 years? |
|---|---|---|
| **American Burying Beetle[2]** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **American Ginseng** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Black-footed Ferret** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Blacknose Shiner** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Blowout Penstemon** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Colorado Butterfly Plant** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Eastern Black Rail** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Eskimo Curlew** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Finescale Dace** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Gray Wolf** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Interior Least Tern[3]** | ☒ Yes ☐ No | ☒ Yes ☐ No |
| **Lake Sturgeon** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Mountain Plover** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Northern Long-Eared Bat** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Northern Redbelly Dace** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Pallid Sturgeon[3]** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Piping Plover[3]** | ☒ Yes ☐ No | ☒ Yes ☐ No |
| ***Rufa* Red Knot** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Salt Creek Tiger Beetle** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Salt Creek Tiger Beetle Critical Habitat** | ☐ Yes ☒ No | NA |
| **Saltwort** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Scaleshell Mussel** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Small White Lady's Slipper** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Southern Flying Squirrel** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Sturgeon Chub** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Swift Fox** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Thick-Billed Longspur** | ☐ Yes ☒ No | ☐ Yes ☒ No |

| | | |
|---|---|---|
| **Timber Rattlesnake** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Topeka Shiner** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Topeka Shiner Critical Habitat** | ☐ Yes ☒ No | NA |
| **Ute Ladies'-tresses** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Western Massasauga** | ☐ Yes ☒ No | ☐ Yes ☒ No |
| **Western Prairie Fringed Orchid** | ☒ Yes ☐ No | ☐ Yes ☒ No |
| **Whooping Crane[3]** | ☒ Yes ☐ No | ☒ Yes ☐ No |
| **Whooping Crane Critical Habitat** | ☐ Yes ☒ No | NA |

[1] **Species ranges can be found at:** https://cert.outdoornebraska.gov/content/map AND/OR http://outdoornebraska.gov/naturalheritageprogram/#rangemaps **AND** https://ecos.fws.gov/ipac/.

[2] American Burying Beetle (ABB) species range differs between USFWS and NGPC. Both species ranges will be reviewed, and the range question marked "yes" if action area is within either USFWS or NGPC species range for ABB.

[3] This species is a Platte River Recovery Implementation Program Target Species for enhancing, restoring, and protecting habitat.

**If the species is not identified in either column, then there is a "no effect" to the species from action. If any "yes" boxes are checked, carry these species to Step 2.**

Does the Project Action Area occur directly adjacent to or on Federal or Tribal land?*
☐ Yes ☒ No

***Federal and Tribal lands can be found at:** https://apps.nationalmap.gov/viewer/ and http://news.legislature.ne.gov/lrd/files/2015/12/lrd_mow_2.pdf

If yes, the project Biological Evaluation documentation will be provided to the tribe and Bureau of Indian Affairs (BIA), or the Federal land managing agency regardless of the effect determination. This documentation will be provided concurrently with the resource agency submittals in May Affect situations. If a tribe, BIA, or Federal land managing agency does not concur with the effect determination or conservation conditions, then a consultation with all parties, including the resource agencies, shall occur.

Has a survey, Natural Heritage Database, or other source identified an occurrence within 1.0 mile of the Project Action Area, within the last 30 years?

☒ Yes ☐ No

If yes, indirect effects of the activity will be analyzed below. Indirect effects may include but are not limited to hydrologic changes (ditching, diking, etc.). If any indirect effects are identified that are not captured elsewhere in the Matrix, then May Affect. (NDOT Environmental).

Indirect Effects Analysis

There are records of interior least tern, piping plover, and whooping crane within one mile of the detour route. There are no record of species within 1 mile of where work is occurring. The detour route does not have any work associated with it. All work will be occurring within the city limits of Central City. Therefore, no indirect effects on interior least tern, piping plover, or whooping crane are anticipated.

Will the project impact animal movements, such as by adding traffic capacity within occupied habitats, or will the project provide an opportunity to improve known existing habitat fragmentation conditions?

☐ Yes ☒ No

If yes, the effects will be analyzed below.

Habitat Connectivity Analysis

# STEP 2: HABITAT EVALUATION

**For each species checked above, complete the Yes/No questions to assist in scoping for the potential affects to the listed species. All the questions associated with a species need to be evaluated individually to determine Yes/No applicability (see below).**

**If ALL answers are "No" for the species or critical habitat below,** then there is a "No Effect" to that particular species or critical habitat.

**If ANY answer is "Yes"** on this Habitat Evaluation worksheet, then carry the "Yes" species forward and proceed to the Step 3 – Federal or State Species Matrix for further effects guidance.

**In rare situations, Unique Circumstances are present** that justify a question be answered "No" where it would normally be checked "Yes." In these situations, check the "Unique Circumstances" box by the species name and provide detailed reasoning for this conclusion in the box at the end of Step 2.

| ***SPECIES*** | | | |
|---|---|---|---|
| **American Burying Beetle** | | | |
| | *Note to practitioner: The ABB is not included in the Matrix Process. Utilize the species-specific ABB programmatic agreement in development, or in the interim, utilize IPLE's or the formal consultation process (see interim implementation guidance in PA appendix). | | |
| **American Ginseng** | | Unique Circumstances ☐ | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area include mature deciduous forest along a river bluff? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include mature deciduous forest along a river bluff? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Black-footed Ferret** | | Unique Circumstances ☐ | |
| | Does the action area include, in whole or in part, a prairie dog town or complex which is 1,000 acres or more in size? A complex consists of two or more neighboring prairie dog towns with the spacing between the adjacent neighboring town being less than 4.0 miles. | Yes ☐ | No ☒ |
| **Blacknose Shiner** | | Unique Circumstances ☐ | |
| | Does the action area include a stream, connected backwater areas, and/or topographic floodplain?* | Yes ☐ | No ☐ |
| **Blowout Penstemon** | | Unique Circumstances ☐ | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area include open areas of bare sand? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include open areas of bare sand? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |

| | | | |
|---|---|---|---|
| **Colorado Butterfly Plant** | | Unique Circumstances ☐ | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area include pasture, grassland, or hay land on floodplain and lower stream terraces along Lodgepole Creek? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include pasture, grassland, or hay land on floodplain and lower stream terraces along Lodgepole Creek? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Eastern Black Rail** | | Unique Circumstances ☐ | |
| | Does the action area contain dense or thick emergent vegetation with high vegetation density (interspersion) within 0.5 mile of the Harvard WPA as well as a mixture of new and residual growth? | Yes ☐ | No ☒ |
| **Eskimo Curlew** | | Unique Circumstances ☐ | |
| | Does the action area contain wet meadows, burned over prairies, or newly plowed fields? | Yes ☒ | No ☐ |
| **Finescale Dace** | | Unique Circumstances ☐ | |
| | Does the action area include a stream, connected backwater areas, and/or topographic floodplain?* | Yes ☐ | No ☐ |
| **Gray Wolf** | | Unique Circumstances ☐ | |
| | Does the Heritage Database indicate known species occurrences within 5 miles of the in the last 30 years? | Yes ☐ | No ☒ |
| **Interior Least Tern** | | Unique Circumstances ☒ | |
| | Does the action area include un-vegetated or sparsely vegetated sand, shale, or gravel such as a beach, peninsula, or bar? | Yes ☐ | No ☒ |
| | Is the action area (noise and sight) within suitable habitat to include but not limited to a beach area, sand pits, peninsula, sand, shale, or gravel bar? | Yes ☐ | No ☒ |
| **Lake Sturgeon** | | Unique Circumstances ☐ | |
| | Is the action area within a large river system (i.e mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)?<br>*refer to the USFWS/NGPC construction timeframes for specific river reaches | Yes ☐ | No ☐ |
| **Mountain Plover** | | Unique Circumstances ☐ | |
| | Does the action area contain heavily grazed/disturbed short grass prairies or areas with very little cover such as tilled cropland on gently rolling to level topography? | Yes ☐ | No ☐ |

| | | | |
|---|---|---|---|
| **Northern Long-Eared Bat** | | | |
| | *Note to Practitioner: The NLEB is not included in the Matrix Process. Utilize the FHWA/USFWS Range-wide Programmatic Agreement and IPaC for NLEB review (see Nebraska Implementation Guidance Document for Northern Long-eared Bat appendix). | | |
| **Northern Redbelly Dace** | | Unique Circumstances ☐ | |
| | | Yes | No |
| | Does the action area include a stream, connected backwater areas, and/or topographic floodplain?* | ☐ | ☐ |
| **Pallid Sturgeon** | | Unique Circumstances ☒ | |
| | | Yes | No |
| | Is the action area within a large river system (i.e mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)?<br>*refer to the USFWS/NGPC construction timeframes for specific river reaches | ☐ | ☒ |
| **Piping Plover** | | Unique Circumstances ☒ | |
| | | Yes | No |
| | Does the action area include un-vegetated or sparsely vegetated sand, shale, or gravel such as a beach, peninsula, or bar? | ☐ | ☒ |
| | | Yes | No |
| | is the action area (noise and sight) within suitable habitat to include but not limited to a beach area, sand pits, peninsula, sand, shale, or gravel bar? | ☐ | ☒ |
| ***Rufa* Red Knot** | | Unique Circumstances ☒ | |
| | | Yes | No |
| | Does the action area contain open mud flats and/or mud and sandy shorelines free of vegetation? | ☐ | ☒ |
| **Salt Creek Tiger Beetle** | | Unique Circumstances ☐ | |
| | | Yes | No |
| | Are saline wetlands and/or salt flats present within action area? | ☐ | ☐ |
| **Salt Creek Tiger Beetle (Critical Habitat)** | | Unique Circumstances ☐ | |
| | | Yes | No |
| | Does the action area include exposed mudflats associated with saline wetlands, or exposed banks and islands of streams and seeps that contain adequate soil moisture and soil salinity, and adjacent vegetated wetlands within the Little Salt, Rock, Oak or Haines Branch Creeks? | ☐ | ☐ |
| **Saltwort** | | Unique Circumstances ☐ | |
| | | Yes | No |
| | Are saline wetlands, salt flats, or saline soils present within the action area? | ☐ | ☐ |
| **Scaleshell Mussel** | | Unique Circumstances ☐ | |
| | | Yes | No |
| | Is the action area within the topographic floodplain of the Missouri Recreational River segment below Gavin's Point dam and the associated lower portion of tributaries in this area? | ☐ | ☐ |

| | | | |
|---|---|---|---|
| **Small White Lady's Slipper** | Unique Circumstances ☐ | | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area include an undisturbed native, sub-irrigated wet meadow or wet ditches adjacent to undisturbed wet meadows? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include an undisturbed native, sub-irrigated wet meadow or wet ditches adjacent to undisturbed wet meadows? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Southern Flying Squirrel** | Unique Circumstances ☐ | | |
| | Is the action area within or adjacent to a mature deciduous woodland with mast producing trees including walnut, hickory, or oak component? | Yes ☐ | No ☐ |
| **Sturgeon Chub** | Unique Circumstances ☐ | | |
| | Is the action area within a large river system (i.e mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)?<br>*refer to the USFWS/NGPC construction timeframes for specific river reaches | Yes ☐ | No ☐ |
| **Swift Fox** | Unique Circumstances ☐ | | |
| | Does the action area include connected suitable habitat that contains vegetation <6 inches in height, including gently rolling to level intact upland grasslands and field borders that are outside of densely populated residential, commercial, industrial areas? | Yes ☐ | No ☐ |
| **Thick-Billed Longspur** | Unique Circumstances ☐ | | |
| | Does the action area include heavily grazed/disturbed short grass prairie, prairie dog towns, or areas with very little cover, such as tilled cropland on gently rolling to level topography? | Yes ☐ | No ☐ |
| **Timber Rattlesnake** | Unique Circumstances ☐ | | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area include mature forest and limestone or sandstone rocky outcrops, or large rubble, down trees, logs or slash piles? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include mature forest and limestone or sandstone rocky outcrops, or large rubble, down trees, logs or slash piles? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| | Is the action area within 1.5-miles of a known den or occurrence site, according to records in the Nebraska Natural Heritage Database? | Yes ☐ | No ☐ |
| **Topeka Shiner** | Unique Circumstances ☐ | | |
| | Is the action area within a stream, connected backwater areas and/or floodplain? | Yes ☐ | No ☐ |

| | | | |
|---|---|---|---|
| **Topeka Shiner (Critical Habitat)** | | Unique Circumstances ☐ | |
| | Does action area include intermittent or perennial, small, low order, prairie streams with good clear water quality, relatively cool temperatures, and low fish diversity within the Taylor Creek drainage? | Yes ☐ | No ☐ |
| **Ute Ladies'-tresses** | | Unique Circumstances ☐ | |
| | ☐ Based on a desktop survey, does the action area include wet meadow on floodplain and lower stream terraces along the Niobrara River? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include wet meadow on floodplain and lower stream terraces along the Niobrara River? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Western Massasauga** | | Unique Circumstances ☐ | |
| | Check which question applies: | | |
| | ☐ Based on a desktop survey, does the action area within a wet site (including, but not limited to wetlands, ditches, and floodplains) characterized by the presence herbaceous wetland vegetation OR an upland grassland habitat adjacent to said wet site? | Yes ☐ | No ☐ |
| | ☐ Based on a field visit, does the action area include a wet site (including, but not limited to wetlands, ditches, and floodplains) characterized by the presence herbaceous wetland vegetation and crayfish burrows OR an upland grassland habitat adjacent to said wet site? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Western Prairie Fringed Orchid** | | Unique Circumstances ☐ | |
| | ☒ Based on a desktop survey, does the action area have no history of cropping and include undisturbed wet mesic prairie and sedge meadows in alluvial soils of river floodplains or sandy soils of subirrigated meadows and prairie swales? | Yes ☐ | No ☒ |
| | ☐ Based on a field visit, does the action area have no history of cropping and include undisturbed wet mesic prairie and sedge meadows in alluvial soils of river floodplains or sandy soils of subirrigated meadows and prairie swales? (*include field visit information in the opening section of this form*) | Yes ☐ | No ☐ |
| **Whooping Crane** | | Unique Circumstances ☒ | |
| | Is the action area:<br>• outside of densely populated residential, commercial, or industrial areas and…<br>• does it include suitable habitat, such as sub-irrigated grasslands, meadows, shallow wetland habitat, farm ponds, or major rivers? | Yes ☐ | No ☒ |
| **Whooping Crane (Critical Habitat)** | | Unique Circumstances ☐ | |
| | Does the action area include wide, open river channel with shallow sand and gravel bars with nearby bottomland areas, including wet meadows, that are isolated and provide protection from disturbance within the 56-mile-long by 3-mile-wide reach of the Platte River from the Lexington, Nebraska bridge to near Denman, Nebraska? | Yes ☐ | No ☐ |

*The topographic floodplain for this project is identified on the attached map.

Describe Unique Circumstances here, if applicable:
Interior least tern, pallid sturgeon, piping plover, rufa red knot
There is suitable habitat for interior least tern, pallid sturgeon piping plover, and rufa red knot along the detour route where N-14, N-66, and N-92 crosses or is near the Platte River, however, no work is occurring along the detour route. Additional traffic along the route is not anticipated to result in increased morality or impacts on habitat. Therefore, the suitable habitat question in section 2 of this SEP was marked "No. "

Whooping Crane
There is suitable habitat for whooping crane along the detour route, however, no work is occurring along the detour route. Additional traffic along the route is not anticipated to result in increased animal mortality or result in impacts on habitat. Therefore, the suitable habitat question in section 2 of this SEP was marked "No."

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

# Federal Species Matrix

Updated
11/17/2023

| Sources of Impacts | Within Project | Eskimo Curlew |
|---|---|---|
| Clearing and Grubbing - Non-woody Vegetation | **X** | NE |
| Clearing and Grubbing - Trees & Shrubs | **X** | NE |
| Crack Sealing and Joint Sealing | **X** | NE |
| Culvert New, Replacement, Extension, Repair - Ephemeral | X | NE |
| Curb & Flume | X | NE |
| Curb & Gutter | X | NE |
| Detention Basin | X | NE |
| Earth Shoulder Construction | X | NE |
| Erosion Control - Barriers | X | NE |
| Erosion Control - Erosion Checks | X | NE |
| Erosion Control - Inlet/Outlet Protection | X | NE |
| Erosion Control - Mulching | X | NE |
| Erosion Control - Rolled Erosion Control | X | NE |
| Erosion Control - Slope Interuption | X | NE |
| Erosion Control - Vegetation | X | NE |
| Fencing | X | NE |
| Grading Outside the Hinge Point | X | NE |
| Guardrail Repair, Replacement, or Installation with Soil Disturbance | X | NE |
| Landscaping | X | NE |
| Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ soil disturbance | X | NE |
| Overpass | X | NE |
| Pavement Removal | X | NE |
| Paving | X | NE |
| Piers | X | NE |
| Pile Driving - Impact | X | NE |
| Pile Driving - Vibratory | X | NE |
| Removal of Structures and Obstructions | X | NE |
| Retaining Walls (NOT IN Water/Wetlands) | X | NE |
| Sidewalks and Bikeways | X | NE |
| Signs with Soil Disturbance | X | NE |
| Temporary Crossing, Causeway, Work Platform | X | NE |
| Underground Utility Conduit Installation | X | NE |

# Individual Project Level Evaluation

**Project Name:** Central City Viaduct
**Federal-aid number:** RRZ-TMT-14-2(123)
**Control Number:** 42013

*This Individual Project Level Evaluation, in association with the completed Habitat Evaluation Form, the Matrix and associated conservation conditions, the Overview of Effects and Required Conservation Conditions sheet, and the associated appendices constitutes the complete Biological Assessment documentation for the above-referenced project.*

## 1. SPECIES TO BE EVALUATED INDIVIDUALLY

*Note, these are the species to be evaluated in-depth, separate from the evaluation completed for the remaining state and federally listed species documented through the Habitat Assessment form and Matrix.*

| Common Name | Scientific Name | Status |
|---|---|---|
| Northern Long-eared Bat | *Myotis septentrionalis* | SE, FE |
| Tricolored Bat | *Perimyotis subflavus* | Proposed E |

## 2. SPECIES EVALUATION

Tri-colored bat is proposed to be federally listed endangered; an official federal listing opinion is anticipated in 2024. All species federally listed as threatened or endangered are also listed by the state of Nebraska under State Statute 37-802(1). Due to the similar habitat requirements for northern long-eared bat and tri-colored bat, Project effects have been evaluated concurrently.

### Northern Long-eared Bat (*Myotis septentrionalis*) and Tri-colored Bat (*Perimyotis subflavus*)

Northern Long-eared Bat Life History Information

Northern long eared-bats (NLEB) (*Myotis septentrionalis*) were recognized as a distinct species in 1979 apart from Keen's long-eared myotis (*Myotis keenii)* (Fitch and Schump 1979). Adult NLEB weighs five to eight grams on average, with a body length ranging from 77 to 95 millimeters and a wingspan ranging from 228 to 258 millimeters (Barbour and Davis 1969; Caceres and Pybus 1997). Their fur coloration ranges from medium to dark brown on their back, dark brown ears and wing membranes, and tawny to pale-brown ventral sides (Nagorsen and Brigham 1993; Whitaker and Mumford 2009). NLEB have relatively long ears compared to other *Mytosis* species.

NLEB's range spans most of the eastern and north-central U.S. and all Canadian provinces (Nagorsen and Brigham 1993, p. 89; Caceres and Pybus 1997). Within Nebraska, the species is estimated to be present in the eastern and northern half of the state. The NLEB annual life cycle consists of hibernation (winter), foraging (spring, summer, fall), roosting (summer), swarming (fall), and migration (spring and fall). NLEB primarily hibernate in hibernacula, including caves and mines. However, when caves and hibernacula are not readily available, the species has been known to utilize abandoned railroad tunnels, the entrance of storm sewers, hydroelectric dam facilities, aqueducts, and dry wells. Within Nebraska, NLEBs hibernate in mining caves and rock crevices associated with Karst areas (White et al. 2020). Short regional migration, up to 55 miles, between winter hibernacula and summer roosts have been reported (Nagorsen and Brigham 1993). During the summer, NLEBs roost singly or in maternity colonies in cavities and underneath bark or crevices in trees and snags (Sasse and Pekins 1996; Foster and Kurta 1999; Owen et al. 2002; Carter

and Feldhamer 2005; Perry and Thill 2007; Timpone et al. 2010). Other documented roosting habitats for NLEB include structures such as buildings, barns, utility poles, bridges, and culverts (USFWS 2021). It is theorized that NLEB will utilize human structures more when natural habitat is unavailable (Henderson and Broders 2008).

NLEBs are nocturnal foragers with a diverse diet of moths, flies, leafhoppers, caddisflies, and beetles (Griffith and Gates 1985, Nagorsen and Brigham 1993, Brack and Whitaker 2001), with lepidopterans and coleopterans being the most common prey (Brack and Whitaker 2001). NLEBs prefer to forage in the understory of canopies on forested hillsides and ridges (Nagorsen and Brigham 1993) rather than forested riparian areas (LaVal et al. 1977). Highly fragmented habitats or areas that have been cleared of trees are not preferred by NLEB (USFWS 2015).

**Tricolored Bat** (Perimyotis subflavus)

Life History Information

Tricolored Bats (*Perimyotis subflavus*) (TCB) are a small insectivorous bat with a unique tricolored fur that distinguishes it in eastern North America. Adult TCBs exhibit fur coloration ranging from dark at the base, lighter in the middle, to dark at the tip (Barbour and Davis 1969, P. 115). Both males and females are colored alike, but females are consistently heavier than males (LaVal and LaVal 1980, p.44). The TCB range is known throughout 39 States, including Nebraska, 4 Canadian Provinces, and several Central American Countries. The species range and distribution has been expanding westward in recent decades and is attributed to an increase in trees along rivers, and an increase in suitable winter roosting sites, such as abandoned mines and other human-made structures (Benedict et al. 2000, p. 77; Geluso et al. 2005, p. 406; slider and Kurta 2011, p. 380).

During the spring, summer, and fall (i.e., non-hibernating seasons) TCB primarily roost among live and dead leaf clusters of live or recently dead deciduous hardwood trees. In addition, TCB have been observed roosting during summer among pine needles, eastern red cedar, and within artificial roosts such as barns, porch roofs, and bridges (Veilleux et al. 2003, p. 1071; Perry and Thill 2007, pp. 976–977; Thames 2020, p. 32; Jones and Pagels 1968, entire; Barbour and Davis 1969, p. 116). Female TCB exhibit high site fidelity, returning year after year to the same summer roosting locations (Allen 1921, p. 54; Veilleux and Veilleux 2004a, p. 197).

During the winter, TCB hibernate (i.e., reduce their metabolic rates, body temperatures, and heart rate) in caves and mines, although in the southern U.S., where caves are sparse, TCB often hibernate in road-associated culverts (Sandel et al. 2001, p. 174; Katzenmeyer 2016, p. 32; Limon et al. 2018, entire; Bernard et al. 2019, p. 5; Lutsch 2019, p. 23; Meierhofer et al. 2019, p. 1276) and sometimes tree cavities (Newman 2020, p. 14) and abandoned water wells (Sasse et al. 2011, p. 126). TCB are one of the first cave-hibernating species to enter hibernation in the fall and one of the last to leave in the spring in Missouri and Pennsylvania (LaVal and LaVal 1980, p. 29; Merritt 1987, p. 102). Hibernating TCB do not typically form large clusters; most commonly roost singly, but sometimes in pairs,

or in small clusters of both sexes away from other bats (Hall 1962, p. 29; Barbour and Davis 1969, p. 117; Mumford and Whitaker 1982, p. 169; Raesly and Gates 1987, p. 19; Briggler and Prather 2003, p. 408; Vincent and Whitaker 2007, p. 62). In road associated-culverts in the southern U.S., however, TCB exhibit shorter torpor bouts and move within and between culverts throughout the winter (Anderson et al. undated).

TCB are opportunistic feeders and consume small insects including caddisflies (Trichoptera), flying moths (Lepidoptera), small beetles (Coleoptera), small wasps and flying ants (Hymenoptera), true bugs (Homoptera), and flies (Diptera) (Whitaker 1972, p. 879; LaVal and LaVal 1980, p. 24; Griffith and Gates 1985, p. 453; Hanttula and Valdez 2021, p. 132). TCB emerge early in the evening and forage at treetop level or above (Davis and Mumford 1962, p. 397; Barbour and Davis 1969, p. 116) but may forage closer to ground later in the evening (Mumford and Whitaker 1982, p. 170). TCB forage most commonly over waterways and forest edges (Barbour and Davis 1969, p. 116; Mumford and Whitaker 1982, pp. 170–171; Hein et al. 2009, p. 1204). Maximal distance traveled from roost areas to foraging grounds was 4.3 kilometers (km; 2.7 miles) for reproductive (pregnant or lactating) adult females in Indiana (Veilleux et al. 2003, p. 1074) and 24.4 km (15.2 miles) (mean=11.4 km; 7.1 miles) for male TCB in Tennessee (Thames 2020, p. 61).

Male and female TCB converge at cave and mine entrances between mid-August and mid-October to swarm and mate. Females typically give birth to two young, rarely one or three between May and July (Allen 1921, p. 55; Barbour and Davis 1969, p. 117; Cope and Humphrey 1972, p. 9). Adults often abandon maternity roosts soon after weaning, but young remain longer (Whitaker 1998, p. 653). TCB are considered juveniles (i.e., subadults) when entering their first hibernation and most probably do not mate their first fall (Fujita and Kunz 1984, p. 3).

TCB disperse from winter hibernacula to summer roosting habitat in the spring. Fraser et al. 2012 (p. 5) concluded that at least some TCB engage in latitudinal migration that is more typically associated with hoary bats (*Lasiurus cinereus*), eastern red bats, and silver-haired bats, and this behavior is more common for males than for females. The maximum migration distance on record is a female TCB who migrated a straight-line distance of 243 km (151 miles) from her winter hibernaculum in southern Tennessee to a summer roost in Georgia (Samoray et al. 2019, p. 17). Other migration records between winter hibernacula and summer habitat include less than 80 km (50 miles) (Barbour and Davis 1969, p. 117), 44 km (27 miles) (Samoray et al. 2019, p. 18), and 137 km (85 miles) (Griffin 1940, p. 237). Hibernaculum to hibernaculum movement up to 209 km (130 miles) has also been documented between two consecutive winters (Lutsch 2019, p. 38).

Survey History (if applicable)

The NDOT T&E specialist conducted a site visit on 2/27/2024 to inspect the concrete box culvert (S014 08192) located along N-14 for any evidence of bats. This box culvert carries drainage from Warm Slough underneath N-14. It was noted that during the survey the box culvert traversed bare ground, and the general habitat is considered residential urban/rural. After assessment of the box culvert, no evidence of bats was detected.

Habitat Evaluation and Suitability

This project is within the designated ranged of NLEB and TCB bat. The proposed project encompasses Nebraska Highway 14 (N-14) and United States Highway 30 (US-30) within the city limits of Central City, situated in the lowland tallgrass prairie region of Nebraska. The project consists of an urban environment that is zoned for commercial, industrial, and residential properties. The project south of the UPRR mainline would be constructed on existing roadways, and commercially developed areas. North of the UPRR mainline and east of N-14, the project would construct new alignment through an area that is zoned for residential and commercial property but has not been fully developed.

**Immediate Project Area:**
Within the urban landscape, south of the UPRR, the immediate project area lacks essential attributes for the TCB/NLEB. Urbanization, marked by persistent train noise and artificial lighting, poses challenges for a species sensitive to habitat disturbance. The existing conditions in the immediate project area north of the UPRR encompass grassland vegetation, sparsely wooded areas, and linear wetlands associated with warm slough and trouble creek. Notably, Warm Slough and Trouble Creek are categorized as linear wetlands, devoid of a defined bed and bank or perennial flows. Leveraging the TCB's opportunistic nature, it could potentially find suitable habitat within small stands of deciduous trees east and west of the proposed project alignment, covering approximately 3.5 to 4.5 acres. NLEBs are not as opportunistic as TCBs with their selection of habitat, but because this area is not entirely urban it is possible that NLEB could utilize the trees in this area. These stands, intertwined with Warm Slough and Trouble Creek, offer a small piece of potential suitable habitat. However, segmentation of these stands by roadways and railways limits their connectivity to other forested areas and there are no open waterbodies near the project alignment. It is also worth noting that within 300 feet of the new highway alignment and the project limits, residential homes and solar farm facilities are present. The proximity of these features would introduce additional considerations regarding suitable habitat, particularly in relation to disturbances associated with human activities.

In addition to these considerations, old outbuildings and uninhabited dwellings currently exist within the immediate project area. Specifically, the structures located within the NCRC property south of the UPRR mainline. While these structures are surrounded by urban areas they are within a 1000' of trees that could offer suitable habitat. Given the behavior of the NLEB/TCB and their known use of artificial roosts, these structures could provide suitable habitat for roosting during the active season.

**Project Action Area:**
Beyond the immediate project area, the project action area extends 1.1 miles from the proposed pedestrian and roadway viaduct structures. Approximately 1,200 feet to the east and 4,000 feet to the west, lies more expansive deciduous tree clusters spanning approximately 45 acres and 18 acres, respectively. Both trouble creek and Warm Slough traverse through these wooded areas during periods of rain. The size of these tree stands, in relation to the surrounding environment, suggests their potential suitability for TCB

roosting and foraging activities. However, it should be noted that the 18 acre stand is isolated by farmland and local roadways, while the 45 acre stand is isolated by Nebraska Central Railroad (NCRC) tracks to the west, US-30 to the south, and the Union Pacific Railroad (UPRR) to the north which raises concerns about habitat connectivity. Further, central city does not have forested connectivity to any larger tracts of forested land. The impact of these barriers on NLEB/TCB movement requires consideration, as they may impede ecological interactions.

**Platte River Corridor:**
Positioned approximately 1.6 miles southeast of the project, the Platte River and its accompanying riparian corridor present an exceptionally favorable habitat for the NLEB/TCB. Characterized by the presence of substantial deciduous trees offering ideal roosting conditions, this corridor strategically aligns itself along the waterway, creating an opportune setting for optimal foraging opportunities. Given these conditions, it is highly probable that NLEB/TCB would exhibit a preference for this habitat during the summer months. Considering the distance from the proposed project site, it is conceivable that the NLEB/TCB would primarily inhabit and remain within the Platte River Corridor, rather than extending their territory into Central City. This choice is influenced by the absence of equally suitable habitat in the city, the presence of anthropogenic factors that may deter NLEB/TCB occupancy, and lack of forested connectivity from the Platte River Corridor to Central City.

Analysis and Determination of Effects
Impacts to the NLEB were initially assessed through the *FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat* determination key in IPaC (Information for Planning and Consultation). The project fell outside the programmatic agreement due to work, including tree clearing, lighting, and installation of a new roadway, occurring outside of 300 feet from existing road/rail surfaces without a valid Presence/Probable Absence survey indicating that bats are not present. Therefore, impacts to NLEB and TCB were further evaluated through this IPLE.

Work on this project consists of constructing N-14 on a new alignment with a viaduct over the UPPR, realigning the existing US-30 and N-14 intersection, closing railroad intersections, and improvements on US-30, N-14, and C Avenue (See attached project map for locations).

The Project consists of the following activities:

- *Clearing and Grubbing – Tree, Shrub, and Non-woody vegetation*
- *Crack Sealing*
- *Culvert New- Ephemeral*
- *Curb and Flume*
- *Curb and Gutter*
- *Detention Basin*
- *Earth Shoulder Construction*
- *Erosion Control – (Checks, Inlet/Outlet Protection, Muching, Rolled Erosion Control, Slope Interruption, Vegetation)*
- *Fencing*
- *Grading Outside the Hinge Point*
- *Guardrail repair w/soil disturbance*
- *Landscaping*

- *Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ Soil Disturbance*
- *Overpass*
- *Pavement Removal*
- *Paving*
- *Piers*
- *Pile Driving, Impact Method and Vibratory Method*
- *Removal of Structures and Obstructions*
- *Retaining Walls (Not in Water/Wetlands)*
- *Sidewalks and Bikeways*
- *Signs With Soil Disturbance*
- *Survey and Staking*
- *Underground Conduit Installation/Relocation*

The proposed project occurs within the range of the NLB and TCB and does contain potential suitable habitat. An estimated 1.75 acres of trees will be removed from suitable habitat north of the UPPR for the construction of the viaduct and new alignment of N-14. Despite the removal of deciduous trees north of the UPRR tracks, it is pertinent to note that these trees would be removed during the non-active season, as specified in the Avoidance & Mitigation Measure (AMM) below. Given the project's location and the established likelihood of NLEB/TCB utilization of the Platte River corridor over urbanized zones like Central City, the potential for effects on NLEB/TCB or its habitat within the project area is unlikely.

| Stressor | Tree Removal |
|---|---|
| Effect Potential | 1) Direct death/injury by removing occupied roost trees, especially when non-volant pups are present;<br><br>2) Harm from:<br>• Loss of roosts and/or alteration of habitat around remaining roosts;<br>• Loss/fragmentation of summer roosting/foraging habitat;<br>• Loss/fragmentation of spring emergence/fall swarming habitat; and<br>• Loss/fragmentation of forested travel corridors. |
| Mitigation | **Tree Removal AMM 1; Tree Removal AMM 2; Tree Removal AMM 3; Tree Removal AMM 4** |
| Effect Avoidance | By adhering to Tree Removal AMM 1, which involves modifying project aspects to minimize unnecessary tree removal, the project ensures that only trees essential for project implementation are felled. Additionally, Tree Removal AMM 2 imposes time-of-year restrictions and limits tree clearing activities to the non-active season which significantly reduces the likelihood of direct harm to bats, as they are less likely to be present.<br><br>Moreover, the loss of a few roosts during winter is not expected to have an adverse impact on NLEBs/TCBs, given their adaptability in selection and the availability of suitable alternative roosts. This approach ensures that suitable habitat remains |

| | |
|---|---|
| | available after the project, as intact deciduous tree clusters outside the project limits will continue to provide favorable habitat for bats.<br><br>Clear communication and delineation of clearing limits, as outlined in Tree Removal AMM 3, further contribute to effect avoidance by ensuring contractors understand and comply with clearing restrictions. Tree Removal AMM 4 explicitly prohibits the removal of documented roosts and foraging habitat. It should be noted that the project location does not contain any documented roosts, and foraging habitat would remain after the project has been completed. Through the implementation of these mitigation measures, the tree removal on this project may affect, but is not likely to adversely affect NLEB/TCB. |

The acquisition and demolition of three structures within the NCRC right-of-way (ROW) are planned outside the NLEB/TCB active season (April 1st – October 31st), mitigating any potential impact on roosting sites. NLEB/TCB's tendency to hibernate in subterranean environments renders the structures unlikely candidates for such activities.

| Stressor | Structure Removal |
|---|---|
| Effect Potential | 1) Harassing/killing/injuring bats during activities conducted while bats are present<br><br>2) Removing roosts and behaviorally impacting the bat colony that has demonstrated repeated use of a structure as their roost |
| Mitigation | **NLEB/TCB – A** |
| Effect Avoidance | As with the tree removal discussion above, if NLEB/TCBs are present during this work, they may be disturbed, injured, or killed. However, the likelihood of bat species using a structure in the winter hibernating season appears fairly low, due to the fact that these structures are not heated and would be frequently disturbed by human use. Therefore, with the addition of NLEB/TCB-A and imposing a time-of-year restriction that limits structural removal activities to the non-active season; this work may affect, but is not likely to adversely affect NLEB/TCB. |

Construction-related noise, particularly from pile driving during the erection of the new viaduct, is a notable consideration. While impact pile drivers are acknowledged as the loudest equipment, emitting 95 dBA, the anticipated noise levels are expected to dissipate to ambient levels within 1.1 miles. However, given the corridor's exposure to daily train horns ranging from 96 to 110 dBA, effects on NLEB/TCB are deemed improbable,

especially considering that pile driving activities are likely to coincide with daytime hours when train horns are routinely used.

| Stressor | Noise/Vibration |
|---|---|
| Effect Potential | At low noise levels (or farther distances), bats initially may be startled, but they would likely habituate to the low background noise levels. At closer range and louder noise levels (particularly if accompanied by physical vibrations from heavy machinery), many bats would probably be startled to the point of fleeing from their day-time roosts and in a few cases may experience increased predation risk. For projects with noise levels greater than levels usually experienced by bats, and that continue for multiple days, the bats roosting within or close to these areas are likely to shift their focal roosting areas further away or may temporarily abandon these roosting areas completely. |
| Mitigation | **No AMMS are required to further reduce likelihood of response to stressors associated with noise** |
| Effect Avoidance | No impacts are expected to wintering bats given the unlikely hood that bats would be present within the project area. Therefore, we are left to assess potential impacts to NLEB/TCB's during the active season.<br><br>NLEB/TCB's that are potentially present in proximity to transportation corridors are expected to be tolerant of existing noise and vibration levels (or have already modified their behaviors to avoid them); therefore, noise/vibration from operations of existing transportation corridors is not expected to result in any additional response by bats.<br><br>Bats previously roosting or foraging 300 ft. away from prior road/rail surfaces may now be exposed to noise/vibration in the immediate vicinity to their roosts or foraging habitat either during construction activities (temporary) or operations/maintenance of the road/rail surface (long-term). While there may be some disturbance to bats from noise, there is no way to quantify impacts in most cases. Given the project's urban nature, and relativity to the Union Pacific railroad it's likely that any increases in ambient noise levels may affect, but is not likely to adversely affect the NLEB/TCB. |

Lighting implementation is anticipated during the project, but its impact on NLEB/TCB is negligible, given the existing urbanized setting within Central City where lighting is

already prevalent. The new lighting is projected to have minimal effects within the project area.

| Stressor | Lighting |
|---|---|
| Effect Potential | Actions (sources) Causing Stressor:<br>• Construction lighting (temporary)<br>• New facility lighting (roads, rest stops, trails, etc.) (permanent)<br><br>Bat behavior may be affected by lights when traveling between roosting and foraging areas. Foraging in lighted areas may increase risk of predation or it may deter bats from flying in those areas. However, some bat species seem to benefit from artificial lighting, taking advantage of high densities of insects attracted to light. |
| Mitigation | **Lighting AMM 1; Lighting AMM 2** |
| Effect Avoidance | This stressor would have no effect on bats during the winter, as bats are not likely to be present within the project area.<br><br>At this time, temporary lighting for nighttime work is not anticipated, however, Lighting AMM 1 was included to account for the off-chance that this project activity is added at a later date. With the application of AMM 1, any temporary lighting May affect, but is not likely to adversely affect NLEB/TCB.<br><br>Permanent lighting is anticipated for this project, but would not substantially increase the baseline light conditions as the majority of this project is located within an urban environment. Lighting AMM 2 was included to direct any new permanent lighting away from forested habitat completely, and therefore permanent lighting on this project may affect, but is not likely to adversely affect NLEB/TCB. |

*Determination*
Considering the scope of the project, the location of suitable habitat within the project proximity, and the planning to avoid the active season for NLEB/TCB for tree clearing and structural removal, the NDOT concludes that the project "may affect, but is not likely to adversely affect" the Northern long-eared Bat and Tricolored Bat or their habitat with the implementation of the conservation conditions listed in Section 3.

## 3. CONSERVATION MEASURES (if applicable)

**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[2] 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,[3] 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 – March 31st**), or limit tree removal to 10 of fewer trees per project at any time of the year within 100 feet of 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. COORDINATION

NDOT met with the USFWS during any agency coordination meeting on 9/11/2023. During this meeting the following notes were taken concerning the TCB.

1. Fish and Wildlife Service:
    a. Since the Tri-Colored bat is not officially listed, it's up to FHWA to include it or not in the Biological Assessment
    b. Follow similar conservation measures to northern long eared bat- submit to them accordingly.
    c. Probably a minimal impact, and tree clearing at certain times of the year would most likely be required

This document was prepared in advance for the listing as requested by the FHWA.

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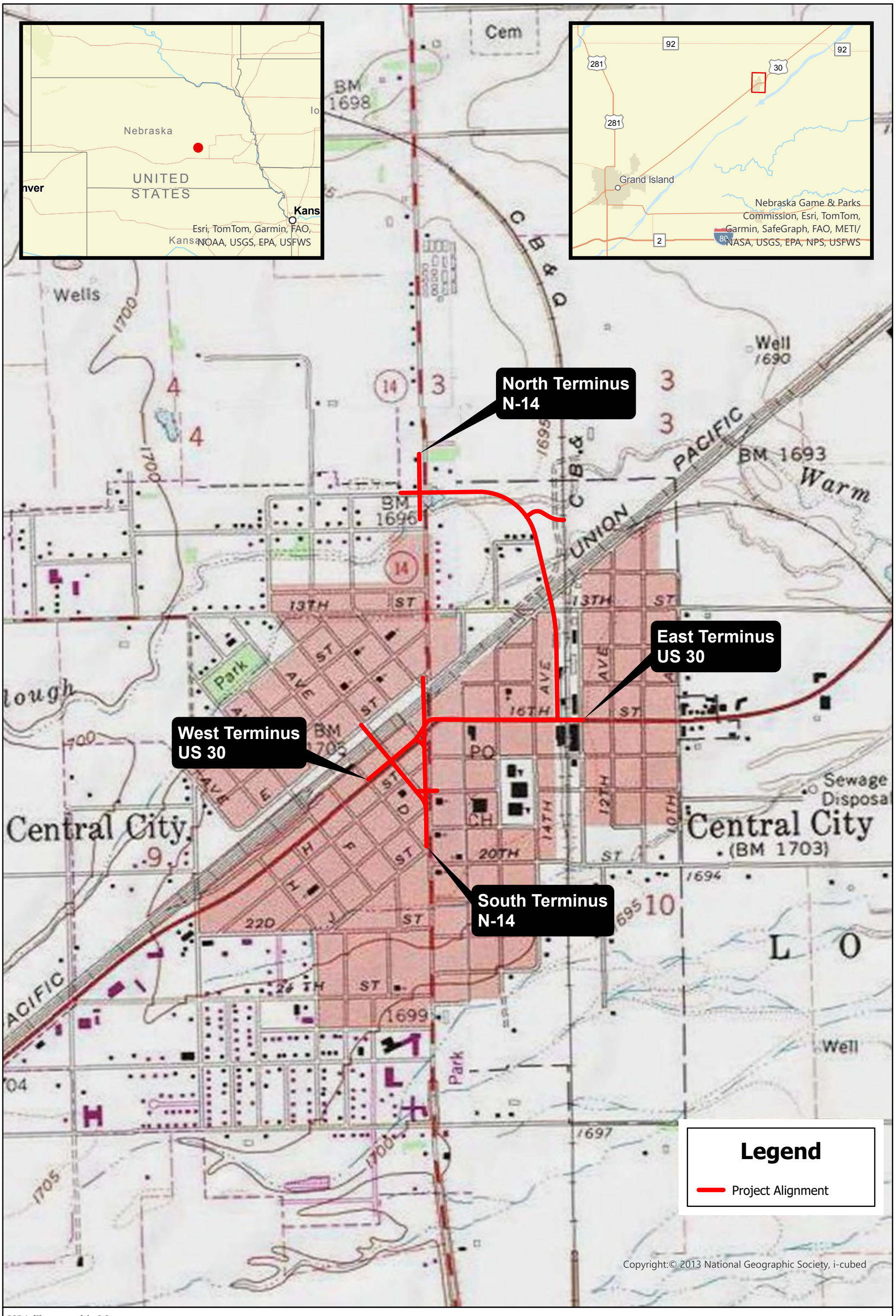
Whitaker J.O. 1972. Food habits of bats from Indiana. Canadian Journal of Zoology 50(6):877–883.

Whitaker J.O. 1998. Life history and roost switching in six summer colonies of eastern pipistrelles in buildings. Journal of Mammalogy 79(2):651–659.

Whitaker, J.O., and R.E. Mumford. 2009. Northern Myotis. pp. 207–214. In Mammals of Indiana. Indiana University Press, Bloomington, Indiana.

## 6. ADDITIONAL INFORMATION

Project related documents including field notes, photographs, surveys, etc., are located in the consultant project file and at the Nebraska Department of Transportation Environmental Services Office.




USA Topographic Map
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

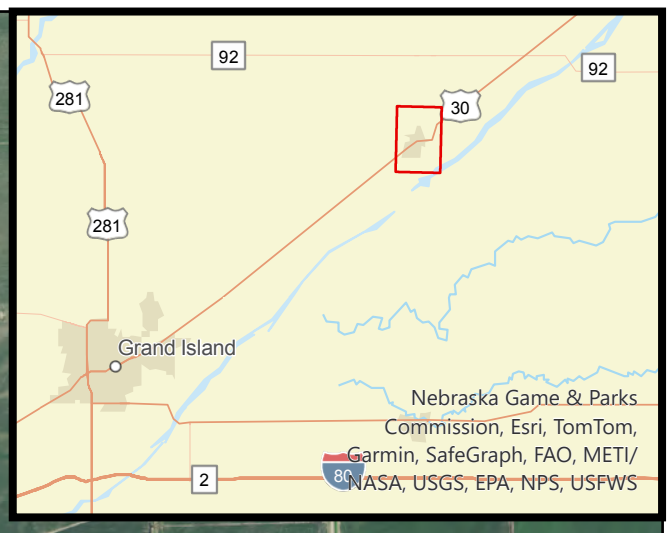
# Figure 1
# Project Location Map

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

N

0 500 1,000 Feet

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska






2022 NAIP Merrick County Aerial Imagery
Coordinate System: NAD 1983 StatePlane Nebraska FIPS 2600 Feet

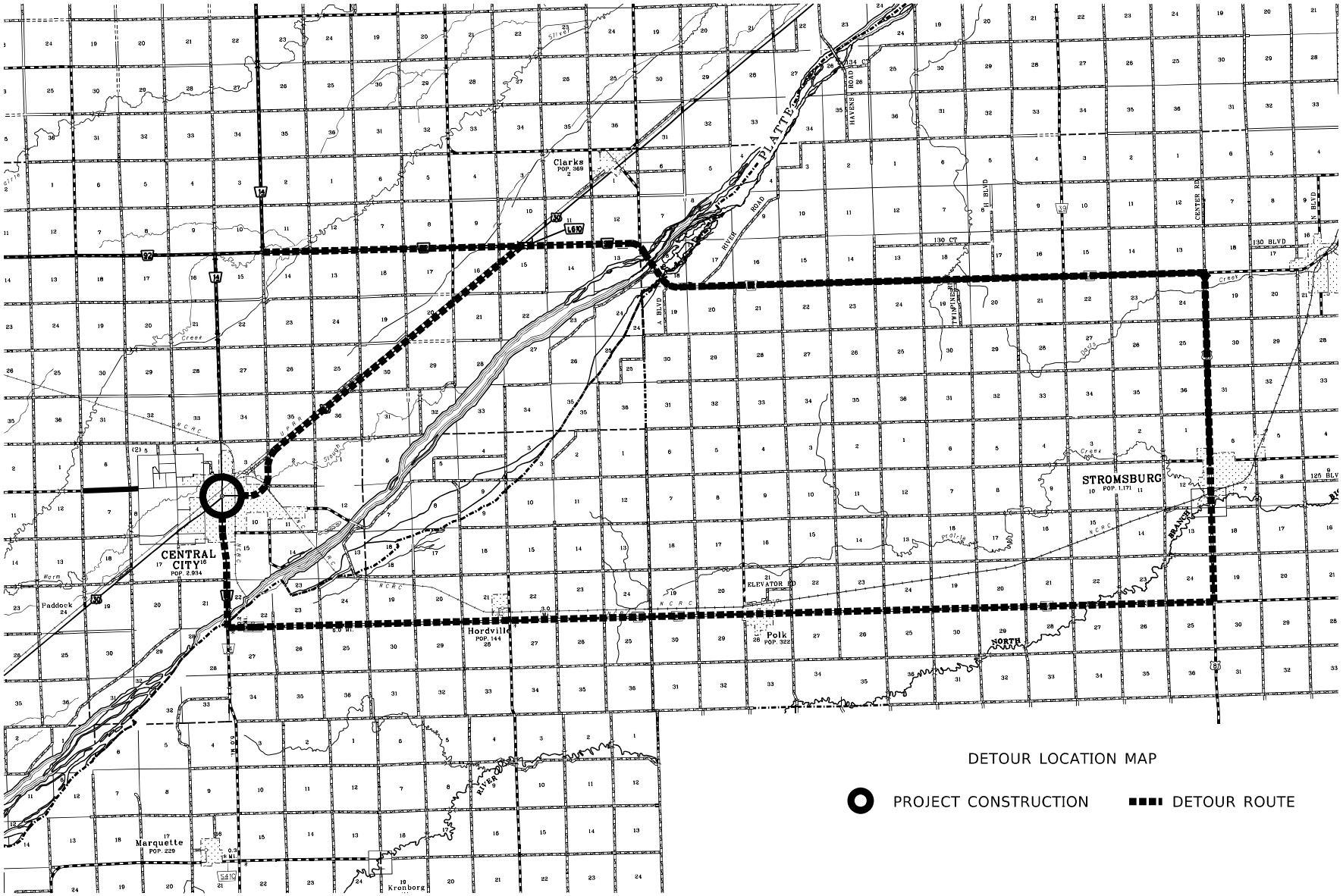
# T&E Project Action Area

N

0 1,250 2,500 Feet

Nebraska Department of Transportation
Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

Central City Viaduct Nebraska Highway 14
Central City, Merrick County, Nebraska




G2

Project Number
RRZ-TMT(14-2)

C.N. 42013

GENERAL INFORMATION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

* NOT FINAL *
PRELIMINARY PLAN
SUBJECT TO CHANGE

DATE: 7-NOV-2023 08:13
COMPUTER: NEGM-2404
FILE: 42013c Sheets General Info.dgn

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 2/27/2024 - 9:37 AM | 42013 | State Hwy. 14 | |
| **Federal Structure ID** | **Structure Coordinates (latitude and longitude)** | **Structure Height (approximate)** | **Structure Length** |
| S014 08192 | 41° 7'19.48"N 98° 0'5.96"W | ~5' | ~50' |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

*Culvert Type*

- ⊙ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☐ Concrete |
| ☐ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ⊙ No
- ○ Unknown

*Culvert Material*

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☒ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☐ Flowing water | ☐ Railroad |
| ☐ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☐ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☒ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☐ Woodland/forested | ☐ Other: |

**Areas Assessed** (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

| **Area** (check if assessed) | **Assessment Notes** | **Evidence of Bats** (include photos if present) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present — Nothing detected | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present — Nothing detected | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between concrete end walls and the bridge deck | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Crack between concrete railings on top of the bridge deck (Gap / Railing) | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Vertical surfaces on concrete I-beams | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between walls, ceiling joists | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Weep holes, scupper drains, and inlets/pipes | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All guiderails | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Matthew Greiner

Signature: Matthew Greiner

Figure 1. Warm Slough Culvert

Figure 2. Warm Slough Culvert, culvert openings.

# Appendix M

**Cumulative Impacts**

# Technical Memorandum

Date: July 11, 2024

Project: Central City Viaduct
Project Number: RRZ-TMT-14-2(123); Control Number: 42013

Subject: Cumulative Impacts

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## Introduction

The Nebraska Department of Transportation (NDOT), in cooperation with the US Department of Transportation (USDOT) Federal Highway Administration (FHWA) and the City of Central City (City), is proposing to reconstruct and relocate a segment of Nebraska Highway 14 (N-14) to the east of its existing location, generally spanning from east of the intersection of 14th Ave and United States Highway 30 (US-30) extending north, before curving back to the west and connecting near the intersection of 10th Street and N-14. The proposed project would include the construction of a viaduct over the Union Pacific Railroad (UPRR) mainline tracks that run through Central City, and the reconfiguration of the intersection of N-14 and US-30 in downtown Central City.

The purpose of this memo is to address cumulative impacts that could occur as a result of aggregate project impacts and the impacts associated with other projects (e.g., road construction for other actions within or near the study corridors could also affect access and travel patterns). Cumulative impacts are identified and described for resources that would be potentially adversely affected by the project and other actions near the project that would have the potential to affect the same resources.

A cumulative impact is defined as, “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Thus, cumulative impacts include the direct and indirect impacts of a project together with the impacts from reasonably foreseeable future actions of other projects.

This assessment of the cumulative impacts of federal, state, and private actions is required by Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act (NEPA). The cumulative impacts with respect to the Project were evaluated in accordance with CEQ guidance (CEQ 1997) and other sources, including FHWA interim guidance titled “Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process” (FHWA 2003) and the FHWA position paper titled “Secondary and Cumulative Impact Assessment in the Highway Project Development Process” (FHWA 1993).

# Affected Environment

The Study Area to determine cumulative impacts includes the US 30 and N-14 corridor and the area that outlines the railroad viaduct as well as adjacent and connected roadways in Central City, and an area several miles in all directions from the project corridor outside of Central City. The majority of the land use in Central City includes a variety of residential, commercial, industrial, and civic areas. Outside Central City, land use is predominantly agricultural-related with multiple agriculture service businesses, and fields dedicated primarily to field and grain crop production.

# Actions Evaluated for Cumulative Impacts

The methodology used to address cumulative impacts involves identifying past, present, and reasonably foreseeable future actions; reviewing resources potentially affected by the project; determining the approximate impact time frames and locations; considering the types of impacts likely for reasonably foreseeable future actions; and selecting the resources requiring detailed cumulative impact evaluation. For actions to be reasonably foreseeable, they are likely to occur or probable not just merely possible or speculative. Reasonably foreseeable future actions can include federal, state, and private projects, such as transportation and commercial or industrial development, which are not expected to be completed by the time the analyzed project would begin construction or planned projects included in planning documents for the area. Past actions can include those that would be completed prior to the analyzed project and/or those that could change the region's functionality, such as traffic patterns or induced growth. The sources used include NDOT Statewide Transportation Improvement Plan, Merrick County, Central City, local media outlets, and aerial imagery.

## Past Actions

Past actions on US 30 and N-14 include usual maintenance and repair activities. City of Central City Downtown Revitalization Plan (2015), *Miller & Associates*: a two-phase process funded by the Nebraska Department of Economic Development (NDED) through a Community Development Block Grant (CDBG). Implementation includes revitalized sidewalks, lighting, crosswalks, parking lots, and stormwater drainage for the downtown business district. Construction for this streetscape project was completed in 2018.

- NDOT CN 42691, STP-14-2(128), In Central City and South: work for this project included resurfacing, reconstructing and bridge repair over 4.7 miles of N-14 highway. Construction cost was included in FY 2016.
- Nebraska Central Railroad Company (NCRC) relinquished abandoned railway right-of-way from US-30 to one mile south of Central City. Central City purchased the land in 2014 to redevelop the area into Central Park. The park is 8 acres and includes pickleball courts, a skateboarding park, picnic shelters, playgrounds and seating area. Dark Island Trail is an eight (8) mile public trail extends from Central Park and adjacent Dark Island Park south to Marquette, NE.
- A new development on 10$^{th}$ Street on the north side of Central City has added eleven (11) new households since 2016. This development is located approximately 450 feet west of the proposed project.

- A six-plex housing unit was completed in early 2024 on the corner of 14th Street and 14th Avenue, Central City by McHargue Housing. This multi-family unit is directly adjacent to the west side of the proposed viaduct.
- Central City Solar array was built in 2015 and expanded in 2017. Phase Two was designed and constructed by GenPro Energy Solutions in 2017 to bring 500kW of energy. It is owned by the city of Central City and is located on the east side of the N-14 near 10th Street.

## Present Actions

- NDOT CN 41704, S-30-4(1046), US 30 Expansion, Grand Island: this project includes the construction of four miles of US 30 to a four-lane expressway with a 40-foot depressed median. Work includes grading, culverts, storm sewers, paving, lighting, and shoulder work. Construction began in April 2024 and is expected to be completed by fall 2025.
- NDOT CN 42782A, NH-STP-81-2(154), US 81 Stromsburg North: this project includes the resurfacing of 4.1 miles of US-81 immediately north of Stromsburg. Construction began in April 2024 and is expected to be completed in October 2025.
- NDOT CN 42782B, NH-81-2(155), In Stromsburg: work includes the removal of existing pavement and reconstructing approximately 0.9 miles of US-81 roadway. Construction began in spring 2024 with anticipated completion in the 2025 construction season.
- NDOT CN 42826, NH-281-2(129), US 281 St Libory North and South: this project includes the resurfacing of approximately 6.3 miles of the area north of Grand Island on US 281. Construction began in May 2024 and is expected to be completed by November 2024.
- NDOT CN 42816, STP-39-2(107), N-92 Silver Creek to Duncan: project work includes resurfacing and bridge work for 10.1 miles of US-30. This project was let in September 2021.

## Future Actions

- NDOT CN 42966, STP-14-2(129), I-80 North to Aurora: work includes milling and resurfacing of 2.6 miles of N-14. Planning is underway with construction anticipated to begin between FY 2026 and 2030.
- NDOT CN 43007, STP-14-2(130), Aurora North: work on N-14 includes approximately 14.5 miles of existing two-lane roadway will be milled and resurfaced. Construction will be completed between FY 2026 and 2030.
- NDOT CN 42948, NH-30-4(164), US 30 in Grand Island: work on US 30 includes 1.0 mile of urban construction for the City of Grand Island. Construction will be completed between FY 2026 and 2030.
- NDOT CN 42943, NH-30-5(141), Chapman to Central City: approximately 10.3 miles of US 30 will be milled and resurfaced. Construction will be completed between FY 2026 and 2030.

- NDOT CN 42818, NH-30-5(136), Central City East: work includes 8.2 miles of US 30 that will be milled and resurfaced. Construction will be completed between FY 2026 and 2030.
- NDOT CN 42929, NH-30-5 (139), Chapman West: work includes resurfacing and lighting for US 30 from the Merrick County line to Chapman. The project length is approximately 8.0 miles long. Construction is anticipated to be completed by FY 2026.
- NDOT CN 43025, NH-34-4(138), In Grand Island and South (NB): work includes approximately 5.9 miles of milling and resurfacing for US 34. Construction will be completed between FY 2026 and 2030.
- NDOT CN 42963, STP-92-4(110), N-92 Platte River West: work includes the resurfacing and milling of approximately 3.4 miles of N-92, located 8.45 miles northeast of the Central City Viaduct project area and along the project's official detour route. Construction for this project is set to begin in August 2026.
- NDOT CN 42967, S-81-2(1051), US 81 York to Columbus: work includes new right-of-way for lane additions for US 81. The length of this project is approximately 40.6 miles. There is no officially set construction date, however, it is likely to begin sometime in 2028.

## Resources Considered for Impact Analysis

Because of the Study Area's characteristics, types of projects studied, and extent of impacts resulting from the Preferred Alternative, the cumulative impacts of past, present and future actions were evaluated for the following resources: transportation, trails, and land use/community impacts.

The following resources which were assessed individually in the Central City Viaduct EA, were evaluated for cumulative impacts but determined not to warrant a detailed analysis because of the minor impacts resulting from the Preferred Alternative. A brief statement of why a detailed cumulative impacts analysis was determined to be unnecessary is noted below for each resource. No adverse cumulative impacts are anticipated for any of the resources listed below:

- Farmland: The project would be located entirely within the corporate limits of the City of Central City which is considered urban, built-up land, and therefore are not considered prime farmland. Further, individual parcels that are being farmed within city limits are less than 10 acres each and therefore do not need to be considered as farmland. Cumulative impacts on farmland from construction of this project along with the other reasonably foreseeable projects are expected to be minor and beneficial because the projects would improve the transportation network and would benefit agriculture in the Study Area.
- Right-of-way and Relocations: The Preferred Alternative is anticipated to acquire three (3) storage buildings from three property owners. These would be total acquisitions and would not remain functional as they do currently, once the project is constructed. Property rights acquisition would be conducted by paying fair market value for the property rights and damages that may occur. ROW acquisition would be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). Impacts from other reasonably foreseeable actions are

expected to be minor and therefore cumulative impacts to ROW and relocations are not anticipated.

- Environmental Justice: Minority and low-income populations are located in the project area; however, there are no anticipated disproportionally adverse human health or environmental impacts as a result of the Preferred Alternative. It is possible that one or more reasonably foreseeable future actions would affect the same minority and low-income populations, but due to the different timeframes and locations, they would not be anticipated to cause any cumulative impacts.
- Historic Properties – Historic properties within the project have been identified; however, the Preferred Alternative received a No Historic Properties Affected through consultation with the Nebraska State Historic Preservation Office. Cumulative impacts from reasonably foreseeable future actions are not anticipated.
- Section 4(f): The Preferred Alternative would result in a temporary occupancy of one Section 4(f) resource, the Dark Island Trail. Although reasonably foreseeable future actions could possibly affect other Section 4(f) resources, these projects would not contribute to cumulative impacts on the Dark Island Trail.
- Section 6(f): Although there is a property in Central City, the Central City Park that is encumbered by Land and Water Conservation Funds (LWCF), the improvements associated with the Preferred Alternative would not impact this park. It is not anticipated that reasonably foreseeable future actions would have cumulative impacts to Section 6(f) resources.
- Utilities: There would be the need to relocate utilities with the Preferred Alternative; however, these relocations are likely to be at the expense of the utility provider. Cumulative impacts from reasonably foreseeable future actions to utilities are not anticipated.
- Air Quality: The project area is in attainment for air quality and the Preferred Alternative would not contribute to air quality degradation. Reasonably foreseeable future actions are not anticipated to have any adverse cumulative impacts to air quality.
- Noise: The Preferred Alternative would not have a noise impact on any receivers within the project Study Area. Reasonably foreseeable future actions are not anticipated to result in cumulative impacts on remaining receivers as to increase their noise levels to be considered an impact.
- Hazardous Materials: The Preferred Alternative would have a medium potential to encounter hazardous materials during construction. Construction commitments regarding encountering contamination are in place and would mitigate impacts. It is possible that one or more of the reasonably foreseeable future actions may encounter hazardous materials, but due to the different timeframes and locations of the actions, they are not anticipated to cause any cumulative impacts.
- Paleontology: The Highway Paleontology Program has not identified any paleontological sites in the Study Area. Reasonably foreseeable future actions identified are not likely to have cumulative impacts on paleontology. However, if paleontological resources are encountered, construction will be suspended until arrangements for removal and preservation are made.

- Floodplains: The Preferred Alternative encroaches on or runs parallel to the floodplain of Trouble Creek and Warm Slough. The Preferred Alternative is not anticipated to cause greater than 1 foot of rise in the base flood elevation of the floodplains it crosses, nor increase the potential for property loss and hazard of life. The construction at these locations would not cause a cumulative impact nor is it anticipated that reasonably foreseeable future actions would result in cumulative impacts.
- Water Quality: Up to two (2) groundwater wells could be affected by the Preferred Alternative, which would be mitigated by relocation or decommissioning. The Preferred Alternative would include grading and soil disturbance. However, cumulative impacts to surface and groundwater quality are not anticipated. Any project with an acre or more of soil or ground disturbance must meet National Pollutant Discharge Elimination System (NPDES) requirements, with protections for stormwater and water quality. Additionally, any impacts on wells or wellhead protection areas must comply with local and state regulations.
- Wetlands and Water Resources: The Preferred Alternative would affect approximately 0.15 acre of wetlands. As a result, a CWA Section 404 permit #14 from USACE would be required. Reasonably foreseeable actions could have an impact on wetlands and water resources; however, the impact is anticipated to be minor since the projects listed above tend to be located in existing ROW with low potential for impacts on other resources. This project along with other foreseeable actions would not contribute to cumulative impacts of wetlands and water resources.
- Threatened & Endangered Species: The Preferred Alternative would result in a “May Affect, Not Likely To Adversely Affect” for the northern long-eared bat and tri-colored bat. Conservation conditions to prevent adverse effects would be utilized during construction. Although reasonably foreseeable future actions may also affect these T&E species, they would be evaluated under NDOT T&E protocols with associated construction commitments. Therefore, the Project would not contribute to cumulative impacts of the other considered actions.
- Fish, Wildlife, and Vegetation: The Preferred Alternative would have an impact on upland grassland, riparian vegetation, and aquatic life. Minimization and mitigation to prevent adverse effects would be utilized during construction and thus the Preferred Alternative would not contribute to cumulative impacts. Reasonably foreseeable future actions are not anticipated to have a cumulative impact to fish, wildlife and vegetation. Additionally, federal, state, and NDOT standard specifications would require revegetation plans and other measures to restore disturbed areas post construction. The Preferred Alternative, as well as reasonably foreseeable actions, would comply with NDOT revegetation standard specifications and seed mixes.

## Impacts of the No Build Alternative

### Transportation

The No Build Alternative would not construct the project but other projects listed above are presumed to occur. As a result, there would be no work on N-14 and US 30 through Central City other than what is needed for routine roadway and bridge maintenance activities. Although other projects on US 30 east and west of Central City, and on N-14 south of Central City would improve the regional transportation network and roadway connectivity, the transportation challenges in Central City would remain. The No Build Alternative is expected to have long-term

negative impacts on the community and services in the Study Area; traffic delays, congestion, operational shortcomings, and side swipe crashes would remain.

Potential impacts on the transportation network during construction of the other identified cumulative projects would be short-term and relatively minor as traffic would be maintained on existing travel lanes. Impacts would result from detours onto county roadways, increasing driving time, out-of-distance travel to reach destinations, shifted traffic patterns to accommodate construction sites, lane closures, and potential closure or relocation of access points within those project areas.

### Trails

Under the No Build Alternative, no changes to existing shared use trails in and around Central City would occur. However, other reasonably foreseeable projects listed above are presumed to occur. The Dark Island Trail, beginning near 13th Ave and 16th St then heading south 8 miles to Marquette, would remain as it is currently, other than routine maintenance.

Potential impacts on recreational trails during construction of the other identified cumulative projects would be short-term and relatively minor. Access to trails that intersect with other identified cumulative projects and detour routes would be impacted by increased traffic at crossings and short-term closures at certain times during construction. No substantial cumulative impacts on trails under the No Build Alternative or other reasonably foreseeable projects are likely to occur.

### Land Use/Community Impact Assessment

The No Build Alternative would not construct the project but other projects listed above are presumed to occur. As a result, there would be no work on N-14 and US 30 through Central City other than what is needed for routine maintenance activities. There would be no right-of-way acquired by the proposed project and access points would be the same as what is currently in the Study Area. No substantial cumulative impacts on land use and the community under the No Build Alternative are likely to occur.

## Impacts of the Preferred Alternative

### Transportation

Cumulative impacts are not anticipated from the Preferred Alternative and the other foreseeable projects. The past and present projects will be completed by the time the Preferred Alternative would begin construction, and adverse cumulative impacts on other communities surrounding those projects including the transportation facilities, would not occur. In Central City, N-14 and US 30 are currently experiencing traffic delays, congestion, operational challenges, and crashes as a result of the aforementioned factors. The Preferred Alternative would reconfigure the downtown area of Central City, improve geometry and operations of these roadways and add a viaduct over the UPRR to reduce or eliminate travel delays. Constructing the Preferred Alternative along with other reasonably foreseeable projects would result in beneficial, long-term, cumulative impacts on Central City and surrounding communities and the transportation network that serves them. The improvements from these projects would better connect producers to Nebraska freight and passenger transportation networks. Furthermore, the projects would decrease transportation costs and improve access by reducing delays and improving

travel times. Minor short-term impacts would result from detours that would increase driving times and distance to get to intended destinations, shifting traffic patterns to accommodate construction sites, and closure/relocation of access points within the Study Area.

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.

### Trails

Cumulative impacts are not anticipated from the Preferred Alternative and the other foreseeable projects. The past and present projects will be completed by the time the Preferred Alternative would begin construction, and adverse cumulative impacts on trails would not occur. The Preferred Alternative of this project includes adding a sidewalk on the viaduct to provide pedestrian accommodations and a safe crossing of the UPRR tracks. By extending the sidewalk over the railroad, the design not only enhances current accessibility but also offers the opportunity for potential northern expansions towards Palmer, NE and other connections which would result in beneficial cumulative impacts. Other reasonably foreseeable future projects are not expected to have cumulative impacts to trails in Central City and surrounding communities.

### Land Use/Community Impact Assessment

The Preferred Alternative would be consistent with the Central City Comprehensive Plan as it would address traffic flow and safety in the downtown area. Except for land purchased for the project, no additional changes in land use are expected. With the exception of the three commercial building acquisitions, no residences or businesses would be displaced and properties would continue to be used in the same manner as existing conditions. Access to individual businesses, residences and other facilities will be maintained during construction. The past and present projects will be completed by the time the Preferred Alternative would begin construction, and adverse cumulative impacts on Central City and other communities surrounding those projects including to land use and community impacts is not likely. The other reasonably foreseeable future projects are all transportation projects with minor ROW required on or near existing alignment so this is not anticipated to result in cumulative impacts from their construction.

## Conclusions

The Preferred Alternative would not result in any long-term adverse cumulative impacts to any of the resources discussed above when considered with other past, present, and future reasonably foreseeable actions. Past actions have been permitted as needed based on federal, state, and local requirements. The Preferred Alternative would result in long-term beneficial cumulative impacts to the community and transportation network in Central City and the surrounding communities. This project would improve the reliability and connectivity of the local transportation network as well as the regional transportation network resulting in a cumulative beneficial impact. Temporary impacts associated with Preferred Alternative construction are expected but would not result in cumulative impacts with the other projects as they occur in different timeframes and locations.

# Appendix N

## Public and Agency Coordination

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

May 13, 2024

Scott Rupe
Senior Scientist
Benesch

Mr. Rupe:

The Department of Transportation – Division of Aeronautics has completed the review of the proposed project ***Central City Viaduct Project STPN-TMT-14-2(123) CN 42013.***

The Division of Aeronautics has no objection to the project, provided the height of any equipment used in the project (or any antennae installed on the equipment) does not exceed any local airport's Height Restriction Zoning. A copy of the zoning should be on file with the airport manager.

The nearest public-use airport to the project is the Central City Municipal Airport / Larry Reineke Field (07K) near Central City, Nebraska. The project is located approximately 2.8 miles east of the airport at its closest point. Due to the scope of the project, it is unlikely to impact the airport's airspace.

Please note that 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**. Again, this includes any trucks, cranes, or any equipment used on the project. Also, 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 would change. This process can take some time. Aeronautics recommends filing months in advance. This website will assist with determining if you should/need to file a 7460-1: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

Feel free to contact me with any question.

Sincerely,

Tiffany Thompson

***Tiffany Thompson***
*Airport Services Manager, Aeronautics Division*
**Nebraska Department of Transportation**
OFFICE 402-471-2371
Tiffany.Thompson@nebraska.gov

**From:** Shane Tucker
**To:** Mielke, Craig
**Subject:** RE: 42013 Central City Viaduct
**Date:** Wednesday, July 3, 2024 9:30:51 AM
**Attachments:** image001.png
image002.png
image003.png
image004.png

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Craig,
Thanks for keeping me in the loop. There should be minimal impact to paleontological resources on this project. Since Central City is on the floodplain, most of the fill will probably come from a gravel pit. We have one locality in Merrick County and it is a gravel mining operation. I have visited the operation north of Central City and found a few teeth and bones. We will check the gravel piles that may be used for fill, asphalt, and concrete for any paleo resources. The fossils are usually fragmentary but will be salvaged if significant.

Shane

---

**From:** Mielke, Craig <CMielke@benesch.com>
**Sent:** Tuesday, July 2, 2024 8:48 PM
**To:** Shane Tucker <stucker3@unl.edu>
**Subject:** 42013 Central City Viaduct

> **Caution:** Non-NU Email

Hi Shane,
Just wanted to touch base with you about the above project. We held an agency scoping meeting last summer on it, and sent out minutes and material then. We did not receive any comments from your office, and wanted to verify that you had no concerns, and that there's no potential for resources in the area. If there is something we can quote or include on the EA, that would be helpful.

Thanks!
Craig

**Craig Mielke, PWS**
Senior Project Manager | Associate

cmielke@benesch.com
**direct:** 402-590-8209 **mobile:** 402-850-9753 **office:** 402-333-5792
4530 Maass Road, Suite 240, Bellevue, NE 68133

**From:** Rupe, Scott
**To:** Mielke, Craig
**Subject:** FW: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)
**Date:** Wednesday, October 18, 2023 10:31:00 AM
**Attachments:** image003.jpg
image004.png
image005.png
benesch_logo_2014_145x30_407b48f8-0a08-4ffd-8701-27b3df568729.png
ksemployeesicon-01_519a8403-e45f-4bed-8b2a-9fc2f4ac6b05.png
31-01057_CentralCity_DkIslandPk_PlaygroundDev_LWCFBoundaryMap.pdf

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FYI


**Scott Rupe**
Project Scientist

srupe@benesch.com
**direct:** 913-535-5611


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**From:** Jones, Hannah <hannah.jones@nebraska.gov>
**Sent:** Monday, October 2, 2023 2:08 PM
**To:** Rupe, Scott <SRupe@benesch.com>
**Subject:** RE: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)

Hi Scott,

Sorry for the delay. See the attached boundary map for the Dark Island Playground Development Map. Let me know if you need anything else.


Hannah Jones

Assistant Division Administrator, LWCF ASLO | Planning & Trails
Planning & Programming Division
2200 N. 33rd Street | Lincoln, NE 68503 | 402.471.5424
"Remember the impact of the work you do on the resources we protect and the people we serve."


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**From:** Rupe, Scott <SRupe@benesch.com>
**Sent:** Monday, September 25, 2023 9:56 AM
**To:** Jones, Hannah <hannah.jones@nebraska.gov>

**Cc:** Craig Mielke <cmielke@benesch.com>
**Subject:** FW: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)

Good Morning Hannah,

As noted in the thread below, I've been working with Jessica Tapp on the Central City Viaduct Project, for the Nebraska Department of Transportation. Jessica indicated that the proposed project would have no impacts to properties that are encumbered with Land and Water Conservation Funding.

I received a copy of the Dark Island Park Playground Development Map from the City of Central City last week (attached), but the image quality isn't great. Would you happen to have a higher quality version of this document that we could use for our project file?

I've also attached a proposed project location map for your reference.

Please let me know if you have any questions, or need additional information.

Thanks!

**Scott Rupe**
Project Scientist

srupe@benesch.com
**direct:** 913-535-5611

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**From:** Tapp, Jessica <Jessica.tapp@nebraska.gov>
**Sent:** Friday, September 22, 2023 1:46 PM
**To:** Rupe, Scott <SRupe@benesch.com>
**Subject:** RE: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)

Hi Scott,

Yes, it will probably be best to contact Hannah directly as this is my last day in this position.

Thanks!

*Jessica L. Tapp*

*Environmental Specialist III*
*Certified Wildlife Biologist®*

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**From:** Rupe, Scott <SRupe@benesch.com>
**Sent:** Friday, September 22, 2023 12:51 PM
**To:** Tapp, Jessica <Jessica.tapp@nebraska.gov>
**Subject:** RE: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)

Jessica,

I appreciate you looking into this further, and letting me know there's no concerns. I received a copy of the Dark Island Park Playground Development Map from the City of Central City this week (attached), but the image quality isn't great. Would you happen to have a higher quality version of this document that we could use for our project file? I see that Hannah Jones, originally created the document so I can reach out to her if that's preferred.

Thanks, and have a great weekend!

**Scott Rupe**
Project Scientist

srupe@benesch.com
**direct:** 913-535-5611

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**From:** Tapp, Jessica <Jessica.tapp@nebraska.gov>
**Sent:** Friday, September 22, 2023 12:09 PM
**To:** Rupe, Scott <SRupe@benesch.com>
**Subject:** RE: Central City Viaduct Agency Scoping Meeting - CN 42013, RRZ-TMT-14-2(123)

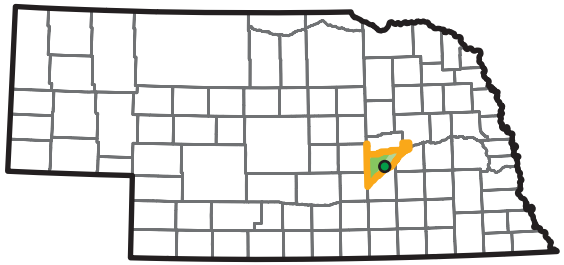
Scott,

We checked for potential 6f impacts and there are no concerns with the current alignment affecting LWCF encumbered areas.

Thanks,

**Known Rights:**
No Known Outstanding Rights

**Comments/Notes:**



# LWCF Section 200305(f)(3) Boundary Map

Feet
0 95 190 380 570 760

**Project Name:** Dark Island Park - Playground development
**Project Number:** 31-01057 **Project Sponsor:** City of Central City
**Site Name:** Dark Island Park **# of Acres:** 7.16 +/- (GIS)/ +/- (Deed/Parcel Data)
**City, State:** Central City, NE **Lat:** 41.113791, **Long:** -97.996381
**SLO/ASL** Hannah Jones/ASLO
**Signature:** Hannah Jones
**Date:** 3/07/2023
**Date Printed:** 3/07/2023

K

LWCF Project Area Location
LWCF Boundary

NEBRASKA GAME PARKS

Alfred Benesch & Company
4530 Maass Road, Suite 240
Bellevue, NE 68133
www.benesch.com
P 402-333-5792

# Meeting Agenda

| | |
|---|---|
| **Project:** | **Central City Viaduct; 42013; RRZ-TMT-14-2(123)** |
| **Date:** | **July 19, 2023 10-11am** |
| **Subject:** | **FHWA Risk Based Project (RBP) Kick-Off Meeting** |
| **Attendees:** | **Invite list attached** |

1. (10 minutes) **Introductions and Assignments**
    a. Benesch Team (Craig Mielke)
    b. NDOT Team (Todd Hill)

2. (10 minutes) **Background and History** (see PPT)
    a. Project Background (Craig)
    b. Summaries of Alternatives and Current Preferred (Craig)
    c. Previous Public Outreach (Faith Lamb)

3. (5 Minutes) **Current Scope and proposed effort**
    a. New Benesch contracted tasks (Environmental, Roadway, Bridge, Survey, Public Outreach)
    b. NDOT retained tasks (ROW, H&H for bridge sized structures, Railroad Coordination)
    c. UPRR Conflict of Interest Avoidance/Communication Protocols

4. (5 Minutes) **Preferred Alternative** (see below)

5. (5 Minutes) **Purpose and Need**

6. (10 Minutes) **Discuss Hurdles, Red Flags, Opportunities**
    a. Environmental – Section 106/Section 4(f)
    b. Bridge/Roadway – Railroad Coordination

7. (10 Minutes) **Schedule and Progress Reporting** (see attached)
    a. Gannt Chart and Milestone Schedules (Craig Mielke)
    b. FHWA Touchpoints and RBP Required Updates (checklist - Scott Rupe)

8. (5 minutes) **Upcoming Items/Open Discussion**
    a. **Survey** -
    b. **Roadway** -
    c. **Bridge** -
    d. **Public Outreach** -
    e. **Environmental** -
    f. **ROW** -
    g. **H&H** -

## *Union Pacific Railroad Conflict of Interest Avoidance and Coordination*

*(Excerpt from Roadway Design portion of Contract)*

G. Project Management

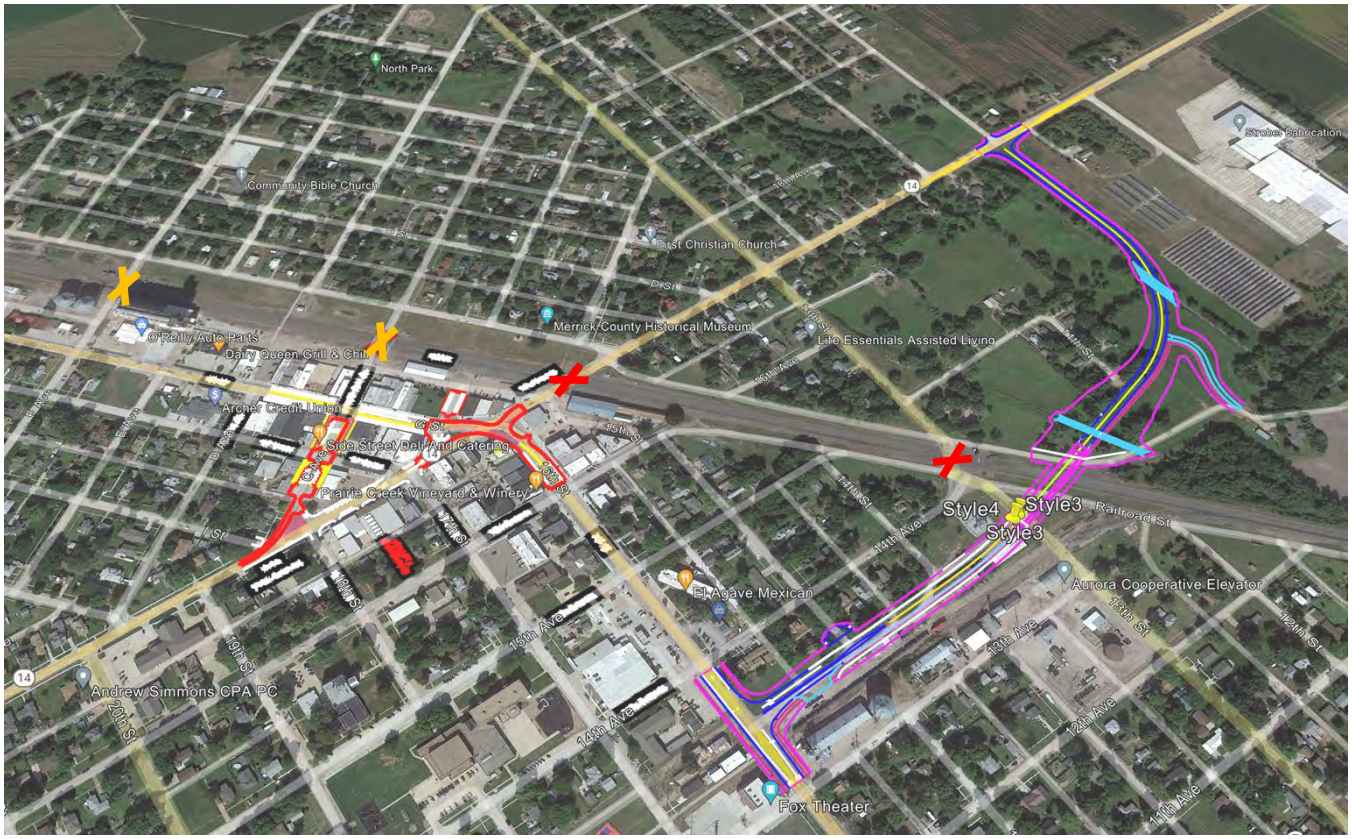
…

5. Coordination with Railroad

Consultant shall provide support to NDOT by providing exhibits or other documentation for coordination efforts led by NDOT and as requested by NDOT. It is assumed such exhibits or documents will be derived from work being performed by Consultant or from files provided to Consultant from work previously performed by NDOT. Under this agreement, Consultant will not have direct interaction with Union Pacific Railroad (UPRR) or its designate representatives regarding the proposed project or scope of work provided by Consultant. All interaction with UPRR or its designated representatives shall be performed by others. Design of project elements contained within UPRR ROW included in the scope of work is limited to preliminary design and shall be subject to change based upon discussions and agreements between NDOT and UPRR.

## *Current Preferred Alternative*

Viaduct touchdown at 10th Street and between 13th and 14th Aves, and downtown one-way pairs using B Ave (northbound) and C Ave (southbound). Railroad crossing closures at N-14 (17th Ave) and 13th Street, with additional closures being evaluated at C Ave and F Ave.



**List of Invitees | July 19, 2023**

| Name | Organization | Email |
|---|---|---|
| Aaron Buettner | Benesch | abuettner@benesch.com |
| Craig Mielke | Benesch | cmielke@benesch.com |
| Faith Lamb | Benesch | flamb@nebraska.gov |
| Jessica Smith | Benesch | jsmith@benesch.com |
| Patrick Kastl | Benesch | pkastl@benesch.com |
| Scott Rupe | Benesch | srupe@benesch.com |
| Dillon Dittmer | FHWA | dillon.dittmer@dot.gov |
| Justin Luther | FHWA | justin.luther@dot.gov |
| Melissa Dirr Gengler | Historic Resources Group, Inc. | MDirrGengler@benesch.com |
| Dawn Knott | NDOT | dawn.knott@nebraska.gov |
| Frank Albrecht | NDOT | frank.albrecht@nebraska.gov |
| Jason Jurgens | NDOT | jason.jurgens@nebraska.gov |
| Jon Barber | NDOT | jon.barber@nebraska.gov |
| Talon Oconner | NDOT | talon.oconnor@nebraska.gov |
| Todd Hill | NDOT | todd.hill@nebraska.gov |

Alfred Benesch & Company
825 "M" Street, Suite 100
Lincoln, NE 68508-2958
www.benesch.com
P 402-479-2200

# CENTRAL CITY VIADUCT
# PROJECT NO. RRZ-TMT-14-2(123)
# CONTROL NO. 42013
# 2023-09-11 Agency Coordination Meeting Agenda

I. Introductions – 10 minutes

**a. Introduction of Agencies - in person**

i. Dawn Knott – NDOT, General project manager
ii. Craig Mielke – Benesch, Consultant Project Manager
iii. Frank Albrecht – NDOT – Environmental Project Manager
iv. Danielle Hardesty – NDEE (401 program)
v. Dane Pauley – NDEE (404 program)
vi. Dillion Dittmer – FHWA
vii. Betty Gillespie – SHPO
viii. Faith Lamb – Benesch, Public Involvement
ix. Chris Anderson – City of Central City – City Administrator

b. **Online Agencies**

i. Jessica Tapp – NGPC– leaving in 2 weeks
ii. Amanda Ciurej – USFWS
iii. Jeremy Grauf – USACE (Nebraska Regulatory Branch)
iv. Blain McNabb – EPA interim 404 coordinator
v. Lyndon Vogt – Central Platte NRD
vi. Melissa Dirr Gengler – Historic Resources Group (sub to Benesch)

c. **Other In Person Attendance**:

i. Aaron Buettner – Benesch - Bridge
ii. Kimberly K Baker – NDOT – Civil Rights
iii. Jeff Hartman – NDOT – Technical Resources Supervision
iv. Talon Oconner – NDOT – NEPA Specialist
v. Katie Turner – NDOT – Section 106

vi. Jon Barber – NDOT – Environmental Documents – Unit Head

vii. Greg Christ – NDOT – H&H

viii. Kirk Harvey – NDOT – H&H

ix. Jason Jurgens – NDOT – Environmental Section Head

x. Brandie Neeman – NDOT – Project Development – Division Head

**d. Other Online Attendance**

i. Scott Rupe – Benesch – Environmental

ii. Tony Kessler – NDOT – Roadway Design

iii. Andy Miller – Benesch – Wetlands

iv. Anne Bauer – NDOT – Historic

v. Tony Bui – NDOT – Public Outreach

vi. Fisher Sarah – NDOT – Public Outreach

vii. Jessica Smith – Benesch – Roadway Design

viii. Brandi Jording – NDOT – Highway Project Scheduling Manager

ix. Jaime Kamarad – NDOT - Utilities

x. Steve Moore – NDOT – IT Business Systems Analyst Supervisor

xi. Todd Palmer – NDOT - Railroad

xii. Pat Kastl – Benesch Roadway Design

xiii. Amy Starr – NDOT – Transportation Program Manager

xiv. Eric Klein – NDOT – District Construction Engineer

xv. Jodi Gibson – NDOT – Local Assistance – Division Head

xvi. John Buhrmann – NDOT – Hazmat/Noise

xvii. Carson Jones – NDOT – Roadside Development & Compliance

xviii. Kyle Zillig – NDOT – Bridge

xix. Sierra Luhn – NDOT – Public Outreach

xx. Julie Ramirez – NDOT – H&H

**II. Presentation – 30 minutes**

a. Overall project scope, potential impacts

b. Unassigned Projects Guidance

   i. Following this process to maintain pre-coordination; trying to follow guidance regarding soliciting agency feedback.

   ii. Trying to complete the EA faster than 1 year. Technical & resource reviews have been initiated.

   iii. NDOT will submit a letter in the coming weeks to FHWA to officially start the EA.

c. Location Map

d. Background & Project History

   i. Originally planned as bypass; 2012 – reprogrammed as north viaduct

   ii. Have been out to the public several times (2016 and 2021)

   iii. In 2016, the N-14 & US-30 intersection was brought into the project to alleviate problems downtown

e. Proposed Intersection Alternatives

   i. Preference for the one- way pairs

   ii. The original intersection alternative would have impacted a bank on the southeast corner of N-14 and US 30. Design refinements have mitigated impacts to this structure.

f. Historic Resources

   i. No acquisitions of historic properties

   ii. Two adjacent properties (Movie Theatre on C Ave and one eligible residence on 14th Ave)

   iii. Have identified resources. Plan to meet with Section 106 stakeholders this fall.

   iv. Not anticipating any impacts to the Heber Hord House (listed property)

g. Hazmat, Noise & Air

   i. Conducted a review of hazardous material sites

   ii. One former manufactured gas plant near the project alignment (only site present)

   iii. John Buhmann – this project may end up being low potential

iv. Once plan in hand (field inspection) occurs, NDOT will wrap up environmental memos

v. Noise study – starting – looking at traffic volumes, determining height of viaduct and then will do modeling and analysis.

h. Recreational Properties

i. Dark Island Trail – ends just south of the proposed new intersection of N-14 and US 30

1. There may be potential very minor impacts to the trailhead
2. If there are impacts to the trail, this may be considered a net benefit to the Section 4(f) property
3. No other Section 4(f) properties would be impacted

ii. Plan to carry the trail from US-30, over the viaduct to the north end of the project (10th St.)

iii. There are currently no sidewalks at 10th street. NDOT will coordinate with the City on appropriate terminus or connection.

iv. Working through the process with Section 106 properties that may become Section 4(f) Properties

i. Wetlands and Waters of the US

i. Trouble Creek & Warm Slough – just linear wetlands, not streams

1. Under half an acre each of wetland impacts

j. Floodplain & Floodway

i. The relocated N-14 highway would intersect with floodplains/floodways and 2 culverts are proposed to be constructed with the floodplain.

ii. Kirk Harvey – Requested that Benesch let NDOT know if the Length of the culvert is okay based on fill

k. Protected Species

i. Tri-Colored Bat – may need some additional agency input since it's not listed yet

ii. Mitch Renteria – Doesn't anticipate any impacts to T&E species

l. Environmental Justice

i. No minority populations observed to date. 2 of 3 census tracts in Central City are low-income.

ii. Working with Kimberly Baker to do review to identify pocket populations
iii. There may be some assisted living facilities in area
iv. NDOT likes to see the shared use trail over the viaduct and pedestrian access across the tracks. This is a benefit to the EJ analysis
v. EJ determination – will need other information including hazmat, public comments, temporary detours
vi. When will the detour routes be known?
    1. Dawn Knott – this should be soon as we are working through the design process
vii. Kimberly – not anticipating translations for public involvement materials
viii. Preliminary review anticipates no adverse affects

m. Public Involvement
    i. 2016 Open House
        1. Strong favor of Eastern alignments
    ii. 2021
        1. Shared intersection improvements alternatives at this meeting
        2. Most comments preferred east alternative
    iii. Next meeting would be Public Hearing, planned for Spring 2024.

n. Access/Traffic
    i. Would be closing N-14 & 13$^{TH}$ St and potentially C Ave RR Crossings
    ii. All other crossings are up for consideration
    iii. B and C Ave would become one-way streets
    iv. Design is still working through details concerning access and traffic

o. Utilities
    i. Substation for Central City Electric
    ii. Some power poles may have to be raised or buried depending on height of viaduct

p. Railroad
    i. Union Pacific & Rio Grande Pacific (NCRC)
        1. Coordinating with the Railroads
        2. Will be obtaining property from NCRC

3. Have some minimum clearances for height over the tracks
4. Line of sight for cantilever being addressed
5. One of industries is a molasses facility that serves feedlots
6. Working with NCRC for trucks to have access to the rail line to load and transport commodities

q. ROW
   i. One large parcel from NCRC and other residential/commercial property would be acquired.
   ii. NCRC – 3 structures on this property that would need to be demolished.
   iii. Looking at avoiding impact of taking bank at N-14 and US-30
      1. Also trying to avoid impacts to the more recent streetscape project
      2. Design relaxation – lowering speed of curve through downtown
   iv. Residential/commercial
      1. May need a few feet of ROW in spot locations
      2. Would need to acquire property & small bits and pieces downtown
         a. Areas may be turned into green space

r. Timeline
   i. The project kicked off again in May 2023
   ii. NDOT held Project Coordination Meeting (PCM) 20 in August
   iii. PCM 30 planned & PCM 35 in Q4 2024
   iv. Draft EA – Q1 2024
   v. Public Hearing – March/April Q2 2024
   vi. Final EA – July/Q3 2024
   vii. Trying to improve the schedule by utilizing concurrent reviews
   viii. Project would be LET in 2026, with construction 2027

s. Comments – email Craig Mielke, Dawn Knott, & Frank Albrecht – by October 11, 2023
   i. Everyone invited will be sent materials, even if they weren't here

III. **Agency Comments** –

a. FHWA - Dillion Ditmer –
   i. What agency input is required for Tri-Colored Bat?

ii. Scott Rupe & Mitch – this came out of prior meetings – what coordination required if any, and what is FWS thoughts regarding the bat?
iii. Dillion – Consider review of Tri-Colored bat with the T&E review, prior to the endangered designation, and clear it now.
iv. Dillon suggested creating a conservation condition that the project would be re-evaluated at another time.

b. Fish and Wildlife Service
   i. Since the Tri-Colored bat is not officially listed, it's up to FHWA to include it or not in the Biological Assessment
   ii. Follow similar conservation measures to northern long eared bat- submit to them accordingly.
   iii. Probably a minimal impact, and tree clearing at certain times of the year would most likely be required
c. Dillion – what is your biggest schedule risk?
   i. Craig: Biggest risk is railroad coordination so we can get the design nailed down.
   ii. Other risks are Section 106 and getting through that process
d. Dillion: Seeking expedited reviews from any other agencies?
   i. Craig: Don't think this is needed at this time.
e. Chris Anderson (City) – At one time, there was a corridor protection in the project area. Is there a way to get corridor protection on this alignment, similar to what was considered on the bypass alignment?
   i. Dawn: Good question – not sure necessary. NDOT will look into this.
   ii. Chris – Doesn't anticipate the zoning map changing
      1. However, there was a solar farm looking into the land at this location
      2. Would like to present this as a preferred alignment plan.
f. Jessica Tapp (NGPC) – I talked to Land & Water Conservation Act Fund (LWCF) administrators at NGPC; Dark Island Trail constructed with 6(f) funds. Potential for those impacts.
   i. Do you know where 6(f) funding used for? Was it recently? Was it drawn out?
      1. Chris - 6(f) funds were used for playground construction - and designated the entire park (Central Park)

a. However the designation may stop at 17th street (the block before the end of the trail)
b. Chris will see if he can get a 6(f) map submitted with funding to Craig
c. Jessica will see if she can get 6(f) info on her end as well

*This issue has since been resolved. The LWCF funding and encumbrance extends only to the Park and ends at 17th Street. There was no funding on the Dark Island Trail itself.*

g. Brandie Jording – requested a copy of the milestones
    i. Dawn – have schedule that was just finalized; will send to you.

# CENTRAL CITY VIADUCT

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

benesch

# PUBLIC OPEN HOUSE #1

## Thursday, November 17, 2016; 4:00 – 6:00 PM

**Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE**

### MEETING SUMMARY

The open house meeting was attended primarily by business owners and residents of the area. There was a strong majority of public favor for the viaduct project.  Related to the viaduct concerns, the public expressed large concern regarding truck traffic congestion. It was suggested and positively regarded by the public that a viaduct in addition to modifications at the US-30/N-14 intersection could help relieve truck congestion.

General response for the project was positive. The East and East Close proposed alternatives seemed to be favored. Some preference was given to the On-Alignment route. The West alternative was largely opposed. During and after the meeting, 34 comments were written by the public. Of the 34 comments, 17 indicated a preferred alternative. 16 of the 17 comments favored one or both East Alignments. A plan was made to proceed forward in developing environmental documents for the two east alternatives as well as the on-alignment alternative.

Other concerns heard at the meeting and through written comment included the viaduct size and capacity, business and home impacts and pedestrian safety.

# PUBLIC INVOLVEMENT PLAN

**CENTRAL CITY VIADUCT**
CN:42013

**Public Involvement Plan**

1. Public Meeting Coordination and Material Preparation

   The Consultant will make arrangements for the three (3) public meetings (two public meetings and one public hearing on the Draft EA). Project specific brochures, such as a Project Fact Sheet for public meetings will be prepared. NDOR will post the materials on the project website on the NDOR server. Nametags, Sign-In Sheets, Comment Forms, and Mosaics will be prepared at each meeting. Prior to each meeting, the meeting will be advertised with informational postcards, a legal notice and press release. Following each meeting, a summary document will be prepared, capturing comments and potential responses with assistance from the NDOR. NDOR will mail responses to each commenter.

   The first public information meeting will be held early in the study process to gather information from the public, local agencies, potentially affected land-owners and interested citizens. It is anticipated that this meeting will be held shortly after approval of the draft Purpose and Need Statement, and will present the Universe of Alternatives for consideration. This meeting will be held in Central City, and will be an open-house format.

   The second public information meeting will be held approximately midway through the preparation of the EA, to explain the Alternatives Carried Forward and gather public input for modifying it or adding other concepts. The initial concepts or alternatives will be illustrated on aerials. This meeting will be held in Central City, and will be an open-house format.

   The third public meeting is a Public Hearing held after FHWA has signed the Draft EA. This Public Hearing will be in compliance with FHWA guidelines, and the most current NDOR Public Involvement Manual & Procedures. A narrated presentation will be prepared for use at the public hearing.

2. Local Community Meetings

   In addition to the public meetings described in the previous sections, study information will be presented to local community groups, such as Chambers of Commerce, service organizations, etc. These meetings will be coordinated with trips to the project site or other public meetings, and separate trips to Central City will not be made to participate in these meetings.

   Consultant staff will attend one meeting with NDOR and Central City officials, in Central City, to discuss the project, gather local official information, and determine the City's preferred alignment prior to development of the Purpose and Need.

# LEGAL NOTICE

## NEBRASKA DEPARTMENT OF ROADS
## NOTICE OF HIGHWAY PUBLIC MEETING

**Thursday, November 17, 2016; 4:00 – 6:00 PM**

*Information Open House Public Meeting*

**Central City Elementary School - Cafeteria**

**1711 15th Avenue, Central City, NE**

## RRZ-TMT-14-2(123); *CENTRAL CITY VIADUCT*; CN 42013

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the proposed construction of a viaduct in the city of Central City, located in Merrick County. The meeting will be held at the Central City Elementary School - Cafeteria, 1711 15th Avenue in Central City, on Thursday, November 17th, 4:00 – 6:00 P.M.

Identified as **Central City Viaduct**, the proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

The proposed project would close the at-grade crossing on Nebraska Highway 14 (N-14) and construct a new grade separation structure. There are currently five alternative designs being evaluated. These alternatives include "no-build" (do nothing and continue to maintain the existing roadway and/or structures), build on the current alignment with construction of a viaduct over UPRR, build to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14, build to the east on the NCRC rail corridor with construction of the viaduct over UPRR that includes reconstruction of 13th Street north of the UPRR, and build to the west with reconstruction of C avenue and 13th Street that includes construction of the viaduct over UPRR.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

Because Federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and any required property acquisitions.

The proposed project may require the acquisition of additional property rights including new right-of-way (ROW) and temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected.

As of this date, construction has not been scheduled. At the conclusion of the alternatives analysis, the environmental assessment would be completed on the preferred and the no-build alternatives. A construction letting date would be scheduled based on funding availability and priority.

This public open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input. All interested persons are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOR will be present to answer questions and receive comments. The information "open house" format allows the public to come at any time during the advertised hours, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. A formal presentation will not be included as part of this information open house.

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NDOR will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by November 10, 2016. The public is being encouraged to

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS

# LEGAL NOTICE

make suggestions or express concerns regarding this proposed project. Comments will be collected through December 5, 2016. Written comments or requests should be submitted to: Sarah Kugler, Public Involvement Manager, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.kugler@nebraska.gov; voice telephone 402-479-4871, Fax 402-479-3989.

Information regarding the proposed project will be made available on the NDOR website, the day after the meeting, at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Central City Viaduct" link. For those without internet access, information may be obtained through the contact above or at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren, NDOR District 4 Engineer, 308-385-6265, wes.wahlgren@nebraska.gov.

# LEGAL NOTICE



# Public Notices

**OFFICIAL PROCEEDINGS OF THE CITY COUNCIL**
**October 10, 2016 7:00 p.m.**

A duly advertised meeting of the Mayor and Council of the City of Central City, Nebraska was convened in open and public session at 7:00 p.m. on October 10, 2016 at City Hall. The following Council Members were present: Russ Flesch, Willa Freelend, Hanna Hawthorne, Ron Kennedy, Dave Rish, Leroy Sheets, and Associate Council Member Noah Anderson. City Officials present were City Administrator Chris Anderson and City Clerk/Treasurer Linda Jensen. Four (4) visitors were present.

The following claims were presented for payment, to-wit:

CENTRAL NE AEOROMOTIVE, Contract....500.00
CENTRAL CITY POSTMASTER
Bill postage....316.41
WADDELL & REED,
Employer contribution....5,217.99
WADDELL & REED CO.,
Employer contribution....109.60
CITY PAYROLL ACCOUNT, Salaries....66,864.65
CENTURY LINK, Phone....166.77
EMS BILLING SERVICE, Billing services....814.22
FEDERATED INSURANCE
Group health....22,575.34
GROSSMAN'S INC., Repairs....405.12
HEALTH PLAN SERVICE, INC.,
Group dental....2,267.88
MIDLAND AREA AGENCY ON AGING,
Wages....4,989.20
NATIONAL PUBLIC GAS AGENCY,
Gas bill....21,685.02
PINNACLE BANK, Expenses....767.26
WEX BANK, Fuel....1,197.86
CENTRAL NE BOBCAT, INC, Parts....172.05
EMPLOYEE BENEFIT SYSTEMS, Fees....75.00
USABLE LIFE, Life insurance....126.73
WADDELL & REED,
Employer contribution....5,448.38
WADDELL & REED CO.,
Employer contribution....113.60
CITY PAYROLL ACCOUNT, Salaries....77,738.01
CITY PAYROLL ACCOUNT, Salaries....541.51
AGRICULTURAL SERVICES, INC.,
Supplies....208.48
ALTEC INDUSTRIES, INC., Parts....193.50
B & D DIAMOND PRO, INC, Supplies....8,740.00
BAKER & TAYLOR, Books....1,214.94
BARCO MUNICIPAL PRODUCTS, INC.,
Equipment....1,077.57
BECKY BIALAS, Overpayment....86.68
BOMGAARS SUPPLY INC., Supplies....892.41
BROOKS ASSOCIATES, Maintenance....130.00
CASEY'S GENERAL STORE, Fuel....211.66
CENTRAL BANK, Deposits....256.14
CENTRAL CITY AUTO PARTS CO.,
Supplies....251.18
CENTRAL CITY MALL, Supplies....254.78
CENTRAL CITY VETS CLINIC, Services....110.00
CENTURY LINK, QCC, Phone....25.64
CITY OF CENTRAL CITY, Bond....7,259.00
CITY OF CENTRAL CITY, Bond....14,296.00
CLARK & CURRY, P.C., Services....630.00
CLAUSEN CONSTRUCTION,
Downtown wall....10,700.00
CORNERSTONE BANK, Loan....9,925.00
CORNHUSKER STATE INDUSTRIES,
Furniture....2,955.00
DEROSSETT CO., Parts....513.90
DUTTON LAINSON COMPANY,
Supplies....1,311.75
EAGLE COMMUNICATIONS, Internet....538.62
EAKES OFFICE SOLUTIONS,
Equipment....7,122.00
EMS BILLING SERVICE, Billing services....829.95
ENERGY PIONEER SOLUTIONS,
Pioneer billing....1,115.90
FAIRFIELD INN & SUITES, Conference....284.85
FEDERATED INSURANCE,
Group health....23,774.28
FELD FIRE, Maintenance....279.00
FITNESS CENTER, Program fees....1,000.00
WILLA FREELEND, Mileage....129.60
GREEN LINE EQUIP., Parts....669.57
GROUNDWATER FOUNDATION,
Membership....50.00
GSI ENGINEERING NORTHERN DIV. LLC,
Services....1,329.25
HANSON CRIME STOPPERS, Services....264.00
HD SUPPLY WATERWORKS, LTD,
Services....600.00
HEALTH EQUITY, INC., HSA fees....63.20
HEARTLAND DISPOSAL,
Contract town....10,200.00
HEINS LAWN SERVICE, Services....557.13
HERK'S WELDING SHOP, Parts....368.54
HOMETOWN LEASING, Copier....79.48
ISLAND SUPPLY WELDING CO., Oxygen....160.06
J.I.L. ASPHALT PAVING, Supplies....1,017.04
JACKSON SERVICES INC., Mats....279.56
JENSEN PUBLISHING, Printing....745.69
JEO CONSULTING GROUP, THE,
Services....11,225.00
KELLY SUPPLY CO., Parts....535.28
KRIZ-DAVIS CO., Parts....758.33
LAYNE CHRISTENSEN CO.,
Maintenance....1,262.68
LEAGUE OF NEBR. MUNICIPALITIES,
Conference....348.00
LPC INC, Lockers....50.00
MC2, INC, Parts....291.73
MCLNAY & CO., Supplies....449.01
MENARDS - GRAND ISLAND, Parts....19.99
MERRICK CO. YOUTH COUNCIL,
Utilities....400.00
MID-NEBRASKA DISPOSAL, INC,
Dumpster services....496.40
MIDLAND AREA AGENCY ON AGING,
Wages....4,973.48
MILLER & ASSOCIATES, Postage....42.42
MUNICIPAL SUPPLY INC., Parts....2,026.56
NE DEPT OF AERONAUTICS,
Hangar loan....760.00
NE MUNICIPAL CLERKS ASSOCIATION
Membership....50.00
NE PUBLIC HEALTH ENVIRONMENT,
Analysis....200.00
NE TECH & TELECOMM, INC., Phone....645.55
O'REILLY AUTOMOTIVE, INC, Supplies....57.45
ONE CALL CONCEPTS, INC, Locates....76.17
OVERLAND SAND & GRAVEL CO.,
Supplies....5.92
PALSER SERVICE, Fuel....2,127.42
PLATTE VALLEY COMMUNICATIONS,
Parts....13.25
PRESTO X-CO, Pest control....144.00
QUILL, Supplies....209.88
REAMS SPRINKLER SUPPLY, Parts....138.84
AMY ROWLSON, Grounds....300.00
SACK LBR. CO., Supplies....11.87
SERVI-TECH. LABORATORIES, Analysis....310.21
SHAWN'S AUTO REPAIR, Maintenance....60.18
SOUTHERN POWER DIST., Electric....752.40
TO HAAS TIRE, Maintenance....468.74
TYCO INTERGRATED SECURITY LLC,
Grounds....191.78
ULINE, Floor mat....342.17
USA BLUE BOOK, Supplies....113.77
USA OUTDOOR, LLC, Billboard....710.00
UTILITIES DEPTS., Utilities....17,269.68
VERBURG SEED COMPANY, Supplies....53.75
VERIZON WIRELESS, Phone....434.05
WESCO RECEIVABLES CORP., Supplies....115.02
WEX BANK, Fuel....933.18
ZOLL MEDICAL CORPORATION,
Supplies....325.87
Total....374,428.06

Approved the consent agenda to include approval of the minutes for the September 12, 2016 Council meeting, approval of the October 3, 2016 Planning Commission meeting, approval of the September 2016 Treasurer's report, and approval of the September claims list.

A public hearing was opened at 7:03 p.m. to consider approval of plat for subdivision. The public hearing was closed at 7:05 p.m.

Motion carried the approval of plat for subdivision.

Motion passed to approve 60% of the costs, up to $4,968.00, for a main street grant application from Shear Country.

Steve Kelso and Mariam Wells addressed the Council on behalf of the Ambulance Department. The item is tabled until more information is gathered on other paid departments for the hourly rates.

Motion passed to approve the updated city fine schedule as presented.

No action was taken on the request to close an alley from John Armatys.

Miles McGinnis gave an annual report from the Citizens Advisory Review Committee for the sales tax issue.

The agenda item to transfer of sales tax funds to the Development Corporation was tabled till after the closed session.

A discussion was held concerning some North Park ball field improvements for an Eagle Scout project.

A discussion was held concerning and additional water department employee.

At 7:55 p.m. motion carried that the Council go into executive session to discuss Economic Development proposals.

At 8:13 p.m. motion carried that the Council reconvene in open session.

Motion passed to transfer $161,777.46 to make available loans to new businesses.

At 8:14 p.m. motion carried that the Council go into executive session to discuss a personnel issue.

At 8:27 p.m. motion carried that the Council reconvene in open session.

No formal action was taken as a result of the executive session.

At 8:27 p.m. it was moved and seconded that the meeting adjourn.

A COMPLETE AND OFFICIAL COPY OF THE MINUTES IS AVAILABLE FOR PUBLIC VIEWING, DURING NORMAL BUSINESS HOURS, AT CITY HALL, 1702 31st. STREET.

Linda Jensen,
City Clerk Treasure
36-1t
ZNEZ

**NEBRASKA DEPARTMENT OF ROADS**
**NOTICE OF HIGHWAY PUBLIC MEETING**
**Thursday, November 17, 2016; 4:00 – 6:00 PM**
**Information Open House**
**Public Meeting**
**Central City Elementary School - Cafeteria**
**1711 15th Avenue, Central City, NE**
**RRZ-TMT-14-2(123); CENTRAL CITY VIADUCT; CN 42013**

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the proposed construction of a viaduct in the city of Central City, located in Merrick County. The meeting will be held at the Central City Elementary School - Cafeteria, 1711 15th Avenue in Central City, on Thursday, November 17th, 4:00 – 6:00 P.M.

Identified as Central City Viaduct, the proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

The proposed project would close the at-grade crossing on Nebraska Highway 14 (N-14) and construct a new grade separation structure. There are currently five alternative designs being evaluated. These alternatives include "no-build" (do nothing and continue to maintain the existing roadway and/or structures), build on the current alignment with construction of a viaduct over UPRR, build to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14, build to the east on the NCRC rail corridor with construction of the viaduct over UPRR that includes reconstruction of 13th Street north of the UPRR, and build to the west with reconstruction of C avenue and 13th Street that includes construction of the viaduct over UPRR.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

Because Federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and any required property acquisitions.

The proposed project may require the acquisition of additional property rights including new right-of-way (ROW) and temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected.

As of this date, construction has not been scheduled. At the conclusion of the alternatives analysis, the environmental assessment would be completed on the preferred and the no-build alternatives. A construction letting date would be scheduled based on funding availability and priority.

This public open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input. All interested persons are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOR will be present to answer questions and receive comments. The information "open house" format allows the public to come at any time during the advertised hours, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. A formal presentation will not be included as part of this information open house.

NDOR will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by November 10, 2016. The public is being encouraged to make suggestions or express concerns regarding this proposed project. Comments will be collected through December 5, 2016. Written comments or requests should be submitted to: Sarah Kugler, Public Involvement Manager, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.kugler@nebraska.gov; voice telephone 402-479-4871, fax 402-479-3989.

Information regarding the proposed project will be made available on the NDOR website, the day after the meeting, at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Central City Viaduct" link. For those without internet access, information may be obtained through the contact above or at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren, NDOR District 4 Engineer, 308-385-6205, wes.wahlgren@nebraska.gov.

36-1t
ZNEZ

**OFFICIAL PROCEEDINGS OF VILLAGE OF SILVER CREEK**
**OCTOBER 17, 2016**

The Silver Creek Board of Trustees met in regular session on October 17, 2016 at Village Hall. Chairman Kershaw called the meeting to order at 7:30 PM and stated that the Open Meetings Act is available to the public on the wall of Village Hall.

Roll call: Paczosa, Vanek, Jones and Luellen. Others in attendance: Betty Hinkle, Pat Robinson.

Notice of the meeting was given in advance thereof by publishing notice in the

Republican-Nonpareil and posting in at least three public places, designated methods for giving notice to the Village. Advance notice of the meeting was simultaneously given to the Chairman and all Trustees and a copy of their acknowledgement of receipt of notice of meeting is attached to these minutes. All proceeding hereafter shown were taken while the convened meeting was open to attendance of the public.

(PROCEEDI NGS HAD)

Motion by Luellen, second by Paczosa to approve the minutes of the last meeting. Carried 5-0.

Jones moved to approve the Treasurer's report as presented. Luellen seconded and the motion carried.

Motion by Vanek, second by Paczsa to pay the following bills:

| | |
|---|---|
| US Tax payment, employee taxes | 1458.62 |
| Hamilton Telecommunication, internet | 129.90 |
| Farmer's State Bank, loan pymnt | 1398.15 |
| Board | 250.00 |
| Dept of Revenue, sales tax | 400.96 |
| Frontier Coop, fuel | 432.75 |
| SC Lumber, supplies | 398.21 |
| Jackson Services, mats/supplie | 170.17 |
| CenturyLink, service | 332.60 |
| Jensen Publishing, notices/proceedings | 158.56 |
| Polk Co. RPPD, service-hookups | 3933.20 |
| Mead Lumber, knob | 12.99 |
| Drain Surgeon , sewer clog | 700.00 |
| Agrosevice, supplies | 81.62 |
| One Call Concepts, dugger's hotline | 14.70 |
| Gembica Equipment, parts | 59.08 |
| Arbor Day Foundation, dues | 35.00 |
| SC Products, billing w/s | 1000.00 |
| Arnt's Service, oil | 8.75 |
| MARC, ice melt | 712.00 |
| Overland Ready Mix, concrete | 30.00 |
| Central Sand & Gravel, gravel | 8907.55 |
| NE Health Laboratory, water testing | 283.00 |
| HD Supply Waterworks, parts | 131.08 |
| Dept of Revenue, emp. withholding | 395.58 |
| US Cellular, cell phone/Pat | 83.50 |
| Pat Robinson, postage | 22.95 |
| Carol Richards, postage/phone/supplies | 123.15 |
| Salaries | 4790.00 |
| Ralph Jilg, 71 hrs | 710.00 |

Motion carried 5-0.

Several camper hookups have been installed at the south park. Tabled until other towns can be contacted to see what they charge.

Discussed the issuing of pet tags for 2017.

The village has an ordinance for ATV regulations which will be included with resident's water/sewer billing as many under age young people are driving carelessly.

Maintenances items for discussion were winterizing equipment for the upcoming season, purchasing some new culverts and removal of unlicensed vehicles.

Jones moved, second by Vanek to adjourn.

Jamey Kershaw,
Chairman
Carol Richards,
Clerk
36-1t
ZNEZ

**NOTICE OF REGULAR MEETING**

The Board of Directors of The Twin Loups Irrigation District will meet in regular meeting at the District's Office in its Headquarters Building located 1¼ miles West of Scotia, Nebraska on Thursday, November 3, 2016 at 1:00 P.M. An agenda kept continually current of this meeting is available for public inspection at the District's Office located in the Headquarters Building at Scotia, Nebraska.

John Kluthe,
Secretary-Treasurer
36-1t
ZNEZ

**PROCEEDINGS OF THE CENTRAL CITY BOARD OF EDUCATION**
**October 17, 2016**

The Central City Board of Education met at 8:00 p.m., on Monday, October 17, 2016 in the Central City Board of Education room at 1711 15th Avenue.

Roll call showed the following members present: Brian Buhlke, Aaron Heins, Chuck Homolka, Brent Kennedy, Lisa Wagner, and Tim Williams. Also present: Jeff Jensen, Superintendent; Maureen McElhinny, SPED Director; Justin Anderson: Activities Director; Shawn McDiffett, High School Principal; Holee Hanke, Middle School Principal; and Neely Moser, Elementary Principal. Absent: None.

It was moved by Kennedy, seconded by Buhlke, that it is hereby determined that this meeting was preceded by advanced publicized notice by posting notices at the Superintendent's Office at 1711 15th Avenue, Merrick County Courthouse and City Hall Office and is hereby declared to be duly convened in open session. A copy of the agenda is posted in the Superintendent's Office. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

The school district treasurer's financial report disclosed a reconciled unencumbered balance of $2,005,742.74 as of September 30, 2016.

The high school activities fund account disclosed a balance as of September 30, 2016 of $104,208.32; middle school activity fund disclosed a balance of $10,812.84 and the elementary activity fund disclosed a balance of $6,871.32. The cafeteria account disclosed a balance of $39,267.18.

It was moved by Buhlke, seconded by Heins, to approve the agenda of the meeting. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Williams, seconded by Kennedy, to approve the consent agenda action items, which include minutes of the September 12th meetings, financial review of funds, September claims except #29531 and #29574. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Homolka, seconded by Williams, to accept claim #29531. Motion carried 5-0. Ayes: Buhlke, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Abstain: Heins. Absent: None.

It was moved by Buhlke, seconded by Heins, to accept claim #29574. Motion carried 5-0. Ayes: Buhlke, Heins, Homolka, Wagner, and Williams. Nayes: None. Abstain: Kennedy. Absent: None.

It was moved by Buhlke, seconded by Heins, to revise Policy 3018: Denial of Access to School Premises. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

| | |
|---|---|
| ACE INDUSTRIAL SUPPLY, INC | $872.10 |
| Advanced NEBRASKA | $625.00 |
| AMAZON.COM CREDIT | $3,160.52 |
| ANDERSON, DEBRA | $112.27 |
| APPLE, INC | $2,498.00 |
| BIO-RAD LABORATORIES | $170.40 |
| BLODGETT, PAT AND TAMMY | $1,050.00 |
| BOMGAARS | 468.23 |
| BOSSELMAN ENERGY, INC | 427.10 |
| BRETFORD | 153.36 |
| CARLSON, MARISA | 10.94 |
| CAROLINA BIOLOGICAL SUPPLY | 19.45 |
| CC AUTO PARTS | 54.82 |
| CC MALL | 518.42 |
| CDW GOVERNMENT INC | 2,250.00 |
| CENTRAL COMMUNITY COLLEGE | 79.00 |
| CENTRAL NEBRASKA BOBCAT | 2,500.00 |
| CENTRAL NEBRASKA REHABILITATION SERVICES | 12,337.80 |
| CENTURYLINK BUSINESS SERVICES | 36.89 |
| CHILDREN'S PLUS INC | 313.21 |
| CITY OF CENTRAL CITY | 23,538.60 |
| CLARK ENERSEN PARTNERS | 1,188.66 |
| CLOSE UP FOUNDATION | 1,000.00 |
| COMMUNICATIONS ENGINEERING | 264.30 |
| COMPUTERS ETC | 9.25 |
| CORNERSTONE VISA | 2,140.17 |
| CORNHUSKER MARRIOTT HOTEL, THE | 164.00 |
| DECA INC | 28.00 |
| DG GENETICS, INC | 33.76 |
| EDUCATIONAL DESIGN SOLUTIONS | 1,508.00 |
| EGAN SUPPLY COMPANY | 254.99 |
| ESU #7 | 830.01 |
| ESU 7 SPECIAL EDUCATION DEPARTMENT | 34,426.87 |
| FATHER FLANAGAN'S BOYS' HOME | 1,787.11 |
| FED/FICA/MEDICARE TAXES | 110,581.87 |
| FOLAND, AMY | 2,363.46 |
| GALUSHA ELECTRIC | 2,240.61 |
| GREEN LINE EQUIP OF C C | 161.02 |
| GRONE'S OUTDOOR POWER, INC | 811.00 |
| HAMILTON TELEPHONE CO | 1,042.76 |
| HEARTLAND DISPOSAL & RECYCLING | 745.60 |
| HEINS LAWN & LANDSCAPE INC | 3,750.00 |
| HESTERMAN, MICAH | 23.49 |
| HOMETOWN LEASING | 2,080.89 |
| HOUGHTON MIFFLIN COMPANY | 722.40 |
| ISLAND GLASS COMPANY | 1,227.50 |
| J & J TV & APPLIANCE | 458.98 |
| J W PEPPER OF MINNEAPOLIS | 382.79 |
| JACKSON SERVICE INC | 254.90 |
| JENSEN PUBLISHING | 257.40 |
| JONI AYCOCK | 1,890.00 |
| KSB SCHOOL LAW | 192.50 |
| LERNER PUBLISHING GROUP | 669.12 |
| LONE TREE MEDICAL | 127.00 |
| MCLNAY & COMPANY | 347.21 |
| MENARDS | 269.97 |
| NAEA DISTRICT VII | 130.00 |
| NASCO | 233.60 |
| NATIONAL FFA ORGANIZATION | 110.00 |
| NE TRUCK CENTER INC | 493.86 |
| NEBRASKA ASSOCIATION OF SCHOOL BOARDS | 72.00 |
| NEBRASKA DEPARTMENT OF EDUCATION | 75.00 |
| NEBRASKA FFA FOUNDATION - NE STATE FAIR ACCOUNT | 25.00 |
| NEBRASKA PUBLIC EMPL RTMT SYST | 89,089.93 |
| O'REILLY AUTOMOTIVE STORES, INC | 27.99 |
| ONE SOURCE, THE BACKGROUND CHECK COMPANY | 190.00 |
| ORKIN | 115.00 |
| OTIS ELEVATOR COMPANY | 963.84 |
| PALSER SERVICE | 10.15 |
| PROTEX CENTRAL INCORPORATED | 984.58 |
| RASMUSSEN MECHANICAL SERVICES | 4,120.11 |
| RODRIGUEZ, JOYCE | 13.37 |
| SACK LUMBER COMPANY | 834.24 |
| SCHOLASTIC BOOK CLUBS | 488.00 |
| SCHOLASTIC MAGAZINES | 252.75 |
| SCHOOL SPECIALTY, INC | 48.66 |
| SPORT SAFE TESTING SERVICE, INC | 1,653.00 |
| STAPLES ADVANTAGE | 1,328.71 |
| STATE GLASS INC | 253.75 |
| STATE PAYROLL TAX | 14,460.38 |
| SUPPLYWORKS | 2,098.80 |
| TEAMMATES | 29.03 |
| TIME MANAGEMENT SYSTEMS | 928.00 |
| TRUE VALUE | 272.62 |
| VANCO PAYMENT SOLUTIONS | 190.23 |
| VANPELT, DONNETTE | 36.79 |
| VERIZON WIRELESS | 76.50 |
| WEGNER MONUMENT | 2,235.00 |
| WORTHINGTON DIRECT INC | 1,198.71 |
| WRIGHT EXPRESS FSC | 4,066.64 |
| YANDA'S MUSIC AND PRO AUDIO | 169.00 |
| ZIMBELMAN CONSTRUCTION | 800.00 |
| Total | 353,418.96 |

It was moved by Kennedy, seconded by Buhlke, to accept Policy 3039: Threat Assessment and Response. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Buhlke, seconded by Kennedy, to accept Policy 3040: School Safety and Security. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Williams, seconded by Kennedy, to accept Policy 3041: Crisis Team Duties. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Kennedy, seconded by Williams, to accept Policy 4058: Suicide Prevention Training. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Kennedy, seconded by Williams, to revise Policy 5010: Immunizations. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Kennedy, seconded by Homolka, to join the Lou Platte Conference for the 2017-2018 school year. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Williams, seconded by Kennedy, to accept the bid from Herk's Welding to construct a bus barn. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Williams, seconded by Buhlke, to allow the Grounds Planning Committee to seek and enter into bids with subcontractors to construct a Bus Barn. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Buhlke, seconded by Kennedy, to accept the Facility Master Planning Agreement with Cannon, Moss, Brygger Architects & Associates. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

Items discussed but no action taken: intercom system upgrade, discuss negotiations progress, value of integrity.

It was moved by Kennedy, seconded by Williams, to set regular board meeting for November 21, 2016 at 7:00 p.m. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

It was moved by Buhlke, seconded by Kennedy, to recognize Donnette VanPelt for her hard work with the reading programs and Adventures in Language program; Kathy Kuck and Ashley Oquist for their commitment to students and willingness to go above and beyond; Coach Mosser and softball team for winning Districts and making it to State Softball tournament; McKensie Gress and Coach Negus for making State Golf; Nathan Erickson for help at the softball fields this fall; Mrs. Herstedt and Mrs. Glunz who continue to do an outstanding job with Special Education program; Students of the month for September - Maddie Brandenburg and Noah Anderson. Motion carried 6-0. Ayes: Buhlke, Heins, Homolka, Kennedy, Wagner, and Williams. Nayes: None. Absent: None.

Meeting adjourned at 9:35 p.m.

I, the undersigned Secretary of the Central City Board of Education, hereby certify that the foregoing minutes is a true and correct representation of the meeting of the Central City Board of Education held in open session on October 17, 2016. Dated this 17th day of October, 2016.

Respectfully Submitted,
Tim Williams, Board
Secretary
36-1t
ZNEZ

**NOTICE OF MEETING**

Notice is hereby given that a meeting of the Chapman Village Board of Chapman, NE will be held at 7:30 p.m. on Tuesday, Nov. 1, 2016, at the Chapman Village Hall, which meeting will be open to the public.

An agenda for such meeting, kept continuously current, is available for public inspectiOn at the Village Hall.

Laurie Kilin
Chapman Village Clerk
36-1t
ZNEZ

**OFFICIAL PROCEEDINGS OF VILLAGE OF CHAPMAN**
**October 4, 2016**

Killin called to order the regular meeting of the Chapman Village Board at 7:30 p.m. on Oct. 4, 2016 at the Chapman Village Hall.

The following persons were present: Ceplecha, Schneider, Quandt, and Killin.

It was moved by Quandt seconded by Ceplecha that it is hereby determined the meeting was proceeded by publicized notice and is declared duly convened in session open to the public. All voted in favor of the motion the same was declared passed and adopted and the following proceedings were had and done at said meeting in open session.

Minutes from last the meeting were read and approved

Bills were presented for payment

| | |
|---|---|
| Southern Power | 1,540.86 |
| Chapman Village | 86.74 |
| Great Plains | 193.62 |
| Source Gas | 102.52 |
| US Cell | 112.00 |
| Veritas | 3,100.00 |
| Wex Bank | 60.31 |
| Jensen | 54.83 |
| Merrick Co | 13.09 |
| Health Dept | 46.50 |
| Sams (tables) | 298.80 |

Motion by Quandt seconded by Schneider to pay the bills. al ayes

Motion by Schneider seconded by Quandt to purchase a vacuum cleaner for the new Chapman Community Center. All Ayes.

As there was no further business Motion by Schneider seconded by Ceplecha to adjoun.

Next Regular meeting will be held Nov. 1, 2016 at 7:30 p.m.

Minutes submitted by: Laurie Killin

36-1t
ZNEZ

# LEGAL NOTICE AFFIDAVIT

**NEBRASKA DEPARTMENT OF ROADS**
**NOTICE OF HIGHWAY PUBLIC MEETING**
**Thursday, November 17, 2016; 4:00 – 6:00 PM**
**Information Open House**
**Public Meeting**
**Central City Elementary School - Cafeteria**
**1711 15th Avenue, Central City, NE**
**RRZ-TMT-14-2(123); CENTRAL CITY VIADUCT; CN 42013**

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the proposed construction of a viaduct in the city of Central City, located in Merrick County. The meeting will be held at the Central City Elementary School - Cafeteria, 1711 15th Avenue in Central City, on Thursday, November 17th, 4:00 – 6:00 P.M.

Identified as Central City Viaduct, the proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

The proposed project would close the at-grade crossing on Nebraska Highway 14 (N-14) and construct a new grade separation structure. There are currently five alternative designs being evaluated. These alternatives include "no-build" (do nothing and continue to maintain the existing roadway and/or structures), build on the current alignment with construction of a viaduct over UPRR, build to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14, build to the east on the NCRC rail corridor with construction of the viaduct over UPRR that includes reconstruction of 13th Street north of the UPRR, and build to the west with reconstruction of C avenue and 13th Street that includes construction of the viaduct over UPRR.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving

...requests should be submitted to: Sarah Kugler, Public Involvement Manager, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.kugler@nebraska.gov; voice telephone 402-479-4871, Fax 402-479-3989.

Information regarding the proposed project will be made available on the NDOR website, the day after the meeting, at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Central City Viaduct" link. For those without internet access, information may be obtained through the contact above or at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren, NDOR District 4 Engineer, 308-385-6265, wes.wahlgren@nebraska.gov.

36-1t
ZNEZ

**ublication**

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...ity } ss.

RECEIVED
OCT 31 2016
BENESCH

Penni Jensen, being first duly sworn, depose and ...ie publisher of The Central City Republican-Nonpareil, a weekly ...blished in an office maintained at Central City, in said county ... in general circulation in said county, and that said newspaper ... circulation of more than three hundred copies weekly, and that ...blished in said county for fifty-two consecutive weeks next prior ...publication of the attached notice, and that said notice was published in said newspaper 1 consecutive weeks, the first publication thereof having been made in the issue of said paper dated the 27th day October, 20 16.

Penni Jensen

Subscribed in my presence and sworn to before me this 27th day of October, 20 16.

GENERAL NOTARY - State of Nebraska
JOLENE K JOHNSON
My Comm. Exp. September 1, 2019

Jolene K Johnson
Notary Public

My commission expires Sept 1, 20 19

Publication fee $ 63.56

Element:
Project:

engineers · scientists · planners

# POSTCARD

## Front

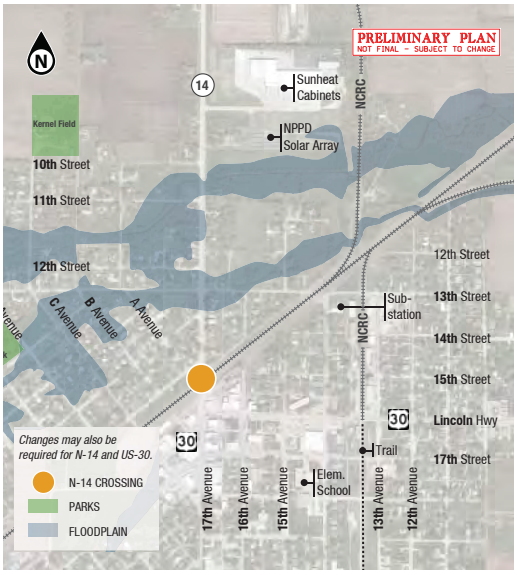
### NOTICE OF HIGHWAY PUBLIC MEETING

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

U.S. Department of Transportation Federal Highway Administration

NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

**Thursday, November 17, 2016; 4:00 PM – 6:00 PM**
**Central City Elementary School - Cafeteria**
**1711 15th Avenue, Central City, NE**




### CENTRAL CITY VIADUCT

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the proposed Central City Viaduct in Merrick County. This project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within the City of Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. These features would facilitate safe pedestrian crossing over the railroad and improve connectivity.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the Nebraska Highway 14 (N-14) corridor in Central City. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

Because Federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project.

This public open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input. Alternative alignments will be displayed and personnel from NDOR will be present to answer questions and receive comments. The public is encouraged to make suggestions or express concerns regarding the alternatives and this proposed project. Comments will be collected through December 5, 2016.

## Back


**SARAH KUGLER**
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-4759
27-6900


**If you have questions or comments, please contact:**


**SARAH KUGLER**
NDOR Public Involvement Manager
P.O. Box 94759
Lincoln, NE 68509-4759
sarah.kugler@nebraska.gov
402.479.4871

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| NEBRASKA DEPARTMENT OF HEALTH & HUMAN SERVICES | EMERGENCY MEDICAL SERVICES PROGRAM | PO BOX 95026 | LINCOLN | NE | 68509 |
| NEBRASKA DEPARTMENT OF NATURAL RESOURCES | 301 CENTENNIAL MALL SOUTH | | LINCOLN | NE | 68509-4676 |
| NEBRASKA GAME & PARKS | ATTN: CAREY GRELL | 2200 N 33RD ST | LINCOLN | NE | 68503 |
| NEBRASKA PUBLIC POWER DISTRICT | ATTN: DAVE YOUNG | PO BOX 500 | COLUMBUS | NE | 68602-0499 |
| NEBRASKA STATE HISTORICAL SOCIETY | ARCHEOLOGY DIVISION | PO BOX 82554 | LINCOLN | NE | 68501-2554 |
| NEBRASKA STATE HISTORICAL SOCIETY | HISTORICAL PRESERVATION | PO BOX 82554 | LINCOLN | NE | 68501-2554 |
| NEBRASKA TRUCKING ASSOCIATION | ATTN: LARRY JOHNSON | PO BOX 81010 | LINCOLN | NE | 68508-1010 |
| NEBRASKA TRUCKING ASSOCIATION | ATTN: SHEILA O'CONNOR | PO BOX 81010 | LINCOLN | NE | 68508-1010 |
| US ARMY CORPS OF ENGINEERS | NEBRASKA REGULATORY OFFICE | 8901 S 154TH ST STE 1 | OMAHA | NE | 68138 |
| USFWS NEBRASKA FIELD SUPERVISOR | ATTN: ELIZA HINES | 9325 S ALDA ROAD | WOOD RIVER | NE | 68883 |
| NDOR ENVIRONMENTAL DIVISION | ATTN: BROOKE STANSBERRY, USFWS BIOLOGIST | 1500 HWY 2 | LINCOLN | NE | 68502 |
| BNSF RAILWAY | ATTN: PUBLIC AFFAIRS | 4515 KANSAS AVE | KANSAS CITY | KS | 66106 |
| UNION PACIFIC | ATTN: PUBLIC AFFAIRS | 1400 DOUGLAS ST, STOP 1560 | OMAHA | NE | 68179 |

| | | | | | | | |
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| CENTRAL CITY ADMINISTRATOR | PO BOX 418 | | CENTRAL CITY | NE | 68826-0418 | | |
| CENTRAL CITY CHAMBER OF COMMERCE | PO BOX 418 | | CENTRAL CITY | NE | 68826-0418 | | |
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| CENTRAL CITY PUBLIC LIBRARY | 1604 15TH AVE | | CENTRAL CITY | NE | 68826 | | |
| CENTRAL CITY PUBLIC SCHOOLS | 1711 15TH AVE | PO BOX 57 | CENTRAL CITY | NE | 68826-0057 | | |
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| CENTRAL PLATTE NRD | 215 KAUFMAN AVE | | GRAND ISLAND | NE | 68803 | | |
| CHAPMAN VOLUNTEER FIRE & RESCUE | PO BOX 88 | | CHAPMAN | NE | 68827-0088 | | |
| CLARKS PUBLIC LIBRARY | 101 W AMITY ST | PO BOX 223 | CLARKS | NE | 68628-0223 | | |
| CLARKS VOLUNTEER FIRE DEPT | 506 W AMITY | | CLARKS | NE | 68628 | | |
| CURT FRIESEN | DISTRICT #34, STATE CAPITOL | PO BOX 94604 | LINCOLN | NE | 68509-4604 | | |
| JAMES H KINDIG | 201 E PINE ST | PO BOX 225 | KENESAW | NE | 68956-0336 | | |
| LOWER LOUP NRD | 2620 AIRPORT DR | PO BOX 210 | ORD | NE | 68862-0210 | | |
| MERRICK COUNTY ASSESSOR | PO BOX 27 | | CENTRAL CITY | NE | 68826-0027 | | |
| MERRICK COUNTY BOARD OF SUPERVISORS | 1510 18TH ST | | CENTRAL CITY | NE | 68826 | | |
| MERRICK COUNTY CLERK | PO BOX 27 | | CENTRAL CITY | NE | 68826-0027 | | |
| MERRICK COUNTY EMERGENCY MANAGER | PO BOX 309 | | FULLERTON | NE | 68638-0309 | | |
| MERRICK COUNTY HEALTH DEPT | 1137 S LOCUST ST | | GRAND ISLAND | NE | 68801 | | |
| MERRICK COUNTY HISTORICAL SOCIETY MUSEUM | 211 E ST | | CENTRAL CITY | NE | 68826 | | |
| MERRICK COUNTY PLANNING/ZONING | PO BOX 27 | | CENTRAL CITY | NE | 68826-0027 | | |
| MERRICK COUNTY SHERIFF | 1821 16TH AVE | | CENTRAL CITY | NE | 68826 | | |
| MERRICK COUNTY SURVEYOR | PO BOX 27 | | CENTRAL CITY | NE | 68826-0027 | | |
| NEBRASKA STATE PATROL | TROOP C -- GRAND ISLAND | PO BOX 1602 | GRAND ISLAND | NE | 68802-1602 | | |
| PALMER FIRE DEPT | PO BOX 125 | | PALMER | NE | 68864-0125 | | |
| PALMER PUBLIC LIBRARY | 202 COMMERCIAL ST | PO BOX 248 | PALMER | NE | 68864-0248 | | |
| PALMER PUBLIC SCHOOLS | PO BOX 248 | | PALMER | NE | 68864-0248 | | |
| PALMER VILLAGE BOARD | 802 COMMERCIAL ST | | PALMER | NE | 68864 | | |
| PALMER VILLAGE CLERK | 802 COMMERCIAL ST | | PALMER | NE | 68864 | | |
| POLK COUNTY RPPD | 115 W 3RD ST | | STROMSBURG | NE | 68666 | | |
| SILVER CREEK TOWNSHIP LIBRARY | 309 VINE ST | PO BOX 249 | SILVER CREEK | NE | 68663-0249 | | |
| SILVER CREEK VOLUNTEER FIRE DEPT | PO BOX 27 | | SILVER CREEK | NE | 68663-0027 | | |
| SOUTHERN POWER DISTRICT | 4550 W HUSKER HWY | PO BOX 1687 | GRAND ISLAND | NE | 68801 | | |
| US POST OFFICE | ATTN: POSTMASTER | 1512 16TH ST | CENTRAL CITY | NE | 68826-9998 | | |
| US POST OFFICE | ATTN: POSTMASTER | 204 9TH ST | CHAPMAN | NE | 68827-2756 | | |
| US POST OFFICE | ATTN: POSTMASTER | 215 VINE ST | SILVER CREEK | NE | 68663-2740 | | |
| US POST OFFICE | ATTN: POSTMASTER | 303 N GREEN ST | CLARKS | NE | 68628-2758 | | |
| US POST OFFICE | ATTN: POSTMASTER | 907 COMMERCIAL ST | PALMER | NE | 68864-2421 | | |
| WESLEY WAHLGREN | NDOR DISTRICT 4 ENGINEER | PO BOX 1488 | GRAND ISLAND | NE | 68883-1488 | | |

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| | AKSET, WARREN A | 920 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ALBIN, SCOT A | 123 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ALVAREZ, USEPE GARCIA | 1740 S ZUNI STREET | | DENVER | CO | 80223 | |
| | AMBROSE, STEVE | 803 F STREET | | CENTRAL CITY | NE | 68826 | |
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| | ANDERSON, MITCHELL | 1308 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | ANDERSON, NAOMI P | 2004 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ANDERSON, TERRY C & RACHEL L | 1806 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | ANTHONEY, VERNON L & LEILA G | 1903 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ARCHER COOPERATIVE CREDIT UNION | 510 G STREET | | CENTRAL CITY | NE | 68826 | |
| | ARNSMEIER, DUSTIN | 209 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | AURORA COOPERATIVE ELEVATOR COMPANY | P.O. BOX 209 | | AURORA | NE | 68818 | |
| | AVANT, ROSIE A | 1928 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BABB & SONS WELL CO | 906 H STREET | | CENTRAL CITY | NE | 68826 | |
| | BABB, ARDENE A | 1813 12TH STREET | | CENTRAL CITY | NE | 68826 | |
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| | BAILEY, EUGENIE R | 1507 17TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BAIRD, REX | 1832 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BAKER, THOMAS A & CHRIS R | 505 D STREET | | CENTRAL CITY | NE | 68826 | |
| | BAMESBERGER, BRETT & JULIA | 2206 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BANK OF THE WEST, A CALIFORNIA | 13505 CALIFORNIA STREET | | OMAHA | NE | 68154 | |
| | BARD, DONAL | 513 B AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BASSE, DONALD E | 222 B AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BAUMAN, ERVIN | 1545 ARCHER ROAD | | CHAPMAN | NE | 68827 | |
| | BD HOLDINGS, LLC | 1702 N ROAD | | CENTRAL CITY | NE | 68826 | |
| | BEAVER, JAY T & JACQUELINE K | 920 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BELITZ, STEVEN A & DARLA K | 766 Q ROAD | | ARCHER | NE | 68816 | |
| | BELLAIRS, JACK A | 1219 15TH STREET | | CENTRAL CITY | NE | 68826 | |
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| | BENSON, PATRICK S. & JANELLE D. | 2801 LAKEVIEW LANE | | CENTRAL CITY | NE | 68826 | |
| | BERGGREN, DENNIS & JANE | 721 D STREET | | CENTRAL CITY | NE | 68826 | |
| | BETTS, BOYD & CYNTHIA | 1918 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BEVARD, BENJAMEN W | 1313 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BIALAS, BECKY | 1705 10TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BIGGS, RONNIE L | 2014 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BLANCHARD, AARON S & LEANNE M | 820 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, CRAIG A & MANDIE J | 603 I STREET | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, JAMIE | 1903 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, JONATHAN & KASSANDRA | 309 D STREET | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, PATRICK H & TAMARA J | 1204 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, SARAH | 122 D STREET | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, STEVEN K & DAWN | 2616 22ND AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BLODGETT, THOMAS E & NANCY M | 2121 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BOELTS, CODY | 404 A AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BOHAN, ANNE MARIE | 9735 SCHAUPPSVILLE ROAD | | WOOD RIVER | NE | 68883 | |
| | BOKELMAN, ARDEN & LYNNE | 818 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BOLLING, MATTHEW A & MARCIA A | 2115 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |

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| | BOROFF, AMBER D | 2223 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BOSSELMAN ENERGY INC. | 3123 WEST STOLLEY PARK ROAD STE B | | GRAND ISLAND | NE | 68801 | |
| | BOULTON, JAMES E & JANET L | 615 H STREET | | CENTRAL CITY | NE | 68826 | |
| | BRACHLE, WILLIAM & ARNICE | 44929 385 AVENUE | | LINDSAY | NE | 68644 | |
| | BRADLEY, HELEN R | 312 A AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BRANDENBURG, SCOTT & DENISE R | 2307 26TH STREET | | CENTRAL CITY | NE | 68826 | |
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| | BROEKEMEIER, MARLO R & GLORIA | 806 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BROOKS, ARIZONA | 1415 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BROWN, CHANDLER D | 1203 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BRYANT, DOUGLAS C | 829 REDWOOD ROAD | | GRAND ISLAND | NE | 68803 | |
| | BUDLER, SHELDON & TABITHA | 115 D STREET | | CENTRAL CITY | NE | 68826 | |
| | BULLER, MARK & MELINDA | 1525 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BURKHARDT, DUSTIN | 1129 N 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BURKHARDT, LAVERN H & ARLA R | 2015 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BURKHARDT, MARTHA | 1824 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | BURKHARDT, RICK A | 309 C STREET | | CENTRAL CITY | NE | 68826 | |
| | BURLINGTON NORTHERN SANTA FE | 2500 LOU MENK DRIVE | | FT WORTH | TX | 76131 | |
| | BURSON, IVAN R & RAYMOND C | 1004 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | BUTCHER, ZACHARY L | 613 J STREET | | CENTRAL CITY | NE | 68826 | |
| | CALLAGHAN, JEREMIAH J | 411 E STREET | | CENTRAL CITY | NE | 68826 | |
| | CAMPA, MARK & KAREN | 1485 ORMSBY ROAD | | CENTRAL CITY | NE | 68826 | |
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| | CARLSON, BARRY L & KAREN L | 2115 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CARLSON, BRAD A & TAMARA R | 2217 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CARLSON, GRANT | 2216 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CARLSON, KENT A & DEBORAH L | 2221 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CARPENTER, CLYDE A & DONNA M | 808 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CARR, ISAAC K AND APRIL K | 618 D STREET | | CENTRAL CITY | NE | 68826 | |
| | CASEY'S RETAIL COMPANY | P.O. BOX 3001 | | ANKENY | IA | 50021 | |
| | CC LIVE LLC | 2211 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CC TACO'S INC | 3221 RAMADA ROAD STE #10 | | GRAND ISLAND | NE | 68801 | |
| | CEN SAN INC #3055 | 3 WATERWAY SQUARE PLACE STE 110 | | THE WOODLANDS | TX | 77380 | |
| | CENTRAL BANK | 1634 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CENTRAL CITY | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |
| | CENTRAL CITY BAPTIST CHURCH | 1119 17TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CENTRAL CITY REDEVELOPMENT AUTHORITY | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |
| | CENTRAL NEBRASKA | P.O. BOX 509 | | LOUP CITY | NE | 68853 | |
| | CHERRY, JUDITH M | 43457 CENTRAL HIGHWAY | | GENOA | NE | 68640 | |
| | CHRIST EPISCOPAL CHURCH | 1782 EQUINEUS CORRAL | | CENTRAL CITY | NE | 68826 | |
| | CHRISTENSEN CATTLE CO INC | 2967 HIGHWAY 14 | | FULLERTON | NE | 68638 | |
| | CHRISTENSEN, DAVID L & SHARON B | 2129 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CHURCH OF CHRIST | 2013 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CITIBANK, N.A., AS TRUSTEE FOR WAMU | 3815 SO. WEST TEMPLE | | SALT LAKE CITY | UT | 84115 | |
| | CITIZENS BANK & TRUST IN ST PAUL | P.O. BOX 385 | | ST PAUL | NE | 68873 | |
| | CITY OF CENTRAL CITY | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |

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| | CITY OF CENTRAL CITY ( CONTRACT) | 1303 14TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CITY OF CENTRAL CITY (GAS PLANT) | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |
| | CKA INVESTMENTS LLC | 2604 26TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CLARKE, JEFF F | 1618 20TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CLAUFF, CHARLES & JOYCE A | 1107 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CLAUSEN, CRAIG A & PEGGY | P.O. BOX 142 | | CENTRAL CITY | NE | 68826 | |
| | CLAUSEN, CRAIG A & PEGGY S | 1104 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CLAUSON, JOYCE C | P.O BOX 173 | | POLK | NE | 68654 | |
| | CLORAN, NITA GAY | 1830 24TH STREET | | CENTRAL CITY | NE | 68826 | |
| | COMMUNITY BIBLE CHURCH | 403 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | COMMUNITY REDEVELPMENT AUTHORITY | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |
| | CONAWAY, LINN A & AUDREY D | 2125 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CONNOR, ALFRED E & KENNETH J | 404 D STREET | | CENTRAL CITY | NE | 68826 | |
| | COOK, KIM A | P.O. BOX 1543 | | MEEKER | CO | 81641 | |
| | CRAWFORD, JEANETTE | 2005 26TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CRAWFORD, TROY D | 2017 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | CUNNINGHAM, MICHAEL R & JOYCE E | 403 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | CURRY, STEVEN & BEVERLY | 522 H STREET | | CENTRAL CITY | NE | 68826 | |
| | CURRY, STEVEN M & BEVERLY | 1615 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DAHLKE, ADAM R & TRACY L | 916 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DAHLKE, ANDREW L | 504 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DAHLKE, RONALD R & MARGARET A | BOX 184 | | CENTRAL CITY | NE | 68826 | |
| | DANKERT, RONALD & SHELLY | 1904 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | DARLING, CYNTHIA, TRUSTEE | 2780 COUNTY ROAD F | | VALPARAISO | NE | 68065 | |
| | DAVIS, JAYNE | 121 E STREET | | CENTRAL CITY | NE | 68826 | |
| | DAVIS, ROBERT W | 506 23RD AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DAVIS, TOMMY W & SUSAN K | 1211 WASHINGTON AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DEICHMANN, DAVID A | 2610 26TH STREET | | CENTRAL CITY | NE | 68826 | |
| | DENNING, LESLIE | 2314 19TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | DENNING, LESLIE | 2413 19TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | DENOMINAZIONE DI ORIGINE CONTROLLATA LLC | 2606 28TH STREET | | CENTRAL CITY | NE | 68826 | |
| | DETTMAN, JAMES A | 510 23RD AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DIERKS, TIMOTHY A & BELINDA R | 2004 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DINSDALE BROTHERS INC | P.O BOX 1866 | | STERLING | CO | 80751 | |
| | DJERNES, CHAD & BRITTNEY S | 1721 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DJERNES, MATTHEW N & MECHELL R | 2020 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | DLD LLC | P O BOX 87 | | CENTRAL CITY | NE | 68826 | |
| | DOCKWEILER, DONALD A & ELSIE | 409 B AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DOLL, LARRY | 2024 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DONELSON, R DEAN & MARILYN J | 45027 520TH AVE. | | NEWMAN GROVE | NE | 68758 | |
| | DOUTHIT, AMBER | 2006 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | DREHER, MARK E & SHARON K | 1401 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | DUNHAM, KAREN J | 2021 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | ECKSTROM, DEAN C | 1415 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | ERICKSON, CLAYTON & CORRINE | 1401 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ERICKSON, CLAYTON K & HEIDI | 2023 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ERICKSON, EDWARD W | 2020 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ERICKSON, KRIS | 2143 PRAIRIE ISLAND ROAD | | CLARKS | NE | 68628 | |

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| | ERICKSON, SCOTT F | 615 A STREET | | CENTRAL CITY | NE | 68826 | |
| | ERICKSON, SYLVIA L | 407 E STREET | | CENTRAL CITY | NE | 68826 | |
| | EVANGELICAL FREE CHURCH | 1620 19TH STREET | | CENTRAL CITY | NE | 68826 | |
| | EVERSON, LEONARD | 701 TURTLE BEACH | | MARQUETTE | NE | 68854 | |
| | EWING, ANN | 1112 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | EWING, JUDITH A | 1112 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | FASBENDER, CHRISTOPHER M & KIRSTIN K | 1505 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | FATERNAL ORDER OF EAGLES (TRUSTEES | 1715 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FINLAYSON, EUGENIA L (TRUSTEE | 421 I STREET | | CENTRAL CITY | NE | 68826 | |
| | FINLAYSON, ROCK A | 421 1/2 G STREET | | CENTRAL CITY | NE | 68826 | |
| | FIRST CHRISTIAN CHURCH | 2012 24TH STREET | | CENTRAL CITY | NE | 68826 | |
| | FISCHER, LEE ANN | 316 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FISHLER, TODD M | 1005 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FORBIS, DAVID MAC & MAXINE | 1150 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FOULK, PHILIP & JOAN M | 2015 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FOULK, SONDRA J | 2026 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FRANZEN, COREY & AMY | 1828 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FRANZEN, DON & LYLUS | 308 G STREET | | CENTRAL CITY | NE | 68826 | |
| | FRANZEN, DONALD E & LYLUS L | 2010 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | FRANZEN, DONALD E & LYLUS L | 308 G STREET | | CENTRAL CITY | NE | 68826 | |
| | FRIEND, GARY J & ROXIE A | 1915 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | FUELBERTH, TRACY A & BECKY J | 716 I STREET | | CENTRAL CITY | NE | 68826 | |
| | GALUSHA, HARRY | 1208 TAYLOR AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GALUSHA, RICHARD L & KATHY L | 306 E AVE | | CENTRAL CITY | NE | 68826 | |
| | GARCIA, DEBRA | 320 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GARFIELD, DARIN & CHEVONNE | 921 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GARFIELD, JAMES A & JANE D | 1017 7TH STREET | | AURORA | NE | 68818 | |
| | GARTNER, TERRY & FRANCIE | 807 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GARWOOD, MARLENE FAYE | 1911 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | GAUGHEN, CATHERINE A | 608 D STREET | | CENTRAL CITY | NE | 68826 | |
| | GEREN, PATRICK M & JEREL ANN | 1903 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GIBSON, RONALD S & JENNIFER | 1514 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | GILLEY, DENISE A (BONE | P.O. BOX 14 | | HORDVILLE | NE | 68846 | |
| | GILMORE, FAYE | 1515 BRANDING IRON TRAIL | | MESQUITE | NV | 89034 | |
| | GISH, BRANDON & ERICKSON, CHELSEY | 2145 PRAIRIE ISLAND ROAD | | CENTRAL CITY | NE | 68826 | |
| | GLASS, CURTIS A | 406 B AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GLAUSE, TEDDY D | 1538 WORMS ROAD | | ST LIBORY | NE | 68872 | |
| | GLINES, RAMONA L | 1822 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | GLYNN INVESTMENTS LLC | 1022 18TH STREET | | CENTRAL CITY | NE | 68826 | |
| | GONZALEZ, JOSE SAUL | 1146 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GORGEN, THOMAS J & ELIZABETH M | 2614 NORTH 161ST AVENUE | | OMAHA | NE | 68116 | |
| | GRACE LUTHERAN CHURCH | 1920 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GRAVERT, LINDA K | 1005 19TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GRAVES, TAMMY S | 1117 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | GRAY, AARON | 1419 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | GREEN, GARY L & DONNA L | 310 D STREET | | CENTRAL CITY | NE | 68826 | |
| | GREGG, JAMES D & PATRICIA G | 1789 EQUINEUS CORRAL | | CENTRAL CITY | NE | 68826 | |
| | GRIEPENSTROH, SCOTT A & SANDRA K | 717 J STREET | | CENTRAL CITY | NE | 68826 | |

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| | GRIMES, RONALD R & DONNA M | 711 C STREET | | CENTRAL CITY | NE | 68826 | |
| | GRUDZINSKI, LEONARD R & RUBY J | 1403 14TH STREET | | CENTRAL CITY | NE | 68826 | |
| | HADENFELDT, MARK & LAJEAN | 407 G STREET | | CENTRAL CITY | NE | 68826 | |
| | HAHN, NATALIE D | 1332 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HAIN, BRANDON L | 615 I STREET | | CENTRAL CITY | NE | 68826 | |
| | HALE, MICHAEL A & KELLY S | 908 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HAMMOCK, DONALD L | 2262 CIRCLE DRIVE | | COLUMBUS | NE | 68601 | |
| | HANQUIST, GREGG & CYNTHIA | 711 TURTLE BEACH | | MARQUETTE | NE | 68854 | |
| | HANSON, CHRISTOPHER | 2228 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HANSON, CHRISTOPHER M | 507 E STREET | | CENTRAL CITY | NE | 68826 | |
| | HANSON, DAWN & DAVID | 1506 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HARE, MERLE | 817 C STREET | | CENTRAL CITY | NE | 68826 | |
| | HARLOW, BRIAN M & TASHA L | 820 H STREET | | CENTRAL CITY | NE | 68826 | |
| | HAWTHORNE, MATT | 813 H STREET | | CENTRAL CITY | NE | 68826 | |
| | HAWTHORNE, MIKEAL E & VICKI J | 1105 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HAWTHORNE, RONALD & JEANETTE (TRUSTEES | P.O. BOX 197 | | CENTRAL CITY | NE | 68826 | |
| | HAWTHORNE, RONALD A (TRUSTEE | 819 H STREET | | CENTRAL CITY | NE | 68826 | |
| | HEDGLIN, DAVID M & BRENDA L | 1819 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | HEDGLIN, LIBBY L | 1010 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HEINS, MARILYN A (TRUSTEE | 2018 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HENK, DUANE B & JANICE K | 518 D STREET | | CENTRAL CITY | NE | 68826 | |
| | HERBIG, KRISTOPHER | 325 A AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HERBIG, MICHAEL R & ANN M | 1948 15TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | HERSTEDT, ALEX & KAITLIN E | 1805 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HESSELGESSER, JOEY L | 821 G AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HILDER, MATTHEW | 403 G AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HILDERBRAND, DALE F & NADINE L | 711 I STREET | | CENTRAL CITY | NE | 68826 | |
| | HILDERBRAND, MERLIN D & CATHERINE A | 1104 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HILL, ALAN C & ELIZABETH L | 18081 220 ROAD | | SMITH CENTER | KS | 66967 | |
| | HOEHN, DEBORA J & ROBERT L | 1220 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | HOFF, LARRY D & BARBARA A | 1847 INSKIP AVENUE | | CENTRAL CITY | NE | 68826 | |
| | HOLMSTEDT, BONITA K | 1702 N ROAD | | CENTRAL CITY | NE | 68826 | |
| | HOLZ, CALVIN L & KATHERINE A | 1812 LAKEVIEW DRIVE | | CENTRAL CITY | NE | 68826 | |
| | HOOD, JOSHUA K & SARAH | 122 D STREET | | CENTRAL CITY | NE | 68826 | |
| | HUBKA, JANE M | 305 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | JANKY, TYLER | 1016 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | JENKINS, BRADLEY E & KATIE J | 720 H STREET | | CENTRAL CITY | NE | 68826 | |
| | JENSEN PUBLISHING INC | 802 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | JINDRA, GERALD J | 414 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | J-MACK PARTNERSHIP | P O BOX 296 | | CENTRAL CITY | NE | 68826 | |
| | JOHANNES, EUGENE H & DIANE M | 22107 A STREET | | EAGLE | NE | 68347 | |
| | JOHANNES, GERALD E & NICHOLETTE J | 404 23RD AVENUE | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, C. RICHARD & NANCY B | 1111 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, HEATHER L | 515 C STREET | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, JODENE L | 1920 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, NANCY | 1111 N 17TH AVE | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, ROBERT S | 1599 V ROAD | | CENTRAL CITY | NE | 68826 | |
| | JOHNSON, ROY W | 908 H STREET | | CENTRAL CITY | NE | 68826 | |

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| | JONES, GERALD W & LINDA | 315 C STREET | | CENTRAL CITY | NE | 68826 | |
| | JURZENSKI, ANITA M (BRYANT) | 1741 WORMS ROAD | | SAINT LIBORY | NE | 68872 | |
| | KADS INC | 484 128TH ROAD | | STROMSBURG | NE | 68666 | |
| | KASPERBAUER, KELSIE | 1108 DAVIS STREET | | ST PAUL | NE | 68873 | |
| | KELLEY, JANELLE S | 2011 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | KELLEY, MARJORIE R | 417 G STREET | | CENTRAL CITY | NE | 68826 | |
| | KELLEY, SHAWN & KAYLA | 1824 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | KELLY, TERRY E & KAREN K | 602 HIGHWAY 30 | | CHAPMAN | NE | 68827 | |
| | KENSEY, SONJA K | 511 WEST ROMA AVENUE | | PHOENIX | AZ | 85013 | |
| | KG-MAC, LLC | 2760 25TH ROAD | | CLARKS | NE | 68628 | |
| | KIRBY PROPERTY INVESTMENTS LLC | 906 14TH STREET | | CENTRAL CITY | NE | 68826 | |
| | KIRLIN, JAMES M & JONI R | 412 C STREET | | CENTRAL CITY | NE | 68826 | |
| | KLEVE, LEROY M & JEANETTE R | 703 D STREET | | CENTRAL CITY | NE | 68826 | |
| | KNOLL, KLYNN M | 1503 18TH ST | | CENTRAL CITY | NE | 68826 | |
| | KNOSP, DAN | 3165 W CO ROAD T BLVD | | FREMONT | NE | 68025 | |
| | KNUTSON, THOMAS L & PATRICIA A | 102 CUSTER STREET | | ST PAUL | NE | 68873 | |
| | KOHL & ASSOCIATES | 1807 PINTAIL LANE | | CENTRAL CITY | NE | 68826 | |
| | KOLAR, ED | 919 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | KOSCH, SHIRLEY A | 520 G STREET | | CENTRAL CITY | NE | 68826 | |
| | KOSCH, SHIRLEY ANN | 1913 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | KOWALSKI, MARK A & JACKIE M | 617 A STREET | | CENTRAL CITY | NE | 68826 | |
| | KRAMER, DONALD E & CORRINNE JO | 203 E STREET | | CENTRAL CITY | NE | 68826 | |
| | KRANCE, CHARLES L & MANDY | 915 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | KUCERA, KEVIN | P.O. BOX 21 | | CENTRAL CITY | NE | 68826 | |
| | KUHL, CHERIE E | 2009 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | KUNZ, RICHARD J (TRUST 1/2 | 2717 PARKVIEW DRIVE | | CENTRAL CITY | NE | 68826 | |
| | KUTSCHKAU, LONNY E & KAREN | 822 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LAMPSHIRE, LARRY | 122 OLIVE STREET | | HORDVILLE | NE | 68846 | |
| | LANHAM, GLENN TODD AND MEGAN | 1501 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | LARSEN, WALTER D & FRANCES | 1228 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LARSON, DWAYNE | 1720 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | LAVENE, JOSEPH B | 920 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LAWRENCE, THERESA M | 303 D STREET | | CENTRAL CITY | NE | 68826 | |
| | LEMBURG, HAROLD & CHRISTINA | 2020 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LEONARD, HOLLY | 401 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LEONARD, MARK W & DEANA M | 1821 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | LESIAK, JOHN P | 2013 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LIBRARY | | | CENTRAL CITY | NE | 68826 | |
| | LITZENBERG HEALTH CARE FOUNDATION | 1715 26TH STREET | | CENTRAL CITY | NE | 68826 | |
| | LOEW, BURRELL V | 1910 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | LOFTIS, DARRELL | 2003 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LONE TREE LITERARY SOCIETY | 1355 U ROAD | | CENTRAL CITY | NE | 68826 | |
| | LONE TREE LODGE 36 AF & AM | 2015 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LONG, SHERRY L | 2002 12TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LONGORIA, SESAR & NICHOLE R | 616 I STREET | | CENTRAL CITY | NE | 68826 | |
| | LOVEJOY, CHRISTOPHER M & DEBORAH S | 1323 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | LOY, LON L & CHRISTI R | 219 D STREET | | CENTRAL CITY | NE | 68826 | |
| | LUSCHEI, TIMOTHY R & TONIA M | 404 C AVENUE | | CENTRAL CITY | NE | 68826 | |

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| | M KING BUILDING LLC | 1616 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | MAAS, RAYMOND & HARLEY M | P.O. BOX 141 | | CENTRAL CITY | NE | 68826 | |
| | MACE, MARLA E | 1005 13TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MAGNUSSON, MARY | 322 D STREET | | CENTRAL CITY | NE | 68826 | |
| | MALLECK, TAMARA (FISHLER) | 1863 14TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | MALM, KENT S & NANCI B | 2002 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MANHART, ANDREW T | 816 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MANKIN, CLAYTON & ERIN | 2009 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MARCO, LEN A & JUDITH A | 2401 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MARTENS, NANCY A | 1502 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MARTI, GARY R & VELMA C | 1415 13TH ST | | CENTRAL CITY | NE | 68826 | |
| | MARTINEZ, PAUL R | 712 D STREET | | CENTRAL CITY | NE | 68826 | |
| | MASEK, CURTIS M & MICHELLE A | 1915 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MATOUSEK, EDSEL J & CAROLEE M | 2774 Z ROAD | | CLARKS | NE | 68628 | |
| | MCDONALD, JOHN W | 215 C STREET | | CENTRAL CITY | NE | 68826 | |
| | MCDONALD, KENNETH & SHIRLEY | 1307 16TH AVE | | CENTRAL CITY | NE | 68826 | |
| | MCGINNIS, DOROTHY A | 17149 SHIRLEY STREET | | OMAHA | NE | 68130 | |
| | MCGINNIS, MILES L & NANCY J | P.O. BOX 214 | | CENTRAL CITY | NE | 68826 | |
| | MCHARGUE, DOUGLAS L & KELLY L | 405 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MCHARGUE, LESLIE | 1783 18TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | MCILNAY & COMPANY | 306 G STREET | | CENTRAL CITY | NE | 68826 | |
| | MCINTOSH, BEVERLY J | 1706 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MELCHER, JENNA | 1908 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MERRICK CO HISTORICAL MUSEUM | 211 E ST | | CENTRAL CITY | NE | 68826 | |
| | MERRICK CO SENIOR CITIZENS INC | 803 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MERRICK COUNTY DEVELOPMENT CORP | P.O. BOX 418 | | CENTRAL CITY | NE | 68826 | |
| | MERRICK COUNTY HISTORICAL MUSEUM INC | 211 E STREET | | CENTRAL CITY | NE | 68826 | |
| | MERRICK FOUNDATION INC | P.O. BOX 206 | | CENTRAL CITY | NE | 68826 | |
| | MERSCH, WILLIAM T & KERILYN A | 1614 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MEYER, ROBYN L & RONALD G | 1906 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MICHAELSON, DENNIS & MARY | 2976 ROLLING LANE | | WINSTON | GA | 30187 | |
| | MONAGHAN, DANIEL T & SUSAN D | 2736 20TH STREET | | CENTRAL CITY | NE | 68826 | |
| | MOODY, TIMOTHY A & JOSEPHINE F | 1208 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MOORE, JAMES J & CHRISTINE M | 1152 22ND AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MORGAN, ERNEST M & FLORENCE L | 622 I STREET | | CENTRAL CITY | NE | 68826 | |
| | MORRIS, EDNA D | 2016 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MORRIS, ROBERT L & THELMA M | 1107 15TH AVE | | CENTRAL CITY | NE | 68826 | |
| | MORRISON, STEVEN J & VALERIE E | 1104 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MTJ, INC | 2028 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MURRAY, LERAY M | 1719 13TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MUSGRAVE, RICHARD L & SARA J | 2010 12TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MUSIL, SCOTT E & CASSIE L | 506 H AVENUE | | CENTRAL CITY | NE | 68826 | |
| | MUSTARD, ROBERT D. | 511 G STREET | | CENTRAL CITY | NE | 68826 | |
| | MUSTARD, ROBERT L & MILDRED L | 904 H STREET | | CENTRAL CITY | NE | 68826 | |
| | MYERS, CHARLES D & LUELLA I | 1805 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | MYERS, CHRISTOPHER L | 1743 Q ROAD | | CENTRAL CITY | NE | 68826 | |
| | MYERS, LARRY D & TRACY A | 1600 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | MYERS, RICHARD D & DONNA | 121 D STREET | | CENTRAL CITY | NE | 68826 | |

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| | NELSON, CHARLES C & SHIRLEY A | 1707 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | NELSON, GORDON & SUSAN | 3764 HIAWATHA DRIVE #102 | | LAKE HAVASU CITY | AZ | 86404 | |
| | NELSON, H CLAYTON & GLORIA J | 2508 NORTH R ROAD | | MARQUETTE | NE | 68854 | |
| | NELSON, HAROLD J & DONNA J | 2015 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | NELSON, JOHN S & KAREN D | 2110 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | NELSON, JULENE A | 2517 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | NELSON, RYAN | 415 E STREET | | CENTRAL CITY | NE | 68826 | |
| | NEWBY, CHADD J & SHIRLEY A (ET AL) | 1021 21ST AVENUE | | CENTRAL CITY | NE | 68826 | |
| | NOLAN, LORI (ETAL | 521 C STREET | | CENTRAL CITY | NE | 68826 | |
| | NOLTE, GARY L | 1713 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | NORDLUND, RODNEY R & MICHELLE | 307 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | NORDSTROM, SUSAN K | 611 J STREET | | CENTRAL CITY | NE | 68826 | |
| | NORMANDY MORTGAGE LOAN TRUST | P O BOX 422039 | | HOUSTON | TX | 77242 | |
| | NORRIS, NOLAN & KAREN | 804 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | NORTHWESTERN BELL TEL CO | 6300 S SYRACRUSE WAY #700N | | ENGLEWOOD | CO | 80111 | |
| | OHLMAN, DAVID | 2404 E 26TH ROAD | | POLK | NE | 68654 | |
| | OHLMAN, KEVIN & MICHELLE | 1778 FAIRGROUNDS ROAD | | CENTRAL CITY | NE | 68826 | |
| | OLSON, ERIC J & GLORIA J | 203 14TH STREET | | AURORA | NE | 68818 | |
| | OMS WEST LLC | 2604 26TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | O'NELE, DENNIS | 213 D STREET | | CENTRAL CITY | NE | 68826 | |
| | OSANTOWSKI, TREVOR J | 304 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | OSWALD, ROBERT E | 1604 VIRGINIA DRIVE | | GRAND ISLAND | NE | 68801 | |
| | OVERFIELD, NANCY L | 1815 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | OWENS, RICHARD G & SUSAN R | 219 E STREET | | CENTRAL CITY | NE | 68826 | |
| | OXARART, LINDA M | 2011 BOSTON DRIVE | | LINCOLN | NE | 68521 | |
| | PALSER, DEAN R | 1923 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | PARDE, DUSTIN D & LAKEN A | 2020 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PARGMAN, PAUL & THERESA | 1305 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PAUP, GERALD R & SUSAN E | 1403 21ST STREET | | CENTRAL CITY | NE | 68826 | |
| | PAUP, LARRY & BARBARA | 607 E ST | | CENTRAL CITY | NE | 68826 | |
| | PAUP, NICHOLAS M & TEENA D | 518 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PAUP, RICHARD L | 819 E STREET | | CENTRAL CITY | NE | 68826 | |
| | PAVLIK, MARK A & CHERYL A | 1314 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PEREZ, ARMANDO J | 812 EAST 5TH STREET | | GRAND ISLAND | NE | 68801 | |
| | PERKINS, DALE & MARCELLA | 320 G AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PETERS, JOAN K | 2458 32ND AVE | | COLUMBUS | NE | 68601 | |
| | PETERS, KENNETH & THEONA | 1302 18TH STREET | | CENTRAL CITY | NE | 68826 | |
| | PETERSEN, LARRY E & JOYCE A | 1832 PINTAIL LANE | | CENTRAL CITY | NE | 68826 | |
| | PETERSEN, LARRY E & JOYCE A | 9735 SCHAUPPSVILLE ROAD | | WOOD RIVER | NE | 68883 | |
| | PFEIFER, EDWARD | 1925 HIGHWAY 14 | | CENTRAL CITY | NE | 68826 | |
| | PICKERING, JEREMY B & KATHY J | 2017 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PICKINPAUGH, LAURALEE | 2119 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | PIERCE, LLOYD M JR | 410 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PIERPONT, MARILYN F | 1822 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | PINNACLE BANK NATIONAL ASSOC | P O BOX 28 | | CENTRAL CITY | NE | 68826 | |
| | PIROG, ERICA LEIGH & | 1303 15TH STREET | | CENTRAL CITY | NE | 68826 | |
| | PLACKE, DONALD & JANET | 1606 18TH ST | | CENTRAL CITY | NE | 68826 | |
| | POLZKILL, ROBERT A & JEAN M | 2101 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |

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| | POWELL, JOSEPH A | 402 23RD AVENUE | | CENTRAL CITY | NE | 68826 | |
| | POWELL, JOYCE E | 716 C STREET | | CENTRAL CITY | NE | 68826 | |
| | PRESBYTERIAN CHURCH | 1801 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RAASCH, JON D | 1407 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RAMOS, ALFREDO & DORA A | 2017 WEST STOLLEY PARK ROAD | | GRAND ISLAND | NE | 68801 | |
| | RAYNO, AMBER | 420 H AVENUE | | CENTRAL CITY | NE | 68826 | |
| | REIMERS, THOMAS H JR & EVELYN J | 704 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RENEWED FOUNDATIONS, LLC | 2604 26TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RENTOVATORS LLC | P.O. BOX 214 | | CENTRAL CITY | NE | 68826 | |
| | REZAC, DANIEL F & DIANA L | 1804 LAKEVIEW DRIVE | | CENTRAL CITY | NE | 68826 | |
| | RICHARDSON, DEAN | 509 G AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RICHARDSON, THOMAS A | 1130 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RINKOL, JOSEPH & JANET | 621 I STREET | | CENTRAL CITY | NE | 68826 | |
| | RISH, DAVID H & CAROLYN K | P O BOX 14 | | CENTRAL CITY | NE | 68826 | |
| | RITTA, DAVID E & MARION M | 2604 N HWY 14 | | MARQUETTE | NE | 68854 | |
| | RITTA, DOROTHY | 1460 11TH ROAD | | CENTRAL CITY | NE | 68826 | |
| | RITTA, ROBERT F & SUSAN L | 1211 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RODYSILL PROPERTIES, LLC | 1026 20TH STREET | | CENTRAL CITY | NE | 68826 | |
| | ROGERS, ANTHONY A | P.O. BOX 49 | | HORDVILLE | NE | 68846 | |
| | ROHRBOUGH, TYDD B | 408 NORTH 15TH STREET | | ASHLAND | NE | 68003 | |
| | RONS, DAVID L & GLISSON, ROBIN L | 1104 15TH AVE | | CENTRAL CITY | NE | 68826 | |
| | ROSCOE, LARRY N | 609 I STREET | | CENTRAL CITY | NE | 68826 | |
| | ROSS, KIM A & DIANA L | P O BOX 295 | | CENTRAL CITY | NE | 68826 | |
| | ROUSE, CHARLES E & HELEN JEAN | 1132 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ROYLE, LARRY M & SUSAN L | 1708 NORTH ROAD | | CENTRAL CITY | NE | 68826 | |
| | RUSSELL, MARVIN D | 2016 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | RUTHERFORD, SHAWN M & JENNIFER A | 801 H STREET | | CENTRAL CITY | NE | 68826 | |
| | RUYBALID, RUBEN & CAROL N | 2024 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SABATA, LAURA M & SHANNON M | 1515 21ST STREET | | CENTRAL CITY | NE | 68826 | |
| | SACK LUMBER CO | P.O. BOX 36 | | CRETE | NE | 68333 | |
| | SALMON, DANA S & HEATHER L | 311 D STREET | | CENTRAL CITY | NE | 68826 | |
| | SANCHEZ, ALFONSO | 1123 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SANTOS,MELQUIADES & OLIVIA | 4324 NORTH 132ND STREET APT 338 | | OMAHA | NE | 68164 | |
| | SAUNDERS, RONALD L & LINDA | 311 G STREET | | CENTRAL CITY | NE | 68826 | |
| | SAWYERS, THOMAS A. | 227 B AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SCHILLINGER, LESLIE | 103 D STREET | | CENTRAL CITY | NE | 68826 | |
| | SCHILLINGER, MIKE D | 202 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SCHMIERER, MARK S & SHANIEN | 517 D STREET | | CENTRAL CITY | NE | 68826 | |
| | SCHOTT, GORDON | 315 C AVE | | CENTRAL CITY | NE | 68826 | |
| | SCHREIBER, LARRY P & DENISE A | 516 I STREET | | CENTRAL CITY | NE | 68826 | |
| | SCHREIBER, PAUL H & RUBY I (TRUST | 2507 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SCHWARZ, LARRY | 825 T ROAD | | ARCHER | NE | 68816 | |
| | SCHWEITZER, ALAN J & PEGGY L | 415 C STREET | | CENTRAL CITY | NE | 68826 | |
| | SCHWEITZER, TOBY & WENDY | 1719 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SELKO, NEIL L AND MARGENNE K | 7533 MATEO LANE | | LINCOLN | NE | 68516 | |
| | SELL, DALE & MICHELLE | 608 I STREET | | CENTRAL CITY | NE | 68826 | |
| | SENKBILE, GREGORY D & KAREN Y | 1425 M ROAD | | CENTRAL CITY | NE | 68826 | |
| | SENKBILE, RODNEY D & KATHERINE J | 2317 11TH STREET | | CENTRAL CITY | NE | 68826 | |

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| | SHEEHAN, FREDERICK E & RONA L | 315 B STREET | | CENTRAL CITY | NE | 68826 | |
| | SHELTON, ERNEST E & GLORIA J | 2210 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SHIVELY, PAUL E & CAROL S | 325 G STREET | | CENTRAL CITY | NE | 68826 | |
| | SHIVELY, STEVEN W | 816 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SIMEON, CAROL | 1502 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SIMMONS, ANDREW C & KARRIE J | 1611 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SIZER, ELIZABETH S | 810 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SMITH, KATHLEEN A | 301 E STREET | | CENTRAL CITY | NE | 68826 | |
| | SNYDER, MARNI J | 2308 NORTH S ROAD | | MARQUETTE | NE | 68854 | |
| | SOLOMON, JEROME L & LAVONNE K | 2021 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SOLT FUNERAL HOME, LLC | 1507 17TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SORENSEN, DAVID E & DOROTHY L | 1407 21ST STREET | | CENTRAL CITY | NE | 68826 | |
| | SORENSEN, WALTER C & LAURA J | P.O. BOX 217 | | CAIRO | NE | 68824 | |
| | SOUKUP, JESSICA D (ORTA | 215 SOUTH 3RD STREET | | DWIGHT | NE | 68635 | |
| | SPIEGEL, BILLY J & STELLA | 614 J STREET | | CENTRAL CITY | NE | 68826 | |
| | SPIEGEL, RODNEY W | 1322 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ST. PAULS LUTHERAN CHURCH | 820 G AVENUE | | CENTRAL CITY | NE | 68826 | |
| | STADLER, DOLORES ANN | 1304 27TH STREET | | CENTRAL CITY | NE | 68826 | |
| | STAGGS, JAMES W & KATHY L | 717 H STREET | | CENTRAL CITY | NE | 68826 | |
| | STAHN, TYROAN E & SHERREE K | 303 C STREET | | CENTRAL CITY | NE | 68826 | |
| | STALEY, JAMES E & JESSICA L | 319 E STREET | | CENTRAL CITY | NE | 68826 | |
| | STATE THEATER FOUNDATION, INC | 706 C AVE | | CENTRAL CITY | NE | 68826 | |
| | STEINBACH, BRENDA L | 1819 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | STEINKE, DALE E | 1414 14TH STREET | | CENTRAL CITY | NE | 68826 | |
| | STEPANEK, GLORIA | 520 I STREET | | CENTRAL CITY | NE | 68826 | |
| | STEPHENSON, KAREN ANN & THOMAS | 1815 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | STEPHENSON, TERRY & BETTY M | 518 I STREET | | CENTRAL CITY | NE | 68826 | |
| | STEPHENSON, THOMAS | 1815 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | STEWART AUTO SALES INC | 1403 16TH STREET | | CENTRAL CITY | NE | 68826 | |
| | STROBEL PROPERTIES LLC | 106 SOUTH GREEN STREET | | CLARKS | NE | 68628 | |
| | STUEVEN, RICHARD L | 303 D STREET | | CENTRAL CITY | NE | 68826 | |
| | SUMOVICH, JOSEPH J & SAMANTHA | 1414 14TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SUPERNAW, RALPH & LORI | 202 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | SWANSON, KENNETH D & GRETA F | 2202 11TH STREET | | CENTRAL CITY | NE | 68826 | |
| | SWANSON, SHELBA | 2207 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | TERJAK, DOUGLAS & LEANN | 312 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | TESSENDORF, MARJORIE A | 2304 20TH STREET | | CENTRAL CITY | NE | 68826 | |
| | THOMAS, MARK A & PATRICIA S | 510 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | TRAVERS, NELLIE A (BOCK | 707 20TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | TROXEL, CHAD N | 609 WEST D STREET | | WYMORE | NE | 68466 | |
| | TRUMBLEE, JOSHUA | 1219 13TH STREET | | CENTRAL CITY | NE | 68826 | |
| | TVRDY, TERRY & KIM (CONTRACT | 306 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | UHLER, WILLIAM D & JACKY | 1515 22ND STREET | | CENTRAL CITY | NE | 68826 | |
| | UNRUH, LESTER W & TWYLA J | 915 E AVENUE | | CENTRAL CITY | NE | 68826 | |
| | UTTERBACK, RAYMOND JR | 1502 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | VAN HALL, ERIC J | 1508 14TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | VAN PELT, ROBERT D | 557 O ROAD | | ST LIBORY | NE | 68872 | |
| | VANHOOSEN, DEAN | 1715 12TH STREET | | CENTRAL CITY | NE | 68826 | |

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| | VEED, LAWRENCE & JEAN | 616 H STREET | | CENTRAL CITY | NE | 68826 | |
| | VENCILL, TERRY & CYNTHIA | 504 D AVENUE | | CENTRAL CITY | NE | 68826 | |
| | VINCENT, JUSTIN M & TASHA S | 316 D STREET | | CENTRAL CITY | NE | 68826 | |
| | VOLLERS, KURT D & RACHEL | 215 G STREET | | CENTRAL CITY | NE | 68826 | |
| | WAGNER, DENNIS D & CHARLENE | 101 D STREET | | CENTRAL CITY | NE | 68826 | |
| | WAGNER, PATRICIA | 1921 16TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WAGNER, TRENT | 2320 11TH ROAD | | ARCHER | NE | 68816 | |
| | WALKER, BRIAN W & TAMARA A | 818 H STREET | | CENTRAL CITY | NE | 68826 | |
| | WALZ, JUSTIN L | 2021 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | WARDCRAFT HOMES | 5072 BENNETT LOOP SUITE 300 | | WILLISTON | ND | 58801 | |
| | WARREN, VINCENT | P.O. BOX 12 | | EVANSTON | WY | 82931 | |
| | WELIN, KARL M & VELLA R | 2025 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WELLS FAMILY TRUST | 307 WEST 18TH | | GRAND ISLAND | NE | 68801 | |
| | WELTE, WILLIAM SHANE | 2028 18TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WHISENAND, ARDEN & JENNY | 1704 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WHITE, WILLIAM B & DEBRA A | 305 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WIESE, RONALD & DIANE | 1206 10TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WILCOX, WILLIAM & CAROL | 902 H ST | | CENTRAL CITY | NE | 68826 | |
| | WILCOX, WILLIAM L & CAROL A | 416 H STREET | | CENTRAL CITY | NE | 68826 | |
| | WILKINSON, NOLYNE | 220 F AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WILLIAMS, DONALD & JOYCE | 322 C AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WILLIAMS, KELLY R | PO BOX 155 | | CENTRAL CITY | NE | 68826 | |
| | WILLIAMS, LEANNE | 1713 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | WILLOUGHBY, JUDY L | 2205 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WISCHMEIER, RICHARD & ELAINE | 2115 17TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WIZE, JUSTIN B & IVY L | 1924 12TH STREET | | CENTRAL CITY | NE | 68826 | |
| | WOITASZEWSKI, LARRY | 9735 SCHAUPPSVILLE ROAD | | WOOD RIVER | NE | 68883 | |
| | WOOD, ROBERT D & GERTRUDE E | 1921 15TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | WOODWORTH, DONICE | 404 MICHIGAN AVENUE | | ERICSON | NE | 68637 | |
| | WTYR, INC | 519 G STREET | | CENTRAL CITY | NE | 68826 | |
| | WULF, GARY & EARLENE | 2008 12TH AVENUE | | CENTRAL CITY | NE | 68826 | |
| | ZISKA, JEFFREY A & KRISTINE M | 806 D AVENUE | | CENTRAL CITY | NE | 68826 | |

# OFFICIAL NEWS RELEASE

News Release

**NEBRASKA DEPARTMENT OF ROADS NOTICE OF HIGHWAY PUBLIC MEETING**
**RRZ-TMT-14-2(123); CENTRAL CITY VIADUCT; CN 42013**

**Contact**
Sarah Kugler, Public Involvement Coordinator
Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759
sarah.kugler@nebraska.gov
402-479-4871, Fax 402-479-3989.

**FOR IMMEDIATE RELEASE**

***Lincoln, NE*** - The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the proposed construction of a viaduct in the city of Central City, located in Merrick County. The meeting will be held at the Central City Elementary School - Cafeteria, 1711 15th Avenue in Central City, on Thursday, November 17th, 4:00 – 6:00 P.M.

The proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

The proposed project would close the at-grade crossing on Nebraska Highway 14 (N-14) and construct a new grade separation structure. There are currently five alternative designs being evaluated. These alternatives include “no-build” (do nothing and continue to maintain the existing roadway and/or structures), build on the current alignment with construction of a viaduct over UPRR, build to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14, build to the east on the NCRC rail corridor with construction of the viaduct over UPRR that includes reconstruction of 13th Street north of the UPRR, and build to the west with reconstruction of C avenue and 13th Street that includes construction of the viaduct over UPRR.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

Because Federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and any required property acquisitions.

- more -

NEBRASKA
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DEPARTMENT OF ROADS

# OFFICIAL NEWS RELEASE

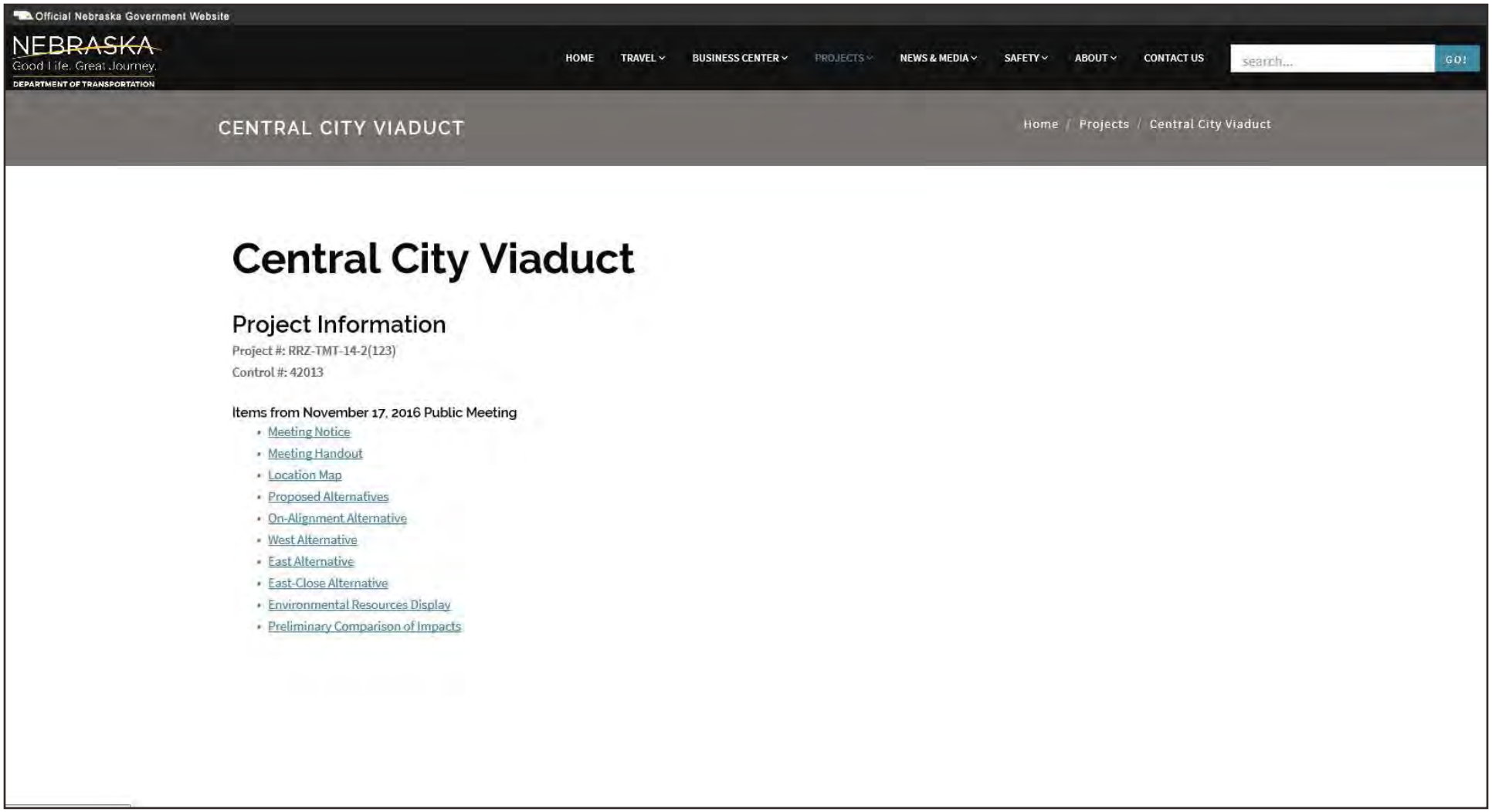
The proposed project may require the acquisition of additional property rights including new right-of-way (ROW) and temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected.

As of this date, construction has not been scheduled. At the conclusion of the alternatives analysis, the environmental assessment would be completed on the preferred and the no-build alternatives. A construction letting date would be scheduled based on funding availability and priority.

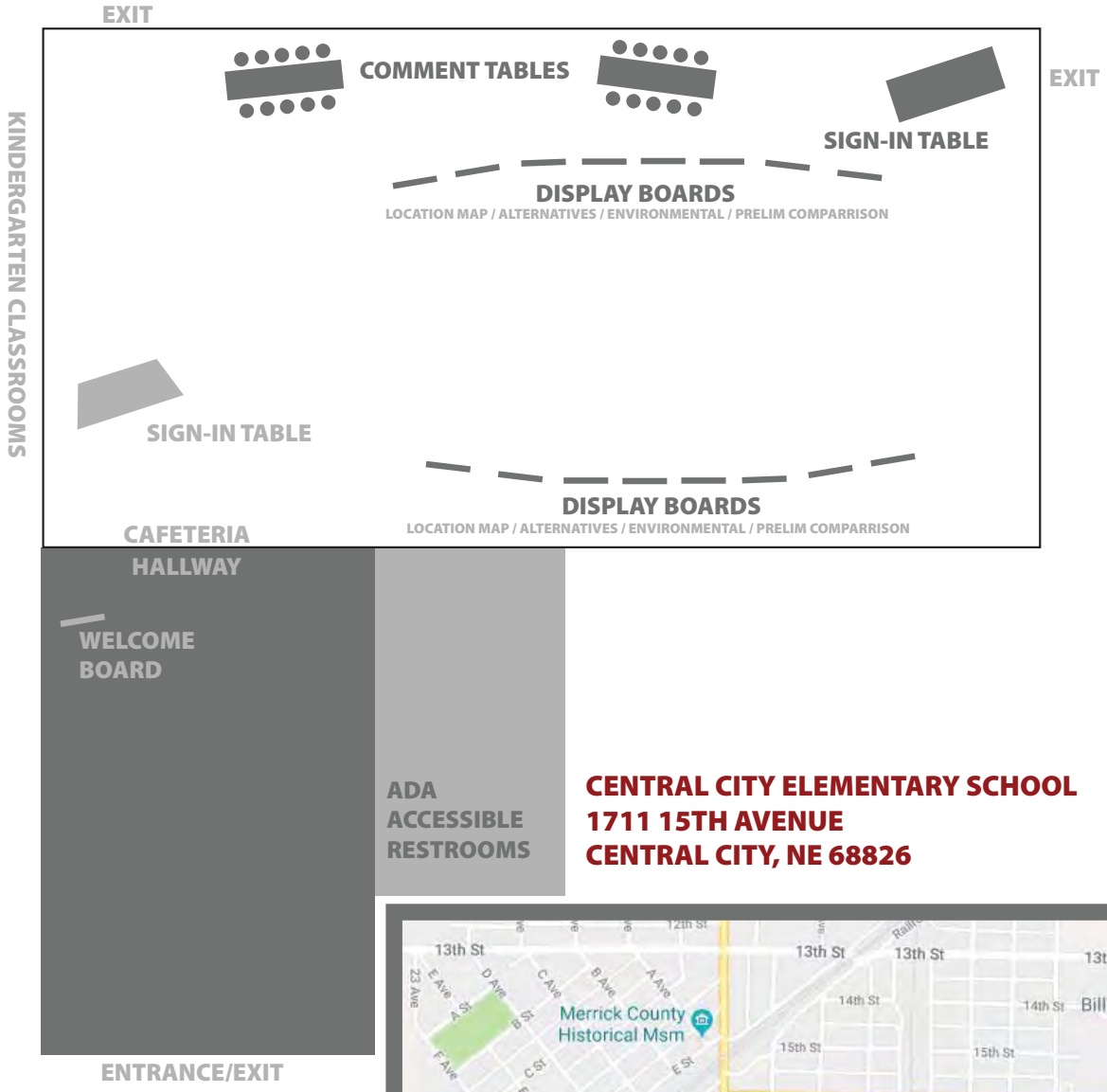
NDOR will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by November 10, 2016. Notification should be submitted to: Sarah Kugler, Public Involvement Coordinator, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.kugler@nebraska.gov; voice telephone 402-479-4871, Fax 402-479-3989.

Information regarding the proposed project will be made available on the NDOR website, the day after the meeting, at www.transportation.nebraska.gov/projects/ by clicking on the “Central City Viaduct” link. For those without internet access, information may be obtained through the contact above or at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren NDOR District Four Engineer, 308-385-6265, wes.wahlgren@nebraska.gov.

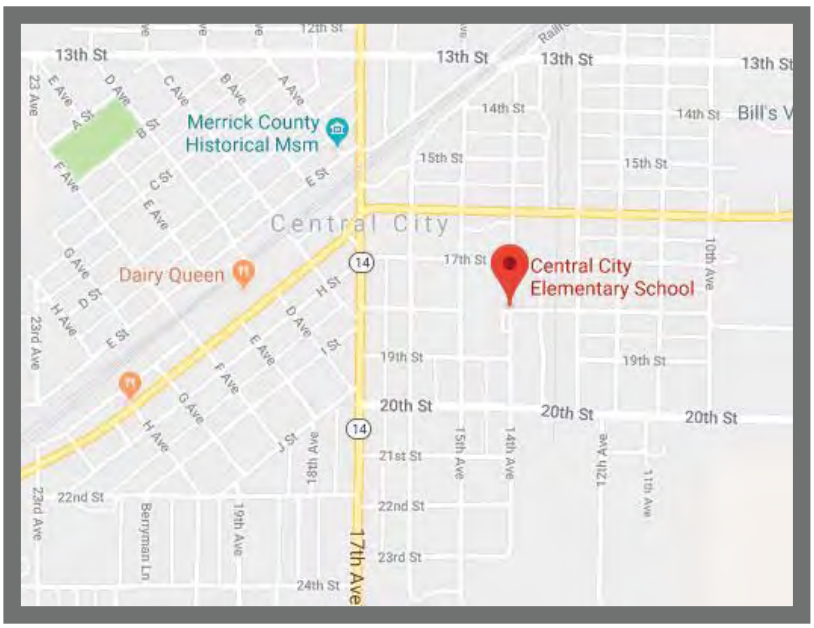
# NDOT WEBSITE PAGE



# FLOOR PLAN




**CENTRAL CITY ELEMENTARY SCHOOL**
**1711 15TH AVENUE**
**CENTRAL CITY, NE 68826**



# ADA ACCESSIBILITY CHECKLIST

**NDOR Public Involvement**

## ADA Accessibility Checklist

Event: Public Open House Meeting

Project: Central City Viaduct CN 42013

Date: November 17, 2016

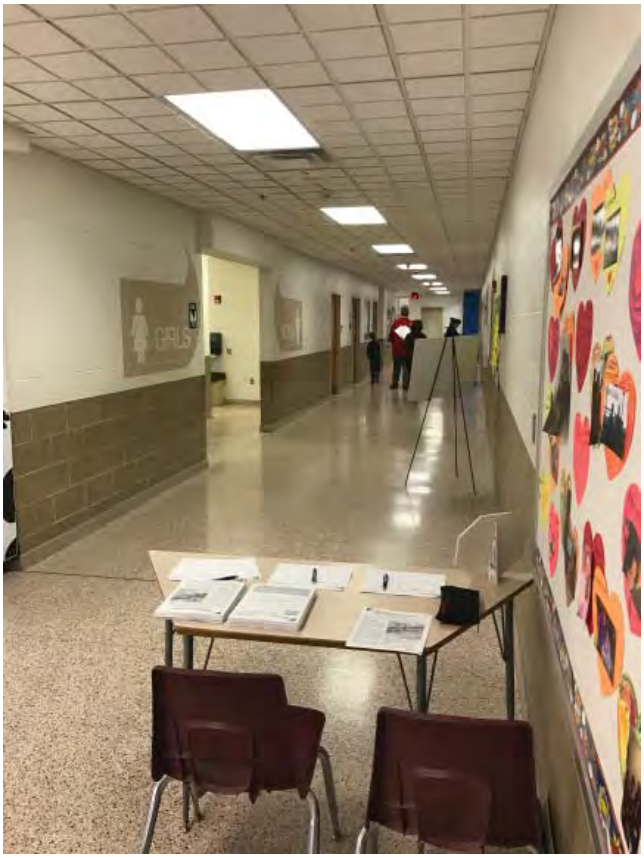
Time: 4:00PM-6:00PM

Venue: Central City Elementary School

| Element | Accommodation Area | Yes | No | N/A |
|---|---|---|---|---|
| Transportation | Is the facility/meeting location accessible by public transportation? | ☒ | ☐ | ☐ |
| | If yes, is public transportation available at the time of the meeting/training? | ☒ | ☐ | ☐ |
| Evacuation | Do you know the emergency evacuation plans for the meeting/training location? | ☒ | ☐ | ☐ |
| Parking | Does the building have accessible *(handicap)* parking spaces? | ☒ | ☐ | ☐ |
| | If yes, are they at least 8' wide and have 5' aisles next to them? | ☒ | ☐ | ☐ |
| Sidewalk | Are there unobstructed curb ramps leading to the sidewalk *(walkway)*? | ☒ | ☐ | ☐ |
| Walkway | Is there a walkway from the parking lot to the building, at least 36" wide? | ☒ | ☐ | ☐ |
| | Does the walkway have a stable and firm surface? | ☒ | ☐ | ☐ |
| | If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that slow the route? | ☐ | ☐ | ☒ |
| | Is the walkway level and free of steps? | ☒ | ☐ | ☐ |
| | If no, is there a ramp at least 36" wide? | ☐ | ☐ | ☒ |
| | If there is a ramp, does it have a gentle slop *(1" rise to 12" length)*? | ☐ | ☐ | ☒ |
| Entrance/Doors | Is the door at least 36" wide *(wide enough for a wheelchair)*? | ☒ | ☐ | ☐ |
| | Can the hardware be operated with one hand *(level, push plate, etc.)* with minimum of twisting or grasping? | ☒ | ☐ | ☐ |
| | Are the handles low enough to reach *(maximum 48" high)*? | ☒ | ☐ | ☐ |
| | Can the door be pushed open easily? | ☒ | ☐ | ☐ |
| | Is the threshold no more than ½" high and beveled? | ☒ | ☐ | ☐ |
| | When a vestibule, is there a minimum of 48" between the sets of doors? | ☒ | ☐ | ☐ |

*Page 1*

# PHOTOS OF VENUE



## Central City Viaduct
# PUBLIC INFORMATION OPEN HOUSE MEETING

**Thursday, November 17, 2016; 4:00 – 6:00 PM**
**Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE**

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

### LOCATION
The proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within the city of Central City, located in Merrick County. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity.

### PURPOSE & NEED SUMMARY
The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the Nebraska Highway 14 (N-14) corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

### PROJECT HISTORY
In 1996, the City of Central City requested NDOR perform a study to determine if building a viaduct to carry vehicular/pedestrian traffic over the UPRR mainline tracks would be justified. In 2007, a Categorical Exclusion (CE) was approved by the Federal Highway Administration (FHWA) for the realignment of N-14 and the construction of a viaduct over the UPRR tracks. The project was originally proposed to begin just north of the Platte River and continue north to a point just north of 10th Street where it would tie back in to the existing N-14. The original project included realigning N-14 approximately four blocks east through Central City utilizing right-of-way (ROW) from an existing north-south oriented Nebraska Central Railroad Company (NCRC) rail corridor. This project also included the construction of a viaduct north of U.S. Highway 30 (US-30) over the existing UPRR mainline tracks.

### RIGHT-OF-WAY
The proposed project may require the acquisition of additional property rights including new right-of-way (ROW) and temporary easements (TE) for construction throughout the project area. Residential and/or commercial relocations may be required depending on the alternative selected.

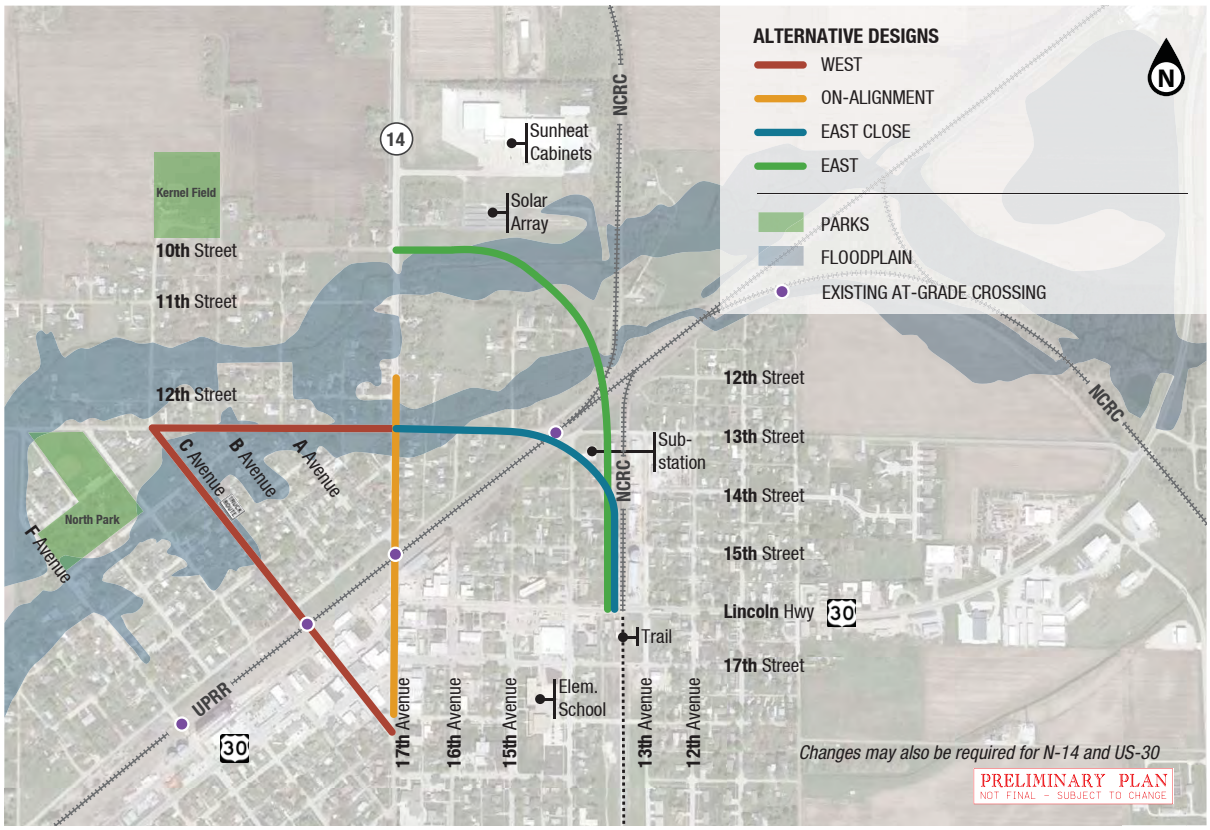
### LOCATION MAP

### POTENTIAL IMPACTS
Because Federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and any required property acquisitions.

### NEXT STEPS
As of this date, construction has not been scheduled. At the conclusion of the alternatives analysis, the environmental assessment would be completed on the preferred and the no-build alternatives. A construction letting date would be scheduled based on funding availability and priority.

U.S. Department of Transportation Federal Highway Administration
NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

## Central City Viaduct
# PUBLIC INFORMATION OPEN HOUSE MEETING




## PROPOSED ALTERNATIVES

The proposed project would close the at-grade crossing and construct a new grade separation structure. The alternative designs being evaluated include:

- **No-Build** - Do nothing and continue to maintain the existing roadway and/or structures.
- **On Alignment** - Reconstruct N-14 on existing alignment and construct viaduct over UPRR.
- **West** - Reconstruct C Avenue and 13th Street, and construct viaduct over UPRR.
- **East Close** - Construct new roadway along NCRC rail corridor (between 13th Avenue and 14th Avenue). Construct viaduct over UPRR and reconstruct 13th Street north of the UPRR.
- **East** - Construct new roadway along NCRC rail corridor (between 13th Avenue and 14th Avenue). Construct new roadway north of new viaduct to reconnect with N-14.

U.S. Department of Transportation Federal Highway Administration

NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

## PROJECT CONTACTS

### SEND COMMENTS TO:

**NDOR Public Involvement**
**Sarah Kugler**
P.O. Box 94759; 1500 Hwy. 2
Lincoln, NE 68509-4759
402-479-4871
sarah.kugler@nebraska.gov

### FOR MORE INFORMATION:

**NDOR District 4 Engineer**
**Wes Wahlgren**
211 N Tilden St
Grand Island, NE 68802
308-385-6265
wes.wahlgren@nebraska.gov

www.roads.nebraska.gov

# NOTICE OF HIGHWAY PUBLIC MEETING

## CENTRAL CITY VIADUCT

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

# WELCOME!

Please Sign-In

U.S. Department of Transportation
Federal Highway Administration

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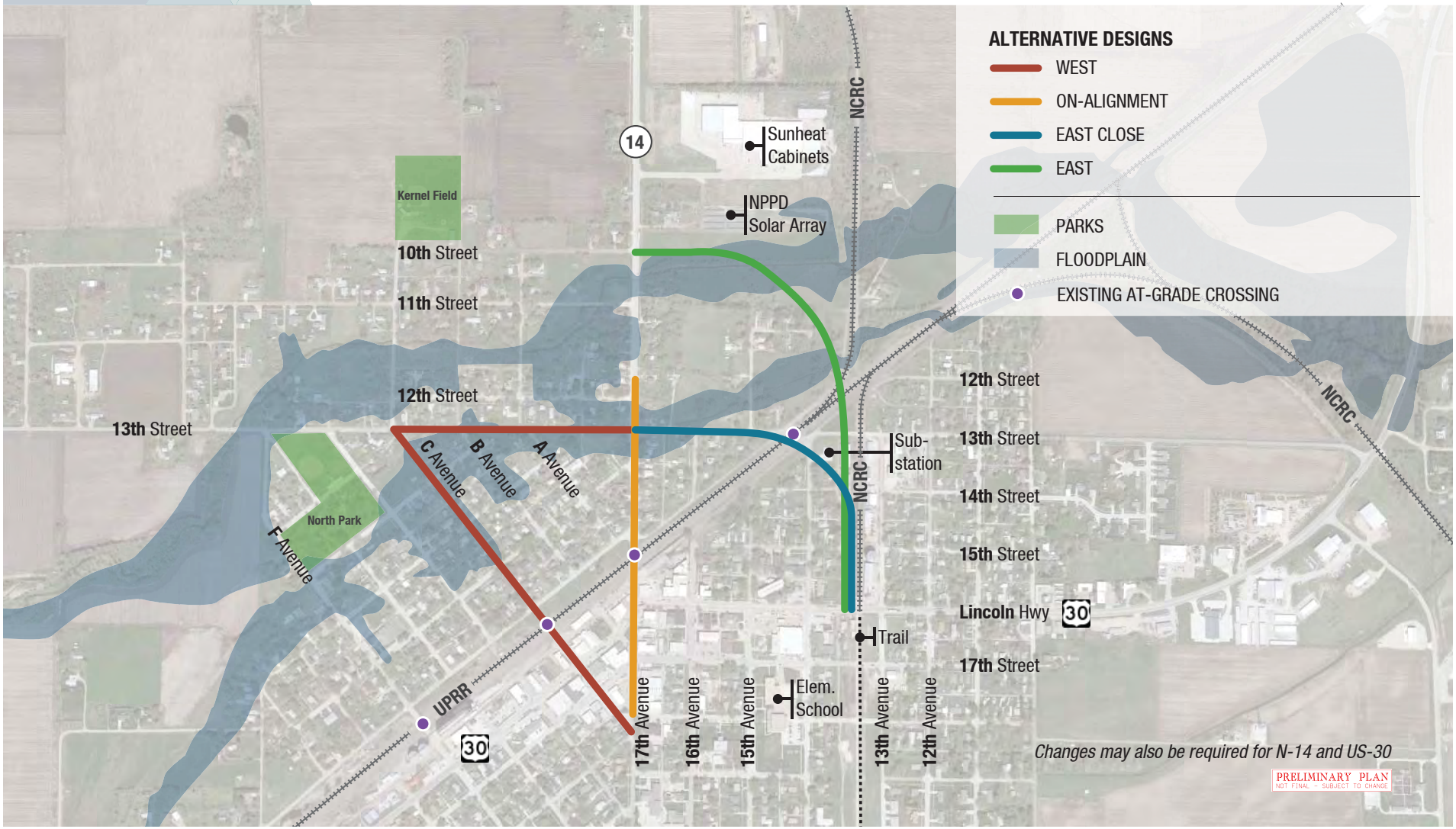
# DISPLAY/EXHIBIT BOARDS

## PROPOSED ALTERNATIVES

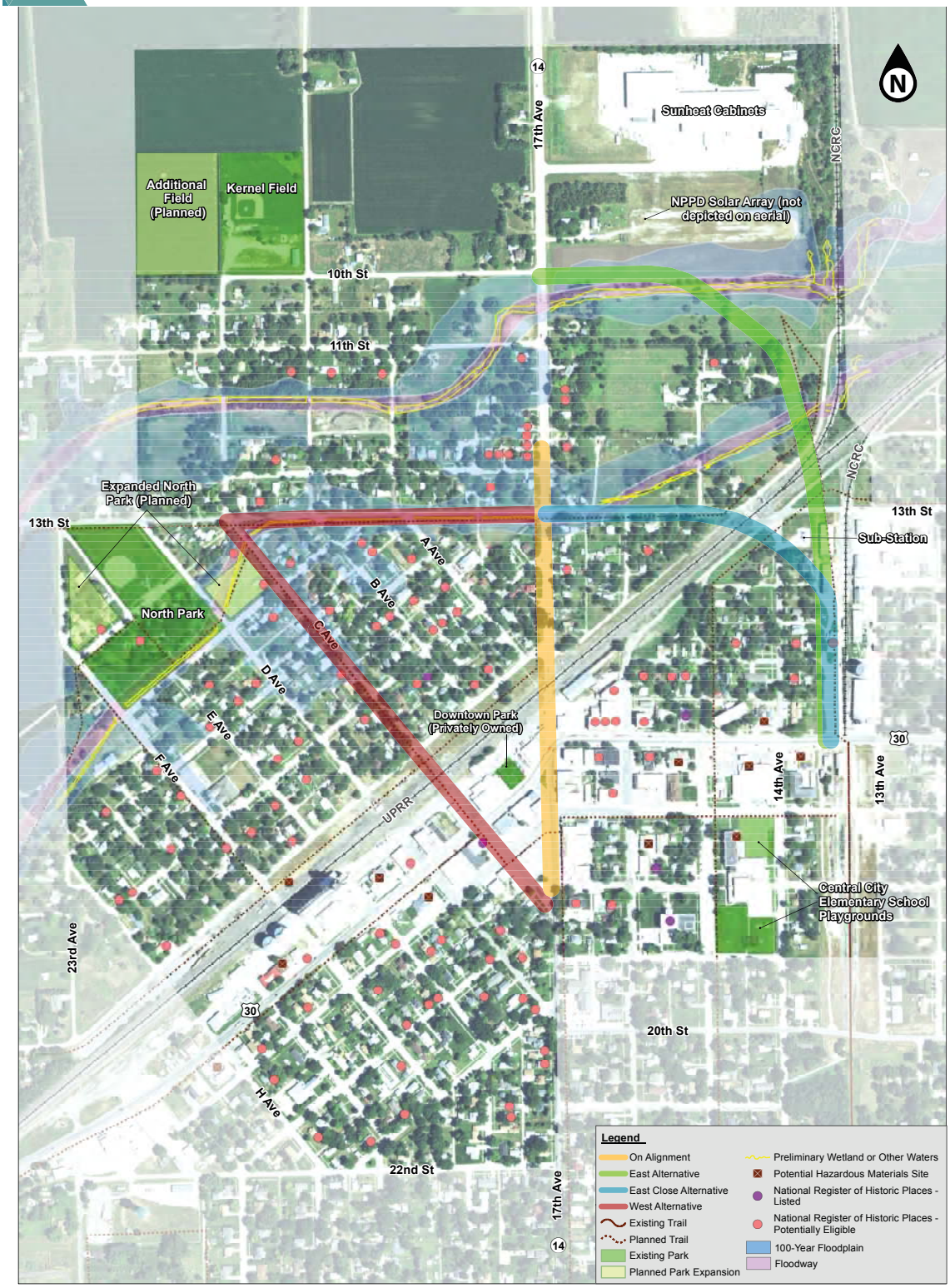
RRZ-TMT-14-2(123); Central City Viaduct; CN: 42013



# DISPLAY/EXHIBIT BOARDS

## ENVIRONMENTAL RESOURCES

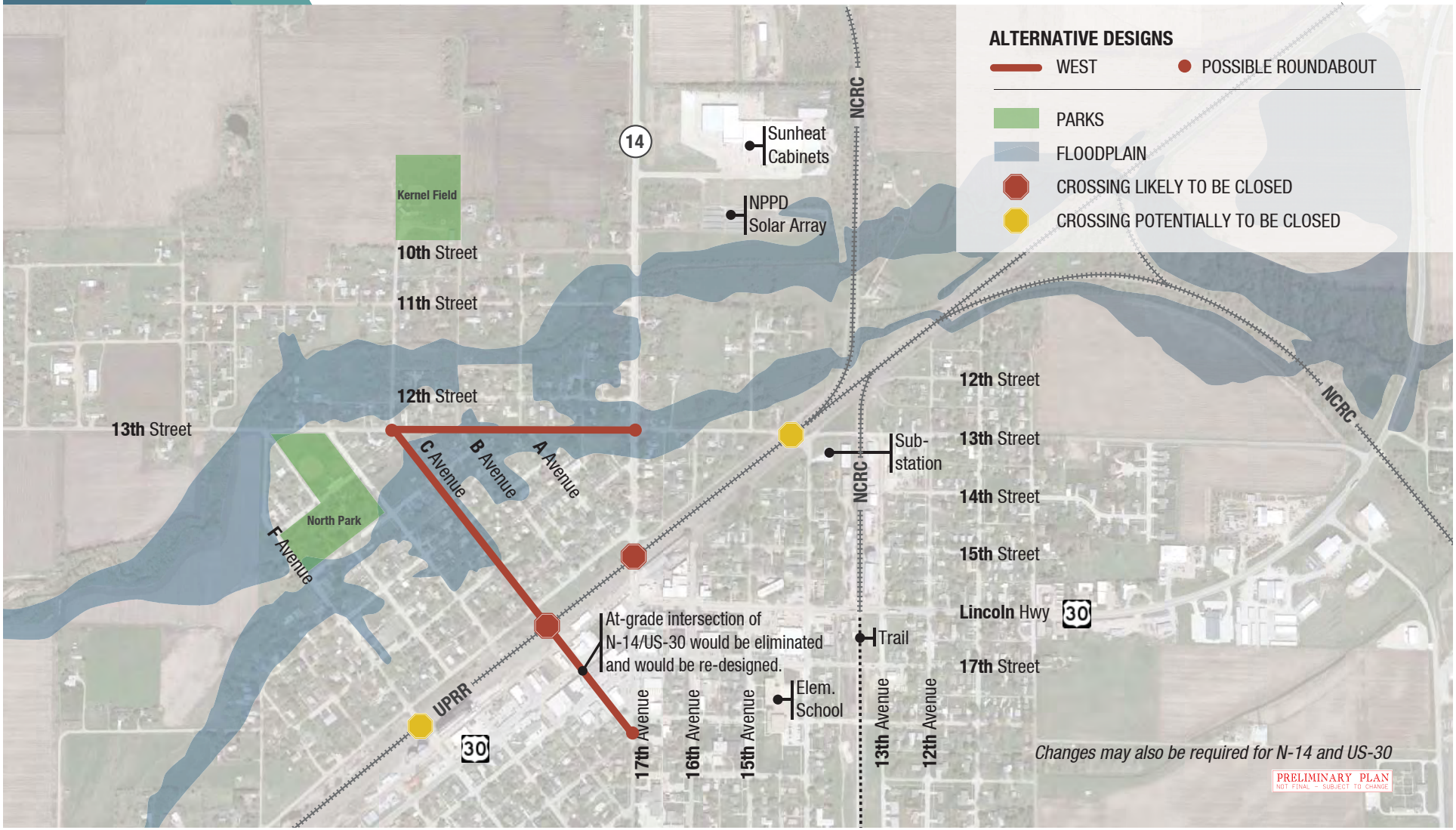
RRZ-TMT-14-2(123); Central City Viaduct; CN: 42013



# DISPLAY/EXHIBIT BOARDS

## WEST ALTERNATIVE

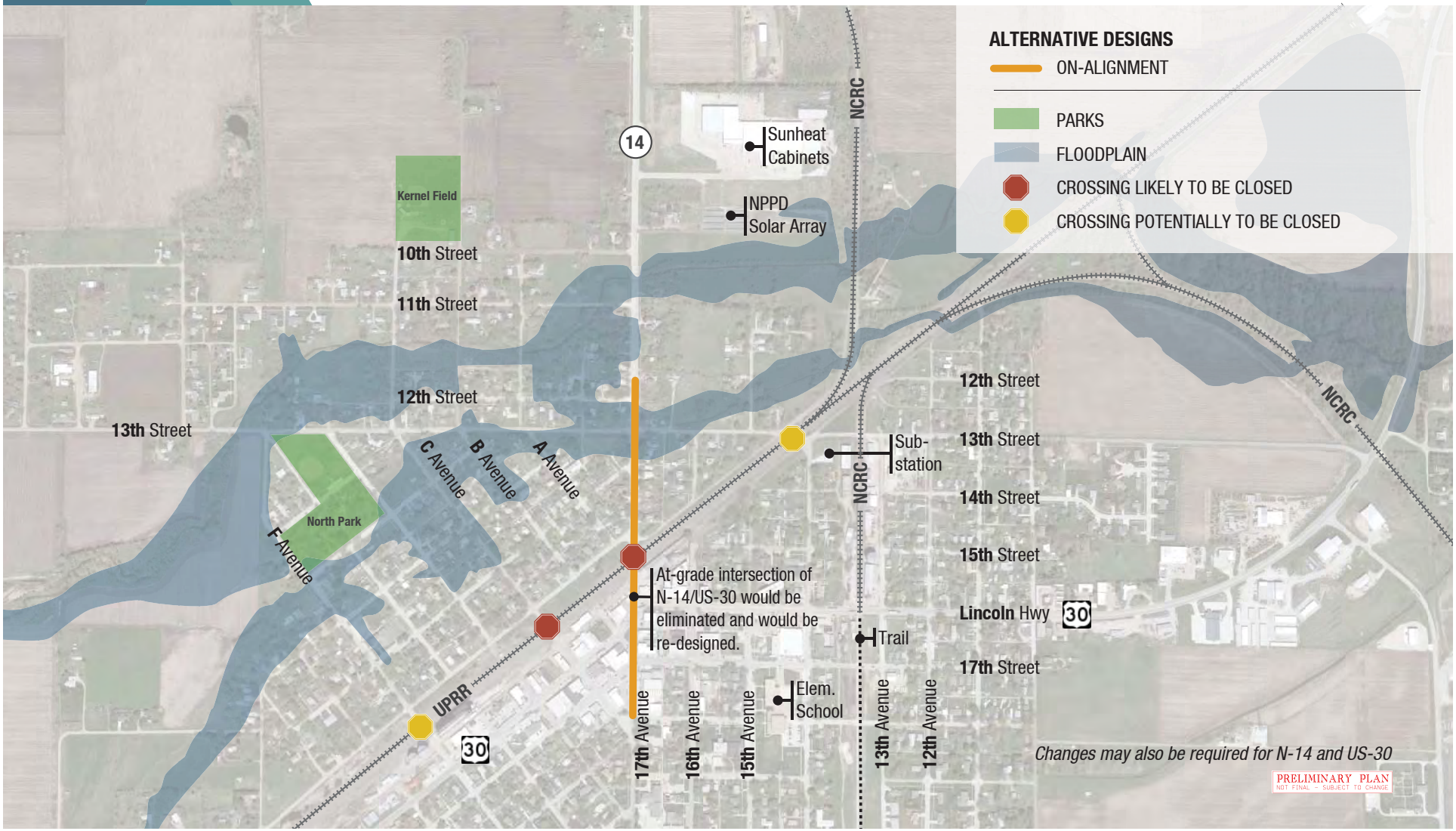
RRZ-TMT-14-2(123); Central City Viaduct; CN: 42013



# DISPLAY/EXHIBIT BOARDS

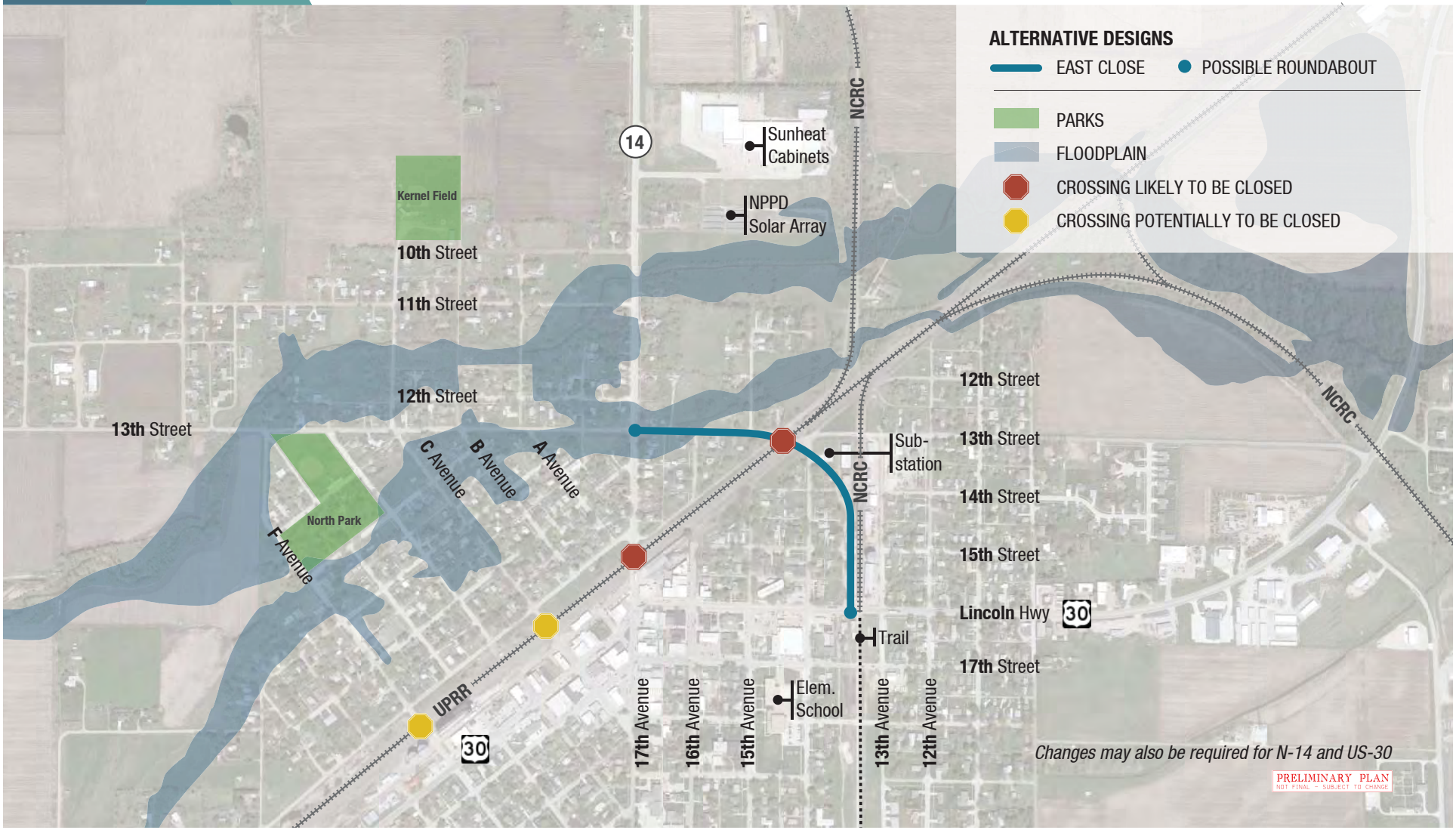
## ON-ALIGNMENT ALTERNATIVE

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



# EAST CLOSE ALTERNATIVE

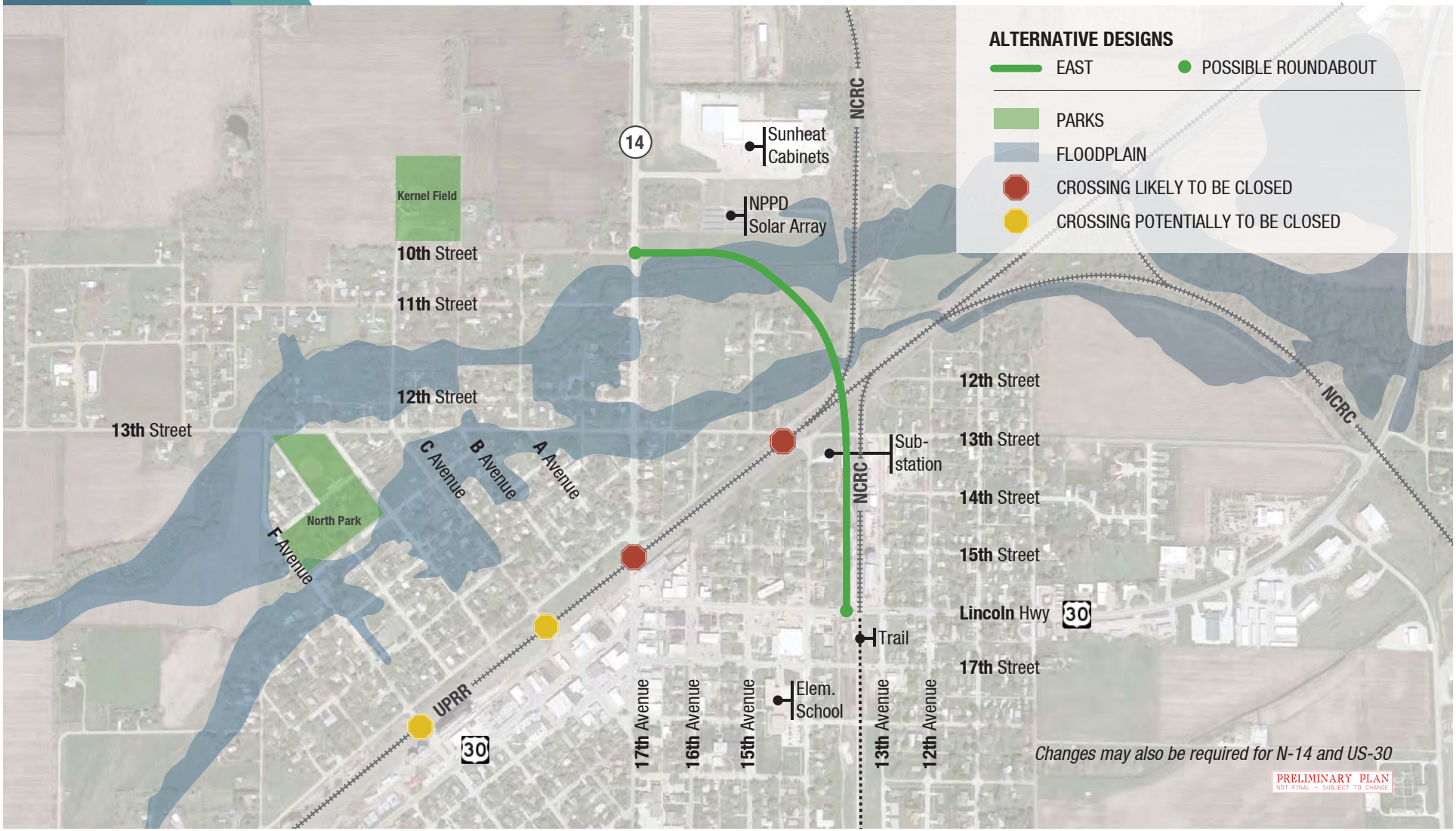
RRZ-TMT-14-2(123); Central City Viaduct; CN: 42013



# DISPLAY/EXHIBIT BOARDS

## EAST ALTERNATIVE

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

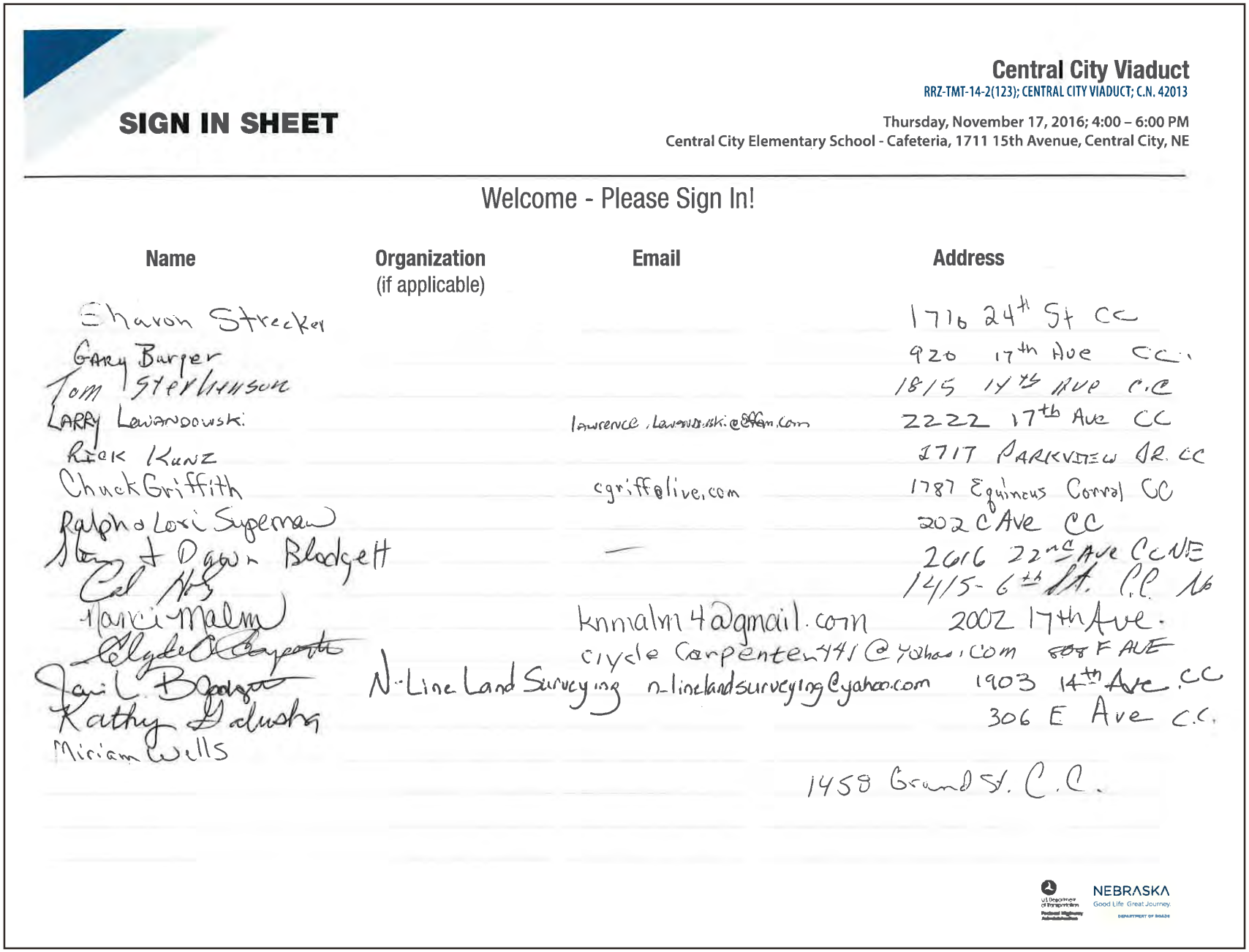


# PRELIMINARY COMPARISON OF IMPACTS

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

| 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 |

# SIGN-IN SHEETS



**SIGN IN SHEET**

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

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE

Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Sharon Strecker | | | 1716 24th St CC |
| Gary Barger | | | 920 17th Ave CC |
| Tom Sterkenson | | | 1815 14th Ave C.C |
| Larry Lewandowski | | lawrence.lewandowski.@dot.com | 2222 17th Ave CC |
| Rick Kunz | | | 1717 Parkview Dr. CC |
| Chuck Griffith | | cgriffolive.com | 1787 Equinous Corral CC |
| Ralph & Lori Superman | | | 202 C Ave CC |
| Steve + Dawn Blodgett | | — | 2616 22nd Ave CCNE |
| Carl Nash | | | 1415 6th St. C.C. 16 |
| Marci Malm | | knmalm4@gmail.com | 2002 17th Ave. |
| Clyde Carpenter | | clycle carpenter441@yahoo.com | 508 F AVE |
| Jan L. Boatsman | N-Line Land Surveying | n-linelandsurveying@yahoo.com | 1903 14th Ave. CC |
| Kathy Dalusky | | | 306 E Ave C.C. |
| Miriam Wells | | | |
| | | | 1458 Grand St. C.C. |

# SIGN-IN SHEETS

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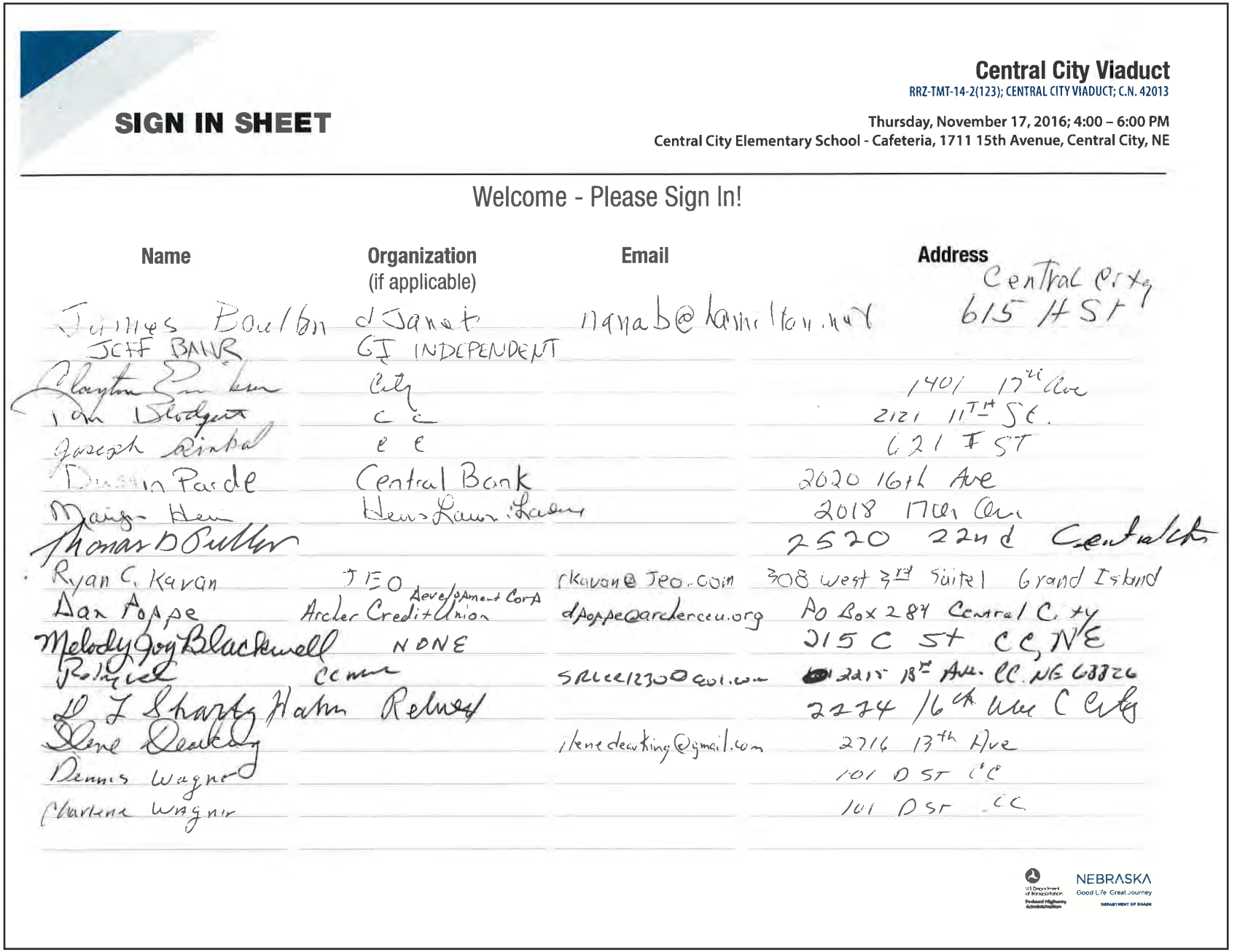
Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Dale Andersen | Central Bank | dandersen@bankwithcitizens.com | 1634 16th St. |
| Susan Royle | | roylesusan@yahoo.com | 1708 N Rd. C.C. |
| Conway H Conrad | | | 215 Cottonwood |
| [illegible] | Bradford Compliance Consulting | ddickinson@hamilton.net | 1715 16th St. |
| Maxine Ley | | | 2458 12th Rd C C |
| Jon Blank | | | 1606 18th CC |
| Don Blank | | | 1606 – 18 C.C. |
| Nick Ryan | Prairie Creek vineyards | prairiecreekwine@gmail | 1600 -16th St |
| Adele Maynard | Museum/Library | ill.gen.cc.library@gmail.com | 2407 23rd Ave C.C. |
| Kerry Rody Sell | | krody3@Gmail.com | 1026-20st, CC |
| Virg & Nora Lindner | | vnlindner@eaglecom.net | 2602 20th Ave CC |
| Rogan Brandes | Brandes Sons | | 1607 A. Road |
| For Posterity | | | 27 x 13 NV |
| Andrew Simms | Andrew Simms CPA | ascrapcequestoffice.net | 1611 17th Avenue |
| Mike Bowman | | bowmanmike85@yahoo.com | 1307 10th AVE |
| Nick & Nancy Ahmann | | crjnbj@eaglecom.net | 1111 - 17th Ave C.C. |
| Brent Wells | ECVFD | | 1458 Grand ST |

# SIGN-IN SHEETS



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Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| James Boulton | d Janet | mamab@hamilton.net | Central City 615 H St |
| JEFF BAIER | GI INDEPENDENT | | |
| Clayton Simkins | City | | 1401 17th Ave |
| John Blodgett | c c | | 2121 11TH St. |
| Joseph Kinkaid | e e | | 621 H ST |
| Dustin Pardue | Central Bank | | 2020 16th Ave |
| Maiya Hein | Hews Lawn Lawn | | 2018 17th Ave |
| Thomas D Sutton | | | 2520 22nd Central City |
| Ryan C. Kavan | JEO | rkavan@jeo.com | 308 west 3rd Suite1 Grand Island |
| Dan Poppe | Archer Credit Union Development Corp | dpoppe@archercu.org | Po Box 284 Central City 215 C St CC, NE |
| Melody Joy Blackwell | NONE | | |
| Roland | CC Mun | SRLee1230@gci.com | 2215 18th Ave. CC. NE 68826 |
| L J Sharp Hahn Reliev | | | 2224 16th Ave C City |
| Dene Deaking | | ldenedeaking@gmail.com | 2716 13th Ave |
| Dennis Wagner | | | 101 D St CC |
| Marlene Wagner | | | 101 D St CC |

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Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Jayne Olsen | | jayne@preferredpop.com | 121 EST |
| Gordon Deichmann | | | 1894 14th rd Central City |
| LeRoy Shultz | | | Central City |
| Jay Willrodt | | | |
| Mabily Cattett | | | 1670 14 Rd. CC. |
| Wanda Mace | | | 1005 13th Ave |
| Barb & Reg Haw | | | |
| Lon Jensen | | | 2010 17th |
| Clemence Podolsky | | | 2714 13th ave |
| Richard Wischmeier | | | 2115 17th ave |
| Kent Malm | | | 2002 17th Ave |
| Linda Fee | | | 1899 17th Rd |
| Mark Rd | | | 2905 23rd Ave. |
| Annie Rezac | | ddrezac@yahoo.com | 1804 Lakeview Drive Central City |
| Daniel Rezac | | | 1804 Lakeview Drive Central City |
| Valerie Morrison | | Valmorrison1@gmail.com | 1104 17th Ave CC |

# SIGN-IN SHEETS

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Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Rex Weller | Merrick Co Econ Dev | rweller@gpcom.net | 1005 27th St CC NE 68826 |
| | | | 1129 17th Ave CC NE 68826 |
| Curtis & Christine Huber | | | 1315 27th St. CC NE 68826 |
| Sylvia Erickson | | | 407 E St CC |
| Stan & Gail Ferris | | sgferris48@gmail.com | 1223 W Rd CC 68826 |
| Lenne Emery | | | 1112 15th St CC 68826 |
| Myles McGinnis | City of Central City | CCECDEV@gmail.com | Po Box 408 CC 68826 |
| Don Cobb | City of Central City | | |
| Larry Joyce Peterson | City of CC | | 1617 18 Street CC 68826 |
| Mike Meyer | Merrick County Hwy | | |
| Dave & Smith Zumi | CC | | 517 D St CC 68826 |
| Shanien Schmeer | | | |
| DONNA Saulter | Business Owner | cclive12@msn.com | 1307 16th St CC 68826 |

# SIGN-IN SHEETS

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Welcome - Please Sign In!

| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Tom Cordsen | City of Central/City | City.Cordsen@gmail.com | CC |
| Jeff Hower | CENTRAL CITY REP. NONPAREIL | frontpage@hamilton.net | CC |

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# SIGN-IN SHEETS

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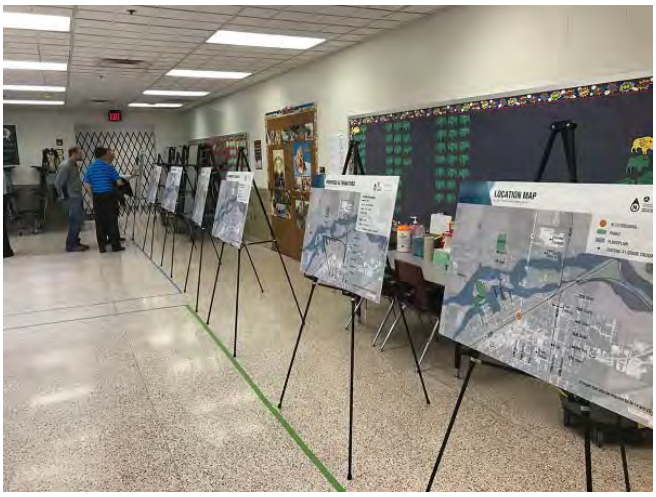
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE

Welcome - Please Sign In!

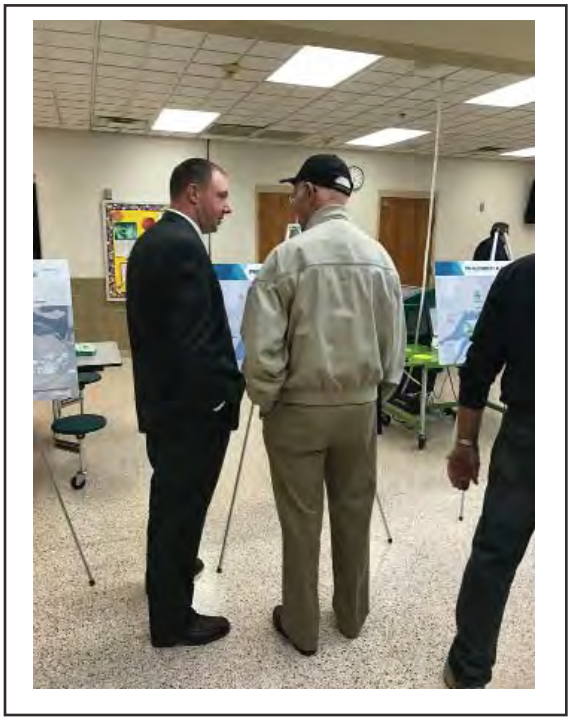
| Name | Organization (if applicable) | Email | Address |
|---|---|---|---|
| Stella Ireland | City Council | | 2715 Parkview Dr. C.C. |

NEBRASKA
Good Life. Great Journey.

# MEETING PHOTOS



# MEETING PHOTOS



# SAMPLE COMMENT SHEET

## COMMENT SHEET

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

**Thursday, November 17, 2016; 4:00 – 6:00 PM**

**Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE**

*Please submit your written comments by December 5, 2016.*


Return to: **Sarah Kugler**, NDOR Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.kugler@nebraska.gov
402.479.4871 Office
402.479.9989 Fax


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

*(Please Print)*

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

# COMMENT MATRIX

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

| | | Comment | Response |
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| 1 | Nora Lindner<br>2606 20th Avenue<br>Central City, NE 68826 | Concerned about safety and access to the hospital. Supportive of a viaduct, especially the East and East Close alternatives. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We will continue to also take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 2 | Virgil Lindner<br>2606 20th Avenue<br>Central City, NE 68826 | Consider grain trucks going to the elevator and ethanol plant. | RESPONSE COMBINED WITH NORA LINDNER |
| 3 | Nancy Blodgett<br>2121 11th Street<br>Central City, NE 68826 | Concerned about heavy truck traffic in downtown area. Supportive of East alternatives to allow better access and less congestion for downtown. Currently crosses the tracks at C Street often. | We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 4 | Joseph Rinkol<br>621 I Street<br>Central City, NE 68826 | Commonly walks across Hwy 14. Consideration of large truck traffic. | We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the |

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| | | | safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. |
| 5 | Chuck Griffith<br>1787 Equineus Corral<br>Central City, NE 68826 | Safety at Hwy 14/Hwy 30 intersection is a concern, as well as large truck traffic. Prefer either East route. | We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents and businesses. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection near your office. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. |
| 6 | No Contact Information Listed | Concern about safe construction, and a joint effort for residents and businesses to be involved and concerns heard. The East Route is preferred, and roundabouts are ok. | Your concern for safety during construction is greatly appreciated. Strict safety protocol during construction would be followed for a safe and successful project. We appreciate the Public's feedback, and will continue working closely with the Central City community as we develop this project. Another meeting will be scheduled in the future to bring more design details to the public, and gain more input on a refined set of alternatives. |
| 7 | Tom Pullen<br>2520 22nd Avenue<br>Central City, NE 68826 | Decreased train noise will be a benefit. Concerned about citizens safely exiting their car when parked on Main Street because of heavy truck traffic. Requested that Hwy 30 become a 4-lane Hwy from Missouri Valley to Kearney. Supportive of a Hwy 14 overpass. | Reduced train noise, safety and access will all be benefits of this project.We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Adding lanes on US-30 outside of Central City are not in this project's plans at this time, however, each of the proposed solutions would likely involve some |

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| | | | improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. In addition, noise will also be reviewed and taken into consideration as the project progresses. |
| 8 | No Contact Information Listed | Concerned that the large amount of truck traffic through town may not be corrected by an overpass. Concerned that the West and On-Alignment alternatives would create complications to get to many businesses. | While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.<br>We recognize your concern with the West and On-Alignment alternatives, and have decided not to carry the West Alignment forward as an option. |
| 9 | Larry Lewandowski<br>2222 17th Avenue<br>Central City, NE 68826 | Although the reduction of traffic through town is an economic concern, supportive of an alternative that takes the traffic away from town and off the current 17th Avenue Route. | Your concern for safety and heavy traffic is greatly appreciated. We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. |
| 10 | Gordon Deichmann<br>1894 147th Rd<br>Central City, NE 68826 | Overall safety and the safety of children traveling to/from school is a concern. Traffic flow and congestion in town is a concern, as well as long-term usage and building for future traffic predictions. | Your concern for safety and long-term usage is greatly appreciated. The environmental and design process will fully evaluate the potential for impacts on current and future traffic patterns and pedestrian safety from these improvements. We will also continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol |

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| | | | Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 11 | Dan Poppe<br>2806 Lakeview Lane<br>Central City, NE 68826 | Limiting traffic/train interaction and increased access for emergency vehicles is a benefit to this project. There are also benefits economically and socially for the growth of Central City. Better access to businesses is needed. Some businesses are waiting to expand until this project is completed to ensure essential services, like emergency response. Concerns remain for the Hwy 14/Hwy 30 intersection. Even with a viaduct, would encourage a re-route of Hwy 30 around the South end of town and take N-14 west and south to join with Hwy 30 West of town. Would support acquiring properties to address the intersection/congestion if needed. | Economic development, property acquisition and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Separating train and traffic and increased emergency vehicle access will be great benefits to this project. We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town and a re-route of Hwy 30 are outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 12 | Kathy Galusha<br>306 E Avenue<br>Central City, NE 68826 | Concerns are for the safety of school buses and other vehicles, as well as pedestrians crossing the tracks. A viaduct especially benefits emergency vehicles. Concerned about protecting “historic” properties. Most supportive of the East Alternative. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. Historic properties, and the vitality of Central City are also very important considerations for this project, and will be considered in our alternative analysis. |
| 13 | Leigh Holtorf<br>2219 Hwy 14 | When an ambulance needs to cross and a train is on the tracks, every second counts for that person. A | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder |

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| | PO Box 83<br>Central City, NE 68826 | unique consideration is funeral processions to the cemetery. | access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. |
| 14 | Daniel Rezac<br>1804 Lakeview Dr<br>Central City, NE 68826 | Feels that an overpass is needed and would like to see it built sooner, rather than later. Travels as much North as South out of town, usually along Hwy 14. Believes an overpass would be safer for everyone. Prefers the East Close or East Alternatives, but would like to see any overpass built. | Thank you for your support of the proposed viaduct. Safety and the environmental impacts in Central City are very important considerations for this project, and will be considered in our alternative analysis.<br><br>Environmental impacts, including wetlands, are very important considerations for this project, and will be evaluate through the environmental assessment process. All appropriate permits will be attained if needed.<br><br>Your concern for emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. |
| 15 | Diana Rezac<br>1804 Lakeview Dr<br>Central City, NE 68826 | Believes the build alternatives are beneficial for emergency personnel, and believes it is needed. Concerned about environmental impacts on wetlands. | RESPONSE COMBINED WITH DANIEL REZAC |
| 16 | Marilyn Heins<br>2018 17th Avenue<br>Central City, NE 68826 | Does not want to see businesses being moved from the downtown area. Also does not want homes destroyed. Crosses F Ave 4-5 times a day, and C Ave | Economic development, wetland impacts, property acquisition and the vitality of Central City are very |

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| | | and Hwy 14 once a day. Concerned with farmers that have to get grain to the elevators and the ethanol plant. Thinks it would be inconvenient to have several crossings closed, but believes the viaduct would help with traffic back up. Believes the best option for the community is the East Close Alignment, closing just the Hwy 14 crossing, allowing access to the ethanol plant and elevators, as well as access across C & F Aves. Closing Hwy 14 crossing would help eliminate the stop lights and railroad problems of traffic back up. | important considerations for this project, and will be considered in our alternative analysis.<br><br>We continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.<br><br>There are also great safety benefits to separating trains and traffic, and providing uninterrupted emergency vehicle access. Closing a railroad crossing would increase safety for vehicles crossing the tracks, and encourage use of the viaduct, reducing traffic back up around the tracks. |
| 17 | Arnetta Reeder<br>1311 20th Street<br>Central City, NE 68826 | Other communities smaller than Central City have viaducts, and it would be an economic boost for development. Believes the viaduct is needed to provide improved safety North of the tracks, in particular for fire equipment and ambulances. Improved access for farmers north of tracks to ethanol and Cargill as well. Many large semis have to wait for trains when hauling grain, etc. Funeral processions can be split up due to waiting for trains. Uses the 14th Avenue crossing several times each week. Prefers the viaduct being built on the East Alternative. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>Economic development, and the vitality of Central City are also very important considerations for this project, and will be considered in our alternative analysis. We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of |

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| | | | US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 18 | Willa Freelend<br>2715 Parkview Dr<br>Central City, NE 68826 | East – Concerned about environment and cost<br>East Close – Most Reasonable<br>On Alignment – Best plan, but concerned about width<br>West – No<br>Crosses the tracks several times a week while managing rental properties. Concerned about safety, and lessoning noise from the railroad. Consider truck traffic. Believes the viaduct is needed badly. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>In addition, we will continue to look at alternatives to help alleviate traffic backups for residents. While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 19 | Jackie & Jay Beaver<br>920 17th Avenue<br>Central City, NE 68826 | Concerned about the potential loss and/or forced relocation for some residential properties. Believes an overpass is necessary as it will decrease wait times at the crossings, particular in life-or-death situations for emergency vehicles. Downtown streets will last longer if the truck and trailer traffic is reduced.<br>Worries that regardless of placement, noise pollution will be an issue due to trailers using Jake Brakes. Questions the economics of this issue after the last effort was not completed. Concerned about the proposed overpass ending at the start of the | Economic development, property acquisition, the trail system, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. |

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| | | Hike & Bike Trail where there will be heavy foot traffic.<br>A roundabout may involve part of their yard. In what way will property owners be compensated for loss of property and property devaluation? | A traffic noise study will be completed to predict if there are any traffic noise impacts in the future as a result of the project and if potential impacts are mitigatable. However, this study is not able take into consideration noise as a result of engine braking. If engine braking is a problem once the project is constructed, it is best to contact the local law enforcement or city officials regarding your concern. The local agencies may have measures they can use to help prevent or reduce engine braking.<br><br>We appreciate your feedback, and will continue working closely with you and the Central City community as we develop this project, especially if a viaduct design should impact your property. Once preliminary design has been conducted, a clearer picture of any potential impacts caused by the alternatives being considered will be known. Another meeting will be scheduled further into the environmental and design process to bring more details to the public, and gain more input on a refined set of alternatives. |
| 20 | Rex Weller<br>1005 27th Street<br>Central City, NE 68826 | Concerned about safety. Thinks that the East Close Alternative is the best choice because of its proximity to the North Side residents and best for traffic coming from all directions. Second choice would be the East Alternative. Does not believe the No-Build, West or On Alignments are feasible. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. |
| 21 | Calvin L. Nolz<br>1812 Lakeview Drive<br>Central City, NE 68826 | Concerned about ease of travel to town and ease of customers being able to get to their business on the North side of town. Crosses Hwy 14 more than 6times/day for work. | Economic development, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. The viaduct solutions would reduce the delay time for vehicles |

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| | | | crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. This would allow unblocked access to your business on the north end of town. |
| 22 | Jan Placke<br>1606 18<br>Central City, NE 68826 | Believes the far East Alternative would be too far away from the population and may only be used when the crossings are blocked with a sitting train. The West alignment would greatly impact a mostly residential area, and is concerned that the On-Alignment Alternative would impact businesses that would likely not relocate. Farm equipment travel needs, especially in the area moving grain to the elevator and ethanol plan should be considered. Believes something should be done about the Hwy 30 truck traffic through downtown, backing up traffic and making it difficult for both foot and vehicle travel. | Economic development, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.<br><br>We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.<br>With the construction of a viaduct, one or more railroad crossings will be closed to provide an increase in safety and to encourage the use of the viaduct. Vehicle and pedestrian traffic are very important considerations for this project, and will be considered in our alternative analysis. |
| 23 | Gail R. Ferris<br>1223 W Road<br>Central City, NE 68826 | Believes that having a viaduct would help attract businesses and residents. Believes an overpass shows that the town is progressive and caring of citizen's safety. Prefers the East Alternative, followed by the East Close Alternative, and is thankful for the efforts to get the City an overpass. Being a retired RN, has seen situations where an ambulance could not reach citizens due to a stopped train, and resulting in death in part to the delay. Has also seen fires north of town with fire equipment delays. Believes the On-Alignment Alternative | Economic development, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.<br><br>Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended |

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| | | impacts the downtown area negatively. The West Alternative impacts the residential area. Believes that the No-Build alternative is not an option for the protection of life and safety for citizens. Concerned that citizens living south of the tracks will favor no-build to save money. | durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. We will also continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 24 | Stan Ferris<br>1223 W Road<br>Central City, NE 68826 | Concerned on the effect of the area in which the viaduct is constructed. The safety and access for emergency vehicles to cross the tracks is a benefit. Lives on a farm NW of town, and brings 100,000+ bu of corn to the ethanol plant annually. Commonly crosses the tracks along Hwy 14, and crosses the tracks each time they come to town because all services are to the south of the tracks. There is a large volume of truck traffic to the ethanol plant, as well as cattle truck traffic through town on Hwy 14 and Hwy 30. Prefers the East Alternative first, followed by the East Close Alternative. Does not believe the West and On-Alignment Alternatives are acceptable. | RESPONSE COMBINED WITH GAIL FERRIS |
| 25 | Valerie Morrison<br>1104 17th Avenue<br>Central City, NE 68826 | Believes the West Alternative would cause too many congestion issues for downtown, the On-Alignment would require the removal of too many homes, and the East Alternative would push traffic too far back and require paving roads for the extra traffic. Believes the East Close Alternative is the best option. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. Trail |

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| | | Typically crosses the tracks on Hwy 14, and sometimes C Avenue. Cemetery processionals also use Hwy 14.<br>Believes this needs to be done for the safety of the community Looking forward to having a safe pedestrian crossing with the Dark Island Trail. Likes how the East and East Close Alternatives meet up. Trains are often stopped on the tracks, and a way to cross the tracks in case of an emergency is desired. | connectivity and pedestrian safety are important considerations for this project and will be considered in our alternative analysis. |
| 26 | Shanien Schmierer<br>517 D Street<br>Central City, NE 68826 | Has an in-home daycare on the north side of the tracks, and walks the children across the tracks during the day. Is concerned that a pedestrian walkway along heavy-traffic roads would be unsafe for their group of small children. | Your concern for safety of pedestrian traffic is greatly appreciated. A shared-use non-vehicular pathway would accommodate pedestrians and bicycle traffic along the new roadway and viaduct. During the alternative analysis process, need for a shared-use pathway or separate pedestrian overpass will be evaluated. |
| 27 | Mike & Susan Royle<br>1708 N Rd<br>Central City, NE 68826 | In favor of the overpass. Owns two rental homes on the East and East Close Routes, expressed willingness to work with ROW. Provided consideration of Green Plains Ethanol truck traffic. | We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. |
| 28 | Richard Kunz<br>2717 Parkview Drive<br>Central City, NE 68826 | Most in favor of the East Alternative, perceived to have the lease amount of impacts to homes. Economic concerns if traffic doesn't stay on Hwy 30. | Economic development, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. |
| 29 | Central City Public Library<br>Attn: Adele Maynard<br>1604 15th Avenue<br>Central City, NE 68826 | Most in favor of the East Close Alternative, perceived to have less impacts to homes, is a reasonable route for bicycle and pedestrian traffic, and provides a better traffic route. Is confident the curve over the tracks can be completed safely. | Economic development, the navigability, and vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. |

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| 30 | Sylvia Erickson<br>407 G Street<br>Central City, NE 68826 | Concerned money spent on this project could be better used on other projects. Expressed concern the town will suffer economic impacts due to missed opportunities from out-of-town visitors. Feels emergency vehicles will have increased travel time due to the potential improvements. Concern there will be a large amount of impacts to homes, property owners, businesses and trees. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There is also a great safety need to separate trains from pedestrian and vehicle traffic.<br><br>Economic development, tree and property relocation or acquisition, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. |
| 31 | C. R. Johnson<br>1111 17th Avenue<br>Central City, NE 68826 | In favor of the East and East Close Alternatives. Prefers the East Alternative due to least amount of impacts. Pleased to know that access over the tracks would be available while train is passing through town. Lives on the north side of town on 17th Ave, and crosses the tracks on a regular basis. Expressed concern for emergency vehicle access if nothing if no improvements are made. Traffic backs up for 2-3 blocks in 2-4 directions due to trains. Trucks have a difficult time finding an alternate route. There is a continuous flow of trucks through town. Very much in favor of the viaduct. | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We also recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the |

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| | | | safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. |
| 32 | Nancy Johnson<br>1111 17th Avenue<br>Central City, NE 68826 | Main concern is safety and emergency vehicle access. Lives on Hwy 14 on the north side of town, all daily trips require crossing the tracks. Completely opposed to On-Alignment Alternative. Concern the On-Alignment Alternative would destroy the downtown environment. West Alternative is not a good option for truck traffic. Concerns with roadway width and strength for trucks. Prefers the East Alignment. | RESPONSE COMBINED WITH CR JOHNSON |
| 33 | Marla Mace<br>1005 13th Avenue<br>Central City, NE 68826 | Owns a daycare, concern with road closure. Lives on 13th Ave, crosses the tracks at 13th St. Not in favor of a viaduct in the front yard. Concerned during construction her roadway will be closed. Daycare parents need access to her house for drop off and pick up. Additionally, her brother-in-law farms land off that same roadway. Access will need to be maintained. | Economic development, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. We will work with you to ensure access to your business remains open. |
| 34 | Sandy Bolling<br>2814 Lakeview Lane<br>Central City, NE 68826 | Believes West and East alignments are “out of the way” and On-Alignment would complicate the already confusing 14/30 intersection. Supports the East Close option. Most concerned about emergency transportation. Also concerned about how the viaduct will look aesthetically. Doesn’t want to see a large “eye sore” for the community. Also concerned about closing RR crossings. Wants to | Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to |

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| | | leave as many open as possible for convenient business and home access. | separating trains from pedestrian and vehicle traffic with the closure of railroad crossings.<br><br>Economic development, and the aesthetics and vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Once preliminary design has been conducted, a clearer picture of any potential impacts caused by the alternatives being considered will be known. |

## COMMENT SHEET

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

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**

- [x] Drive
- [ ] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Safety is my #1 concern
Getting people to the hospital in case of a disaster!!!

**What is your primary purpose for travel in this area?**

Going to the farm.
Going to church in the country

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14 - Daily - see above -

**What social, economic, and environmental concerns do you have?**

I think these can all be worked out if people work together on this much needed project.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

farm trucks access to the elevators and ethonal plant

**Please provide any additional comments, questions, or concerns:**

I would prefer the green route or the blue route. But we need a viaduct so could live with any of the choices

*Please Print*

Name: Vona Lindner
Address: 2606 20th Ave
City, State, Zip: Central City, NE 68816
Phone:
Email: vnlindner@eagle.com.net

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

## COMMENT SHEET

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

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
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**How do you cross the railroad tracks?**

- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Highway 14 - Daily - Go to church and haul grain in from the north.

**What social, economic, and environmental concerns do you have?**

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Grain trucks going to the elevator and ethanol plant.

**Please provide any additional comments, questions, or concerns:**

*Please Print*

Name: VIRGIL LINDNER
Address: 2604 20 AVE
City, State, Zip: CENTRAL CITY NE 68826
Phone: 308-946-3326
Email: VNLINDNER@EAGLECOM.NET

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**

- Drive - Primary
- Walk
- Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?** Live on N. side of tracks, drive west to work 6 days wk. - Local Businesses Owner of buildings & houses on both sides of tracks drive lawn mower across tracks to mow grass.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
C Ave 6 days a week twice daily to work & back
12 to 14 times week, banking, grocery, receation.

**What social, economic, and environmental concerns do you have?**
Trafic backs up at light and tracks on Hwy 14/Hwy 30 jct.
Truck (Semi) trafic heavy in downtown area.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Farm truck access to grain elevator

**Please provide any additional comments, questions, or concerns:**
I believe the East alternates would best serve as it would leave better downtown access and create less congestion.

*Please Print*

Name: Nancy Blodgett
Address: 2121 11th St
City, State, Zip: Central City NE 68826
Phone: 308-940-0554
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**

- ○ Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**

Walk

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14 walk

**What social, economic, and environmental concerns do you have?**

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity** (special events, large truck traffic, pedestrians / bicycle traffic, etc.):

**Please provide any additional comments, questions, or concerns:**

No

*Please Print*

Name: JOSEPH RINKOL
Address: 621 I ST
City, State, Zip: Central City Nebr.
Phone:
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**

- [x] Drive
- [ ] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Traffic @ Hwy 14 + 30 intersection

**What is your primary purpose for travel in this area?** Work

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14 - work

**What social, economic, and environmental concerns do you have?**

Safety - My office is by Hwy 14 + 30 intersection

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

Dark Island Trail traffic

**Please provide any additional comments, questions, or concerns:**

Prefer either east route.

*Please Print*

Name: Chuck Griffith
Address: 1787 Equineus Corral
City, State, Zip: Central City NE 68826
Phone: (308)940-2537
Email: cgriff@live.com

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**How do you cross the railroad tracks?**
- ● Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
I want safe construction so no one gets hurt. Also, that residents and businesses concerns are heard and discourse open to public.

**What is your primary purpose for travel in this area?**
To go to and from town from my house we have to cross RR tracks.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
17th Rd/Old Hwy 30 crossing or Hwy 14 crossing

**What social, economic, and environmental concerns do you have?**
That we have a joint effort to make this happen.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Roundabouts would be okay to have

**Please provide any additional comments, questions, or concerns:**
I think the East route would be best. (longer one)

*Please Print*

Name:

Address:

City, State, Zip:

Phone:

Email:

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**How do you cross the railroad tracks?**
- ~~Drive~~
- ~~Walk~~
- Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
an overpass will also help Train noise,

**What is your primary purpose for travel in this area?**
Business, travel north,

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Hy 14 Crossing

**What social, economic, and environmental concerns do you have?**
Growth of Central City

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Hy 30 is so busy you can hardly get out of your car on main St. 14 needs overpass

**Please provide any additional comments, questions, or concerns:**
30 traffic needs to be diverted around 30 needs to be 4 lane from Missouri valley Iowa to at least Kearney That would help I-80 Also!

*Please Print*
Name: Tom Pullen
Address: 2520 22nd Ave
City, State, Zip: Central Cit, Neb
Phone:
Email:

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**How do you cross the railroad tracks?**

- ○ Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**
to work - school functions - Shopping

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
C Ave to go to work

**What social, economic, and environmental concerns do you have?**

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
to much truck traffic through town that even a overpass will not correct

**Please provide any additional comments, questions, or concerns:**
the two east options are the only ones that will not interfer with any businesses other options would create complications to get to many of them

*Please Print*

Name:

Address:

City, State, Zip:

Phone:

Email:

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**How do you cross the railroad tracks?**

- [x] Drive
- [ ] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Safe Egress over the RAIL AT All hours.

**What is your primary purpose for travel in this area?**

Personal & Recreation.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

17th Ave

**What social, economic, and environmental concerns do you have?**

Reduction of traffic thru town

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

Busy with morning Semi traffic thru town
Crossing Hwy 30

**Please provide any additional comments, questions, or concerns:**

would Prefer An Alternative that takes the traffic AWAY from TOWN AND off the Current 17th Ave. Route.

*Please Print*

Name: LARRY LEWANDOWSKI
Address: 2222 17th Ave
City, State, Zip: Central City NE 68826
Phone: 308-393-3237
Email: acethetatortot@gmail.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
over all safety & long ~~term~~ term usage. children safety & decent access to market & school. (~~Maybe~~ is not Practical)

**What is your primary purpose for travel in this area?**
Haul grain to & From market & shopping & to do all This

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
cross tracks with most of our Grain & for our shopping groceries 2 ~~Highway~~ road & Highway 30, 1 HIWAY 14. 28TH Street to the west

**What social, economic, and environmental concerns do you have?**
Traffic flow & safety

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Most Grain is Hauled sometime long lines regardless of weather many school kids ~~that~~ walked on foot or Bikes

**Please provide any additional comments, questions, or concerns:**
I live 2 MILES west & 1 South of The ~~Project~~ Project
N E S
~~My~~ my farmers we haul corn from the west, ~~so~~ south, north & had most Partly ~~east~~ east & South

*Please Print* GORDON DEICHMANN
**Name:**
**Address:** 1894 14th Rd 2 west & 1 North of the Project.
**City, State, Zip:**
**Phone:** 308 946 3221
~~Email~~: all my grain & ~~MANY~~ other use the area

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Thank you for your participation.

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# PUBLIC COMMENTS

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NOV 21 2016
COMMUNICATION DIVISION

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**How do you cross the railroad tracks?**
- ☒ Drive
- ☒ Walk
- ☒ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Safety. Getting traffic away from crossing the tracks, And traffic backs up across the highway when a train passes.
Economic. Our community needs better access to various businesses which a viaduct can provide.
Growth. Some businesses are waiting for this project before expanding
Essential services. Need access for emergency vehicles

**What is your primary purpose for travel in this area?**
Business + recreation. I travel on both sides of the tracks in my work. And we cross the tracks for school, baseball, jogging, bike rides, etc

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Primarily Highway 14 several times a week.
Daring school- Fairgrounds Road daily
Ormsby 1/month.
A Ave + C Ave. Once/wk

**What social, economic, and environmental concerns do you have?**
Social- none - only benefits
Economic- none only benefits
Environmental- none

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Ormsby carries a lot of seasonal farm traffic for hauling grain to the Ethanol Plant
Even with the viaduct, the 30/14 intersection is a mess that needs to be addressed.
Buy out Citizens + use their space for traffic flow.

**Please provide any additional comments, questions, or concerns:**
For safety + economic reasons this project is long over-due. My main concern is that it is only a Band-Aid that doesn't address Highway 30. To do this project right, you need to re-route Highway 30 around the south of town. Then take Highway 14 West + South to join up with Highway 30 West of town.

*Please Print*

Name: Dan Appe
Address: 2806 Lakeview Lane
City, State, Zip: Central City 68826
Phone: 308.930.0015
Email: dappe@orchercom.org

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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
My concerns are for the safety of school buses, and all other vehicles and for anyone who needs to walk across the tracks The main benefit is not having to wait on trains, especially for emergency vehicles.

**What is your primary purpose for travel in this area?**
To shop, to attend school functions, church, restaurants, to visit G.I, I have to cross the tracks. Also to pick up a child from daycare.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
C Avenue or F Avenue, daily, for above purposes. I occasionally use the 13th Street crossing and the Fairgrounds crossing - usually if all others are blocked.

**What social, economic, and environmental concerns do you have?**
To protect historic properties

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**
of all the options presented, we would prefer the "East" option - (Green) We also need to protect all "historic" property in Central City.

*Please Print*
Name: Kathy Galusha
Address: 306 E Avenue
City, State, Zip: Central City, NE 68826
Phone: 308-940-1678
Email: grmaofmany@hamilton.net

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

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**How do you cross the railroad tracks?**
- ● Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** My husband always said he'd never see an overpass in his lifetime. He was right, he passed away last year.

**What is your primary purpose for travel in this area?** To go to work & go to the store, post office, library, gas station & etc.

**What street do you use to cross the railroad tracks, how often, and for what purpose?** Hwy. 14, everyday for work, to the store, or post office, gas station, Grand Island.

**What social, economic, and environmental concerns do you have?** When an ambulance needs to cross & a train is on the tracks, every second counts for that person.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Funerals at the cemetary.

**Please provide any additional comments, questions, or concerns:** It would be very nice to have an overpass for our town. Many people have wanted it for years.

*Please Print*

Name: Leigh Holtorf
Address: 2219 Hwy 14 P.O. Box 83
City, State, Zip: Central City, Ne. 68826
Phone: 308-624-0030
Email: lholtorf54@yahoo.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

RECEIVED
NOV 29 20[illegible]
COMMUNICATION DIVISION

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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
I FEEL THAT AN OVER PASS IS NEEDED AND WOULD LIKE TO SEE IT BUILT SOONER RATHER THEN LATTER.

**What is your primary purpose for travel in this area?**
WE TRAVEL AS MUCH GOING NORTH OF TOWN AS WE DO GOING SOUTH OF TOWN (10 to 15 TIMES PER WEEK)

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
(10 to 15 TIMES PER WEEK) USUALLY HWY 14

**What social, economic, and environmental concerns do you have?**
I BELIEVE THIS WOULD BE A SAFER SOLUTION FOR EVERYONE

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**
MAYBE THE PROPOSED (EAST CLOSE - OR EAST) BUT REALLY I WOULD JUST LIKE TO SEE AN OVERPASS BUILT - WHICH EVER MAKE MAKE THE MOST SENSE.

*Please Print*
Name: DANIEL REZAC
Address: 1804 LAKEVIEW DR
City, State, Zip: CENTRAL CITY, NE 68826
Phone: - 308-946-5260
Email: ddrezac@yahoo.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**

- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

BENEFICAL FOR EMERGENCY PERSONAL

**What is your primary purpose for travel in this area?**

TRAVEL NORTH OR SOUTH ON HWY 14

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

HWY 14 10 TIMES @ WEEK

**What social, economic, and environmental concerns do you have?**

ENVIRONMENTAL IMPACT ON WETLANDS

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**

A VIADUCT IS NEEDED

*Please Print*

Name: DIANA REZAC
Address: 1804 LAKEVIEW DRIVE
City, State, Zip: CENTRAL CITY NE 68826
Phone: 308-946-5260
Email: ddrezac@yahoo.com

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**How do you cross the railroad tracks?**

- ● Drive 4 to 5 times a day
- ● Walk Sometimes
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Do not want to see businesses being moved from downtown area. Also do not want peoples houses being destroyed

**What is your primary purpose for travel in this area?** Working. We have to go from the south side of Central City to the north side to be able to get to peoples lawns. This is an everyday thing.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
We cross F Ave 4 to 5 times per day
Also we use C Ave & Hwy 14 once a day.

**What social, economic, and environmental concerns do you have?**
I would be concerned with farmers that have to get grain to elevators and the ethanol plant. I think it would be bad to have several crossings closed but also the viaduct would help with the traffic back up.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity** (special events, large truck traffic, pedestrians / bicycle traffic, etc.):
I think the best option is the East close and then close third Hwy 14 crossing. The trucks would still be able to get to ethanol plant & elevators but local people could get across tracks at C & F Ave. Closing Hwy 14 would help eliminate the stop light and

**Please provide any additional comments, questions, or concerns:** railroad problems of traffic back up. I think this might be the best for our community.

*Please Print*

Name: Marilyn Heins
Address: 2018 17th Ave
City, State, Zip: Central City, NE 68826
Phone: 308-946-3719
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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

NEBRASKA
Good Life. Great Journey

# PUBLIC COMMENTS

RECEIVED
NOV 29 2016
COMMUNICATION DIVISION

## COMMENT SHEET

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

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Should be built for citizens in this area of NE. Other communities much smaller than we have viaduct. Would be economic boost for development, also.

**What is your primary purpose for travel in this area?**
Going to visit family and church - both north of town in country.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
I use 14th avenue to cross the RR tracks. several times each week.

**What social, economic, and environmental concerns do you have?**
We need the viaduct to provide improved safety N. of tracks - fire equipment and ambulances. Improved access for farmers N. of track to ethanol & cargill.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Many large semi rigs have to wait for trains when hauling grain, etc. Funeral processions can be split up due to waiting for trains.

**Please provide any additional comments, questions, or concerns:**
I prefer the viaduct being built on the east access.

*Please Print*

Name: Arnetta Reeder
Address: 1311 20th Street
City, State, Zip: Central City NE 68826
Phone: 308-946-3237
Email: N/A

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- ⊘ Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
East - environmental - cost
East close - most reasonable
On alignment - best plan but probably not wide enough
West - No

**What is your primary purpose for travel in this area?** Contact with property owned on north sides

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
C Ave - rental properties several times a week
17th Ave - general travel daily

**What social, economic, and environmental concerns do you have?** Safety
Less noise from railroad

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Truck traffic

**Please provide any additional comments, questions, or concerns:**
Needed badly!


Please Print Willa Freeland
Name:
Address: 2715 Parkview Dr.
City, State, Zip: Central City, NE 68826
Phone: 308-940-0317
Email: freeland.willa@gmail.com


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U.S. Department of Transportation Federal Highway Administration
NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

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**How do you cross the railroad tracks?**
- Ø Drive
- Ø Walk
- Ø Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
I AM CONCERNED ABOUT THE POTENTIAL LOSS AND/OR FORCED RELOCATION FOR SOME RESIDENTIAL PROPERTIES, WHEN THERE ARE VACANT LOTS & FIELDS AVAILABLE WITHIN THE VICINITY. OVERALL, I BELIEVE THE OVERPASS IS NECESSARY AS IT WILL DECREASE WAIT TIMES AT THE CROSSINGS, WHICH COULD BE THE DIFFERENCE BETWEEN LIFE & DEATH WHEN EMERGENCY VEHICLES ARE TRYING TO RESPOND. IN ADDITION, THE DOWNTOWN STREETS WILL LAST LONGER BY REDUCING THE TRAILER TRAFFIC.

**~~What is your primary purpose for travel in this area?~~**

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
HWY 14 - TO GET TO HWY 30, OR GO TO DOWNTOWN CENTRAL CITY

**What social, economic, and environmental concerns do you have?** NO MATTER WHERE THE OVERPASS STARTS, NOISE POLLUTION WILL BE AN ISSUE, DUE TO TRAILERS USING JAKE BRAKES ILLEGALLY. ECONOMICALLY, I WONDER HOW MANY TIMES THIS ISSUE WILL BE REVISITED. YEARS AGO, SURVEYING ETC WAS COMPLETED & THEN NOTHING WAS DONE FOR YEARS.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
I AM CONCERNED ABOUT THE PROPOSED OVERPASS ENDING AT THE START OF THE HIKE & BIKE TRAIL, WHERE THERE WILL BE HEAVY FOOT TRAFFIC.

**Please provide any additional comments, questions, or concerns:**
MOST LIKELY, THE ROUNDABOUT WILL ~~BE~~ INVOLVE PART OF MY YARD. IN WHAT WAY WILL PROPERTY OWNERS BE COMPENSATED FOR LOSS OF PROPERTY, AS WELL AS PROPERTY DE-VALUATION.

*Please Print*

Name: JACKIE & JAY BEAVER
Address: 920 17TH AVE
City, State, Zip: CENTRAL CITY NE
Phone: (308) 946-3602
Email: CMB5798@hotmail.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- (•) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Safety

**What is your primary purpose for travel in this area?**
Going to work

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Hwy 14 Daily To work & back

**What social, economic, and environmental concerns do you have?**

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**
I think that the East Close option is the best choice because of its proximity to North Side residents and best for traffic coming from all directions. My Second choice would be for East option I do not think that any of the other 3 options are feasible.

*Please Print*
Name: Rex Weller
Address: 1005 27th St
City, State, Zip: Central City, NE 6[illegible]
Phone: 308-940-1748
Email: [illegible]

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
ease of getting to work or getting parts, supplies, or customers being able to get to my business on North end of town.

**What is your primary purpose for travel in this area?**
Drive to work

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Highway 14, more than 6 times per day, work

**What social, economic, and environmental concerns do you have?** economical concern would be how easy or difficult it is for people to get to my place of business on North end of town

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**

*Please Print*
Name: Calvin L. Nolz
Address: 1812 Lakeview Drive
City, State, Zip: Central City, Ne 68826
Phone: 308-946-2200
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- (X) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
The far east proposal would be too far away from the population. Probably only be used when the open crossing is blocked with a train.

**What is your primary purpose for travel in this area?** – leisure & some business. I live in CC.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
C Ave & 17th Ave. We live on the south side of tracks and use the crossings in leaving town in those directions.

**What social, economic, and environmental concerns do you have?** – The C ave proposal would greatly impact a mostly residential area - the 17th Ave crossing raze businesses that would not relocate.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Farm equipment travel needs especially in the area moving grain to elevator or ethanol plant.

**Please provide any additional comments, questions, or concerns:**
Something needs to be done about the Highway 30 Truck traffic through central city that backs up traffic making it difficult for both foot & vehicle travel.

*Please Print*

Name: Jan Placke
Address: 1606 18
City, State, Zip: Central City Ne 68826
Phone: 308-946-3649 - Nites Day 308-946-2443 -
Email: Janplacke@yahoo.com.

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Having an overpass for our town would help attract businesses and residents. Overpass shows town is progressive and cares of citizen's safety. #1 choice = East. #2 choice = East Close. "Thank you for your efforts to get us an overpass."

**What is your primary purpose for travel in this area?** This area is our home town, although we live 13 mi north of Central City. My 90 yr mother lives in Central City.

* Gail R Ferris - 1223 W Road 68826 - 308-946-3557 - sgferris48@gmail.com

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Hwy 14 primarily to do business in CC -- but do use all crossings periodically -- especially when trains stopped and can see I can get around. How often - sometimes several times a day - grandkids programs, meds, parts, groceries, etc).

**What social, economic, and environmental concerns do you have?** Being a retired registered nurse, my primary concern is life & death of our citizens. I know of two situations where an ambulance could not get around a stopped train and both people died. It was the luck they were two may have survived w/o the long delay.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
To me one of the EAST routes are the Best. Using hwy 14 impacts our down town negatively. Elevated routes impacts a residential area of our city. Therefore - either east route over the other two. We're only community our size without an overpass.

**Please provide any additional comments, questions, or concerns:**
To not build is not an option for our community for the protection of life & safety for our citizens. There are fires north of town -- equipment has been delayed. I understand there are a few city leaders who believe an overpass should not be built. These individuals live south of the tracks and are primarily concerned with their back pockets.

See Above

*Please Print*
Name: Gail R. Ferris
Address: 1223 W Road
City, State, Zip: Central City, NE 68826
Phone: 308-946-3557
Email: sgferris48@gmail.com

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US Department of Transportation Federal Highway Administration — NEBRASKA Good Life. Great Journey. Department of Roads

# PUBLIC COMMENTS

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**How do you cross the railroad tracks?**
- ☒ Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
The effect on the AreA IN which it is Constructed.
Benefits - SAfety And ACcess getting across Tracks. Emergency vehicles.

**What is your primary purpose for travel in this area?**
We live ~~NW of~~ Central City on A farm. Central City is our primary retail shopping AreA. We Also deliver 100,000 plus bu of corn to ethonAl plAnT. Annually.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
17th Ave - Hiwny 14. When ever we come to town. Normal business, because ALL services on South side of Tracks

**What social, economic, and environmental concerns do you have?**
I firmly believe if A town HAS excellent Access to its services, it is eAsier to ATTRACT business And industry.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
There is A large volume of truck TrAffic to ethAnol plAnt As well As cAttle truck trAffic thru town on Hiwys 14 & 30.

**Please provide any additional comments, questions, or concerns:**
I would vote for the EAST Access As #1, then EAST close As #2. West And on-Alignment Are not Acceptable.

*Please Print*

Name: Stan Ferris
Address: 1223 W Road
City, State, Zip: Central City, NE 68826
Phone: 308 940-0148
Email: Sgferris48@gmail.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**
- ☑ Drive
- ☑ Walk
- ☑ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
West - too many congestion issues for down town
on Alignment - needing to remove too many homes
East Close - best option
East - pushing traffic too far back, needing to pave roads for the extra traffic

**What is your primary purpose for travel in this area?**
I live North of the tracks and have to cross there daily to go shopping, do business, or leave town.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Mostly HWY 14, we live on 17th Ave.
Some times C Ave.

**What social, economic, and environmental concerns do you have?**
None. This needs to be done for the safety of our community.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Cemetery processionals use HWY 14

**Please provide any additional comments, questions, or concerns:**
I am very much looking forward to having a safe Pedestrian crossing. I like how the east close & east meet up with the Dark Island trail. Trains stop on the tracks all the time and I want a way to cross in case of an emergency

*Please Print*
Name: Valerie Morrison
Address: 1104 17th Ave
City, State, Zip: CC NE 68826
Phone: (616) 272-1003
Email: Valmorrison1@gmail.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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NEBRASKA

# PUBLIC COMMENTS

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NOV 30 2016
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Thursday, November 17, 2016; 4:00 – 6:00 PM
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*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**
- [x] Drive
- [x] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**
I have a State lic. In-Home child care on the north side of the tracks. During business hours we walk. During family time more driving.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
F Ave to leave town west
C Ave for school, grocery shopping, & errands 85%

**What social, economic, and environmental concerns do you have?**
I'm concern about being able to walk across without having to go to heavy traffic roads with little children.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**

*Please Print*

Name: Shanien Schmierer
Address: 517 D Street
City, State, Zip: Central City Ne 68826
Phone: 308-946-3357
Email: msschmierer@Centurylink.net

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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NEBRASKA

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**How do you cross the railroad tracks?**

- (•) Drive
- (•) Walk
- (•) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**

We live here. It is home,

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

13th
17th Ave.
C Ave.
Sometime 4-5 times a day

**What social, economic, and environmental concerns do you have?**

1304 15th St.
1319 15th St.
Own 2 rental houses on proposed design East close & East
Would be willing to part with them at market value

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

Green Plains Ethanol plant has large amounts of truck traffic daily weather corn, feed, chemicals etc. A lot of traffic

**Please provide any additional comments, questions, or concerns:**

We have no objections to the overpass. Think it is a good & needed project. Yes, inconvience when being built but a favorable outcome when finished

*Please Print*

Name: Mike & Susan Royle
Address: 1708 N Rd
City, State, Zip: Central City NE 68826
Phone: 308-946-3633
Email: royle susan @ yahoo. com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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U.S. Department of Transportation Federal Highway Administration
NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

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Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
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**How do you cross the railroad tracks?**
- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
THAT THE TRAFFIC IS RETURNED TO HWY 30 ON THE EAST SIDE OF TOWN. OUR FAMILY OWNS TWO BUSINESS' ON HWY 30 + RELY ON THE TRAFFIC.

**What is your primary purpose for travel in this area?**
I DON'T TRAVEL THIS AREA.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
WE DON'T TRAVEL TO THE NORTH SIDE OF THE TRACKS MORE THAN ONCE OR TWICE A WEEK.

**What social, economic, and environmental concerns do you have?**
ECONOMIC CONCERNS IF TRAFFIC DOESN'T STAY ON HWY 30.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**
I FEEL THAT THE "EAST" (GREEN) ROUTE WOULD WORK THE BEST AS IT WOULD BE THE LEAST DISRUPTIVE TO HOMES OF THE 4 ALTERNATIVES.

*Please Print*
Name: RICHARD KUNZ
Address: 2717 PARKVIEW DRIVE
City, State, Zip: CENTRAL CITY, NE 68826
Phone: 308-946-3437
Email: RKKUNZ@HAMILTON.NET

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

**From:** Central City Public Library [mailto:ill.gen.cc.library@gmail.com]
**Sent:** Wednesday, December 7, 2016 8:44 AM
**To:** Kugler, Sarah <sarah.kugler@nebraska.gov>
**Subject:** re: comments on Hwy 14 overpass in Central City

Hi Sarah,

I hope I'm not too late to voice my comments on the proposed overpass for Highway 14 in Central City.

My choice would be the East Close option. My reasons are...
- It would negatively effect few houses.
- It would be a reasonable route for pedestrians and cyclists.
- The 13th street intersection actually make the most sense for local traffic options, in that if you turn west on 13th street, it is a key route to North Park, Kernel Field, Merrick County Fairgrounds, Nebraska Christian schools. On the west side of town 13th street becomes Ormsby road, a county paved road that leads to the towns of Archer, Chapman, Worms and Palmer.
- It would ease giving directions(I work at the library and give directions all the time!)
- At the open house I spoke with one of the state reps that mentioned that the curve over the tracks might be a bit tricky, but I have faith in the engineers that they can safely make it happen. I wouldn't think it would need to be much tighter a curve than the Highway 30 overpass in Grand Island, and we are all well acquainted with that.

Thanks for taking the time to "listen"!
Happy Holidays!

Adele Maynard
Central City, NE

--

***Adele Maynard***
Library Assistant / Genealogy Researcher
Central City Public Library
1604 15th Avenue
Central City, NE 68826
(308) 946-2512
email: ill.gen.cc.library@gmail.com
or cc.library.ne@gmail.com

# PUBLIC COMMENTS

RECEIVED
DEC 6 2016
COMMUNICATION DIVISION

## COMMENT SHEET

**Central City Viaduct**
RRZ-TMT-14-2(123); CENTRAL CITY VIADUCT; C.N. 42013
Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**
- [x] Drive
- [x] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** Money spent on this project could be better used on some place that needs it.

**What is your primary purpose for travel in this area?** get across tracks to go to work, shop + other business errands. Visit friends & relatives

**What street do you use to cross the railroad tracks, how often, and for what purpose?** Highway 14, C ave, 7 ave. Olmsley Rd - to go to Church, shop, appointments, work every day.

**What social, economic, and environmental concerns do you have?** Town will suffer w/ disruption of from out-of town, visitors, people driving through & stopping

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):** Emergency Vehicles will take longer to get to where they need to go.

**Please provide any additional comments, questions, or concerns:** Residents that have in certain areas will loose their homes, business have to move. Spend money on more needed ventures, such as roads. But PLEASE leave the trees!

*Please Print*

Name: Sylvia Erickson
Address: 407 G St
City, State, Zip: Central City, NE 68826
Phone: 3089462219
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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

U.S. Department of Transportation Federal Highway Administration
NEBRASKA Good Life. Great Journey. DEPARTMENT OF ROADS

# PUBLIC COMMENTS

RECEIVED
DEC 7 2016
COMMUNICATION DIVISION

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

## COMMENT SHEET

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

See Attached

**How do you cross the railroad tracks?**

- ☒ Drive
- ○ Walk
- ○ Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What is your primary purpose for travel in this area?**

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

**What social, economic, and environmental concerns do you have?**

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**

*Please Print*

Name: C.R. Johnson
Address: 1111 - 17th Avenue
City, State, Zip: Central City NE 68826
Phone: 308-946-0199
Email: crjnbj@eaglecom.net

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

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Overpass Comments

1. Of the five alternatives the East two are the most practical. We already have the do nothing which is a mess. Benefits would be knowing that you will be able to get from the North side of town to the South side and vice versa without having to wait for a stopped train for an unknown amount of time. The benefit would be not having trucks backed up for all directions waiting for a train to move. They cannot turn around like a car and look for an alternate crossing which may or may not be open.

2. Living on the North side just about anything I want to do requires that I cross the RR tracks. When I was in business as a veterinarian for 49 years in Central City I was required to cross the tracks numerous times daily. Very seldom did I not have to stop for a train or have to find an alternative open crossing.

3. Living on 17th Ave (Highway 14) I usually cross at the highway 14 crossing. The reason are stated above. The number of times varies from day to day.

4. The concerns about doing nothing are the same as for the last 30 years, getting emergency vehicles across blocked intersections. It is a serious concern for people living on the North side of the tracks as the fire station, ambulance garage, police department, Sheriff office, hospital, Medical offices are all on the South side of the tracks. With the East Alternative Proposal there appears to be very little disruption of peoples lives. The sub station may be a concern with both East routes but I am sure solutions can be found. The East Alternative certainly appears to cause the lease amount of disruption of lives.

5. Anyone that has spent a few hours in Central City at the 14-30 junction on almost any given week day can see the problems we have. Traffic sometimes backed up for 2-3 blocks in 2-4 directions because the tracks are blocked. Cars normally turn around and find an alternate route. Trucks do not have that option. With livestock trucks going to and from Grand Island, grain trucks going to and from the ethanol plant, distillers grain trucks going to and from the ethanol plant and transportation trucks that come down highway 30 from the North going to interstate 80 either to the South to the Aurora interchange or on West to Grand Island we have an almost continuous flow of trucks through the town. All of these no matter which direction they are going are impacted by the railroad tracks at the 14-30 junction.

6. Central City is long overdue for an overpass with the close proximity of the tracks to a major intersection of 2 very well traveled highways. The East Alternative Route appears by far to be the best of all the proposals due to the least amount of disruption of peoples lives and businesses. This route would also be instrumental I believe in providing incentive for expansion to the North of town. I have no concerns about this route but have a lot of concerns about doing nothing to alleviate this major problem which we have in Central City.

C.R. JOHNSON
1111 17th Ave.

# PUBLIC COMMENTS

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DEC 7 2016
COMMUNICATION DIVISION

## COMMENT SHEET

**Central City Viaduct**
RRZ-TMT-14-2(123); CENTRAL CITY VIADUCT; C.N. 42013
Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**
- ~~O~~ Drive
- O Walk
- O Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Main concer is safety - health emergency, fire protection - if rescue equipment and law officers cannot get across tracks.

**What is your primary purpose for travel in this area?**
Living on the north side of the tracks on Hiway 14, virtually all of my daily trips are across the tracks - school, shopping, church, doctor, friends and family visits, etc.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
Highway 14 / 17th Avenue - average 4 - 6 times daily.
See above for purpose —

**What social, economic, and environmental concerns do you have?**
I am totally opposed to the on-alignment options. I feel it would destroy our downtown environment. The West route would be about impossible for truck traffic.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**
Living on Hiway 14, I see the large number of large trucks passing the area. My concern is room/width for these trucks to turn and strength of roadway to hold up the weight.

**Please provide any additional comments, questions, or concerns:**
Preference of options — EAST

*Please Print*

Name: Nancy Johnson
Address: 1111 – 17th Avenue
City, State, Zip: Central City NE 68826
Phone: 308-940-0195
Email: crjnbj@eaglecom.net

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

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**Central City Viaduct**

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

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**

- (●) Drive
- ( ) Walk
- ( ) Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
I have a day care business. Parents come down our road early morning and my brother-in-law farms around the road has to be open.

**What is your primary purpose for travel in this area?** Line down Burlington right away. No other way in.

**What street do you use to cross the railroad tracks, how often, and for what purpose?**
We live on 13th Ave road follows UPRR where it spurs off on the Burlington North we cross on 13th Street.

**What social, economic, and environmental concerns do you have?**
I'm not looking forward to sitting on my deck and looking at an overpass in my front yard.

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

**Please provide any additional comments, questions, or concerns:**
My one concern is when construction starts my road will be closed. I have teachers that need to be on time to work. This is my only income and my brother-in-law needs to come in for field work.

*Please Print*

Name: Marla Mace
Address: 1005 13th Ave
City, State, Zip: Central City, NE 68826
Phone: 308-946-2287
Email:

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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# PUBLIC COMMENTS

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## Central City Viaduct

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

## COMMENT SHEET

Thursday, November 17, 2016; 4:00 – 6:00 PM
Central City Elementary School - Cafeteria, 1711 15th Avenue, Central City, NE
*Please submit your written comments by December 5, 2016*

**How do you cross the railroad tracks?**

- [X] Drive
- [X] Walk
- [ ] Bike

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

It is a concern on the Red & green routes the "out of the way" distance to just cross the tracks to the North. The gold is the absolute last place option due to the already confusing 14/30 interestion. So, that leaves only the blue (eastclose) option to be the most logical.

**What is your primary purpose for travel in this area?**

to have access to that side of town & to travel on North Hwy 14, to Fullerton & to Platte Center cemetary go to the fair grounds, to the few businesses North, but primary concern being for emergent services to get there,

**What street do you use to cross the railroad tracks, how often, and for what purpose?**

all of them depending on the area I want to end up at.

**What social, economic, and environmental concerns do you have?**

Top on the list has to be emergent transportation, secondary is that no business is lost, & thirdly the concern for home loss. It should not be an "eye sore" to the area, just short & sweet,

**Please provide information on any unique considerations or traffic functions that occur along US-14 or in the project vicinity (special events, large truck traffic, pedestrians / bicycle traffic, etc.):**

The backed up semi trucks at the south into the traffic lights, clear south down to 14th street blocking the intersections of Hwy 30/14, 16th St/17th Ave only enough to get across,

**Please provide any additional comments, questions, or concerns:**

absolutely No intersections already open should NOT be closed, except the 13th St area to accomodate the construction, but left open as much as possible for the businesses there & homes to have access. not a big long drawn out monstrosity.

*Please Print*

Name: Sandy Bolling
Address: 2814 Lakeview Lane
City, State, Zip: Central City, NE 68826
Phone: 308-946-2105
Email: [redacted] sandersb28@gmail.com

FHWA and NDOR appreciate your input. Your comments, questions and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

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DEPARTMENT OF ROADS

May 2, 2017

Nora & Virgil Lindner
2606 20th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We will continue to also take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
**Department of Roads**
1500 Highway 2
PO Box 94759
Lincoln, NE 68509-4759

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DEPARTMENT OF ROADS

May 2, 2017

Nancy Blodgett
2121 11th Street
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
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DEPARTMENT OF ROADS

May 2, 2017

Joseph Rinkol
621 I Street
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
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May 2, 2017

Chuck Griffith
1787 Equineus Corral
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents and businesses. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection near your office. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

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DEPARTMENT OF ROADS

May 2, 2017

Tom Pullen
2520 22nd Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Reduced train noise, safety and access will all be benefits of this project. We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Adding lanes on US-30 outside of Central City are not in this project's plans at this time, however, each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements. In addition noise will also be reviewed and taken into consideration as the project progresses.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

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Kyle Schneweis, P.E., Director
**Department of Roads**
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NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS

May 2, 2017

Larry Lewandowski
2222 17th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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Your concern for safety and heavy traffic is greatly appreciated. We recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

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NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS

May 2, 2017

Gordon Deichmann
1894 147th Rd
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and long-term usage is greatly appreciated. The environmental and design process will fully evaluate the potential for impacts on current and future traffic patterns and pedestrian safety from these improvements. We will also continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
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**roads.nebraska.gov**

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DEPARTMENT OF ROADS

May 2, 2017

Dan Poppe
2806 Lakeview Lane
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development, property acquisition and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Separating train and traffic and increased emergency vehicle access will be great benefits to this project. We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town and a re-route of Hwy 30 are outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF ROADS

May 2, 2017

Kathy Galusha
306 E Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

Historic properties and the vitality of Central City are also very important considerations for this project, and will be considered in our alternative analysis.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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DEPARTMENT OF ROADS

May 2, 2017

Leigh Holtorf
2219 Hwy 14 | PO Box 83
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
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May 2, 2017

Daniel & Diana Rezac
1804 Lakeview Dr
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Thank you for your support of the proposed viaduct. Safety and the environmental impacts in Central City are very important considerations for this project, and will be considered in our alternative analysis.

Environmental impacts, including wetlands, are very important considerations for this project, and will be evaluated through the environmental assessment process. All appropriate permits will be attained if needed.

Your concern for emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
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DEPARTMENT OF ROADS

May 2, 2017

Marilyn Heins
2018 17th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development, wetland impacts, property acquisition and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.

We continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

There are also great safety benefits to separating trains and traffic, and providing uninterrupted emergency vehicle access. Closing a railroad crossing would increase safety for vehicles crossing the tracks, and encourage use of the viaduct, reducing traffic back up around the tracks.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E. Director
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May 2, 2017

Arnetta Reeder
1311 20th Street
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

Economic development and the vitality of Central City are also very important considerations for this project, and will be considered in our alternative analysis. We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
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DEPARTMENT OF ROADS

May 2, 2017

Willa Freelend
2715 Parkview Dr
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

In addition, we will continue to look at alternatives to help alleviate traffic backups for residents. While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
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May 2, 2017

Jackie & Jay Beaver
920 17th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development, property acquisition, the trail system, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

A traffic noise study will be completed to predict if there are any traffic noise impacts in the future as a result of the project and if potential impacts are mitigatable. However, this study is not able take into consideration noise as a result of engine braking. If engine braking is a problem once the project is constructed, it is best to contact the local law enforcement or city officials regarding your concern. The local agencies may have measures they can use to help prevent or reduce engine braking.

We appreciate your feedback, and will continue working closely with you and the Central City community as we develop this project, especially if a viaduct design should impact your property. Once preliminary design has been conducted, a clearer picture of any potential impacts caused by the alternatives being considered will be known. Another meeting will be scheduled further into the environmental and design process to bring more details to the public, and gain more input on a refined set of alternatives.

Kyle Schneweis, P.E., Director
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Jackie & Jay Beaver
May 2, 2017
Page 2

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zj

NEBRASKA
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DEPARTMENT OF ROADS

May 2, 2017

Rex Weller
1005 27th Street
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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DEPARTMENT OF ROADS

May 2, 2017

Calvin L. Nolz
1812 Lakeview Drive
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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Economic development and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. This would allow unblocked access to your business on the north end of town.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis P.E., Director
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DEPARTMENT OF ROADS

May 2, 2017

Jan Placke
1606 18
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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Economic development and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.

We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location. With the construction of a viaduct, one or more railroad crossings will be closed to provide an increase in safety and to encourage the use of the viaduct. Vehicle and pedestrian traffic are very important considerations for this project, and will be considered in our alternative analysis.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
Department of Roads
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May 2, 2017

Gail & Stan Ferris
1223 W Road
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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Economic development and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We will also continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

Kyle Schneweis, P.E., Director
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Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/com16-zi

NEBRASKA

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DEPARTMENT OF ROADS

May 2, 2017

Valerie Morrison
1104 17th Avenue
Central City NE 68826

RE: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

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Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. Trail connectivity and pedestrian safety are important considerations for this project, and will be considered in our alternative analysis

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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May 2, 2017

Shanien Schmierer
517 D Street
Central City NE 68826

RE: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety of pedestrian traffic is greatly appreciated. A shared-use non-vehicular pathway would accommodate pedestrians and bicycle traffic along the new roadway and viaduct. During the alternative analysis process, need for a shared-use pathway or separate pedestrian overpass will be evaluated.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
Department of Roads
1500 Highway 2
PO Box 94759
Lincoln, NE 68509-4759
OFFICE 402-471-4567 FAX 402-479-4325
DOR.ContactUs@nebraska.gov
roads.nebraska.gov

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS

May 2, 2017

Mike & Susan Royle
1708 N Rd
Central City NE 68826

RE: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

We will continue to take into consideration the needs of local truck traffic as they try to access key locations within Central City (CO-OP, Ethanol Plant, etc.). While reducing the truck traffic going through town is outside of the scope of this project, modifications at the intersection of US-30 and N-14 will likely reduce the amount of congestion currently taking place in that location.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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DOR.ContactUs@nebraska.gov

NEBRASKA
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DEPARTMENT OF ROADS

May 2, 2017

Richard Kunz
2717 Parkview Drive
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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roads.nebraska.gov

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DEPARTMENT OF ROADS

May 2, 2017

Central City Public Library
Attn: Adele Maynard
1604 15th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development, the navigability, and vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
**Department of Roads**
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Lincoln, NE 68509-4759
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**roads.nebraska.gov**

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DEPARTMENT OF ROADS

May 2, 2017

Sylvia Erickson
407 G Street
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also a great safety need to separate trains from pedestrian and vehicle traffic.

Economic development, tree and property relocation or acquisition, and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
Department of Roads
1500 Highway 2
PO Box 94759
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May 2, 2017

C. R. and Nancy Johnson
1111 17th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We also recognize that the busy traffic in Central City's downtown area has grown to be a concern. We will continue to look at alternatives to help alleviate the safety concerns and traffic backups for residents. Each of the proposed solutions would likely involve some improvements to the downtown area, specifically the N-14/US-30 intersection. The environmental and design process will fully evaluate the potential for impacts on traffic patterns and pedestrian safety from these improvements.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
**Department of Roads**
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**roads.nebraska.gov**

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DEPARTMENT OF ROADS

May 2, 2017

Marla Mace
1005 13th Avenue
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Economic development and the vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. We will work with you to ensure access to your business remains open.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

SRK/ com16-zh

Kyle Schneweis, P.E., Director
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May 2, 2017

Sandy Bolling
2814 Lakeview Lane
Central City NE 68826

Re: **RRZ-TMT-14-2(123); Central City Viaduct; C.N. 42013**
**Comment Responses**

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the proposed viaduct in Central City, Nebraska. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration during the future development of this project. The public meeting was held to receive input on the proposed project corridors. NDOR will use the public input to help make a decision on a possible viaduct location. If a viaduct concept moves forward, NDOR will provide design details and updates to the Central City community.

Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic with the closure of railroad crossings.

Economic development, and the aesthetics and vitality of Central City are very important considerations for this project, and will be considered in our alternative analysis. Once preliminary design has been conducted, a clearer picture of any potential impacts caused by the alternatives being considered will be known.

The opinions of the public are very important to us. While an ultimate decision has not been made, the general preference from those responding after the meeting were in favor of the East and East Close alternatives. We have chosen to take the East, East Close and On-Alignment alternatives through the next steps in the process, and NDOR will notify the public of additional public meetings. We will again be seeking your input as we work through the environmental and design process for this important project.

If you would like more information, please visit the project website at http://roads.nebraska.gov/projects/future-projects/central-city-viaduct or contact Sarah Kugler, Public Involvement Manager at (402) 479-4871 or sarah.kugler@nebraska.gov.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
(402) 479-4871
sarah.kugler@nebraska.gov

Kyle Schneweis, P.E., Director
**Department of Roads**
1500 Highway 2
PO Box 94759
Lincoln, NE 68509-4759
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DOR.ContactUs@nebraska.gov
**roads.nebraska.gov**

# NEBRASKA DEPARTMENT OF TRANSPORATION

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

**Public Information Open House Meeting #2**

November 18, 2021

Central City High School - Common Space

1520 28th Street | Central City, NE 68826

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

# TABLE OF CONTENTS

**PUBLIC INVOLVEMENT PLAN**

PI Plan

**NOTIFICATION**

Legal Notice

Request for Publication

Legal Notice Affidavit

Postcard

Distribution Lists

Official News Release

VMS Email

Temporary Highway Signs

NDOT Website Page

**VENUE**

Floor Plan

ADA Accessibility Checklist

Photos of Venue

**SUPPORT MATERIALS**

Handouts

Display/Exhibit Boards

Virtual Presentation Slides

**ATTENDANCE**

Sign-in Sheets

Photos of Meeting

**PUBLIC COMMENTS**

Sample Comment Sheet

Comment Matrix

Public Comment/Responses

# PUBLIC INVOLVEMENT PLAN

**CENTRAL CITY VIADUCT**
CN:42013

**Public Involvement Plan**

1. Public Meeting Coordination and Material Preparation
The Consultant will make arrangements for the three (3) public meetings (two public meetings and one public hearing on the Draft EA). Project specific brochures, such as a Project Fact Sheet for public meetings will be prepared. NDOR will post the materials on the project website on the NDOR server. Nametags, Sign-In Sheets, Comment Forms, and Mosaics will be prepared at each meeting. Prior to each meeting, the meeting will be advertised with informational postcards, a legal notice and press release. Following each meeting, a summary document will be prepared, capturing comments and potential responses with assistance from the NDOR. NDOR will mail responses to each commenter.

   The first public information meeting will be held early in the study process to gather information from the public, local agencies, potentially affected land-owners and interested citizens. It is anticipated that this meeting will be held shortly after approval of the draft Purpose and Need Statement, and will present the Universe of Alternatives for consideration. This meeting will be held in Central City, and will be an open-house format.

   The second public information meeting will be held approximately midway through the preparation of the EA, to explain the Alternatives Carried Forward and gather public input for modifying it or adding other concepts. The initial concepts or alternatives will be illustrated on aerials. This meeting will be held in Central City, and will be an open-house format.

   The third public meeting is a Public Hearing held after FHWA has signed the Draft EA. This Public Hearing will be in compliance with FHWA guidelines, and the most current NDOR Public Involvement Manual & Procedures. A narrated presentation will be prepared for use at the public hearing.

2. Local Community Meetings
In addition to the public meetings described in the previous sections, study information will be presented to local community groups, such as Chambers of Commerce, service organizations, etc. These meetings will be coordinated with trips to the project site or other public meetings, and separate trips to Central City will not be made to participate in these meetings.

   Consultant staff will attend one meeting with NDOR and Central City officials, in Central City, to discuss the project, gather local official information, and determine the City's preferred alignment prior to development of the Purpose and Need.

# LEGAL NOTICE

## NEBRASKA DEPARTMENT OF TRANSPORTATION
## NOTICE OF PUBLIC MEETING

**Thursday, November 18, 2021; 5:00 – 7:00 PM**

*Public Information Open House Meeting*

**Central City High School – Common Space**

**1510 28th Street, Central City, NE**

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

The Nebraska Department of Transportation (NDOT) will hold a public information open house meeting regarding the proposed construction of a new roadway alignment and bridge over the railroad tracks (viaduct) in Central City, located in Merrick County. The meeting will be held in the Central City High School Common Space at 1510 28th Street in Central City, on Thursday, November 18th, 5:00 – 7:00 P.M. A pre-recorded video presentation will be available for viewing at the public meeting. For those who cannot attend in person, the same video will be made available on the NDOT website the day of the meeting. No formal presentations are planned for this meeting.

Identified as **Central City Viaduct**, the proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The proposed project would close the at-grade highway/railroad crossings on Nebraska Highway 14 (N-14) and 13th Street, while additional closures are being considered at C or F Avenue.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

In 2016, a public information open house meeting was held to present information on four roadway and viaduct alignments that were being considered at that time. These alternatives included building on the current alignment with construction of a viaduct over UPRR, building to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14 at approximately 10th Street, building to the east on the NCRC rail corridor with construction of the viaduct over UPRR that would connect to 13th Street north of the UPRR, and building to the west with reconstruction of C Avenue and 13th Street including construction of the viaduct over UPRR. The no-build alternative was also presented. After consideration of input and additional analysis, the two east alternatives and the no-build are being carried forward for further consideration.

Also in 2016, it was stated that improvements may be needed at the intersection of U.S. Highway 30 (US-30) and N-14 to accommodate anticipated changes in the travel pattern at the intersection with the possible realignment of N-14. Six alternatives were developed to address this component of the project. These included building a small diameter roundabout at the intersection of US-30 and N-14, building a larger diameter roundabout at the same location, reconstructing the existing N-14/US-30 intersection with a new "T" configuration and signals, utilizing C Avenue to construct a "T" intersection at US-30 with signals, reconstructing the existing N-14/US-30 intersection with one-way pairs (i.e. northbound would use N-14 and southbound would use C Avenue), and building a larger diameter roundabout shifted to the west of the existing N-14/US-30 intersection.

After consideration of the traffic operations and impacts to local businesses, three of these alternatives have been eliminated and three have been carried forward for further consideration. Those carried forward include the slightly larger diameter roundabout at the existing location of N-14 and US-30, the one-way pairs, and the "T" intersection using C Avenue.

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, historic properties and cultural resources, parks and recreation areas, social and economic

# LEGAL NOTICE

impacts, minority and low-income populations, noise impacts, aesthetics and any required property acquisitions.

The proposed project may require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE) and/or temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected. If your property would be impacted by this project, you would be contacted by a representative in the future once the design footprint could be established.

As of this date, construction has not been scheduled. A construction letting date would be scheduled based on the results of the environmental assessment, funding availability and priority.

This public information open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input on proposed alternatives. All interested persons are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOT will be present to answer questions and receive comments. The information "open house" format allows the public to come at any time during the advertised hours, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. A formal presentation will not be included as part of this public information open house meeting.

---

NDOT will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by November 8, 2021. The public is being encouraged to make suggestions or express concerns regarding this proposed project. Comments will be collected through December 18, 2021. Written comments or requests should be submitted to: Sarah Fisher, Public Involvement Specialist, Nebraska Department of Transportation, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.fisher@nebraska.gov; voice telephone 402-479-3832, Fax 402-479-3989.

Additional information regarding the proposed project will be made available on the NDOT website, the day after the meeting, at ndot.info/42013. For those without internet access, information may be obtained through the contact above or at NDOT Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren, NDOT District 4 Engineer, 308-385-6265, wes.wahlgren@nebraska.gov.

# REQUEST FOR PUBLICATION

**From:** Briggs, Ann
**To:** Fisher, Sarah
**Cc:** Mielke, Craig
**Subject:** FW: The Central City Republican Nonpareil "Publishing Classifieds"
**Date:** Monday, October 25, 2021 5:03:51 PM
**Attachments:** image001.png
75thLogo_.25in+_FullColor_99203259-1365-4410-bb3d-2889f630e7c8.png

Hi Sarah,

Here's the confirmation of the legal notice from the newspaper.

Thanks!

**Ann Briggs**
Scientist

abriggs@benesch.com
**direct:** 402-479-2493 **mobile:** 402-710-3263 **office:** 402-479-2200

---

**From:** Ryan Dettman <frontpage@hamilton.net>
**Sent:** Monday, October 25, 2021 3:53 PM
**To:** Briggs, Ann <ABriggs@benesch.com>
**Subject:** RE: The Central City Republican Nonpareil "Publishing Classifieds"

Sounds great and we will get that done. Thank you again!
Ryan

---

**From:** Briggs, Ann <ABriggs@benesch.com>
**Sent:** Monday, October 25, 2021 3:43 PM
**To:** Ryan Dettman <frontpage@hamilton.net>
**Subject:** RE: The Central City Republican Nonpareil "Publishing Classifieds"

Thanks Ryan! This is required by law to be a legal notice and should be ran and billed as such.

**Ann Briggs**
Scientist

abriggs@benesch.com
**direct:** 402-479-2493 **mobile:** 402-710-3263 **office:** 402-479-2200

---

# REQUEST FOR PUBLICATION

**From:** Ryan Dettman <frontpage@hamilton.net>
**Sent:** Monday, October 25, 2021 3:49 PM
**To:** Briggs, Ann <ABriggs@benesch.com>
**Subject:** RE: The Central City Republican Nonpareil "Publishing Classifieds"

Thank you Ann! I will certainly make sure that we get this in. Just to clarify is this required by law to be published like a legal notice or would this run as a news item? With the length of this I just wanted to be sure before we ran that as a legal notice and billed accordingly. Thank you!
Ryan Dettman

---

**From:** Briggs, Ann <ABriggs@benesch.com>
**Sent:** Monday, October 25, 2021 3:25 PM
**To:** frontpage@hamilton.net
**Subject:** RE: The Central City Republican Nonpareil "Publishing Classifieds"

Hi Ryan,

I'd like to post a legal notice in the October 28 paper. I tried to send an email to the address you recommended below but it bounced back, so I've attached the document to this email. Let me know if you need additional information.

Thanks!

**Ann Briggs**
Scientist

abriggs@benesch.com
**direct**: 402-479-2493 **mobile**: 402-710-3263 **office**: 402-479-2200

---

**From:** frontpage@hamilton.net <frontpage@hamilton.net>
**Sent:** Tuesday, September 21, 2021 11:58 AM
**To:** Briggs, Ann <ABriggs@benesch.com>
**Subject:** Re: The Central City Republican Nonpareil "Publishing Classifieds"

Hello Ann,
We are a weekly paper and we publish on Thursdays. We have a weekly cutoff of Monday at 5:00 p.m. Feel free to reach out to this email address with any other questions. The best email to send a notice to is rnnews@hamilton.net
Thank you!
Ryan Dettman
On Tue, 21 Sep 2021 14:55:12 +0000 (UTC)
Ann Briggs` <wordpress@republicannonpareil.com> wrote:

# REQUEST FOR PUBLICATION

>From: Ann Briggs` <abriggs@benesch.com>
>Subject: Publishing Classifieds
>
>Message Body:
>Hello,
>
>I'm looking to publish a public notice and was wondering what days your newspaper publishes notices, as well as the deadline to submit a notice to be published for a certain week.
>
>Thanks!
>
>--
>This e-mail was sent from the contact form on The Central City Republican Nonpareil (https://www.republicannonpareil.com [republicannonpareil.com])

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# LEGAL NOTICE AFFIDAVIT

Affidavit of Publication

State of Nebraska, }
Merrick County } ss.

I, Ryan Dettman, being first duly sworn, depose and say that I am the publisher of The Central City Republican-Nonpareil, a weekly newspaper published in an office maintained at Central City, in said county and state, and in general circulation in said county, and that said newspaper has a bona fide circulation of more than three hundred copies weekly, and that it has been published in said county for fifty-two consecutive weeks next prior to the publication of the attached notice, and that said notice was published in said newspaper _____ consecutive weeks, the first publication thereof having been made in the issue of said paper dated the 26th day of October, 20 21.

GENERAL NOTARY - State of Nebraska
LINDA GREGER
My Comm. Exp. March 23, 2025

Subscribed in my presence and sworn to before me this 28 day of October, 20 21.

Linda Dettman
Notary Public

My commission expires 3-23, 20 25

Publication fee $ 94.00

Cedar Valley Lumberyard.
Concrete cylinder breaks.

Citing completion of agenda items, Chairman Manstedt adjourned the meeting at 6:49 p.m.

I the undersigned Clerk hereby certify that the forgoing is a true and correct copy of the proceedings by the Mayor and Council; that all of the subjects included in the foregoing proceedings were contained in the agenda for the meeting, kept continually current and available for public inspection at the office of the Clerk; that such subjects were contained in said agenda for at least twenty-four hours prior to said meeting; that at least one copy of all reproducible material discussed at the meeting was available at the meeting for examination and copying by members of

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# LEGAL NOTICE AFFIDAVIT

**NEBRASKA DEPARTMENT OF TRANSPORTATION NOTICE OF PUBLIC MEETING**
**Thursday, November 18, 2021; 5:00 – 7:00 PM**
**Public Information Open House Meeting**
**Central City High School – Common Space**
**1510 28th Street, Central City, NE**

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

The Nebraska Department of Transportation (NDOT) will hold a public information open house meeting regarding the proposed construction of a new roadway alignment and bridge over the railroad tracks (viaduct) in Central City, located in Merrick County. The meeting will be held in the Central City High School Common Space at 1510 28th Street in Central City, on Thursday, November 18th, 5:00 – 7:00 P.M. A pre-recorded video presentation will be available for viewing at the public meeting. For those who cannot attend in person, the same video will be made available on the NDOT website the day of the meeting. No formal presentations are planned for this meeting.

**Identified as Central City Viaduct**, the proposed project would construct a highway viaduct over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The proposed project would close the at-grade highway/railroad crossings on Nebraska Highway 14 (N-14) and 13th Street, while additional closures are being considered at C or F Avenue.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

In 2016, a public information open house meeting was held to present information on four roadway and viaduct alignments that were being considered at that time. These alternatives included building on the current alignment with construction of a viaduct over UPRR, building to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14 at approximately 10th Street, building to the east on the NCRC rail corridor with construction of the viaduct over UPRR that would connect to 13th Street north of the UPRR, and building to the west with reconstruction of C Avenue and 13th Street including construction of the viaduct over UPRR. The no-build alternative was also presented. After consideration of input and additional analysis, the two east alternatives and the no-build are being carried forward for further consideration.

Also in 2016, it was stated that improvements may be needed at the intersection of U.S. Highway 30 (US-30) and N-14 to accommodate anticipated changes in the travel pattern at the intersection with the possible realignment of N-14. Six alternatives were developed to address this component of the project. These included building a small diameter roundabout at the intersection of US-30 and N-14, building a larger diameter roundabout at the same location, reconstructing the existing N-14/US-30 intersection with a new "T" configuration and signals, utilizing C Avenue to construct a "T" intersection at US-30 with signals, reconstructing the existing N-14/US-30 intersection with one-way pairs (i.e. northbound would use N-14 and southbound would use C Avenue), and building a larger diameter roundabout shifted to the west of the existing N-14/US-30 intersection.

After consideration of the traffic operations and impacts to local businesses, three of these alternatives have been eliminated and three have been carried forward for further consideration. Those carried forward include the slightly larger diameter roundabout at the existing location of N-14 and US-30, the one-way pairs, and the "T" intersection using C Avenue.

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, historic properties and cultural resources, parks and recreation areas, social and economic impacts, minority and low-income populations, noise impacts, aesthetics and any required property acquisitions.

The proposed project may require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE) and/or temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected. If your property would be impacted by this project, you would be contacted by a representative in the future once the design footprint could be established.

As of this date, construction has not been scheduled. A construction letting date would be scheduled based on the results of the environmental assessment, funding availability and priority.

This public information open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input on proposed alternatives. All interested persons are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOT will be present to answer questions and receive comments. The information "open house" format allows the public to come at any time during the advertised hours, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. A formal presentation will not be included as part of this public information open house meeting.

NDOT will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by November 8, 2021. The public is being encouraged to make suggestions or express concerns regarding this proposed project. Comments will be collected through December 18, 2021. Written comments or requests should be submitted to: Sarah Fisher, Public Involvement Specialist, Nebraska Department of Transportation, P.O. Box 94759, Lincoln, NE 68509-4759; sarah.fisher@nebraska.gov; voice telephone 402-479-3832, Fax 402-479-3989.

Additional information regarding the proposed project will be made available on the NDOT website, the day after the meeting, at ndot.info/42013. For those without internet access, information may be obtained through the contact above or at NDOT Headquarters, 1500 Hwy 2, Lincoln, NE. For further information, contact Wes Wahlgren, NDOT District 4 Engineer, 308-385-6265, wes.wahlgren@nebraska.gov.

38-1t
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## NOTICE OF PUBLIC MEETING

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

U.S. Department of Transportation Federal Highway Administration

NEBRASKA

**Thursday, November 18, 2021; 5:00 PM – 7:00 PM**
**Central City High School Common Space**
**1510 28th Street, Central City, NE**

## CENTRAL CITY VIADUCT

The Nebraska Department of Transportation (NDOT) will hold a public information open house meeting regarding the proposed *Central City Viaduct Project* in Merrick County. This project would construct a new roadway alignment and bridge (viaduct) over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, modifications to the U.S. 30 Highway (US-30) and Nebraska Highway 14 (N-14) intersection, and closure of at minimum two at-grade highway/railroad crossings at N-14 and 13th Street, while additional closures are being considered at C or F Avenue. These features would facilitate safe pedestrian crossing over the railroad and improve connectivity.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the Nebraska Highway 14 (N-14) corridor in Central City. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

This public information open house meeting is being held to provide information regarding the project, currently in the preliminary design phase, and to receive the public's input. Alternatives for alignments and intersection designs will be displayed and personnel from NDOT will be present to answer questions and receive comments. The public is encouraged to make suggestions or express concerns regarding the alternatives and this proposed project. Comments will be collected through December 18, 2021.

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project.

**A PRE-RECORDED VIDEO PRESENTATION CAN BE VIEWED AT NDOT.INFO/42013 THE DAY OF THE MEETING.**

**Back**

SARAH FISHER
Nebraska Department of Transportation
P.O. Box 94759
Lincoln, NE 68509-4759

**If you have questions or comments, please contact:**

**SARAH FISHER**
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
sarah.fisher@nebraska.gov
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| CHRISTOPHER & DEBORAH LOVEJOY | | 1323 17TH AVENUE | CENTRAL CITY NE 68826 |
| MATTHEW A LOVEJOY | | 612 N 17TH AVENUE | CENTRAL CITY NE 68826 |
| REX & LEANNE LUEBBE | | 2083 11TH ROAD | CENTRAL CITY NE 68826 |
| M KING BUILDING LLC | | 1616 16TH STREET | CENTRAL CITY NE 68826 |
| BRADY L MAAS | | 518 I STREET | CENTRAL CITY NE 68826 |
| MARLA E MACE | | 1005 13TH AVENUE | CENTRAL CITY NE 68826 |
| EUGENE & ROBERTA MACE | | 1005 13TH AVENUE | CENTRAL CITY NE 68826 |
| MAGNOLIAS BOUTIQUE LLC | MICHELLE R GULBRANDSON | 1702 16TH AVENUE | CENTRAL CITY NE 68826 |
| KENT & NANCI MALM | | 2002 17TH AVENUE | CENTRAL CITY NE 68826 |
| LEN & JUDITH MARCO | | 2401 20TH AVENUE | CENTRAL CITY NE 68826 |
| TRAVIS L MARESH | | 1102 BYERS DRIVE | CENTRAL CITY NE 68826 |
| GARY & VELMA MARTI | | 1415 13TH STREET | CENTRAL CITY NE 68826 |
| NANCY MCCURDY | | 1105 15TH AVENUE | CENTRAL CITY NE 68826 |
| JOHN W MCDONALD | | 215 C STREET | CENTRAL CITY NE 68826 |
| KENNETH & SHIRLEY MCDONALD | | 1307 16TH AVENUE | CENTRAL CITY NE 68826 |
| MILES & NANCY MCGINNIS | | PO BOX 214 | CENTRAL CITY NE 68826 |
| DOUG & KELLY MCHARGUE | | 405 C AVENUE | CENTRAL CITY NE 68826 |
| LESLIE MCHARGUE | | 1783 18TH ROAD | CENTRAL CITY NE 68826 |
| MCHARGUE BUILDERS INC | | 1852 18TH ROAD | CENTRAL CITY NE 68826 |
| MCILNAY & COMPANY | | 306 G STREET | CENTRAL CITY NE 68826 |
| BEVERLY J MCINTOSH | | 1706 15TH AVENUE | CENTRAL CITY NE 68826 |
| JENNA MELCHER | | 1908 16TH AVENUE | CENTRAL CITY NE 68826 |
| MERICK MEDICAL CENTER FOUNDATION | | 1715 26TH STREET | CENTRAL CITY NE 68826 |
| MERRICK COUNTY DEVELOPMENT CORPORATION | | PO BOX 418 | CENTRAL CITY NE 68826 |
| MERRICK COUNTY SENIOR CITIZENS INC | | 803 C AVENUE | CENTRAL CITY NE 68826 |
| MERRICK COUNTY HISTORICAL MUSEUM | | 1532 17TH AVENUE, SUITE B | CENTRAL CITY NE 68826 |
| WILLIAM & KERILYN MERSCH | | 1614 16TH AVENUE | CENTRAL CITY NE 68826 |
| ROBYN & RONALD MEYER | | 1906 15TH AVENUE | CENTRAL CITY NE 68826 |
| MISSION HEART INC | | PO BOX 54 | CENTRAL CITY NE 68826 |
| DANIEL & SUSAN MONAGHAN | | 2736 20TH STREET | CENTRAL CITY NE 68826 |
| STEVEN & VALERIE MORRISON | | 1104 17TH AVENUE | CENTRAL CITY NE 68826 |
| ELLIOT & JANELLE MURPHY | | 121 D STREET | CENTRAL CITY NE 68826 |
| NEW CENTRAL AURORA PROPERTIES LLC | C/O ALAN & TAMMY NUNNENKAMP | 1221 J STREET | AURORA NE 68818 |
| HEATHER NICHOLSON | | 1208 18TH STREET | CENTRAL CITY NE 68826 |
| GARY NOLTE & LEANNE WILLIAMS | | 1713 12TH STREET | CENTRAL CITY NE 68826 |
| NORTHWESTERN BELL TELEPHONE COMPANY | C/O US WEST COMMUNICATIONS INC | 6300 S SYRACRUSE WAY #700N | ENGLEWOOD CO 80111 |
| KEVIN & MICHELLE OHLMAN | | 1778 FAIRGROUNDS ROAD | CENTRAL CITY NE 68826 |

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|---|---|---|---|
| PAUL & THERESA PARGMAN | | 1305 17TH AVENUE | CENTRAL CITY NE 68826 |
| PARR 5 INVESTMENTS LLC | | PO BOX 9 | GIBBON NE 68840 |
| JONATHAN & ANGELA PAUL | | 1219 15TH STREET | CENTRAL CITY NE 68826 |
| MARK & CHERYL PAVLIK | | 1314 16TH AVENUE | CENTRAL CITY NE 68826 |
| PCV LLC | | 2254 13TH ROAD | CENTRAL CITY NE 68826 |
| DANIEL & KATHY PEARMAN | | 1704 15TH AVENUE | CENTRAL CITY NE 68826 |
| KENNETH & THEONA PETERS | | 1302 18TH STREET | CENTRAL CITY NE 68826 |
| LARRY & JOYCE PETERSEN | | 1617 18TH STREET | CENTRAL CITY NE 68826 |
| LARRY & JOYCE PETERSEN | | 1832 PINTAIL LANE | CENTRAL CITY NE 68826 |
| WILLIAM & SHIRLEY PETERSEN | | 1308 15TH STREET | CENTRAL CITY NE 68826 |
| JAMES M PETERSON | | 2009 16TH AVENUE | CENTRAL CITY NE 68826 |
| JEREMY & KATHY PICKERING | | 2017 18TH AVENUE | CENTRAL CITY NE 68826 |
| MARILYN PIERPONT | | 1822 17TH AVENUE | CENTRAL CITY NE 68826 |
| PINNACLE BANCORP INC | | 702 B AVENUE | CENTRAL CITY NE 68826 |
| PINNACLE BANK NATIONAL ASSOC | | PO BOX 28 | CENTRAL CITY NE 68826 |
| DONALD & JANET PLACKE | | 1606 18TH STREET | CENTRAL CITY NE 68826 |
| PRESBYTERIAN CHURCH | C/O JOYCE MCILNAY | 1801 17TH AVENUE | CENTRAL CITY NE 68826 |
| JANICE PULOWSKI & GARY GAGE | | 1217 17TH STREET | CENTRAL CITY NE 68826 |
| BILLIE PULLINS & WILBER STAUSS | | 1107 15TH AVENUE | CENTRAL CITY NE 68826 |
| JON D RAASCH | | 1407 14TH AVENUE | CENTRAL CITY NE 68826 |
| SCOTT & MONICA RATLIFF | | 73 WILLOW BEND | MARQUETTE NE 68854 |
| ADAM & KINBERLY REED | | 219 E STREET | CENTRAL CITY NE 68826 |
| THOMAS & EVELYN REIMERS | | 704 17TH AVENUE | CENTRAL CITY NE 68826 |
| RENEWED FOUNDATION LLC | | 2604 26TH AVENUE | CENTRAL CITY NE 68826 |
| RENEWED FOUNDATIONS LLC | | PO BOX 335 | CENTRAL CITY NE 68826 |
| RENTERIA HORTENCIA | | 1513 S LOWELL BLVD | DENVER CO 80219 |
| RENTOVATORS LLC | | PO BOX 214 | CENTRAL CITY NE 68826 |
| DANIEL & DIANA REZAC | | 1804 LAKEVIEW DRIVE | CENTRAL CITY NE 68826 |
| RICHARD RIBLETT & ANDREW DUBAS | | 1711 13TH AVENUE | CENTRAL CITY NE 68826 |
| THOMAS A RICHARDSON | | 1130 17TH AVENUE | CENTRAL CITY NE 68826 |
| DOROTHY RITTA | | 1460 11TH ROAD | CENTRAL CITY NE 68826 |
| NANCY RITTA & BARBARA CONNELLY | | 13001 RAYMOND ROAD | WAVERLY NE 68462 |
| ROBERT & SUSAN RITTA | | 1211 17TH AVENUE | CENTRAL CITY NE 68826 |
| RODYSILL PROPERTIES LLC | | 1026 20TH STREET | CENTRAL CITY NE 68826 |
| DAVID L RONS | | 1104 15TH AVENUE | CENTRAL CITY NE 68826 |
| HELEN JEAN ROUSE | | 1132 17TH AVENUE | CENTRAL CITY NE 68826 |
| WESLEY & MARILYN ROWE | | 604 17TH AVENUE | CENTRAL CITY NE 68826 |
| LARRY & SUSAN ROYLE | | 1708 N ROAD | CENTRAL CITY NE 68826 |
| RIAN RUFF | | 1319 17TH AVENUE | CENTRAL CITY NE 68826 |
| RUT & STRUT LLC | | 111 TIMBER COVE ROAD | MARQUETTE NE 68854 |
| SACK LUMBER CO | | PO BOX 36 | CRETE NE 68333 |
| ALFONSO SANCHEZ | | 1123 17TH AVENUE | CENTRAL CITY NE 68826 |
| RONALD & GEANENE SCHAFER | | 706 TURTLE BEACH | MARQUETTE NE 68854 |
| LESLIE SCHILLINGER | | 103 D STREET | CENTRAL CITY NE 68826 |
| ARLENE L SCHOLZ | | 1212 12TH STREET | CENTRAL CITY NE 68826 |
| LARRY & DENISE SCHREIBER | | 516 I STREET | CENTRAL CITY NE 68826 |

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| TOBY & WENDY SCHWEITZER | | 1719 12TH STREET | CENTRAL CITY NE 68826 |
| PAUL & CAROL SHIVELY | | 325 G STREET | CENTRAL CITY NE 68826 |
| STEVEN W SHIVELY | | 816 17TH AVENUE | CENTRAL CITY NE 68826 |
| CAROL SIMEON | | 1502 13TH STREET | CENTRAL CITY NE 68826 |
| PAULA A SLACK | | 1707 14TH AVENUE | CENTRAL CITY NE 68826 |
| ZOE SNYDER & NOA SNYDER | | 2308 NORTH S ROAD | MARQUETTE NE 68854 |
| SOLT-WAGNER FUNERAL HOME INC | | 1507 17TH STREET | CENTRAL CITY NE 68826 |
| RODNEY & ANGELIA SPIEGEL | | 1216 19TH STREET | CENTRAL CITY NE 68826 |
| STATE THEATER FOUNDATION INC | PO BOX 15 | 706 C AVENUE | CENTRAL CITY NE 68826 |
| KAREN & THOMAS STEPHENSON | PO BOX 154 | 1815 14TH AVENUE | CENTRAL CITY NE 68826 |
| MICHELLE STERLING-EVANS | | 1822 16TH AVENUE | CENTRAL CITY NE 68826 |
| KERWYN STEWART | | 51880 160TH ROAD | GIBBON NE 68840 |
| STEWART AUTO SALES INC | | 1403 16TH STREET | CENTRAL CITY NE 68826 |
| STROBEL PROPERTIES LLC | PO BOX 187 | 106 S GREEN STREET | CLARKS NE 68628 |
| BRENT & CHERI STRONG | | 2006 15TH AVENUE | CENTRAL CITY NE 68826 |
| JOSEPH & SAMANTHA SUMOVICH | | 1414 14TH STREET | CENTRAL CITY NE 68826 |
| SHELBA SWANSON | | 2207 16TH AVENUE | CENTRAL CITY NE 68826 |
| TRIPLE L PROPERTIES LLC | C/O SUSAN NELSON | 131 HOLLY STREET MANOR LAKE ASSISSTED LIVING, ROOM 105 | CANTON GA 30114 |
| WILLIAM & TANA TRUMBLEE | | 1910 12TH AVENUE | CENTRAL CITY NE 68826 |
| JAMES & CARMEL TUMA | | 1212 14TH STREET | CENTRAL CITY NE 68826 |
| TVJ RESIDENTIAL LLC | | 1015 11TH STREET | AURORA NE 68818 |
| TERRY & KIM TVRDY | | 208 D STREET | CENTRAL CITY NE 68826 |
| LESTER & TWYLA UNRUH | | 915 E AVENUE | CENTRAL CITY NE 68826 |
| RAYMOND UTTERBACK | | 1502 15TH AVENUE | CENTRAL CITY NE 68826 |
| ERIC VAN HALL & VICKIE HOPPENS | | 1508 14TH AVENUE | CENTRAL CITY NE 68826 |
| ROBERT & DESIREE VAN PELT | | 609 E STREET | CENTRAL CITY NE 68826 |
| DEAN VANHOOSEN | | 1915 15TH AVENUE | CENTRAL CITY NE 68826 |
| VINCENTE VASQUEZ EVERADO | | 409 E 13TH STREET | GRAND ISLAND NE 68801 |
| KURT D VOLLERS | | 215 G STREET | CENTRAL CITY NE 68826 |
| DENNIS & CHARLENE WAGNER | | 101 D STREET | CENTRAL CITY NE 68826 |
| THOMAS & NANCY WAGNER | | 1782 EQUINEUS CORRAL | CENTRAL CITY NE 68826 |
| ROSS & JOSI WAHLERT | | 614 STUDENT DRIVE | OGALLALA NE 69153 |
| WARDCRAFT HOMES INC | | PO BOX 55 | CLAY CENTER KS 67432 |
| NOAH & VICTORIA WATSON | | 1303 15TH STREET | CENTRAL CITY NE 68826 |
| WILLIAM & CHRISTINA WELTE | | 217 G STREET | CENTRAL CITY NE 68826 |
| WILD ROOTS GREENHOUSE AND MARKET LLC | | 409 17TH AVENUE | CENTRAL CITY NE 68826 |
| LEANNE WILLIAMS | | 1713 12TH STREET | CENTRAL CITY NE 68826 |
| DOUGLAS A WILLOUGHBY | | 656 S QUAIL LANE | COLUMBUS NE 68601 |
| LARRY WOITASZEWSKI & ANNE MARIE BOHAN | | 9735 SCHAUPPSVILLE ROAD | WOOD RIVER NE 68883 |
| GERTRUDE E WOOD | | 1921 15TH AVENUE | CENTRAL CITY NE 68826 |
| GORDON DEICHMANN | | 1894 14TH ROAD | CENTRAL CITY NE 68826 |
| MARILYN CALTETT | | 1670 14TH ROAD | CENTRAL CITY NE 68826 |
| GEORGE & JEANENE VOSICKY | | 2712 13TH AVE | CENTRAL CITY NE 68826 |
| RICHARD WISCHMEIER | | 2115 17TH AVE | CENTRAL CITY NE 68826 |
| MARTIN RODRIGUEZ | | 2405 23RD AVE | CENTRAL CITY NE 68826 |
| CURTIS & CHRISTINE HUBER | | 1315 27TH STREET | CENTRAL CITY NE 68826 |

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| SYLVIA ERECKSON | | 407 E STREET | CENTRAL CITY NE 68826 |
| STAN & GAIL FERRIS | | 1223 W ROAD | CENTRAL CITY NE 68826 |
| ANNE EWING | | 1112 15TH STREET | CENTRAL CITY NE 68826 |
| SHANIEN SCHMIERER | | 517 D ST | CENTRAL CITY NE 68826 |
| SHARON STRECKER | | 1710 24TH STREET | CENTRAL CITY NE 68826 |
| LARRY LEWANDOWSKI | | 2222 17TH AVENUE | CENTRAL CITY NE 68826 |
| RICK KUNZ | | 2717 PARKVIEW DRIVE | CENTRAL CITY NE 68826 |
| CHUCK GRIFFITH | | 1787 EQUINEUS CORRAL | CENTRAL CITY NE 68826 |
| RALPH & LORI SUPERNAW | | 202 C AVENUE | CENTRAL CITY NE 68826 |
| S & D BLODGETT | | 2616 22ND AVENUE | CENTRAL CITY NE 68826 |
| CLYDE CARPENTER | | 808 F AVENUE | CENTRAL CITY NE 68826 |
| MIRIAM WELLS | | 1458 GRAND STREET | CENTRAL CITY NE 68826 |
| MARVIN & MARY ANN KYES | | 2488 12TH ROAD | CENTRAL CITY NE 68826 |
| PRAIRIE CREEK VINEYARDS | C/O NICK RYAN | 1600 16TH STREET | CENTRAL CITY NE 68826 |
| VIRG & NORA LINDNER | | 2602 20TH AVENUE | CENTRAL CITY NE 68826 |
| MIKE BOWMAN | | 1307 10TH AVENUE | CENTRAL CITY NE 68826 |
| JOSEPH RINKOL | | 621 I STREET | CENTRAL CITY NE 68826 |
| MARILYN HEINS | | 2018 17TH AVENUE | CENTRAL CITY NE 68826 |
| ARCHER CREDIT UNION | | PO BOX 284 | CENTRAL CITY NE 68826 |
| DWAYNE & IRENE HAHN | | 2224 16TH AVENUE | CENTRAL CITY NE 68826 |
| ILENE DEARKING | | 2716 13TH AVENUE | CENTRAL CITY NE 68826 |

# DISTRIBUTION LISTS

| NAME | ADDRESS1 | ADDRESS2 | CITY-STATE-ZIP |
|---|---|---|---|
| CENTRAL CITY ADMINISTRATOR | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY CHAMBER OF COMMERCE | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY CHIEF OF POLICE | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY CITY CLERK | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY COUNCIL | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY ECONOMIC DEVELOPMENT | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY ELECTRIC DISTRICT SYSTEM | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY MAYOR | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY MUNICIPAL AIRPORT | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY NATURAL GAS SYSTEM | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY PUBLIC LIBRARY | 1604 15TH AVE | | CENTRAL CITY NE 68826 |
| CENTRAL CITY PUBLIC SCHOOLS | 1711 15TH AVE | PO BOX 57 | CENTRAL CITY NE 68826-0057 |
| CENTRAL CITY SEWER/WATER SUPT | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY STREET COMMISSIONER | PO BOX 418 | | CENTRAL CITY NE 68826-0418 |
| CENTRAL CITY VOLUNTEER FIRE DEPT | 1515 17TH ST | | CENTRAL CITY NE 68826 |
| CENTRAL PLATTE NRD | 215 KAUFMAN AVE | | GRAND ISLAND NE 68803 |
| CHAPMAN ENGINEER | C/O MILLER & ASSOCIATES | 1111 CENTRAL AVE | KEARNEY NE 68847 |
| CHAPMAN FIRE CHIEF | PO BOX 141 | | CHAPMAN NE 68827-0141 |
| CHAPMAN VILLAGE BOARD | PO BOX 141 | | CHAPMAN NE 68827-0141 |
| CHAPMAN VILLAGE CLERK | PO BOX 141 | | CHAPMAN NE 68827-0141 |
| CHAPMAN VOLUNTEER FIRE & RESCUE | PO BOX 88 | | CHAPMAN NE 68827-0088 |
| CLARKS ENGINEER | C/O MILLER & ASSOCIATES | 1111 CENTRAL AVE | KEARNEY NE 68847 |
| CLARKS FIRE CHIEF | 209 N GREEN ST | PO BOX 132 | CLARKS NE 68628-0132 |
| CLARKS PUBLIC LIBRARY | 101 W AMITY ST | PO BOX 223 | CLARKS NE 68628-0223 |
| CLARKS UTILITY SUPT | 209 N GREEN ST | PO BOX 132 | CLARKS NE 68628-0132 |
| CLARKS VILLAGE BOARD | 209 N GREEN ST | PO BOX 132 | CLARKS NE 68628-0132 |
| CLARKS VILLAGE CLERK | 209 N GREEN ST | PO BOX 132 | CLARKS NE 68628-0132 |
| CLARKS VOLUNTEER FIRE DEPT | 506 W AMITY | | CLARKS NE 68628 |
| CURT FRIESEN | DISTRICT #34, STATE CAPITOL | PO BOX 94604 | LINCOLN NE 68509-4604 |
| JAMES H KINDIG | 201 E PINE ST | PO BOX 336 | KENESAW NE 68956-0336 |
| LOWER LOUP NRD | 2620 AIRPORT DR | | ORD NE 68862 |
| MERRICK COUNTY ASSESSOR | PO BOX 27 | | CENTRAL CITY NE 68826-0027 |
| MERRICK COUNTY BOARD OF SUPERVISORS | 1510 18TH ST | | CENTRAL CITY NE 68826 |
| MERRICK COUNTY CLERK | PO BOX 27 | | CENTRAL CITY NE 68826-0027 |
| MERRICK COUNTY EMERGENCY MANAGER | 309 ESTHER | | FULLERTON NE 68638 |
| MERRICK COUNTY HISTORICAL SOCIETY MUSEUM | 211 E ST | | CENTRAL CITY NE 68826 |
| MERRICK COUNTY PLANNING/ZONING | PO BOX 27 | | CENTRAL CITY NE 68826-0027 |
| MERRICK COUNTY SHERIFF | 1821 16TH AVE | | CENTRAL CITY NE 68826 |
| MERRICK COUNTY SURVEYOR | PO BOX 27 | | CENTRAL CITY NE 68826-0027 |
| NEBRASKA STATE PATROL | TROOP C -- GRAND ISLAND | PO BOX 1602 | GRAND ISLAND NE 68802-1602 |
| PALMER FIRE DEPT | PO BOX 125 | | PALMER NE 68864-0125 |
| PALMER PUBLIC LIBRARY | 202 COMMERCIAL ST | PO BOX 248 | PALMER NE 68864-0248 |
| PALMER PUBLIC SCHOOLS | PO BOX 248 | | PALMER NE 68864-0248 |
| PALMER VILLAGE BOARD | 802 COMMERCIAL ST | | PALMER NE 68864 |
| PALMER VILLAGE CLERK | 802 COMMERCIAL ST | | PALMER NE 68864 |
| POLK COUNTY RPPD | 115 W 3RD ST | | STROMSBURG NE 68666 |
| SILVER CREEK ENGINEER | C/O OLSSON & ASSOCIATES | 601 P ST STE 200 | LINCOLN NE 68508 |

# DISTRIBUTION LISTS

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|---|---|---|---|
| SILVER CREEK FIRE CHIEF | 506 HIGHWAY 30 | PO BOX 6 | SILVER CREEK NE 68663-0006 |
| SILVER CREEK TOWNSHIP LIBRARY | 309 VINE ST | PO BOX 249 | SILVER CREEK NE 68663-0249 |
| SILVER CREEK UTILITY SUPT | 506 HIGHWAY 30 | PO BOX 6 | SILVER CREEK NE 68663-0006 |
| SILVER CREEK VILLAGE BOARD | 506 HIGHWAY 30 | PO BOX 6 | SILVER CREEK NE 68663-0006 |
| SILVER CREEK VILLAGE CLERK | 506 HIGHWAY 30 | PO BOX 6 | SILVER CREEK NE 68663-0006 |
| SILVER CREEK VOLUNTEER FIRE DEPT | PO BOX 27 | | SILVER CREEK NE 68663-0027 |
| SOUTHERN POWER DISTRICT | 4550 W HUSKER HWY | PO BOX 1687 | GRAND ISLAND NE 68801 |
| US POST OFFICE | ATTN: POSTMASTER | 215 VINE ST | SILVER CREEK NE 68663-2740 |
| US POST OFFICE | ATTN: POSTMASTER | 907 COMMERCIAL ST | PALMER NE 68864-2421 |
| US POST OFFICE | ATTN: POSTMASTER | 303 N GREEN ST | CLARKS NE 68628-2758 |
| US POST OFFICE | ATTN: POSTMASTER | 204 9TH ST | CHAPMAN NE 68827-2756 |
| US POST OFFICE | ATTN: POSTMASTER | 1512 16TH ST | CENTRAL CITY NE 68826-9998 |
| WESLEY WAHLGREN | NDOT DISTRICT 4 ENGINEER | PO BOX 1488 | GRAND ISLAND NE 68883-1488 |
| | | | |
| LATINO AMERICAN COMMISSION | SIXTH FLOOR, STATE CAPITOL | PO BOX 94965 | LINCOLN NE 68509-4695 |
| NEBRASKA CHAMBER OF COMMERCE & INDUSTRY | PO BOX 95128 | | LINCOLN NE 68509-5128 |
| NEBRASKA COMMISSION FOR THE BLIND AND VISUALLY IMPAIRED | 4600 VALLEY RD STE 100 | | LINCOLN NE 68510 |
| NEBRASKA DEPT OF ECONOMIC DEVELOPMENT | PO BOX 94666 | | LINCOLN NE 68509-4666 |
| NEBRASKA DEPT OF ENVIRONMENT AND ENERGY | PO BOX 98922 | | LINCOLN NE 68509-8922 |
| NEBRASKA DEPT OF HEALTH & HUMAN SERVICES | EMERGENCY MEDICAL SERVICES PROGRAM | PO BOX 95026 | LINCOLN NE 68509-5026 |
| NEBRASKA DEPT OF NATURAL RESOURCES | 301 CENTENNIAL MALL SOUTH | | LINCOLN NE 68509-4676 |
| NEBRASKA GAME & PARKS | ATTN: SHANNON SJOLIE | 2200 N 33RD ST | LINCOLN NE 68503 |
| NEBRASKA GAME & PARKS | ATTN: CHARLA RASMUSSEN | 2200 N 33RD ST | LINCOLN NE 68503 |
| NEBRASKA GAME & PARKS | ATTN: SCHUYLER SAMPSON | 2200 N 33RD ST | LINCOLN NE 68503 |
| NEBRASKA LIBRARY COMMISSION | 1200 N ST STE 120 | | LINCOLN NE 68508 |
| NEBRASKA PUBLIC POWER DISTRICT | ATTN: RANDY JAKUBOWSKI | PO BOX 499 | COLUMBUS NE 68602-0499 |
| NEBRASKA RURAL WATER ASSOCIATION | 3390 PONDEROSA DR | | WAHOO NE 68066 |
| HISTORY NEBRASKA | STATE ARCHEOLOGY OFFICE | 5050 N 32ND ST | LINCOLN NE 68504 |
| HISTORY NEBRASKA | STATE HISTORIC PRESERVATION OFFICE | 1500 R ST | LINCOLN NE 68508 |
| NEBRASKA TOURISM COMMISSION | 301 CENTENNIAL MALL SOUTH | PO BOX 98907 | LINCOLN NE 68509-8907 |
| NEBRASKA TRUCKING ASSOCIATION | ATTN: KENT GRISHAM | 1701 K ST | LINCOLN NE 68508 |
| NEBRASKA TRUCKING ASSOCIATION | ATTN: DAVE ZELNIO | 1701 K ST | LINCOLN NE 68508 |
| NDOT ENVIRONMENTAL DIVISION | ATTN: BROOKE STANSBERRY, USFWS BIOLOGIST | 1500 HWY 2 | LINCOLN NE 68502 |
| NEBRASKA DIVISION OFFICE | FEDERAL HIGHWAY ADMINISTRATION | 100 CENTENNIAL MALL NORTH ROOM 220 | LINCOLN NE 68508-3803 |
| BNSF RAILWAY | ATTN: JEFFREY DAVIS | 720 S 38TH ST | KANSAS CITY KS 66106-4899 |
| UNION PACIFIC | ATTN: PUBLIC AFFAIRS | 1400 DOUGLAS ST, STOP 1560 | OMAHA NE 68179 |

# OFFICIAL NEWS RELEASE

NEBRASKA
Good Life. Great Journey.

**DEPARTMENT OF TRANSPORTATION**

State Headquarters
1500 Highway 2
PO Box 94759
Lincoln, NE 68509-4759
Communication Office: 402-479-4512
dot.nebraska.gov

FOR IMMEDIATE RELEASE

## Information Open House November 18 for Proposed Viaduct Construction in Central City

November 4, 2021 (Lincoln, Neb.) – The Nebraska Department of Transportation (NDOT) will hold a public information open house meeting regarding proposed construction of a new roadway alignment and bridge (viaduct) over the Union Pacific Railroad (UPRR) mainline in Central City. The meeting will be held in the Central City High School Commons Space, 1510 28th Street, in Central City, on Thursday, November 18, from 5:00 to 7:00 PM.

The proposed project would also include a shared use transportation pathway that would accommodate pedestrian and bicycle traffic along the new roadway and viaduct, modifications to the U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) intersection, and closure of, at minimum, two at-grade highway/railroad crossings at N-14 and 13th Street, with additional closures being considered at C or F Avenue.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays, and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project.

Personnel from NDOT will be present to answer questions and receive comments. A pre-recorded video presentation can be viewed online the day of the meeting at ndot.info/42013. Additional information regarding the proposed project will be made available the day after the meeting at the same link. No formal presentations are planned for this meeting.

#NDOT#

**Contact:**
Wes Wahlgren, District 4 Engineer, Grand Island, (308) 385-6265
coding

Toward Zero Deaths

# VMS EMAIL

**From:** Fisher, Sarah
**To:** Fisher, Sarah
**Subject:** FW: DMS boards for Central City Public Meeting
**Date:** Tuesday, February 7, 2023 4:01:34 PM
**Attachments:** image002.png
image004.png
image005.png
image001.png

---


**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
OFFICE 402-479-3832
CELL 402-432-2281
sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter [gcc02.safelinks.protection.outlook.com]


**From:** Fisher, Sarah
**Sent:** Wednesday, November 3, 2021 11:09 AM
**To:** Maxson, Ray <Ray.Maxson@nebraska.gov>; Merchant, Ben <Ben.Merchant@nebraska.gov>
**Cc:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>; Sherwood, Jessica <Jessica.Sherwood@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

On second thought….if we do go with the 3 phase, can we remove the word "at" to keep it a little cleaner?

Thanks!


**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
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sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter [gcc02.safelinks.protection.outlook.com]


**From:** Fisher, Sarah
**Sent:** Wednesday, November 3, 2021 10:59 AM

# VMS EMAIL

**To:** Maxson, Ray <Ray.Maxson@nebraska.gov>; Merchant, Ben <Ben.Merchant@nebraska.gov>
**Cc:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>; Sherwood, Jessica <Jessica.Sherwood@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

Ben/Ray,

We are ok with either the 2 phase or 3 phase message. We will leave it up to the district on which to go with.

Thanks for your help!

**Sarah Fisher**
*Public Involvement Specialist*

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sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter [gcc02.safelinks.protection.outlook.com]

---

**From:** Maxson, Ray <Ray.Maxson@nebraska.gov>
**Sent:** Wednesday, November 3, 2021 10:55 AM
**To:** Merchant, Ben <Ben.Merchant@nebraska.gov>; Fisher, Sarah <sarah.fisher@nebraska.gov>
**Cc:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>; Sherwood, Jessica <Jessica.Sherwood@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

AS REQUESTED PDMS boards 93571 & 97753 read:

NDOT
PUBLIC
MEETING

NOV 18
5-7 PM
AT

HIGH
SCHOOL
COMMONS

Ray Maxson

# VMS EMAIL

State Operations Center Operator
Nebraska Dept. of Transportation, Operations Division
5001 S 14th Street
Lincoln, NE 68512
Office: 402-479-4444
**DOR.OperationsSOC@nebraska.gov**

**For current road condition information dial** [redacted] **or visit** http://www.511.nebraska.gov [511.nebraska.gov]

---

**From:** Merchant, Ben <Ben.Merchant@nebraska.gov>
**Sent:** Wednesday, November 3, 2021 10:16 AM
**To:** Fisher, Sarah <sarah.fisher@nebraska.gov>
**Cc:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>; Maxson, Ray <Ray.Maxson@nebraska.gov>; Sherwood, Jessica <Jessica.Sherwood@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

Sarah,

Ray from SOC and I have been working on this message…..Would this work?

Phase 1:
NDOT
PUBLIC
MEETING

Phase 2:
NOV 18
5 – 7 PM
CCHS

This is the only way I can think of to get it down to two-phase and still have all the info needed. I assume most of the Central City community that might have interest in this meeting will understand CCHS to be Central City High School.

---

**From:** Fisher, Sarah <sarah.fisher@nebraska.gov>
**Sent:** Friday, October 29, 2021 2:41 PM

# VMS EMAIL

**To:** Merchant, Ben <Ben.Merchant@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

I think two-phase would be fine if you think you can condense it and still provide enough information to the public.

Thanks for confirming!


**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
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sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter [gcc02.safelinks.protection.outlook.com]


---

**From:** Merchant, Ben <Ben.Merchant@nebraska.gov>
**Sent:** Friday, October 29, 2021 2:18 PM
**To:** Fisher, Sarah <sarah.fisher@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

Sorry, I don't think I ever responded to you. I will make the arrangements to get the boards in place.

Wes was questioning whether we should have a three-phase message.....is this a concern of yours? Typically we keep messages to two-phase so people have a chance to read them before they drive by. Just a question....we will do whatever you want.

---

**From:** Fisher, Sarah <sarah.fisher@nebraska.gov>
**Sent:** Friday, October 29, 2021 2:08 PM
**To:** Merchant, Ben <Ben.Merchant@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

Hi Ben,

Just bumping this back up in your inbox. Let me know if you have any questions or want to discuss anything before these signs go out.

Have a good weekend!

# VMS EMAIL

**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
OFFICE 402-479-3832
CELL 402-432-2281
sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter
[gcc02.safelinks.protection.outlook.com]

---

**From:** Fisher, Sarah
**Sent:** Tuesday, October 26, 2021 1:31 PM
**To:** Merchant, Ben <Ben.Merchant@nebraska.gov>
**Cc:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>; Klein, Eric <eric.klein@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>
**Subject:** RE: DMS boards for Central City Public Meeting

Hi Ben,

We will need to utilize DMS boards to advertise for the upcoming *Central City Viaduct* public meeting on November 18. Ideally, we would like them in place November 4 or shortly after. Since this meeting is to present viaduct alternatives and there isn't one specific project location, I will let the District use their discretion on where to place the signs to get the most attention. We typically place one on each end of a project's location.

Please use the following format on the boards:

| | | | | |
|---|---|---|---|---|
| NDOT PUBLIC MEETING | >> | NOVEMBER 18 5-7 PM | >> | HIGH SCHOOL COMMONS |

Let me know if you have any questions.

Thanks!

**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
OFFICE 402-479-3832
CELL 402-432-2281
sarah.fisher@nebraska.gov

# VMS EMAIL

dot.nebraska.gov [dot.nebraska.gov] | Twitter
[gcc02.safelinks.protection.outlook.com]

---

**From:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>
**Sent:** Tuesday, October 26, 2021 1:14 PM
**To:** Fisher, Sarah <sarah.fisher@nebraska.gov>; Merchant, Ben <Ben.Merchant@nebraska.gov>
**Cc:** Klein, Eric <eric.klein@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>
**Subject:** Re: DMS boards for Central City Public Meeting

Contact Ben Merchant.

Get Outlook for iOS [gcc02.safelinks.protection.outlook.com]

---

**From:** Fisher, Sarah <sarah.fisher@nebraska.gov>
**Sent:** Tuesday, October 26, 2021 11:09:50 AM
**To:** Wahlgren, Wes <Wes.Wahlgren@nebraska.gov>
**Cc:** Klein, Eric <eric.klein@nebraska.gov>; Ames, Katherine <katherine.ames@nebraska.gov>
**Subject:** DMS boards for Central City Public Meeting

Wes,

With the shorter turn-around in planning this meeting, we will need to use DMS boards to advertise. Can you provide the name of who I should contact to arrange for setting them up?

Thanks!

**Sarah Fisher**
*Public Involvement Specialist*

**Nebraska Department of Transportation**
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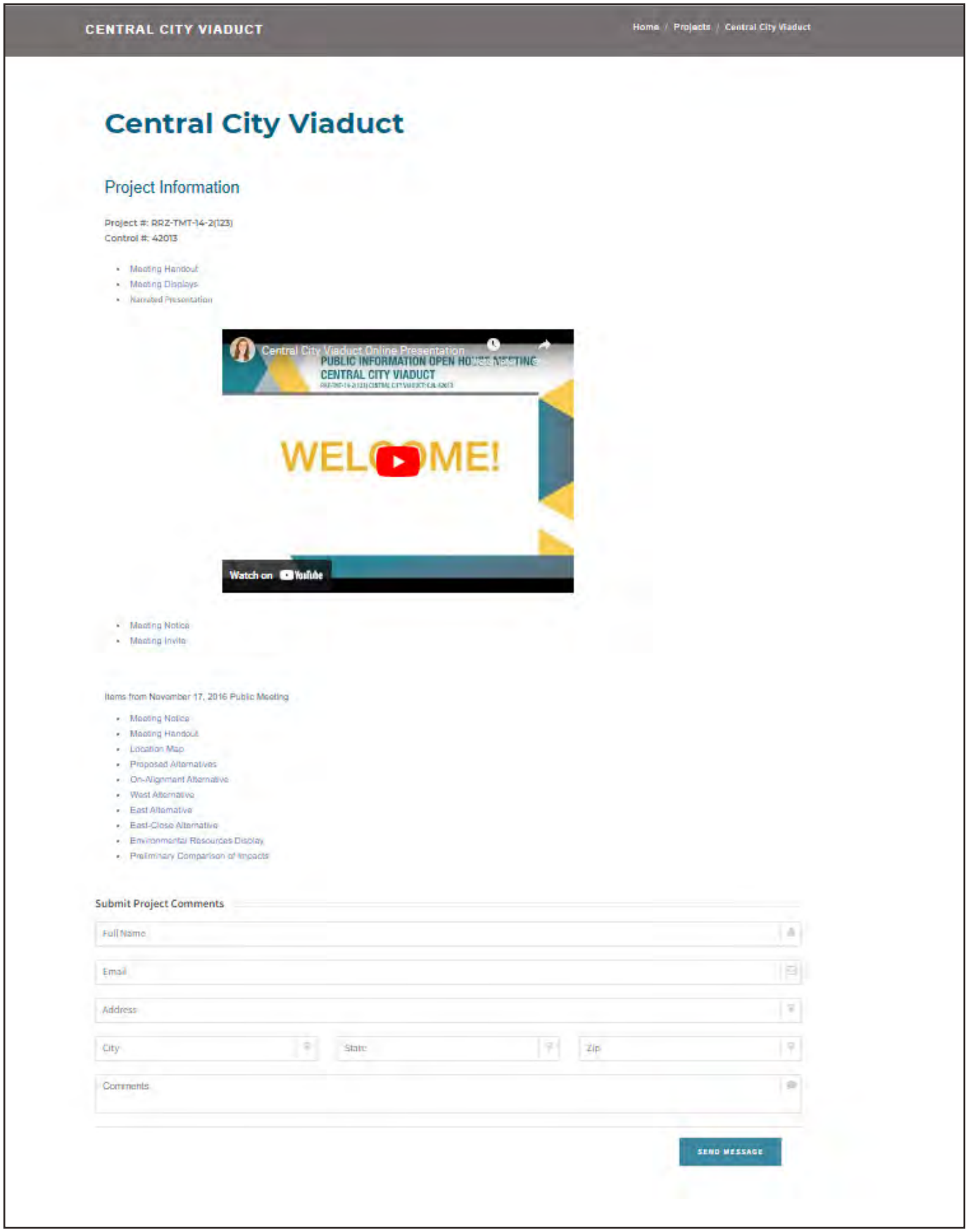
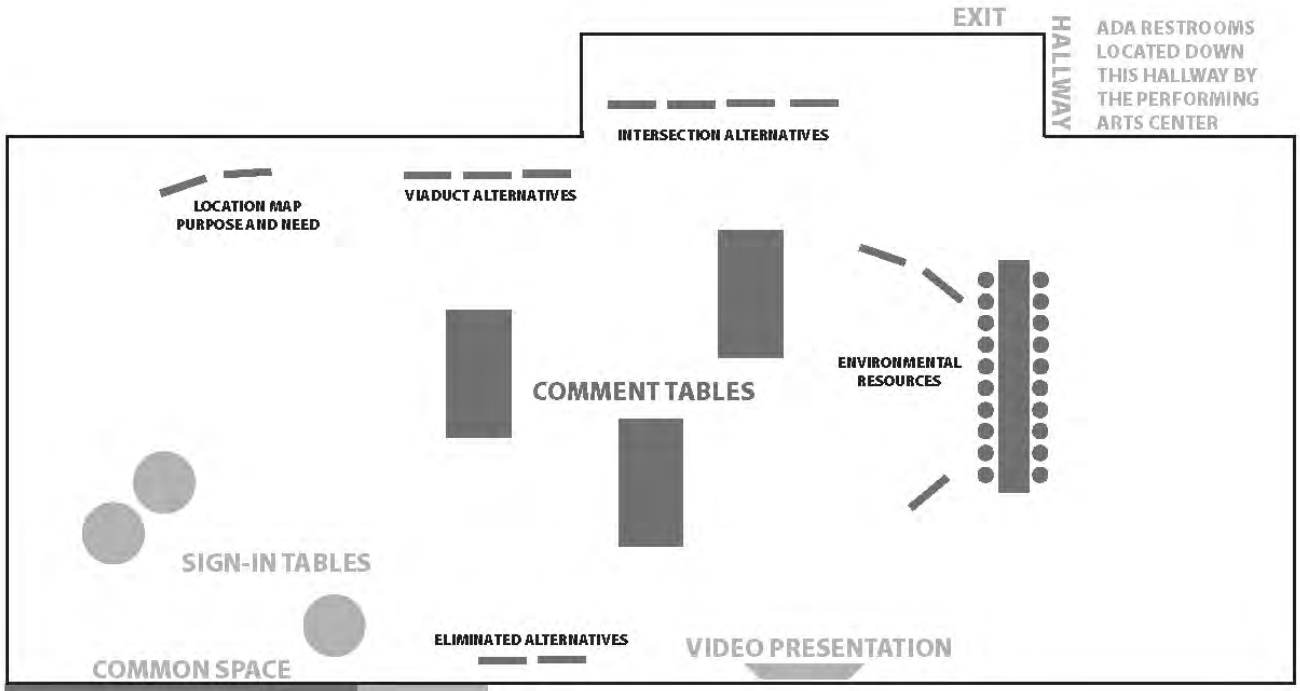
CELL 402-432-2281
sarah.fisher@nebraska.gov
dot.nebraska.gov [dot.nebraska.gov] | Twitter
[gcc02.safelinks.protection.outlook.com]

# TEMPORARY HIGHWAY SIGNS

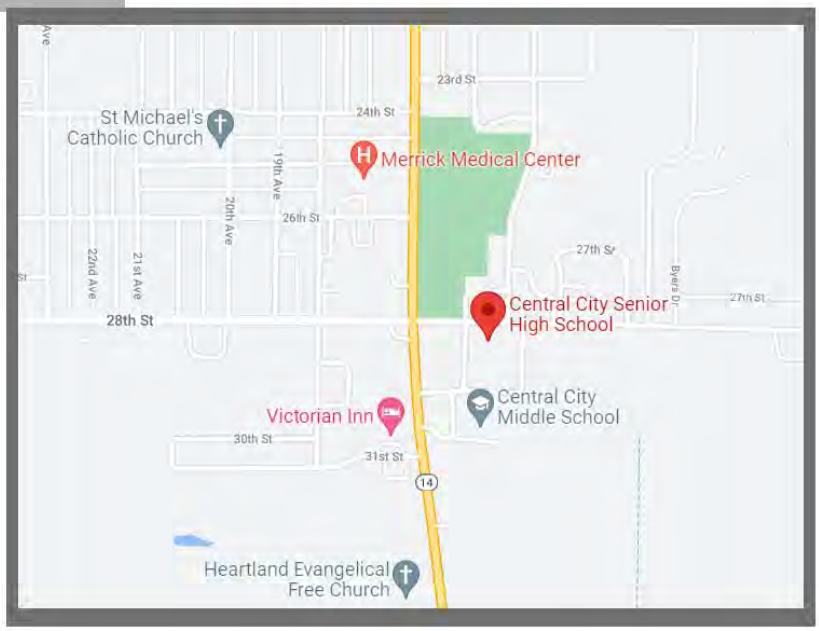
# NDOT WEBSITE PAGE



# FLOOR PLAN




**CENTRAL CITY HIGH SCHOOL**
**1510 28TH STREET**
**CENTRAL CITY, NE 68826**



# ADA ACCESSIBILITY CHECKLIST

NEBRASKA
DEPARTMENT OF TRANSPORTATION

## ADA Accessibility Checklist

Event: Public Meeting
Project: RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013
Date: November 18, 2021
Time: 5:00 PM - 7:00 PM
Venue: Central City High School Common Space, 1510 28th Street, Central City, NE

| Element | Accommodation Area | Yes | No | N/A |
|---|---|---|---|---|
| Transportation | Is the facility/meeting location accessible by public transportation? | ☒ | ☐ | ☐ |
| | If yes, is public transportation available at the time of the meeting/training? | ☐ | ☒ | ☐ |
| Evacuation | Do you know the emergency evacuation plans for the meeting/training location? | ☒ | ☐ | ☐ |
| Parking | Does the building have accessible *(handicap)* parking spaces? | ☒ | ☐ | ☐ |
| | If yes, are they at least 8' wide and have 5' aisles next to them? | ☒ | ☐ | ☐ |
| Sidewalk | Are there unobstructed curb ramps leading to the sidewalk *(walkway)*? | ☒ | ☐ | ☐ |
| Walkway | Is there a walkway from the parking lot to the building, at least 36" wide? | ☒ | ☐ | ☐ |
| | Does the walkway have a stable and firm surface? | ☒ | ☐ | ☐ |
| | If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that slow the route? | ☐ | ☐ | ☒ |
| | Is the walkway level and free of steps? | ☒ | ☐ | ☐ |
| | If no, is there a ramp at least 36" wide? | ☐ | ☐ | ☒ |
| | If there is a ramp, does it have a gentle slop *(1" rise to 12" length)*? | ☐ | ☐ | ☒ |
| Entrance/Doors | Is the door at least 36" wide *(wide enough for a wheelchair)*? | ☒ | ☐ | ☐ |
| | Can the hardware be operated with one hand *(level, push plate, etc.)* with minimum of twisting or grasping? | ☒ | ☐ | ☐ |
| | Are the handles low enough to reach *(maximum 48" high)*? | ☒ | ☐ | ☐ |
| | Can the door be pushed open easily? | ☒ | ☐ | ☐ |
| | Is the threshold no more than ½" high and beveled? | ☒ | ☐ | ☐ |
| | When a vestibule, is there a minimum of 48" between the sets of doors? | ☒ | ☐ | ☐ |

*Page 1*

# ADA ACCESSIBILITY CHECKLIST

| Element | Accommodation Area | Yes | No | N/A |
|---|---|---|---|---|
| Floors | Are the floors hard and not slippery? | ☒ | ☐ | ☐ |
| | Is there a floor mat to dry feet and crutch tips to prevent slipping? | ☒ | ☐ | ☐ |
| Corridors | Is there a 36" corridor, from the entrance to where the meeting/training is held? | ☒ | ☐ | ☐ |
| | Is the path free of objects projecting 4" maximum into the corridor? | ☒ | ☐ | ☐ |
| Elevators | Is there an elevator in the facility where the meeting/ training is located? | ☐ | ☐ | ☒ |
| | If yes, is it a working one that is large enough for a wheelchair? | ☐ | ☐ | ☒ |
| | Are the controls within reach *(maximum 48")*? | ☐ | ☐ | ☒ |
| | Do the controls have Braille? | ☐ | ☐ | ☒ |
| | Is there an audible signal ringing at each floor? | ☐ | ☐ | ☒ |
| | Is there an audible two-way emergency communication system in the elevator? | ☐ | ☐ | ☒ |
| Meeting/Training Rooms | Is there enough clearance around the table for a wheelchair to move? | ☒ | ☐ | ☐ |
| | Can the wheelchair pull under the edge of the table to sit close? | ☒ | ☐ | ☐ |
| Restrooms | Is there a wide, accessible path to the restroom? | ☒ | ☐ | ☐ |
| | Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around? | ☒ | ☐ | ☐ |
| | Is the water closet *(toilet)* 17-19 inches high to the rim? | ☒ | ☐ | ☐ |
| | Can the wheelchair roll under the sink *(29" to the bottom)*? | ☒ | ☐ | ☐ |
| | Can the faucets be reached and turned on easily? | ☒ | ☐ | ☐ |
| | Are the dispensers *(soap, towel, etc.)* reachable *(maximum 48" high)*? | ☒ | ☐ | ☐ |
| | Is there a mirror at an accessible height *(bottom of the mirror 44" above the floor)*? | ☒ | ☐ | ☐ |
| Fire Alarms | Are there flash fire alarm signals in the building, in the meeting/ training room? | ☒ | ☐ | ☐ |
| Signage | Is there Braille text in the signage at the facility? | ☐ | ☐ | ☒ |

Sarah Fisher

*Signature*

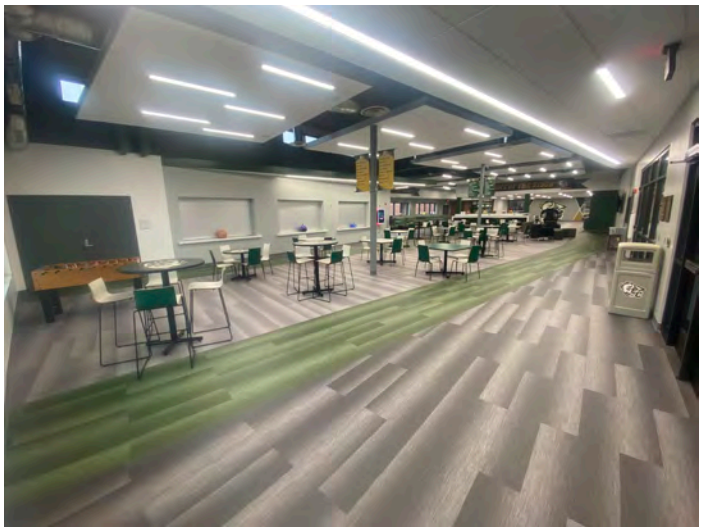
Sarah Fisher

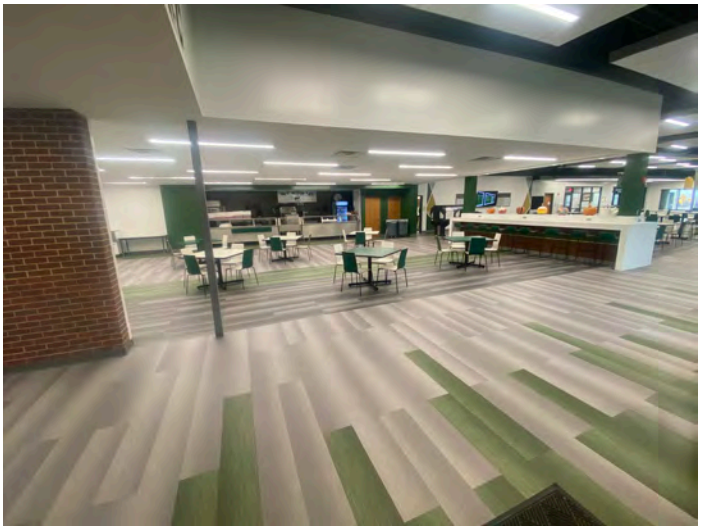
11-18-21

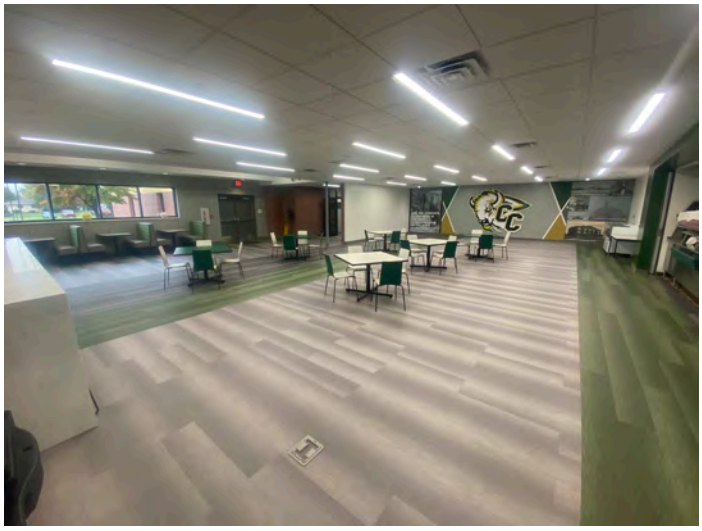
*Date*

*Page 2*

# PHOTOS OF VENUE







# HANDOUTS

Central City Viaduct

## PUBLIC INFORMATION OPEN HOUSE MEETING

### RIGHT-OF-WAY

The proposed project may require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE) and/or temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected. If your property would be impacted by this project, you would be contacted by a representative in the future once the design footprint could be established.

### POTENTIAL IMPACTS

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, historic properties and cultural resources, parks and recreation areas, social and economic impacts, minority and low-income populations, noise impacts, aesthetics and any required property acquisitions.

### NEXT STEPS

As of this date, construction has not been scheduled. A construction letting date would be scheduled based on the results of the environmental assessment, funding availability and priority.

We encourage you to make suggestions or express concerns regarding this proposed project. Comments will be collected by mail or online through **December 18, 2021**.


**SEND COMMENTS TO:**
**NDOT Public Involvement**
**Sarah Fisher**
P.O. Box 94759; 1500 Hwy. 2
Lincoln, NE 68509-4759
402-479-3832
sarah.fisher@nebraska.gov

**FOR MORE INFORMATION:**
**NDOT District 4 Engineer**
**Wes Wahlgren**
211 N Tilden St
Grand Island, NE 68802
308-385-6265
wes.wahlgren@nebraska.gov


To view a pre-recorded project video and other related materials, visit **ndot.info/42013.**

NEBRASKA

Central City Viaduct

## PUBLIC INFORMATION OPEN HOUSE MEETING

**Thursday, November 18, 2021; 5:00 – 7:00 PM**
**Central City High School Common Space, 1510 28th Street, Central City, NE 68826**

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

### LOCATION AND PROJECT DESCRIPTION

The proposed project would construct a new roadway alignment and bridge (viaduct) over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include improvements to the intersection of Nebraska Highway 14 (N-14) and U. S. Highway 30 (US-30), a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity. The proposed project would close the at-grade highway/railroad crossings on Nebraska Highway 14 (N-14) and 13th Street, while additional closures are being considered at C or F Avenue.

### PURPOSE & NEED SUMMARY

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

### PROJECT HISTORY

In 2016, a public information open house meeting was held to present information on four roadway and viaduct alignments that were being considered at that time. These alternatives included:

- Building on the current alignment with construction of a viaduct over UPRR
- Building to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14 at approximately 10th Street
- Building to the east on the NCRC rail corridor with construction of the viaduct over UPRR that would connect to 13th Street north of the UPRR
- Building to the west with reconstruction of C Avenue and 13th Street including construction of the viaduct over UPRR.

The no-build alternative was also presented. After consideration of input and additional analysis, the two east alternatives and the no-build are being carried forward for further consideration.

Also in 2016, it was stated that improvements may be needed at the intersection of US-30 and N-14 to accommodate anticipated changes in the travel pattern at the intersection with the possible realignment of N-14. Six alternatives were developed to address this component of the project. These include:

- Building a small diameter roundabout at the intersection of US-30 and N-14
- Building a larger diameter roundabout at the same location
- Relocating the existing N-14/US-30 intersection with a new "T" configuration and signals
- Reconstructing the existing N-14/US-30 intersection with one-way pairs (i.e. northbound would use N-14 and southbound would use C Avenue)
- Relocating N-14 to C Avenue to construct an intersection at US-30 with signals
- Building a larger diameter roundabout shifted to the west of the existing N-14/US-30 intersection.

After consideration of the traffic operations and impacts to local businesses, three of these alternatives have been eliminated and three have been carried forward for further consideration. Those carried forward include the slightly larger diameter roundabout at the existing location of N-14 and US-30, the one-way pairs, and relocating N-14 to C Avenue.

NEBRASKA

# HANDOUTS

Central City Viaduct
## PUBLIC INFORMATION OPEN HOUSE MEETING

### VIADUCT ALTERNATIVES CARRIED FORWARD

EAST CLOSE ALTERNATIVE: Connects to 13th Street

EAST ALTERNATIVE: Connects to 10th Street

| CONSIDERATIONS | NO BUILD | EAST CLOSE Connects to 13th Street | EAST Connects to 10th Street |
|---|---|---|---|
| WETLAND/STREAM IMPACTS (PRELIMINARY) | NONE | 0.07 ACRES | 0.30 ACRES |
| HISTORIC PROPERTY IMPACTS (POTENTIAL) | NONE | 1 STRUCTURE | NONE |
| EXISTING PARK IMPACTS | NONE | NONE | NONE |
| PLANNED PARK IMPACTS | NONE | NONE | NONE |
| RESIDENTIAL/COMMERCIAL RELOCATIONS | NONE | 9-10 RESIDENCES 3-4 BUSINESSES | 1-2 RESIDENCES 3-4 BUSINESSES |
| FLOODPLAIN/FLOODWAY IMPACTS | NONE | MINOR IMPACTS | MINOR IMPACTS |
| EXISTING TRAIL IMPACTS | NONE | RECONFIGURE NORTH END OF DARK ISLAND TRAIL | RECONFIGURE NORTH END OF DARK ISLAND TRAIL |
| ACCOMMODATES PLANNED TRAILS/PED OVERPASS | NO | YES | YES |
| MAJOR UTILITY IMPACTS | NONE | MAY REQUIRE RELOCATION OF SUBSTATION | |
| HAZARDOUS MATERIALS IMPACTS | NONE | NO MAJOR POTENTIAL SITES AFFECTED | |
| ELIMINATES N-14 AT GRADE RAILROAD CROSSING | NO | YES | YES |
| AVERAGE DELAY PER DAY, N-14 RAILROAD CROSSING* | 164 MINUTES | DECREASE | DECREASE |
| N-14 RAILROAD CROSSING EXPOSURE FACTOR** | 114,870 | DECREASE | DECREASE |
| LOCAL CIRCULATION BETWEEN PARCELS | NO CHANGE | CHANGES | CHANGES |
| REGIONAL CONNECTIVITY IMPACTS | NO CHANGE | N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES WILL BE REQUIRED AT DOWNTOWN INTERSECTIONS | N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES WILL BE REQUIRED AT DOWNTOWN INTERSECTIONS |

* APPROXIMATELY 162 VEHICLES ARE DELAYED EACH DAY FOR APPROXIMATELY 1.02 MINUTES, ASSUMING TRAIN SPEEDS OF 70 MPH. LONGER DELAYS ARE EXPERIENCED DURING SWITCHING, UNLOADING, AND RE-POSITIONING OF TRAINS, AND WHENEVER SPEEDS ARE SLOWER.

** BASED ON 2021 TRAFFIC COUNTS WHICH INDICATE 2735 VEHICLES PER DAY TIMES 42 UPRR TRAINS PER DAY. NOTE THAT 50,000 IS THE MINIMUM EXPOSURE FACTOR TO CONSIDER A VIADUCT.

Central City Viaduct
## PUBLIC INFORMATION OPEN HOUSE MEETING

### INTERSECTION ALTERNATIVES CARRIED FORWARD

**LARGER DIAMETER ROUNDABOUT**
CONCEPT 2

**Important Intersection Features**
- B Ave. north of US-30 converted to parking lot
- B Ave. south of US-30 eliminated due to construction of roundabout
- Intersections with US-30 eliminated
  - B Ave. north and south
- Intersections with N-14 eliminated
  - None
- Intersection Movement Restrictions
  - 17th Ave. north of US-30 restricted to right-in-right-out.
  - 17th St. and H St. either side of N-14 restricted to right-in-right-out

**ONE-WAY PAIRS**
CONCEPT 4

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

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

**Important Intersection Features**
- N-14 relocated to C Avenue
- B Ave. north of US-30 converted to parking lot
- Intersections with US-30 eliminated
  - B Ave. north and south
  - 17th Avenue south (existing N-14)
- Intersections with N-14 eliminated
  - 18th Street

| CONSIDERATIONS | NO BUILD | LARGER DIAMETER ROUNDABOUT CONCEPT 2 | ONE-WAY PAIRS CONCEPT 4 | RELOCATE N-14 TO C AVENUE CONCEPT 5 |
|---|---|---|---|---|
| HISTORIC PROPERTY IMPACTS (POTENTIAL) | NONE | NONE | NONE | NONE |
| RESIDENTIAL/COMMERCIAL RELOCATIONS | NONE | 4-5 BUSINESSES | 1-2 BUSINESSES | 2-3 BUSINESSES |
| HAZARDOUS MATERIALS IMPACTS | NONE | NO MAJOR POTENTIAL SITES AFFECTED | | |
| ALLOWS N-14 GRADE CROSSING ELIMINATION | NO | YES | YES | YES |
| TOTAL AM / PM PEAK HOUR DELAY (VEH/HR) * | 20.02 | 9.93 | 6.41 | 7.58** |
| LOSS OF PARKING | NONE | 47 STALLS LOST | 29 STALLS LOST | 60 STALLS LOST |
| TRUCK MOBILITY CONCERNS | YES | NO | NO | NO |
| BICYCLE & PEDESTRIAN MOBILITY | NO CHANGE | MAINTAINED | MAINTAINED | MAINTAINED |

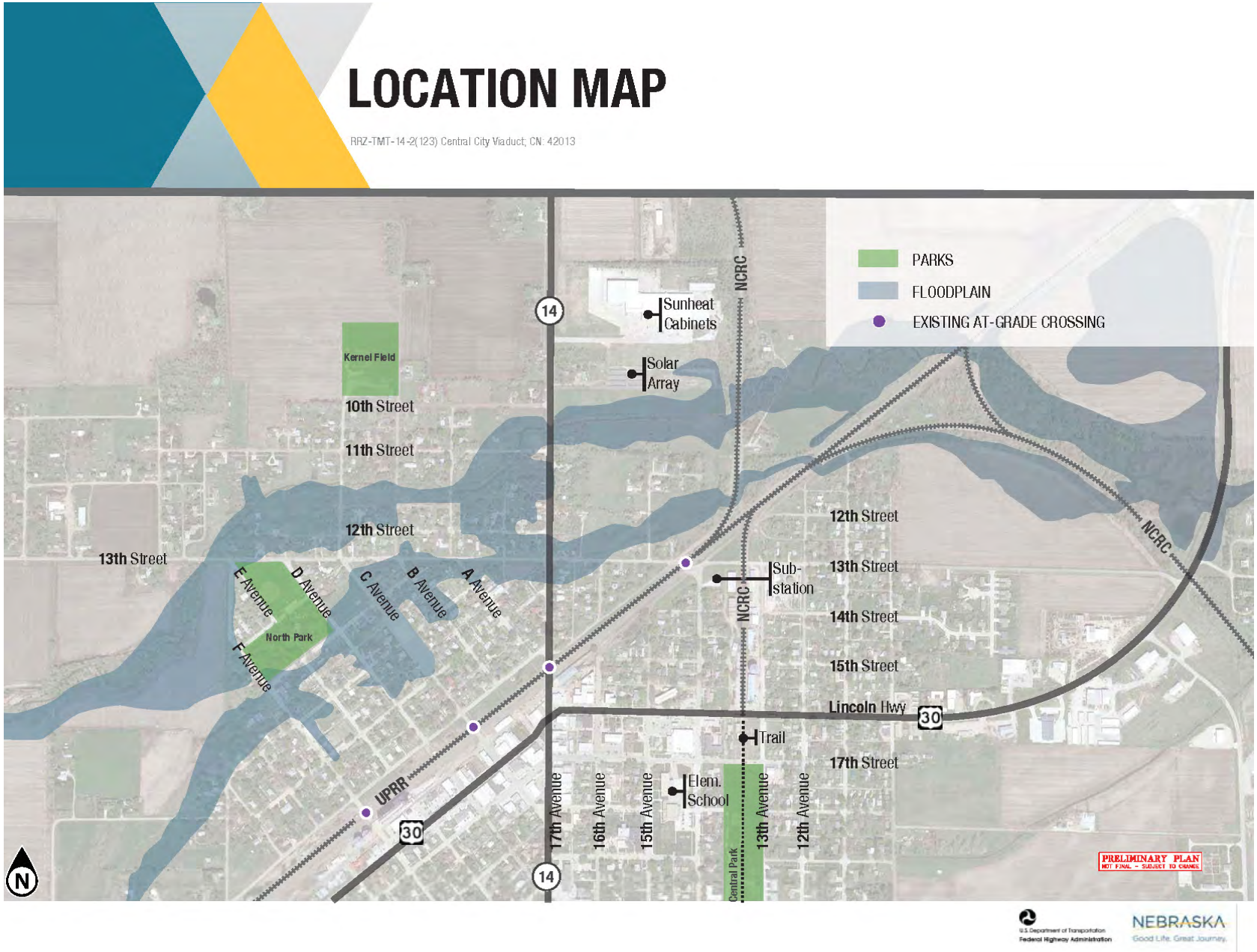
* TOTAL DELAY AT THE US-30/N-14 AND US-30/C AVENUE INTERSECTIONS IN 2046 IF VIADUCT IS BUILT TO THE EAST

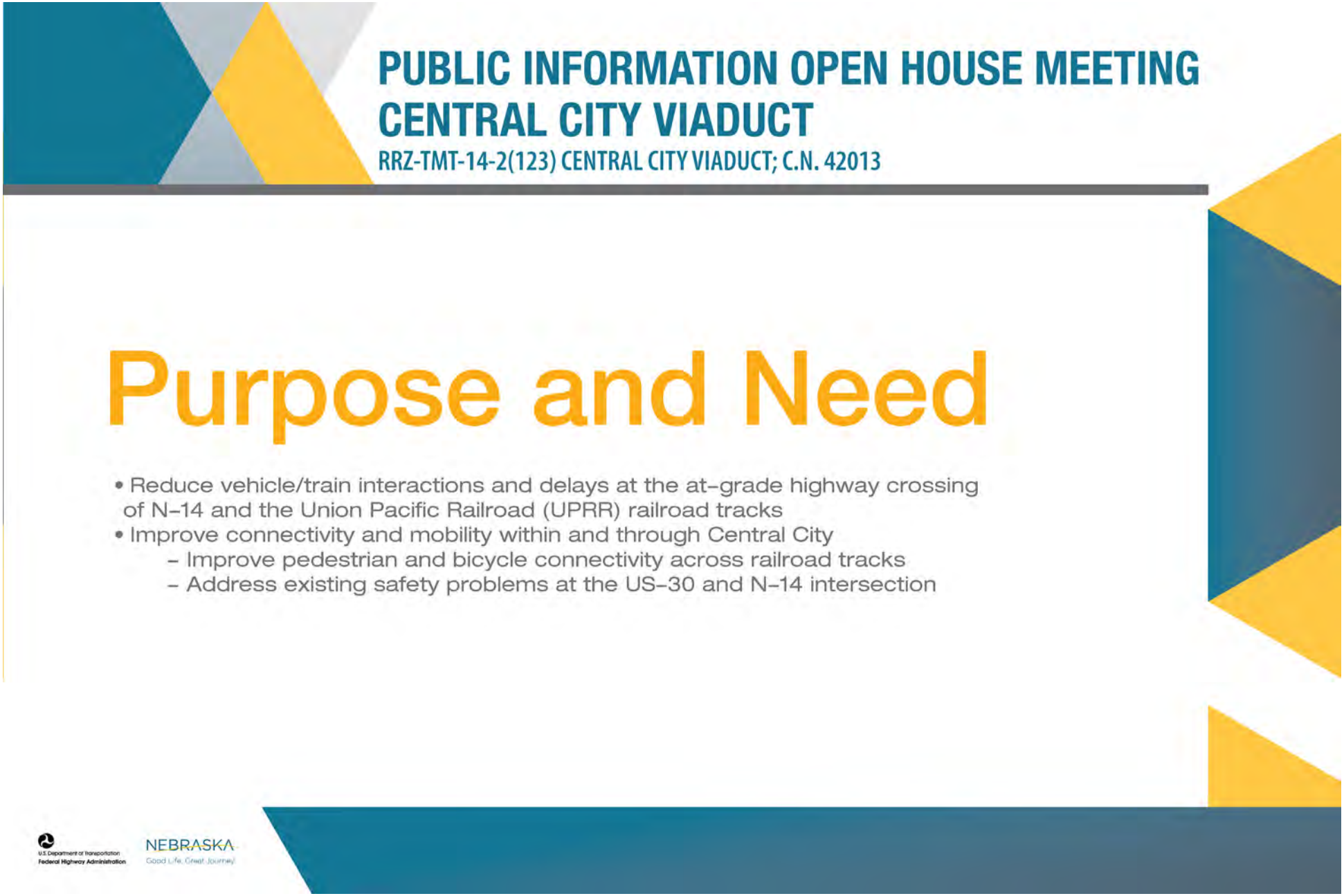
** WITH THIS CONCEPT, THE VALUE REPRESENTS THE DELAY AT ONE INTERSECTION. FOR OTHER CONEPTS AND NO-BUILD, THE VALUE REPRESENTS TWO INTERSECTIONS

Visit **ndot.info/42013** to view additional information on eliminated alternatives, environmental resources, and other project details.

# DISPLAY/EXHIBIT BOARDS

# DISPLAY/EXHIBIT BOARDS




PUBLIC INFORMATION OPEN HOUSE MEETING
CENTRAL CITY VIADUCT
RRZ-TMT-14-2(123) CENTRAL CITY VIADUCT; C.N. 42013
Purpose and Need
• Reduce vehicle/train interactions and delays at the at-grade highway crossing of N-14 and the Union Pacific Railroad (UPRR) railroad tracks
• Improve connectivity and mobility within and through Central City
– Improve pedestrian and bicycle connectivity across railroad tracks
– Address existing safety problems at the US-30 and N-14 intersection
U.S. Department of Transportation
Federal Highway Administration
NEBRASKA
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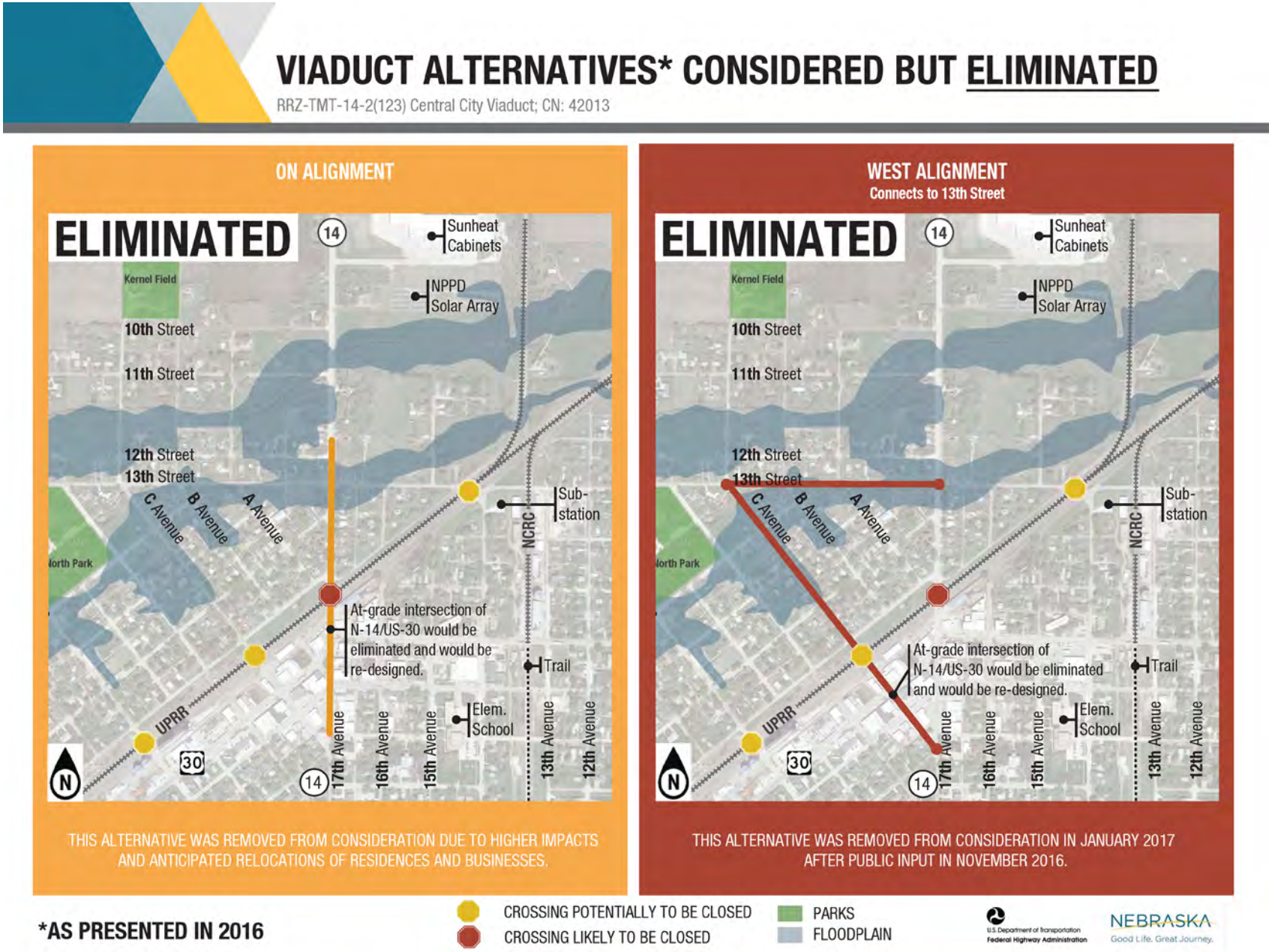
# DISPLAY/EXHIBIT BOARDS



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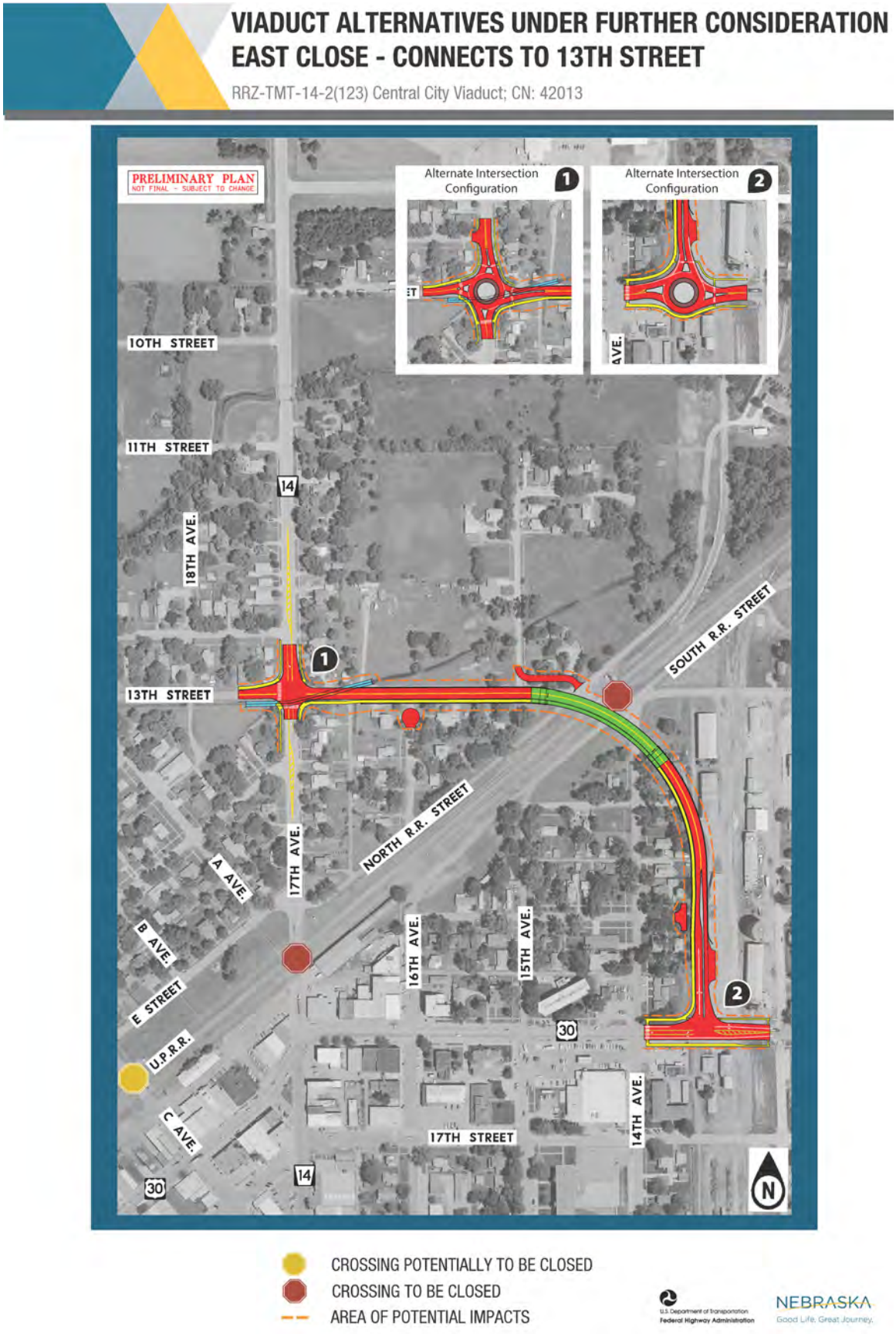

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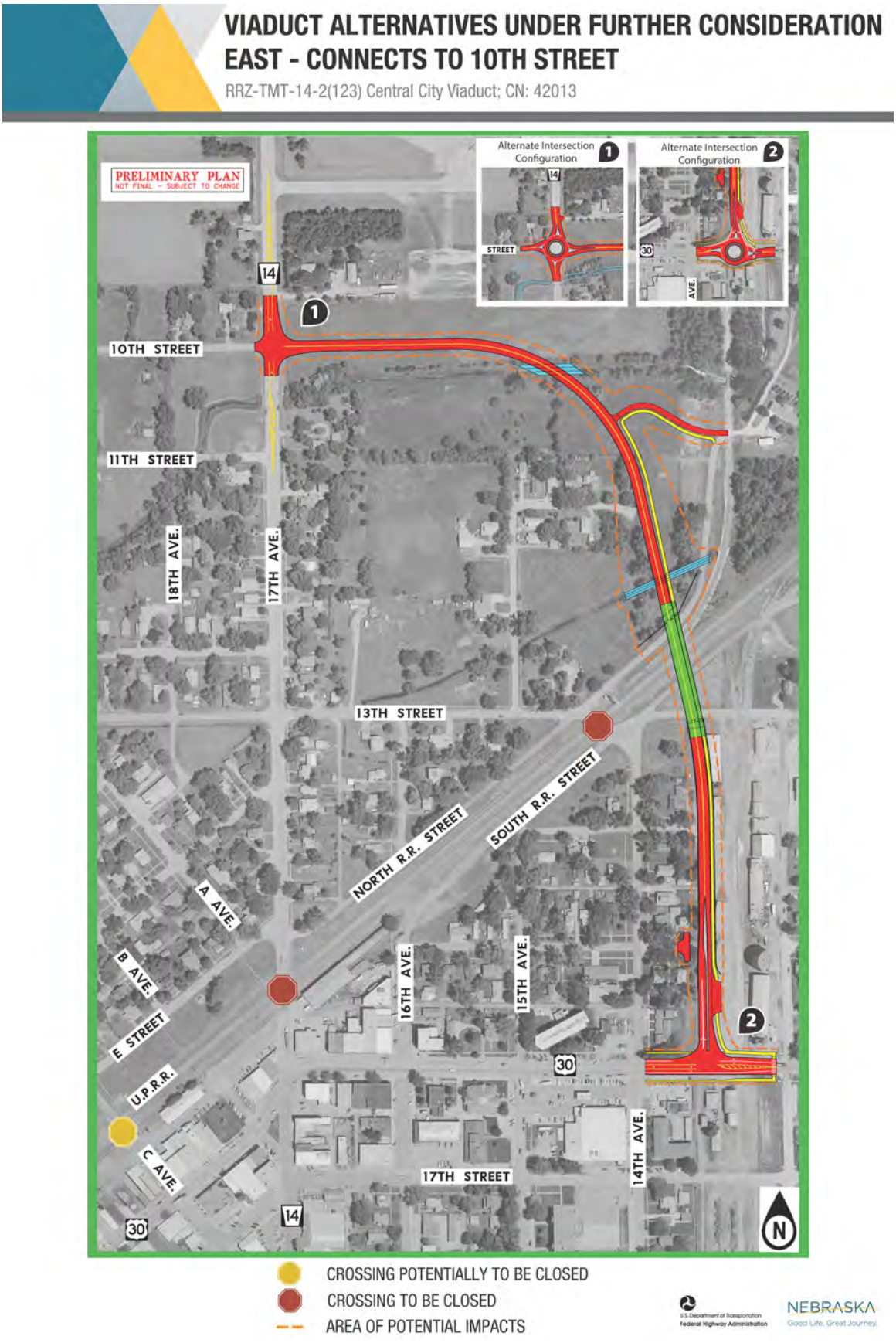

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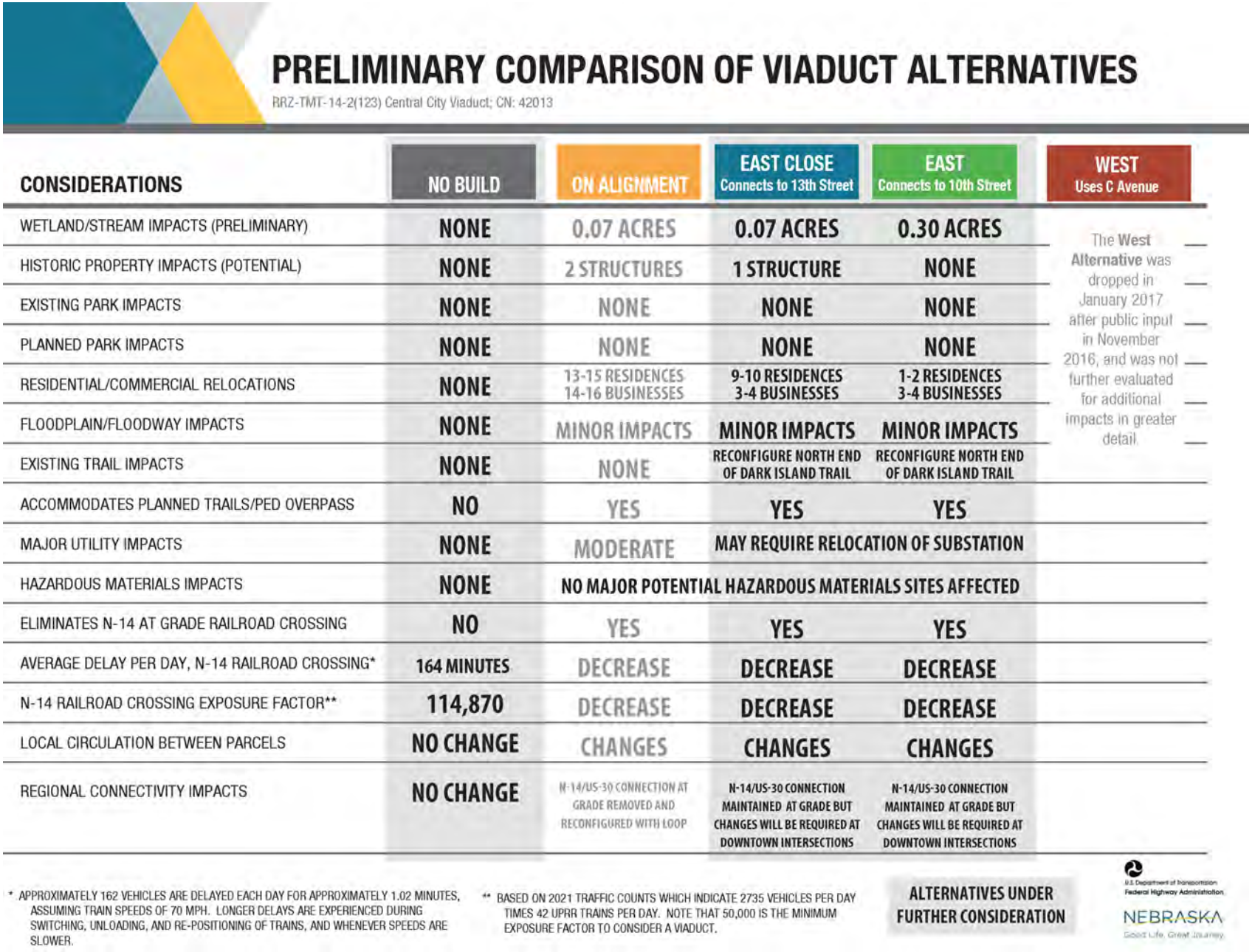

## PRELIMINARY COMPARISON OF VIADUCT ALTERNATIVES

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

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

* APPROXIMATELY 162 VEHICLES ARE DELAYED EACH DAY FOR APPROXIMATELY 1.02 MINUTES, ASSUMING TRAIN SPEEDS OF 70 MPH. LONGER DELAYS ARE EXPERIENCED DURING SWITCHING, UNLOADING, AND RE-POSITIONING OF TRAINS, AND WHENEVER SPEEDS ARE SLOWER.

** BASED ON 2021 TRAFFIC COUNTS WHICH INDICATE 2735 VEHICLES PER DAY TIMES 42 UPRR TRAINS PER DAY. NOTE THAT 50,000 IS THE MINIMUM EXPOSURE FACTOR TO CONSIDER A VIADUCT.

ALTERNATIVES UNDER FURTHER CONSIDERATION

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# DISPLAY/EXHIBIT BOARDS

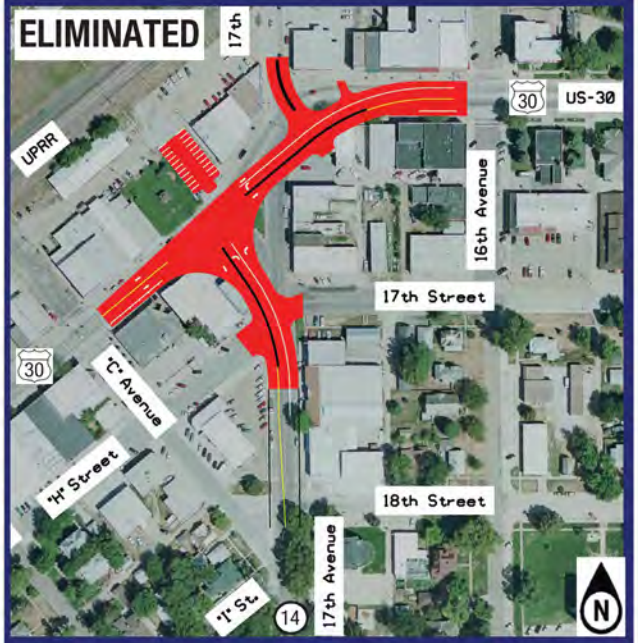
## INTERSECTION ALTERNATIVES CONSIDERED BUT ELIMINATED

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

### MINIMAL DIAMETER ROUNDABOUT
CONCEPT 1

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

### RELOCATED SIGNALIZED INTERSECTION
CONCEPT 3




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

### LARGER ROUNDABOUT BETWEEN B & C AVE
CONCEPT 6

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

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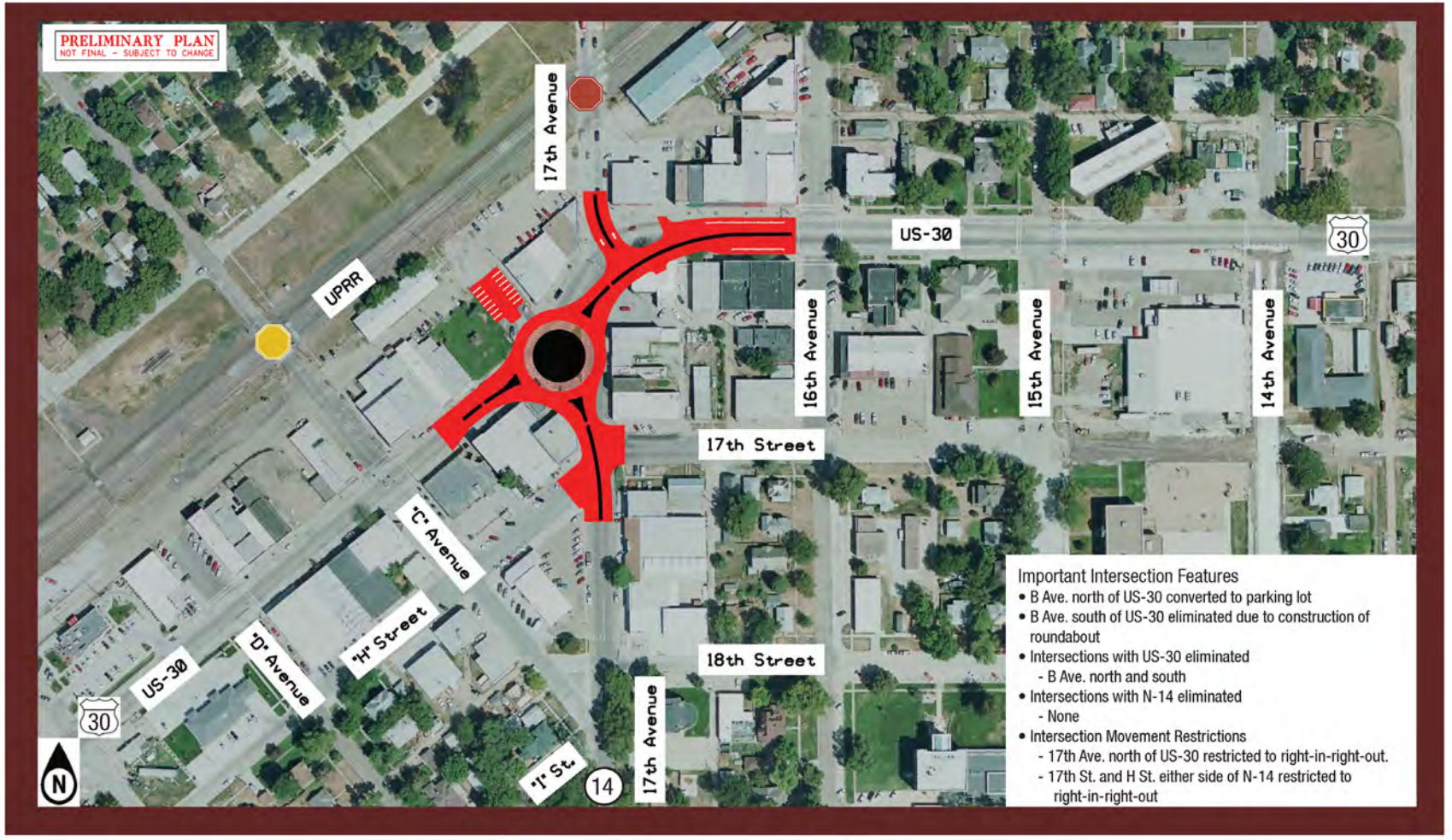
# INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION

## LARGER DIAMETER ROUNDABOUT - CONCEPT 2

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




CROSSING POTENTIALLY TO BE CLOSED

CROSSING TO BE CLOSED

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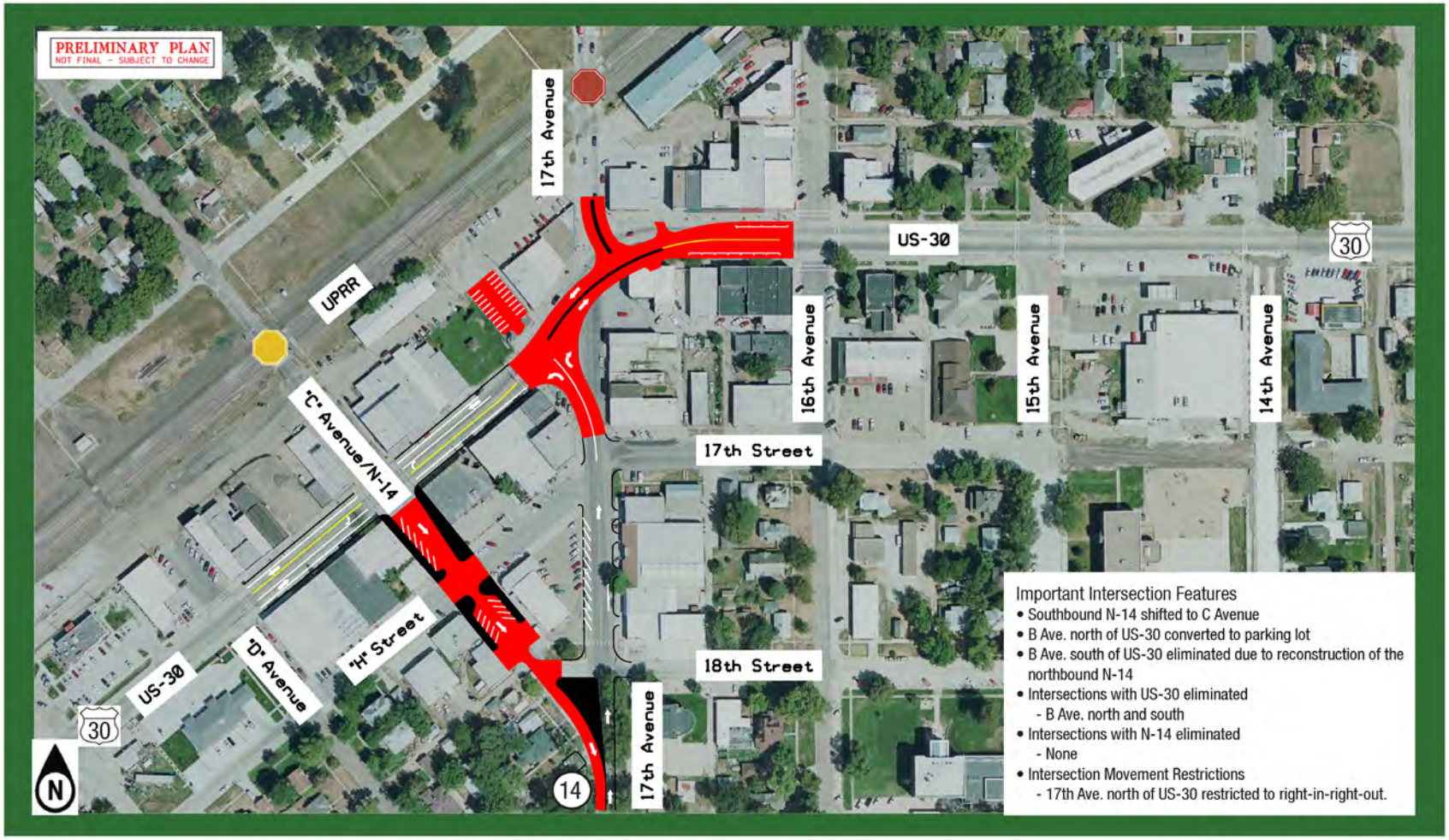
# INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION

## ONE-WAY PAIRS - CONCEPT 4

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




CROSSING POTENTIALLY TO BE CLOSED

CROSSING TO BE CLOSED

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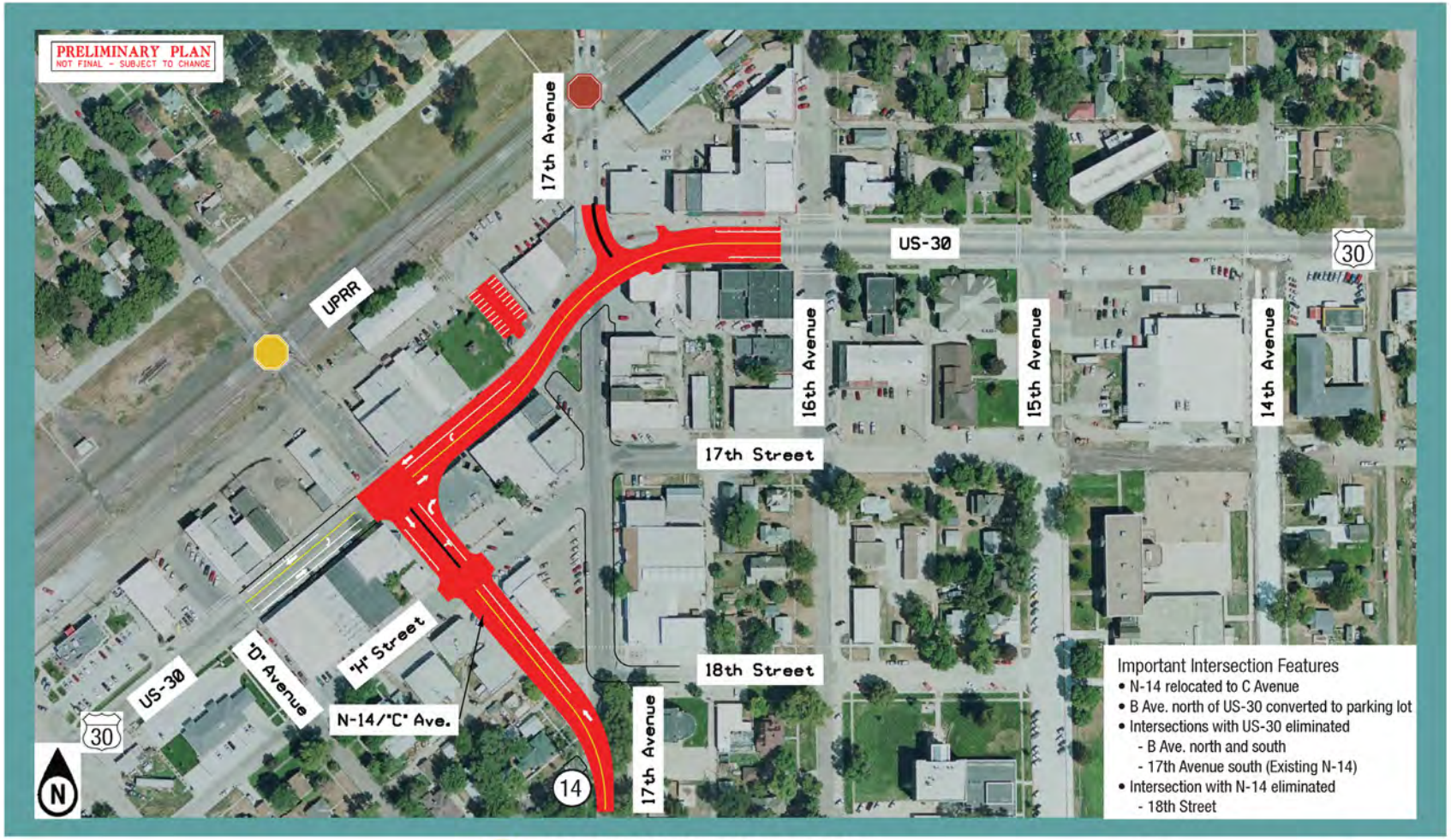
# DISPLAY/EXHIBIT BOARDS

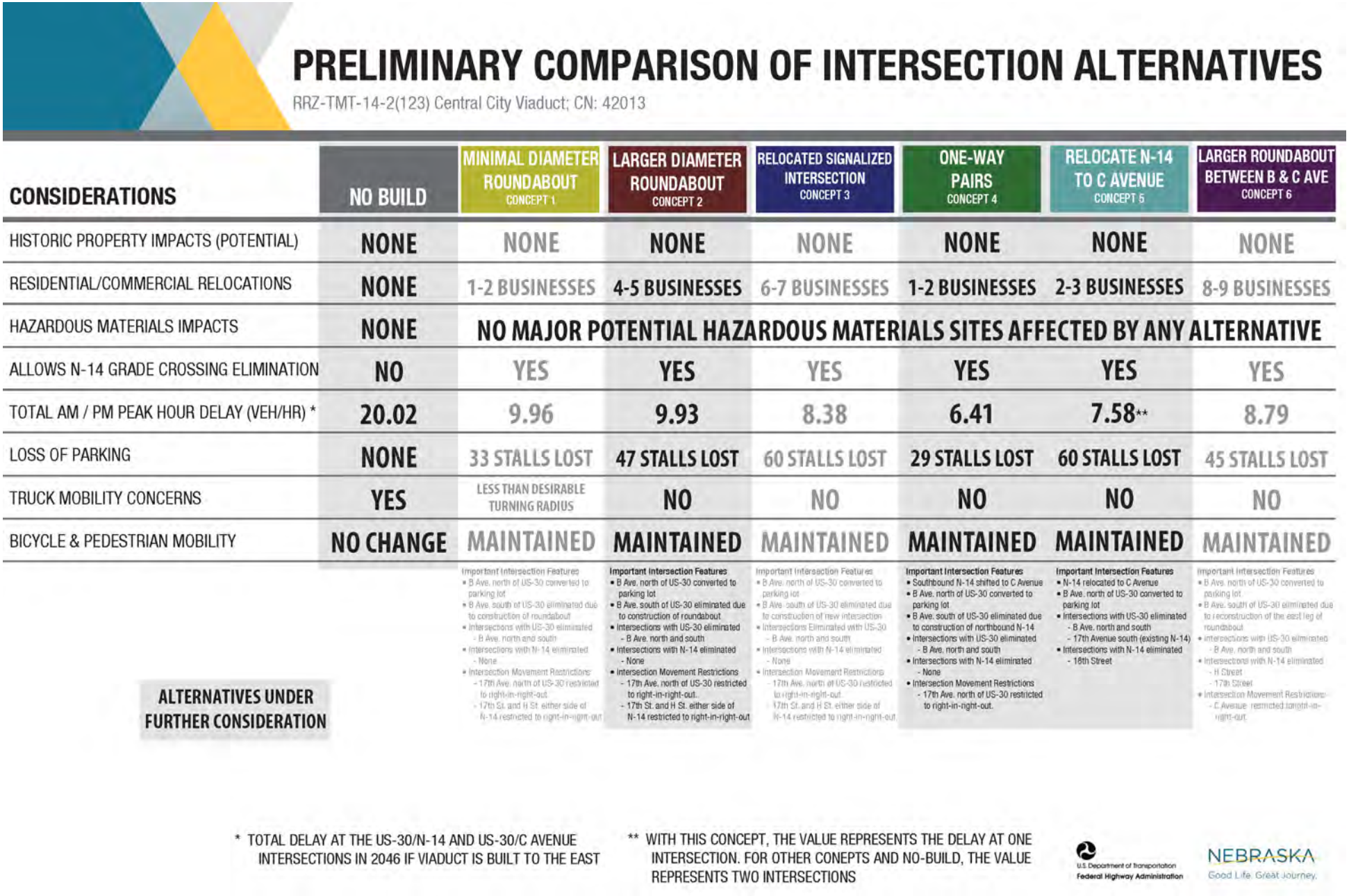
## INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION

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

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



# DISPLAY/EXHIBIT BOARDS



## PRELIMINARY COMPARISON OF INTERSECTION ALTERNATIVES

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

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

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

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

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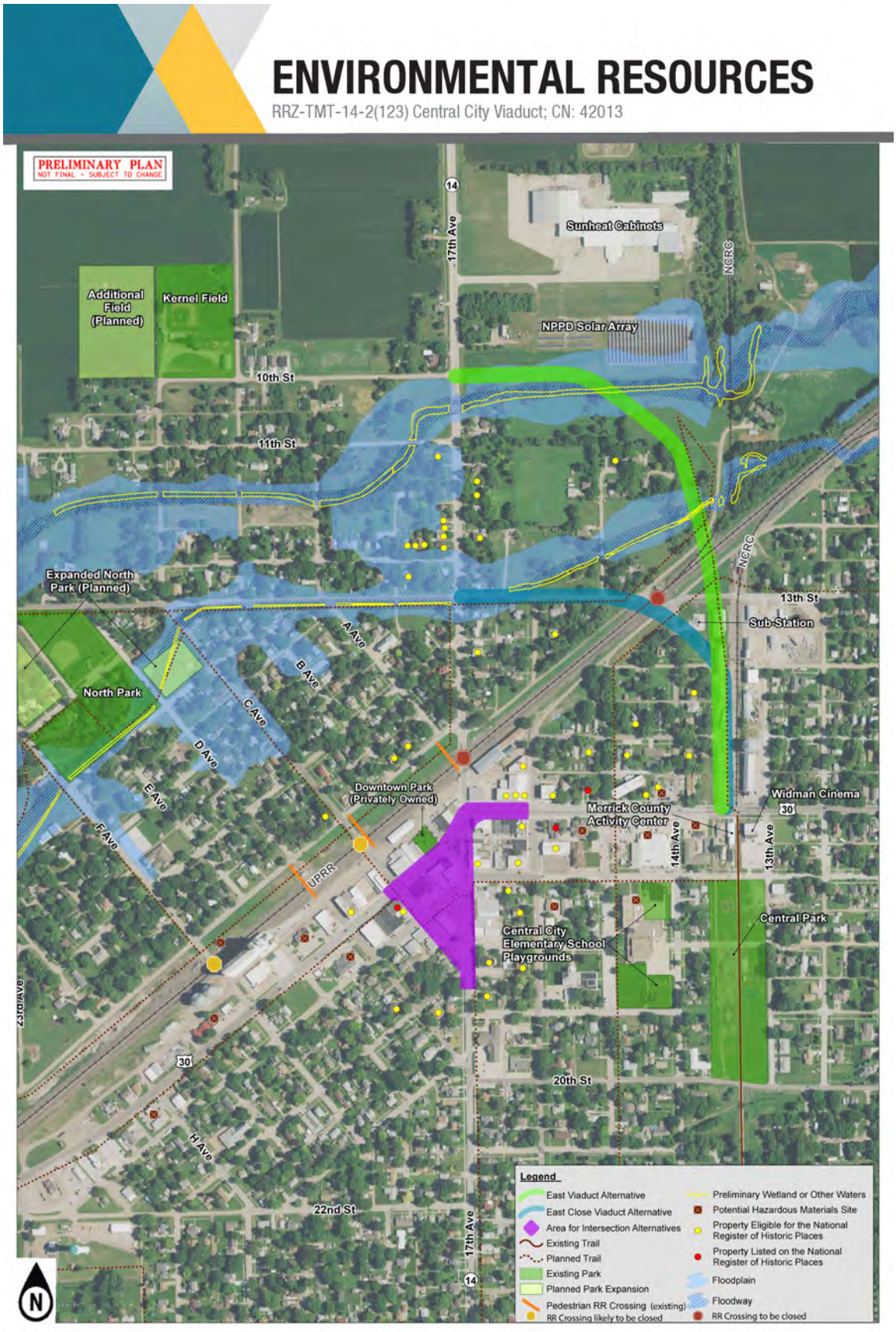

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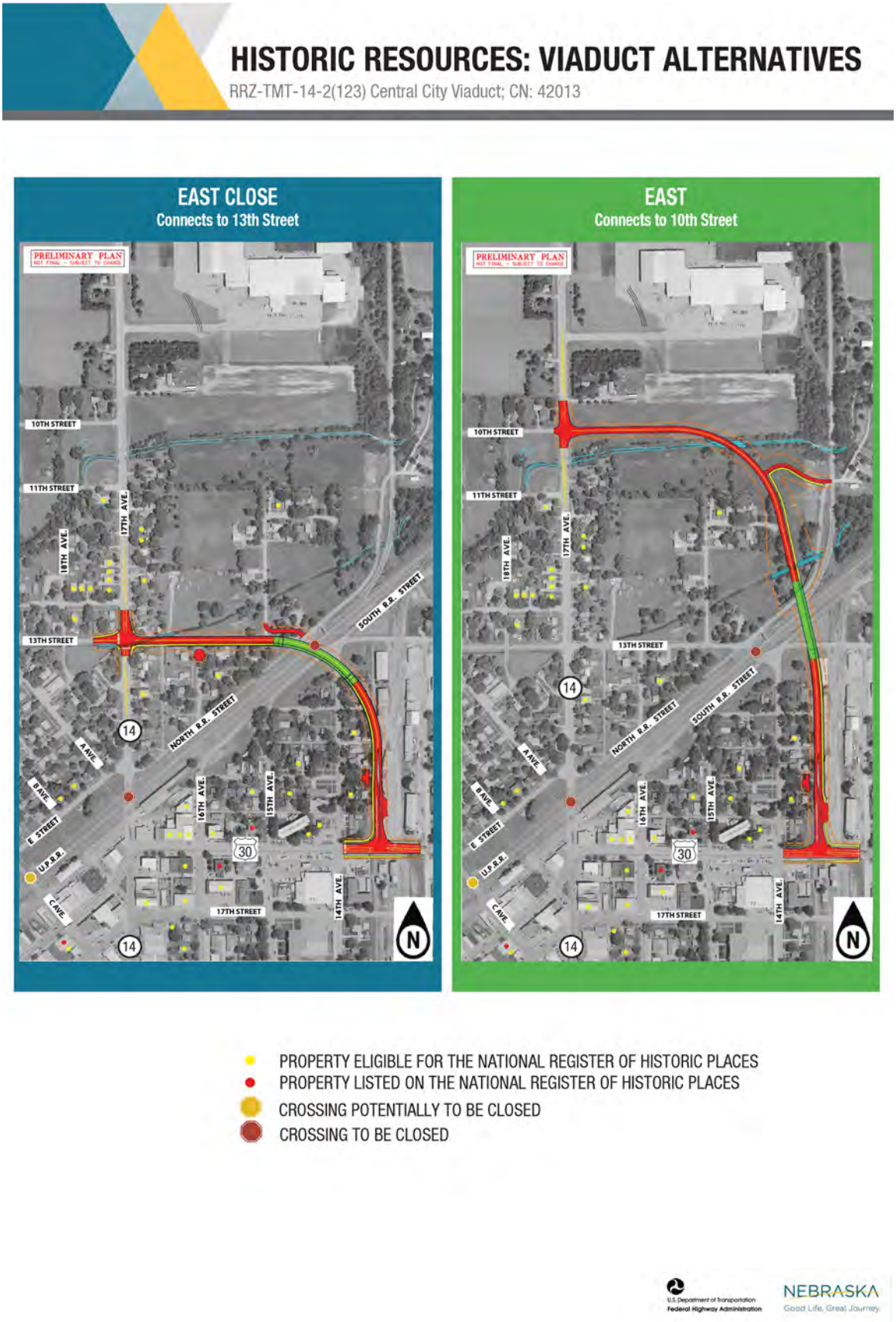
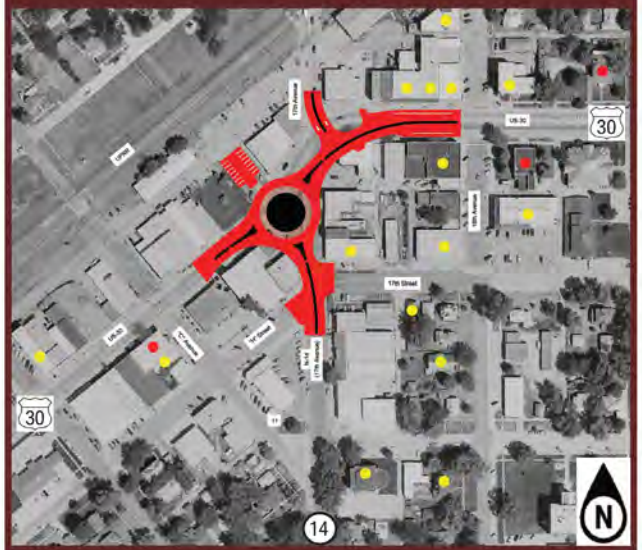


# DISPLAY/EXHIBIT BOARDS

## HISTORIC RESOURCES: INTERSECTION ALTERNATIVES

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

### LARGER DIAMETER ROUNDABOUT
CONCEPT 2




### ONE-WAY PAIRS
CONCEPT 4

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

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

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# SIGN-IN SHEETS

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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

Public Information Open House Meeting

*Your attendance and participation is appreciated. The following information will be used for future meeting notifications.*

| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Miles McGinnis | CCrenovators@Gmail.com | Downtown Property Owner | ☐ Mailing ☒ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Brent Wells | 1458 Grand St Central City Fireman Wells 24@Gmail.com | | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

Thursday, November 18, 2021 | 5:00-7:00 PM | Central City High School | 1510 28th Street, Central City, NE 68826

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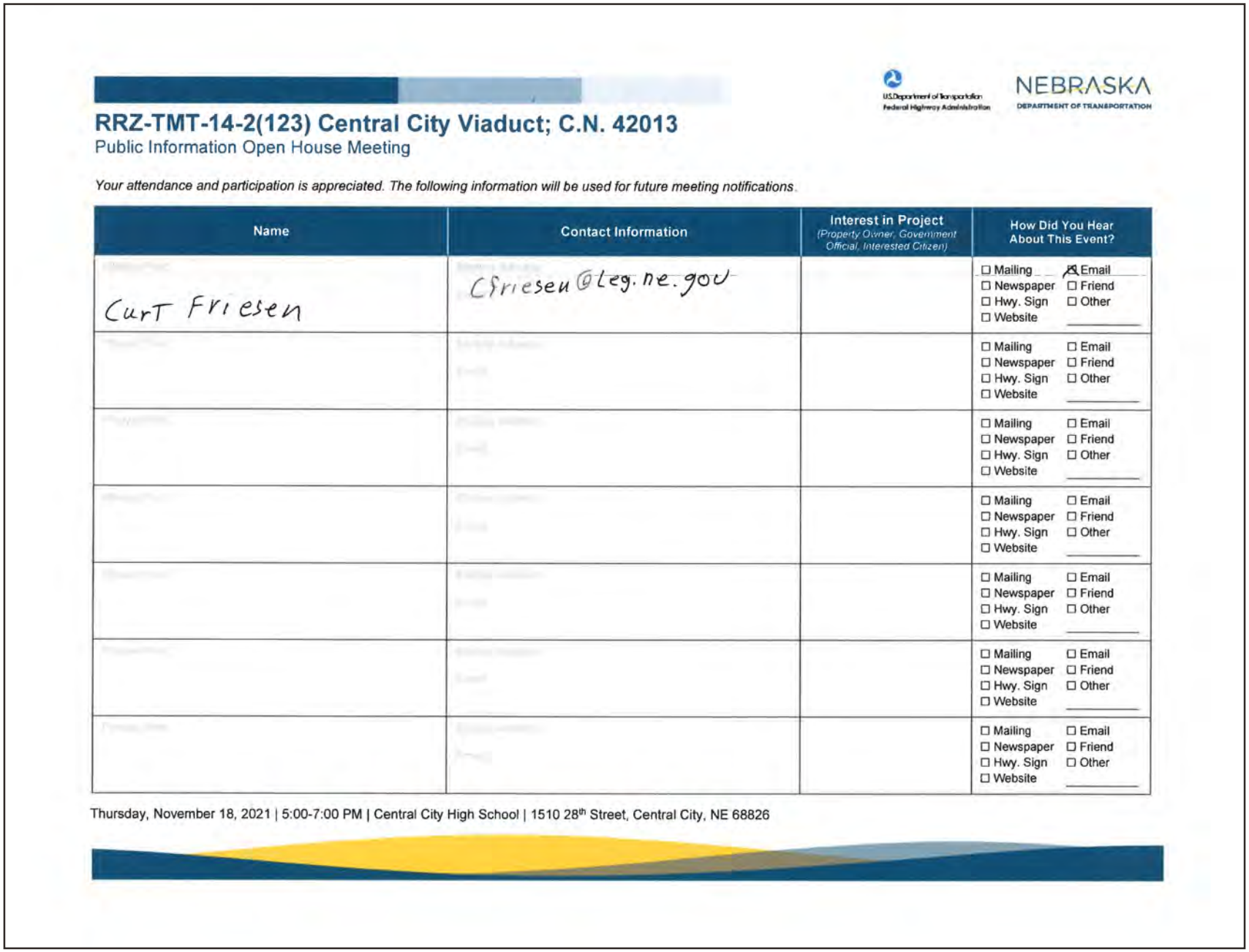

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Federal Highway Administration

NEBRASKA
DEPARTMENT OF TRANSPORTATION

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

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| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Curt Friesen | CFriesen@leg.ne.gov | | ☐ Mailing ☒ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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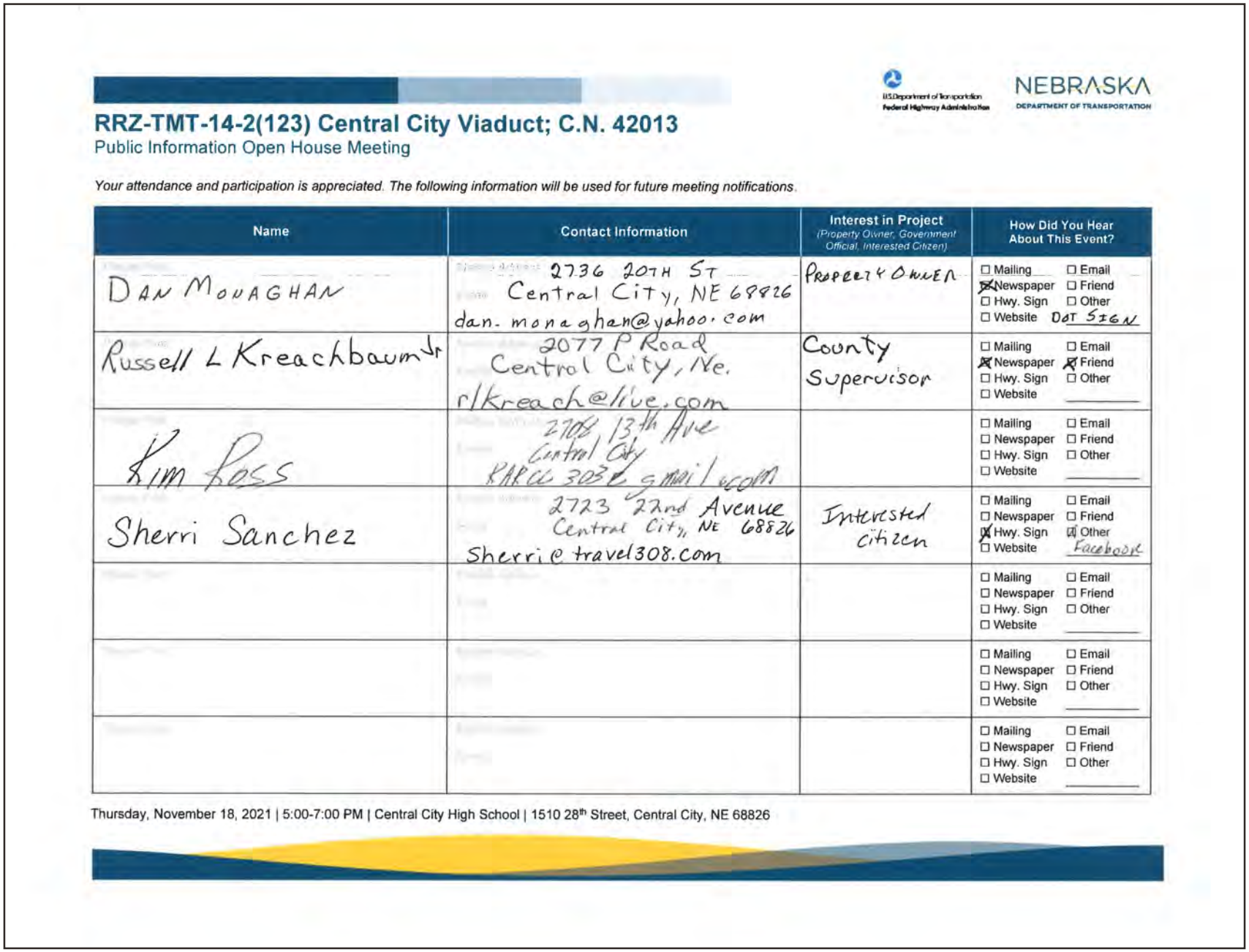

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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

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|---|---|---|---|
| DAN MONAGHAN | 2736 20TH ST<br>Central City, NE 68826<br>dan.monaghan@yahoo.com | PROPERTY OWNER | ☐ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website DOT SIGN |
| Russell L Kreachbaum Jr | 2077 P Road<br>Central City, Ne.<br>rlkreach@live.com | County Supervisor | ☐ Mailing ☐ Email<br>☒ Newspaper ☒ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Kim Foss | 2704 13th Ave<br>Central City<br>KMFC303@gmail.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Sherri Sanchez | 2723 22nd Avenue<br>Central City, NE 68826<br>Sherri@travel308.com | Interested citizen | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website Facebook |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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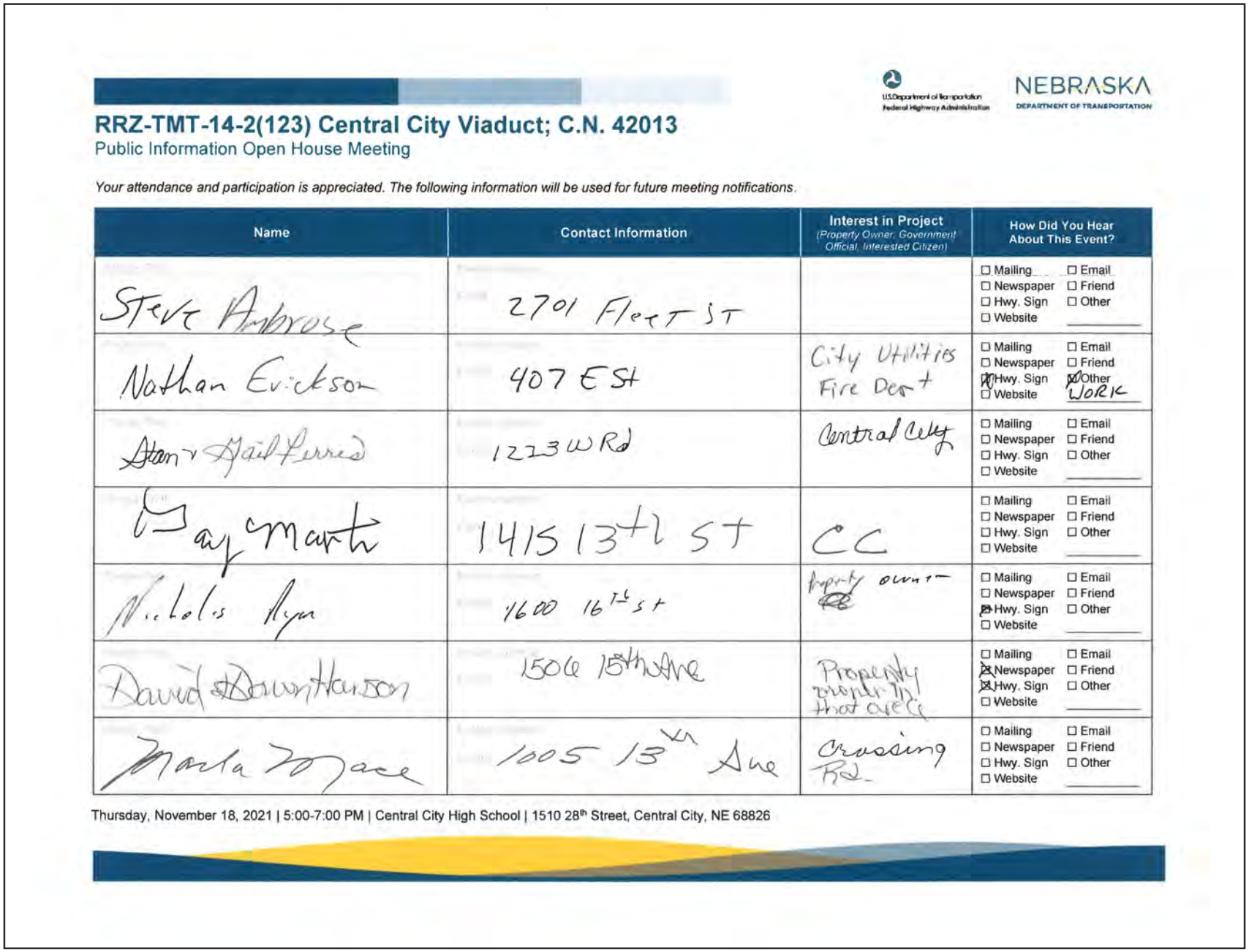

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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

Public Information Open House Meeting

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|---|---|---|---|
| Steve Ambrose | 2701 Fleet St | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Nathan Erickson | 407 E St | City Utilities Fire Dept | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☒ Other WORK ☐ Website |
| Stan & Gail Ferris | 1223 W Rd | Central City | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Gay Martin | 1415 13th St | CC | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Nicholas Nyn | 1600 16th St | Property owner | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| David & Dawn Hanson | 1506 15th Ave | Property property that owns | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Marla Mace | 1005 13th Ave | Crossing Rd | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

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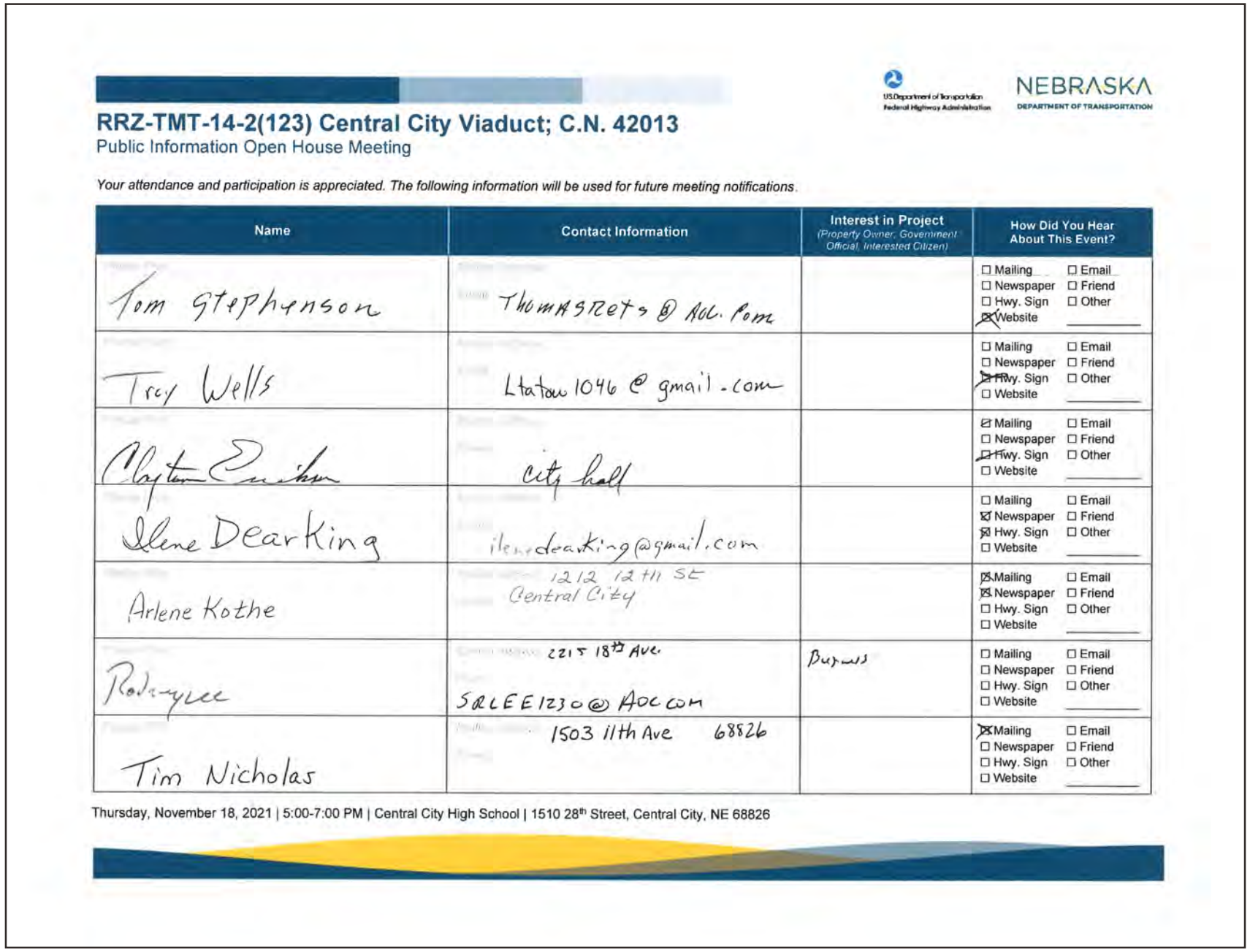

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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Public Information Open House Meeting

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| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Tom Stephenson | ThomasRets@AOL.com | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☒ Website |
| Troy Wells | Ltatow1046@gmail.com | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Clayton Smith | city hall | | ☑ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Ilene Dearking | ilenedearking@gmail.com | | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Arlene Kothe | 1212 12th St Central City | | ☒ Mailing ☐ Email ☒ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Rod Lee | 2215 18th Ave. SRLEE1230@AOL.COM | Business | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Tim Nicholas | 1503 11th Ave 68826 | | ☒ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

Thursday, November 18, 2021 | 5:00-7:00 PM | Central City High School | 1510 28th Street, Central City, NE 68826

# SIGN-IN SHEETS

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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

Public Information Open House Meeting

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| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Larry Joyce Petersen | 1832 Pintail Central<br>larry-petersen0731@yahoo.com | | ☐ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Dennis Wagner | 101 D St. Central City<br>101dw506@gmail.com | | ☐ Mailing ☒ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| JOE CLARKE | PAPER<br>jimsfoodt@gmail.com | | ☐ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Eve Reimers | tejhnk@gmail.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website |
| Tom Reimers | tomreimers63@gmail.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website |
| Tina Lindner | tinamlindner@gmail.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website |
| Tom Wagner<br>NANCY WAGNER | tomnancyjill@msn.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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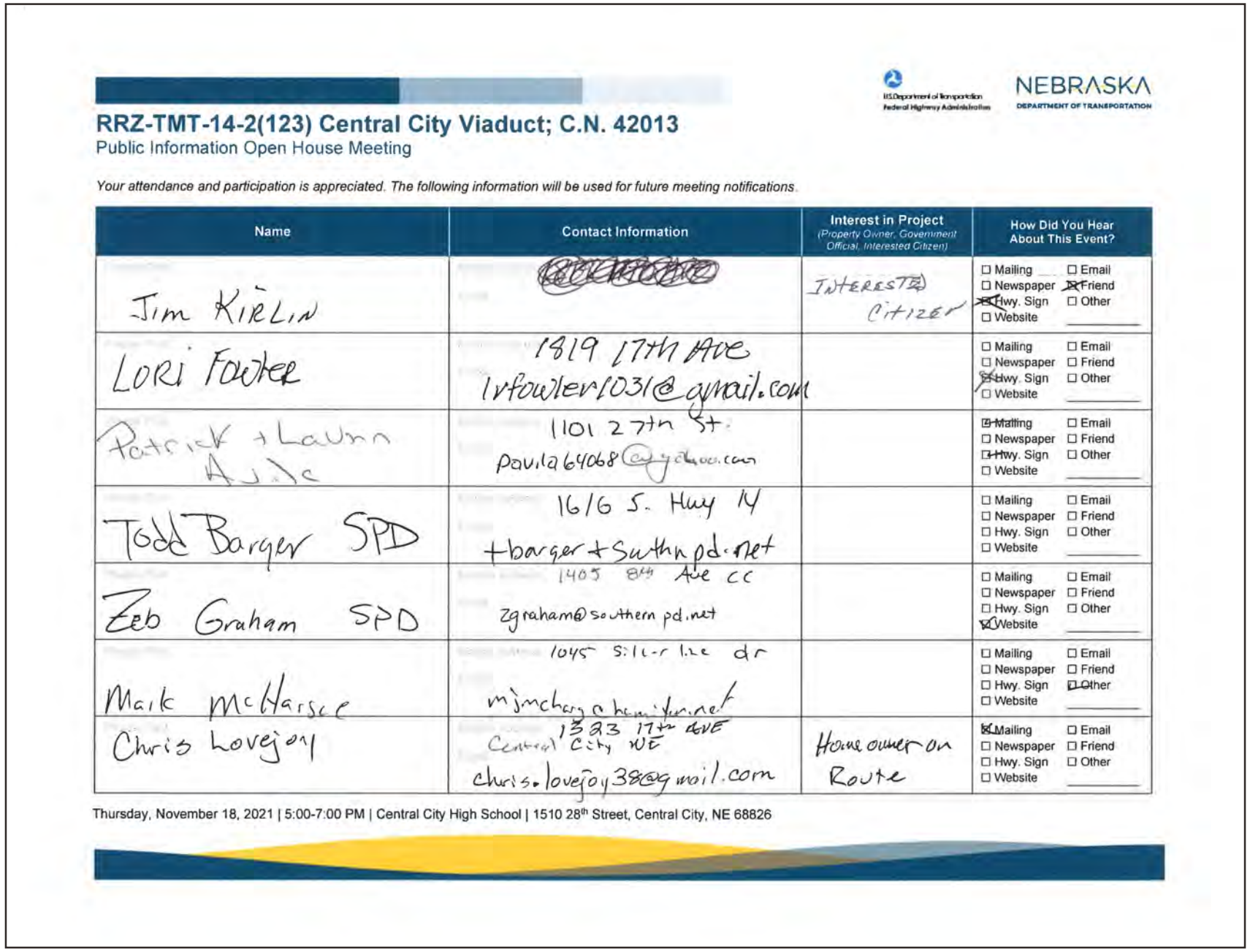

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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|---|---|---|---|
| Jim Kirlin | [redacted] | Interested Citizen | ☐ Mailing ☐ Email ☐ Newspaper ☒ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Lori Fowler | 1819 17th Ave<br>lrfowler1031@gmail.com | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Patrick + Lauren Ajuc | 1101 27th St.<br>paula64068@yahoo.com | | ☒ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Todd Barger SPD | 1616 S. Hwy 14<br>tbarger@southnpd.net | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Zeb Graham SPD | 1405 8th Ave CC<br>zgraham@southern pd.net | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☒ Website |
| Mark McHarsee | 1045 Silver Lake dr<br>mjmchargehamilton.net | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☒ Other ☐ Website |
| Chris Lovejoy | 1323 17th AVE Central City NE<br>chris.lovejoy38@gmail.com | Home owner on Route | ☒ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

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|---|---|---|---|
| Jacob Winterman | 2049 Hwy 30 Central City 68826 | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Russ Mace | 1737 Riverside Rd Central City | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Brent Stiang | 2006 15th Ave Central City | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Claudia Gaebler | 1418 10th Rd Central City NE | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Allen Gaebler | | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Cecelia Grote-Moran | 2112 17th Ave Central City, NE | | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Angela Blomstedt | 3204 17th Ave Central City, NE 68826 angelablomstedt@gmail.com | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

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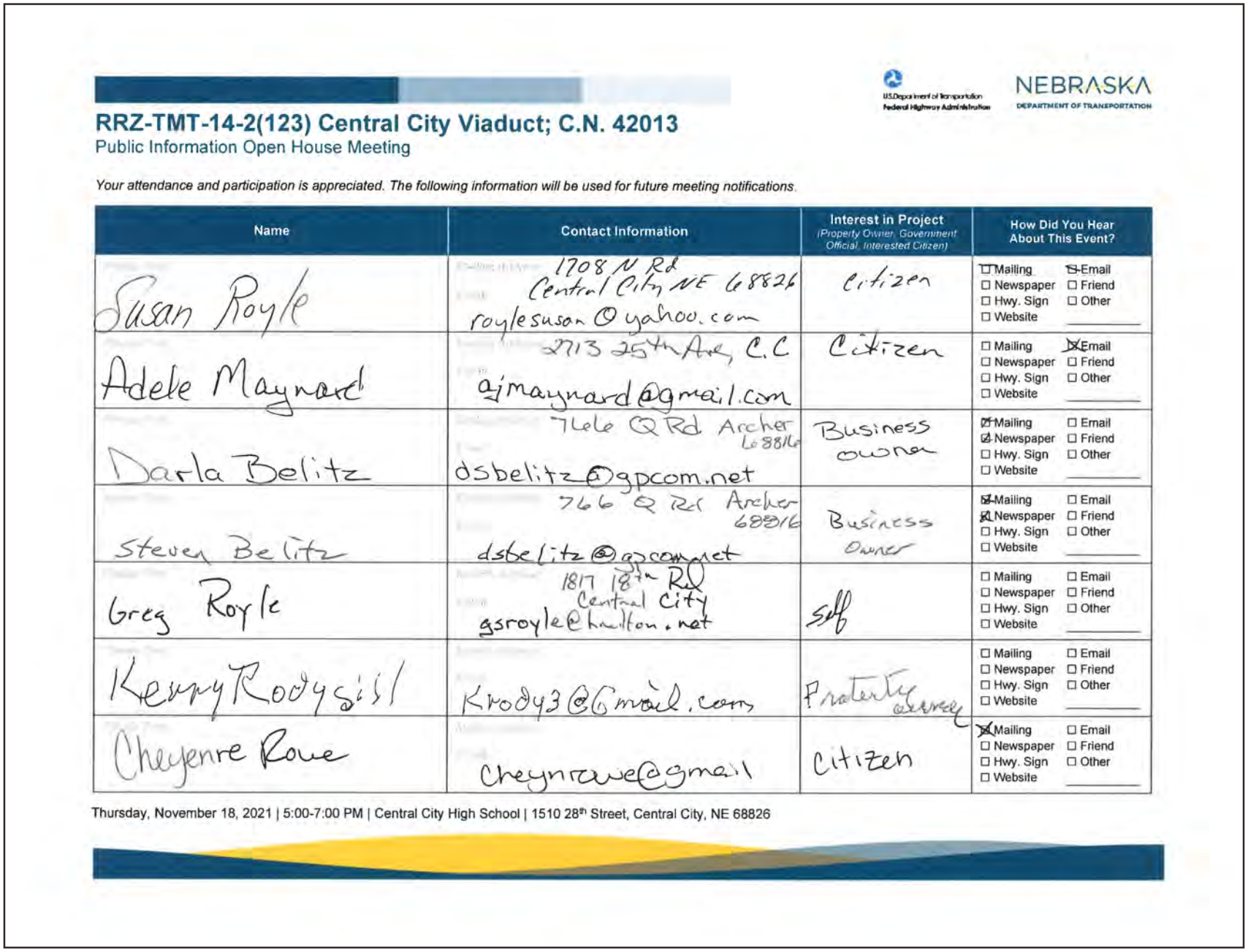

U.S. Department of Transportation Federal Highway Administration

NEBRASKA DEPARTMENT OF TRANSPORTATION

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Public Information Open House Meeting

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| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Susan Royle | 1708 N Rd Central City NE 68826<br>roylesusan@yahoo.com | citizen | ☐ Mailing ☒ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Adele Maynard | 2713 25th Ave, C.C<br>ajmaynard@gmail.com | Citizen | ☐ Mailing ☒ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Darla Belitz | 7666 Q Rd Archer 68816<br>dsbelitz@gpcom.net | Business owner | ☒ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Steven Belitz | 766 Q Rd Archer 68816<br>dsbelitz@gpcom.net | Business Owner | ☒ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Greg Royle | 1817 18th Rd Central City<br>gsroyle@hamilton.net | Self | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Kerry Rodysill | Krody3@Gmail.com | Property owner | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Cheyenne Rowe | Cheynrowe@gmail | citizen | ☒ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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Federal Highway Administration

NEBRASKA
DEPARTMENT OF TRANSPORTATION

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|---|---|---|---|
| Rex Weller | 1005 27th Street<br>Central City NE 68826 | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Andrea Simmons | 110 Timbercove Road<br>Marquette NE 68854 | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Jordan [illegible] | 1852 18th R.J. | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Myra Imhoff | | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Virgil Nora Lindner | 2604 20th Ave<br>C.C. 68826 | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Doug McHargue | 405 C Ave<br>Central City, NE 68826<br>doug@ccpresbyterian.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| JON PAUL | 1219-15th St. | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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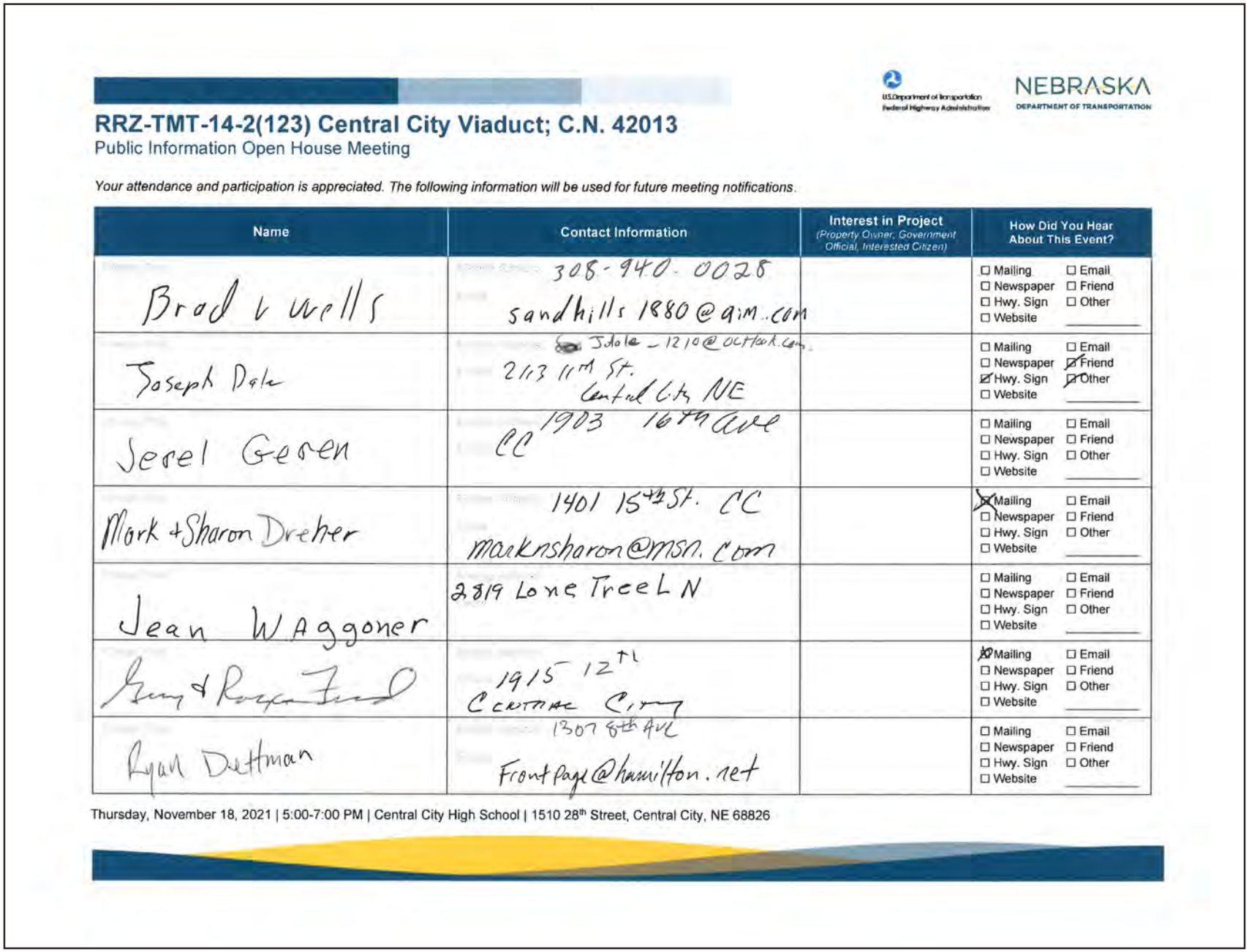

U.S. Department of Transportation Federal Highway Administration

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| Name | Contact Information | Interest in Project (Property Owner, Government Official, Interested Citizen) | How Did You Hear About This Event? |
|---|---|---|---|
| Brad L Wells | 308-940-0028<br>sandhills1880@gim.com | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Joseph Dale | Jdale_1210@octtlook.com<br>2113 11th St.<br>Central City NE | | ☐ Mailing ☐ Email<br>☐ Newspaper ☒ Friend<br>☒ Hwy. Sign ☒ Other<br>☐ Website |
| Jerel Geren | 1903 16th Ave<br>CC | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Mark + Sharon Dreher | 1401 15½ St. CC<br>marknsharon@msn.com | | ☒ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Jean W Aggoner | 2819 Lone Tree Ln | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Gary & Roxanne Fund | 1915 12th<br>Central City | | ☒ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Ryan Dettman | 1307 6th Ave<br>FrontPage@hamilton.net | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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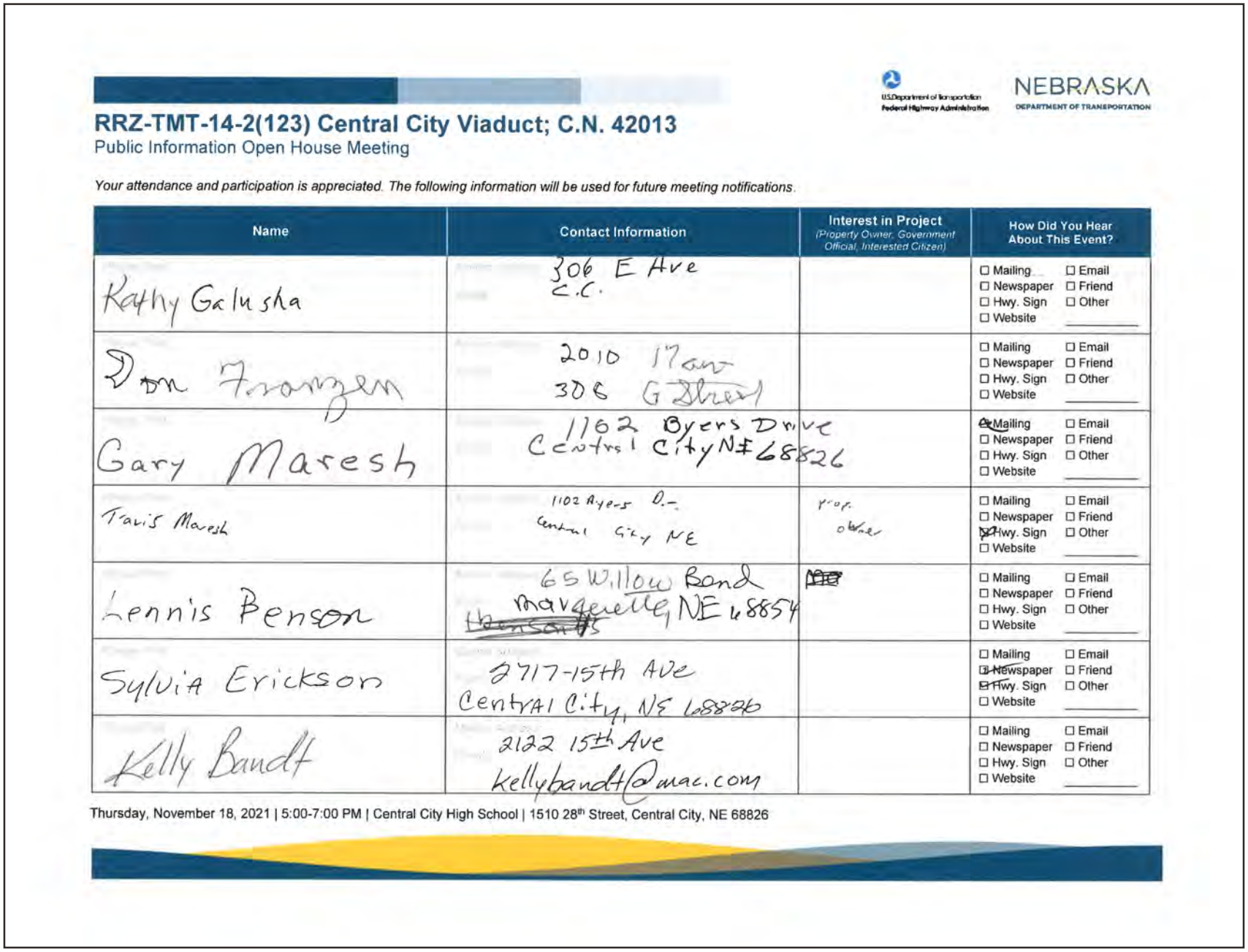

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|---|---|---|---|
| Kathy Galusha | 306 E Ave C.C. | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Don Franzen | 2010 17 ave 306 G Street | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Gary Maresh | 1102 Byers Drive Central City NE 68826 | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Travis Maresh | 1102 Ayers Dr. Central City NE | prop. owner | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Lennis Benson | 65 Willow Bend Marquette, NE 68854 | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Sylvia Erickson | 2717-15th Ave Central City, NE 68826 | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Kelly Bandt | 2122 15th Ave kellybandt@mac.com | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |

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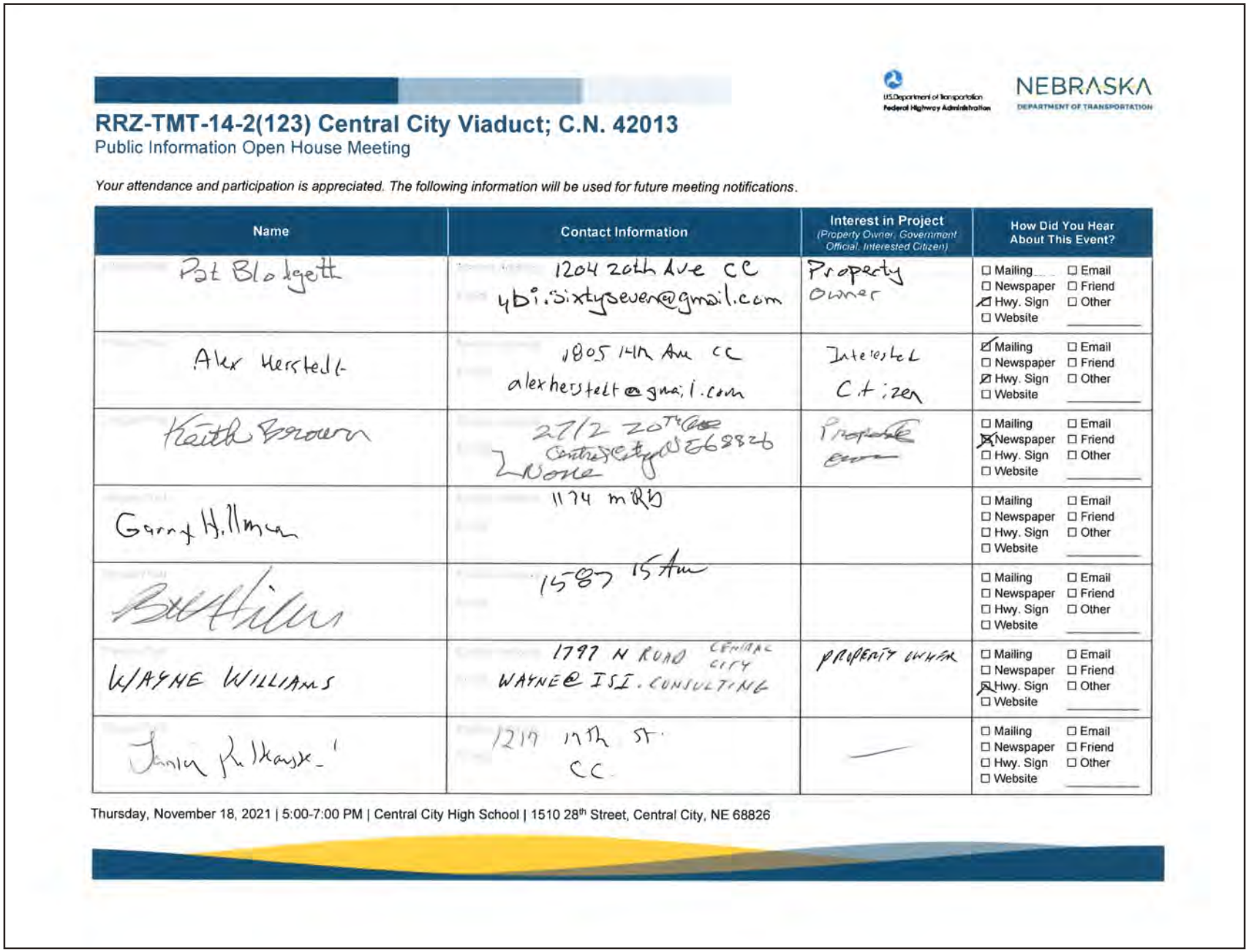

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|---|---|---|---|
| Pat Blodgett | 1204 20th Ave CC<br>4bi.sixtyseven@gmail.com | Property Owner | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☑ Hwy. Sign ☐ Other<br>☐ Website |
| Alex Herstelt | 1805 14th Ave CC<br>alexherstelt@gmail.com | Interested Citizen | ☑ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☑ Hwy. Sign ☐ Other<br>☐ Website |
| Keith Brown | 2712 20th Ave<br>Central City NE 68826<br>None | Property owner | ☐ Mailing ☐ Email<br>☒ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Gary H. Ilmen | 1174 m Rd | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| [illegible] | 1587 15 Ave | | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| WAYNE WILLIAMS | 1797 N ROAD CENTRAL CITY<br>WAYNE@ISI.CONSULTING | PROPERTY OWNER | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website |
| [illegible] | 1219 17th St.<br>CC | — | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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|---|---|---|---|
| Dale Janzen | 2316 11th St<br>308-940-0522 | Interested | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☒ Hwy. Sign ☐ Other<br>☐ Website |
| Don Ritta<br>Judy Ritta | 105 Highway St Marquette<br>jd5ritta@outlook.com | Interest | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☒ Website |
| Jon + Angie Paul | 1219 15th Street CC<br>angiepaul96@gmail.com | Property owner near proposed Project | ☒ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☒ Other<br>☐ Website |
| Jon Raasch | 1407 14th Ave | | ☒ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Deb Anderson | 1026 Silverline Dr. Marquette, NE 68854 | Interested | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |
| Meghan Placke | 1606 18th St. Central City, NE 68826 | Interested | ☑ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☑ Hwy. Sign ☐ Other<br>☐ Website |
| Ralph Superna<br>Lori Superna | 202 C Ave 68826<br>vhs@startmail.com | Property owner | ☐ Mailing ☐ Email<br>☐ Newspaper ☐ Friend<br>☐ Hwy. Sign ☐ Other<br>☐ Website |

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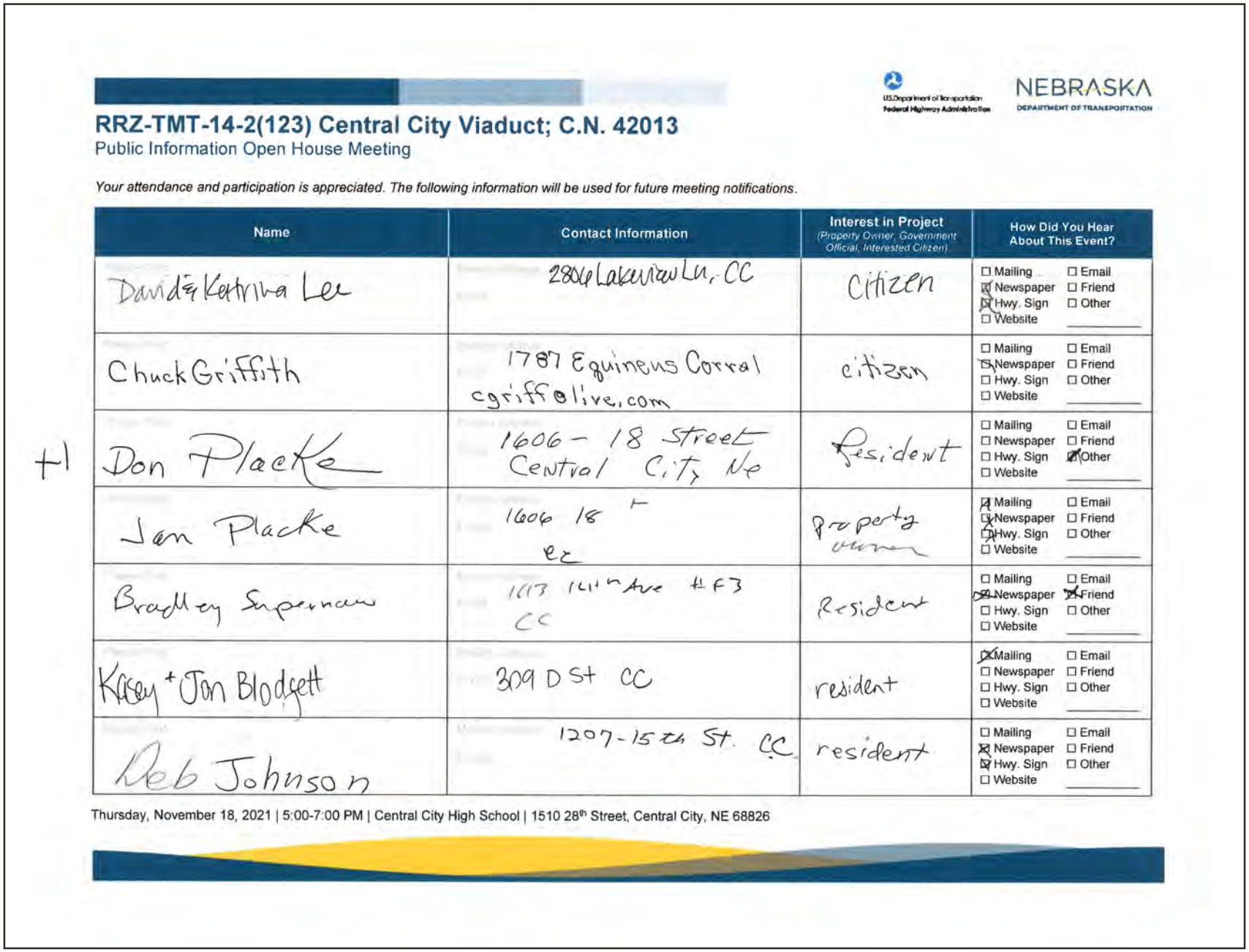

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|---|---|---|---|
| David & Katrina Lee | 2806 Lakeview Ln, CC | Citizen | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Chuck Griffith | 1787 Equinews Corral cgriff@live.com | citizen | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| +1 Don Placke | 1606 – 18 Street Central City, Ne | resident | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☒ Other ☐ Website |
| Jon Placke | 1606 18 th ez | property owner | ☒ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Bradley Superneau | 1613 16th Ave #F3 CC | Resident | ☐ Mailing ☐ Email ☒ Newspaper ☒ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Kasey + Jon Blodgett | 309 D St CC | resident | ☒ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Rob Johnson | 1207-15th St. CC | resident | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |

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|---|---|---|---|
| Kristen Hermansen-Rya | 1330 T Rd. | Property owner | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Lance Hermansen | 438 Merrick Rd | Son | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Thomas Hermansen | 409 17th Ave | Property owner Business owner | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Leslie Jensen | P.O. Box 25 Central City, NE | Property owner | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |
| Don Stewart | 2728 21st Ave CC | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Carol Stewart | 2728 21st Ave CC | | ☐ Mailing ☐ Email ☐ Newspaper ☐ Friend ☐ Hwy. Sign ☐ Other ☐ Website |
| Mark Sanchez | 2723 22nd Ave CC | | ☐ Mailing ☐ Email ☒ Newspaper ☐ Friend ☒ Hwy. Sign ☐ Other ☐ Website |

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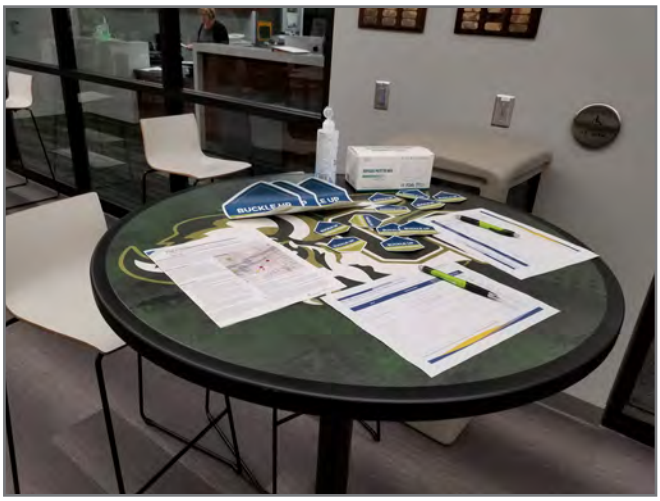
# PHOTOS OF MEETING



# SAMPLE COMMENT SHEET

## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

Which of the viaduct alignment alternatives do you prefer and why?

Which of the intersection alternatives do you prefer and why?

When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?

What street(s) do you use to cross the railroad tracks, how often, and for what purpose?

What social, economic, and environmental concerns do you have on each alternative?

Please provide any additional comments, questions, or concerns:

How do you cross the railroad tracks? Check all that apply.

- ○ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Phone:

Address: Email:

City, State, Zip:

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

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

U.S. Department of Transportation Federal Highway Administration

NEBRASKA Good Life. Great Journey

# SAMPLE COMMENT SHEET

*(Fold here)*

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 1181 LINCOLN NE

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: **Public Involvement**
NEBRASKA DEPT OF TRANSPORTATION
PO BOX 94759
LINCOLN, NE 68509-9983

*(Fold here)*

*(Tape closed - Do not staple)*

# COMMENT MATRIX

| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Stan Ferris<br>1223 W Road<br>Central City, Ne<br>68826<br>308-940-0149<br>sdferris48@gmail.com | East Alternative because 1. largest area available at N-14 junction & 2. disrupts the least number of property owners. | None. The downtown area shouldn't be disrupted, traffic flow would improve w/ closing N-14 RR crossing. The brick businesses shouldn't be relocated. | Concerns- Disruption of business and home owners | N-14 crossing for business and entertainment, no often. 13th St. for access to ethanol plant. | Efficient access to city businesses. Quick easy access for trucks. | Pedestrian/ bike RR crossing viaduct would also be needed close to C Avenue. | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preference for the East Alternative, for your preference on the No Action Alternative for the intersection improvements, and your preference for a pedestrian railroad crossing. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.<br><br>We recognize your concern regarding the impacts to downtown businesses; intersection improvements would be necessary to address changes in traffic patterns and the Department would endeavor to minimize impacts to the downtown area. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Gail Ferris<br>1223 W Road<br>Certral City, NE<br>68826<br>308-940-0149<br>sgferris48@gmail.com | East Alternative- Least disruptive to homes and businesses | None. Leave downtown alone. The viaduct will slow our problems w/closing HWY 14. No adequate space for round-a-bouts. Proposals unsightly. | Concerns- Disruption of businesses. Benefits-traffic flow over RR tracks, better emergency access | Hwy 14 RR crossing- would forgo if viaduct installed | Not enough space for round-a-bouts. Appearance of round-a-bouts. | Leave downtown alone. Provide viaduct over RR. Who keeps trash off the fence if Hwy 14 RR crossing closed? | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preference for the East Alternative and for your preference on the No Action Alternative for proposed intersection improvements downtown. Proposed improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.<br><br>We recognize your concern regarding the impacts to downtown businesses; intersection improvements would be necessary to address changes in traffic patterns and the Department would endeavor to minimize impacts to the downtown area. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements. Maintaining the railroad property and fence, which would include trash removal from the fence, would ultimately be the responsibility of Union Pacific Railroad.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Joe Clarke<br>308-940-0946<br>jimsfoods@gmail.com | East alternative | One-way pairs. 4. | | | | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Deb Beck<br>400 W. Barton<br>Clarks, NE 68628<br>308-624-0072<br>deborah.k.beck@gmail.com | Whichever works better for those that live in the city. | Whichever works better for those that live in the city. | Whichever works better for those that live in the city. | Whichever works better for those that live in the city. | Whichever works better for those that live in the city. | Whichever works better for those that live in the city. | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preference regarding the viaduct options and intersection improvements for whichever option that would work best for those that live in the city. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Doug McHargue<br>405 C. Ave<br>Central City,NE<br>68826<br>308-940-0996<br>doug@<br>ccpresbyterian.com | East close alternative connecting to 13th St.-1. closer route already in use whe street is closed. | Larger roundabout to keep traffic moving and least interruption to C ave and local traffic. | Closing too many alternate/existing crossings and dividing the town. Easy access to the other 1/2 of the town. | C Ave for church, kids school, grocery shopping, getting gas. 10x's or more a day. | Socially and economically-easy access around town | C Ave is important to keep open. It connects to North Park, Kernal Field, and Ormsby connecting to Archer Worms etc. in the most direct way. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger roundabout option) for the proposed intersection improvements. We appreciate your concern with the potential for railroad crossing closures in the town; specifically at the C Avenue crossing. Any state funded grade separation project requires closing a minimum of two public at-grade railroad crossings to meet the state statute. At this time Nebraska Highway 14 (N-14) and 13th Street are likely to be closed. Other crossings are under consideration and the environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Avila<br>1101 27th Street<br>Central City, NE<br>68802<br>816-582-6288<br>jrupavila@gmail.com | East-no business loss | Concept 4-Roundabouts are confusing, less business loss | Safety benefits-less time wasted waiting on trains-less noise | Hwy 14- to go to Nursery north of town | Economic-affecting businesses<br><br>Safety at intersection of 30/14 | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Your concern for safety at the U.S. Highway 30 (US-30) andNebraska Highway 14 (N-14) intersection is greatly appreciated. With any solution, safety would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern regarding the impacts to downtown businesses. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of N-14 and US-30. Intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns, local economy, and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Patrick Avila<br>1101 27th St<br>Central City, NE<br>68826<br>816-766-3271<br>pavila64068@yahoo.com | East Alternative-minimal building cost | Concept 4-Minimal building loss<br><br>Better traffic flow | Concerns-better/ safer Hwy 14/30 intersection<br><br>Flow of traffic on Hwy 30 | Hwy 14- to get North of town | Building Loss/ Structural Loss/ Business loss | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Your concern for safety at the U.S. Highway 30 (US-30) andNebraska Highway 14 (N-14) intersection is greatly appreciated. With any solution, safety would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks and would provide access at all times; as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern regarding the impacts to downtown businesses. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of N-14 and US-30. Intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Dale Janzen<br>2316 11th St<br>Central Cit, NE<br>68826<br>308-940-0522<br>djanzen@sbcglobal.net | 10th -impacts fewer # of residences | Roundabout-traffic flow<br><br>2nd- Relocate Hwy 14 to C Ave-recquires a stop light | If you close C Ave or F Ave-needed for truck traffic to and from the elevator | F Ave- majority of time, home and work<br><br>C Ave- less often | | Anything is better than what we have now | Drive<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Your concern for safety at the U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) intersection is greatly appreciated. With any solution, safety would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern regarding the impacts to downtown businesses. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of N-14 and US-30. Intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns, local economy, and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| No Name | None- they both dump traffic to Hwy 30. It solves 1 problem and creates another 1. | Both are no good | No benefits to the project- Central City doesn't benefit | Hwy 14- work- no benefit to closing all of the RR crossings to force viaduct usage | | Go back to the drawing board | | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your comments and concerns. The No Action Alternative is being reviewed as a part of the environmental and design process to fully evaluate the potential for impacts from each alternative.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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|---|---|---|---|---|---|---|---|---|
| Brad Wells<br>1796 Equineas<br>Central City, NE<br>68826<br>308-940-0028<br>sandhills1880@aim.com | None- Poorly thought out- forcing use of viaduct- curved structure with short approaches creates hazards for weather/ large truck traffic/ oversized loads | None- disruption of: downtown traffic/parking/ businesses; Hwy 30 traffic | Disruption of traffic to Hwy30/parking downtown | C Ave, 13th St, Fairgrounds Rd, Hwy 14 | Disruption to downtown/ disruption to businesses. Added traffic to Hwy 30. Major loss of parking. Traffic hazards due to viaduct. | Getting emergency responder input. Hwy 30 traffic not improving/ getting worser | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for your comments and concerns. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. We recognize your concern regarding the impacts to downtown businesses and parking. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). While each viaduct alternative meets Nebraska Minimum Design Standards, that does not mean that there are not more or less desirable design features with each option currently under consideration. NDOT will continue considering these differences when working towards identifying a preferred viaduct alternative.<br><br>The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Dawn Hanson<br>1506 15th Ave<br>Central City, NE<br>68826<br>308-946-3963<br>ddfaeh@hotmail.com | East alternative- it affects less residential home | One-way Pairs-less impact on businesses and senior center/ senior citizens | 1.Impact to handicap/ senior citizens. Kids safety walking to/from school.<br><br>2. Hwy 30 traffic- better flow. Emergency Service access. Hwy 14 not being impeded | 13th St-daily; 14th St.- daily; C Ave and F Ave-weekly, all for work | Concept 2- businesses/ parking being affected. Also, semi traffic<br><br>Concept 4- need traffic light @C Ave for pedestrians<br><br>Concept 5- impact to senior citizens/their parking | Harvest Season- C Ave/F Ave truck traffic for Hwy 30<br><br>Keep F Ave and C Ave RR crossings open for farmers (grain elevator) | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Concept 4 may include a traffic signal at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) to maintain traffic flow and allow for pedestrian crossing. A traffic signal may be included in Concept 4 to improve traffic flow through the area. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. Your concern for safety is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern regarding the impacts to downtown businesses and parking. Parking stalls would remain compliant with the American Disabilities Act for all proposed alternatives, including the areas around the senior citizens center. Improvement to the intersection would be designed to limit the number of disruptions to businesses. Thank you for your input on and concerns with truck traffic, especially during harvest season. We will fully evaluate the potential for impact on truck traffic through each intersection alternative, as well as truck traffic patterns around the elevator. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns, pedestrian safety, and seasonal truck traffic from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation |

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| Virgil Lindner<br>2606 20th Ave<br>Central City, NE<br>68826<br>308-946-3326<br>vnlindner@<br>eaglecom.net | East-impact fewer residences. Prefer roundabout at highway 30 intersection | Concept 2-best traffic flow | | Hwy 14 and Ave F- 3 or 4 times a week. During harvest season 16-20 times a day | | An intersection as in concept 2 and no viaduct would improve traffic flow | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 2 (the larger roundabout option) for the proposed intersection improvements. Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Sylvia Erickson<br>2717 15 Ave<br>Central City, NE<br>68826<br>308-946-2219 | None- affects to businesses/ residences | Keep C Ave open- main roads for those that live North<br><br>Don't close RR Crossings- main crossing for emergency vehicle<br><br>Address Hwy 30 traffic-light timing | Roundabout- semi's being able to use it/buildings demolished to make room for it | E St. and C. Ave- home<br><br>Hwy 14- to access the other side of the RR | How many businesses/ homes destroyed to make it happen | Farmers/ people that live on other side of tracks/ students use C Ave to cross the RR | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County.<br><br>Thank you for sharing your comments, concerns, and preference for the No Action Alternative. The No Action Alternative will be carried through the environmental and design review process. Your concern for safety is greatly appreciated. With any solution, safety and first responder access will remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrians (including students) and vehicle traffic. The roundabout options are designed to allow truck traffic to use the concrete apron of the roundabout to maneuver through the area. With the roundabout option there is no need for traffic signals or concerns for traffic light timing.<br><br>Thank you for your concern and input regarding truck traffic accessing the grain elevator during harvest season. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from the alternatives presented to the public.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Susan Royle<br>1708 N Road<br>Central City, NE<br>68826<br>308-946-3633<br>roylesusan@yahoo.com | None-homes/ businesses affected. It would be better to go around Central City and come out by the fairgrounds/ hospital. Two proposed routes are more costly. | | | 13th St and Hwy 14- to travel North of CC. Take gravel if RR tracks blocked due to trains | Due to large truck traffic-keep routes simple-detour around town. Cost of project is concern too. | An overpass is needed w/2 major highways. Traffic flow with semi's is a concern. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate truck traffic through the town and improve the flow of traffic for residents. At this time, routing traffic to the outside of town is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion with truck traffic and passenger vehicles currently taking place at this location. Thank you for your input and preference on rerouting US-30 and N-14 around the town. This would still require the need for a grade separation to reduce the train exposure factor. The combination of re-routing N-14 and US-30 with a grade separation over the railroad would likely be more costly than the alternatives under consideration. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

# COMMENT MATRIX

| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Tom Wagner<br>1782 Equinous Corral<br>Central City, NE<br>68826<br>308-940-0226<br>tomnancy211@msn.com | East Alternative-connect to 13th St | #4- More Parking/less business relocation | Traffic flow through triangle better | C Ave and Hwy 14- too many farm North of town | | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation |

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| Keith Brown<br>2712 20th Ave<br>Central City, NE<br>68826<br>308-624-2377 | None-routing all of the traffic will increase problems on Hwy 30 | | | C Ave or Hwy 14-2 to 4 times a week | | Need overpass above RR tracks and Hwy 30 like overpass on Dodge in Omaha | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for your comments and concerns. We appreciate your idea of creating a structure similar to the Dodge Street Expressway being designed through the town. The cost of such structure exceeds the proposed alternatives and would likely result in a greater amount of impacts to the community. The proposed viaduct alternatives in combination with improvement to the intersections would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). Each viaduct option would be designed to meet standard specifications for all vehicular traffic to utilize the viaduct.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Rex Weller<br>1005 27th St<br>Central City, NE<br>68826<br>308-940-1748<br>rexeweller@gmail.com | East Close- better for truck traffic | Concept 2- eliminates traffic lights | Better flow of traffic. Safety crossing RR | Hwy 14 and C Ave- going back and forth from farm | | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. Your concern for safety is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrians (including students) and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Mike Royle<br>1708 N Rd.<br>Central City, NE<br>308-940-0998 | None-move route around CC. Drop the overpass next to the hospital | | Any overpass in town will take up too much space and be costly | Use them all | Don't worry about businesses, worry about traffic flow | Put new viaduct by new hospital. Take the traffic South. Wahoo, Fremont, and Scuyler did it right. | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate truck traffic through the town and improve the flow of traffic for residents. At this time, routing traffic to the outside of town is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion with truck traffic and passenger vehicles currently taking place at this location. Thank you for your input and preference on rerouting US-30 and N-14 around the town. This would still require the need for a grade separation to reduce the train exposure factor. The combination of re-routing N-14 and US-30 with a grade separation over the railroad would likely be more costly than the alternatives under consideration. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Rodney Lee<br>2215 18th Ave.<br>Central City, NE<br>68826<br>308-940-0978<br>srlee1230@aol.com | East Close Alternative- connects 13th St/ would help businesses | Concept 4 - least restrictions on businesses | More traffic for businesses. Relocating people and their homes. | Hwy 14 and C Ave- to get to ball field and grass dump | | | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). We recognize your concern regarding the impacts to homeowners. Improvement to the intersection and viaduct alternatives would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Ralph Supernaw<br>202 C Ave<br>Central City, NE<br>68826<br>308-548-8408<br>rhs@startmail.com | East Alternative- less traffic on 13th St | Concept 2- Roundabouts are difficult due to blindness | Must be able to walk to businesses and have traffic lights at highway crossings | C Ave and 17 Ave- walking to bank and businesses. | Concerns- traffic increase on C Ave and 13th St | | Drive<br>Walk | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). The intersection improvement for Concept 2 that includes the larger diameter roundabout would include marked pedestrian crosswalks with proper signage. The pedestrian signage would warn vehicular traffic about the potential presence of pedestrians within the crosswalk. Vehicular traffic would be expected to abide by state laws and yield to the pedestrians utilizing the crosswalk. The design of the crosswalk and signage included at the roundabout would meet the standards under the Americans with Disabilities Act (ADA).<br><br>In regard to the viaduct, the intersections at each end would consist of either a T-intersection with traffic signals or a stop sign, a roundabout, or a combination of these options. The viaduct intersections are still under consideration as to what would best suit the needs of the community. Traffic signals may be included at the intersections that are not being considered for a roundabout and would include an appropriate signaled pedestrian crosswalk. If a roundabout is included at either end of the viaduct, a pedestrian crosswalk would be included and would also include proper signage that would meet the standards under the ADA.<br><br>The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| No Name | | | | 17th Ave | | Go further North around to East old tracks. Concerned about speed limit on Hwy 14 | | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for your comments and concerns. At this time routing traffic to the outside of town is outside of the scope of this project; however, modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion currently taking place at this location. A traffic study would be completed to determine the designed speed limits on N-14 and US-30 that accommodate traffic flow and the community needs.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Kerry Rodysill<br>1026 20th St<br>Central City, NE<br>68826<br>308-940-0902<br>krody3@gmail.com | The straignt viaduct or East Alternative | Concerned about roundabouts being used correctly by drivers | Concerned about semi traffic flow going to elevator. Travel down Hwy14. Traffic flow take alley and line up for the elevator is E to W only. Elevator at F. | | | | | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative. Intersection improvements are being reviewed to determine which intersection alternative best fits the needs for the community. Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. The roundabout options are designed to allow truck traffic to use the concrete apron of the roundabout to maneuver through the area. If a roundabout option is selected, additional information, materials, and resources may be dispersed through the community to answer any questions on proper roundabout operations. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic, pedestrian safety, and seasonal truck traffic from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Alex Herstedt<br>1805 14th Ave<br>Central City, NE<br>68826<br>308-760-6295<br>alexherstedt@gmail.com | East Viaduct-Less impact on residents. Better in winter for semi's. | Roundabout-far safer than signals and improve traffic flow | Concern-impact to residents<br><br>Benefits- better traffic flow/not having to wait on train | 13th St crossing-for work 10 times a week | Social-displacement of residents from their homes<br><br>Economic-none<br><br>Environmental-none | Want to see viaduct-currently worried about emergency vehicles getting stuck | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. We recognize your concern regarding the impacts to homeowners. Improvement to the intersection and viaduct alternatives would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Angie Paul<br>1219 15th St<br>Central City, NE 68826<br>402-564-0330/402-753-5773<br>angiepaul96@gmail.com | 13th St over 10th St. because we use it daily. Viaduct is better suited for west end of town. | Concept 4 or 5- Roundabouts not my favorite | Viaduct Concerns-traffic noise, brighter lights, train noise, increased traffic on 13th ave | 17th St.- sometimes<br><br>14th St.- 2-8 times everyday for work/school/ activities | Viaduct Concerns-traffic noise, brighter lights, train noise, increased traffic on 13th ave | Viaduct Concerns-traffic noise, brighter lights, train noise, increased traffic on 13th ave<br><br>Want molasses plant removed so the train wouldn't be needed. | Drive<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs) or Concept 5 (relocating Nebraska Highway 14 (N-14) to C avenue) for the proposed intersection improvements. A traffic signal may be included for both Concepts 4 and 5 at the U.S. Highway 30 (US30)/N-14 intersection. The environmental and design process will fully evaluate the potential for traffic noise and visual impacts and impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements. Removing the molasses plant is outside the scope of this project.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Jon Paul<br>1219 15th St<br>Central City, NE<br>68826 308-940-1153<br>water@cc-ne.com | 13 St. Alternative- main road for us used daily | Prefer roundabouts over traffic lights | Viaducts are better than crossings<br><br>Concerns: train noise off viaduct, affect to traffic and street lights on 15th St. | 13th- several times a day for school/home | Viaduct Concerns- traffic noise, brighter lights, train noise, increased traffic on 13th ave | Truck Scale at end of 13th Ave needs moved. Closing 13th St crossing will affect trucks using scale. | Drive<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Traffic signals may be placed on each intersection improvement alternative that does not include a roundabout. We appreciate the information regarding the truck scale on 13thAvenue. We will fully evaluate the potential for impact for each proposed alternative. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Jerry Schuele<br>1107 16th Street<br>Central City, NE<br>jerry.schuele@gmail.com | East Viaduct to 10th Street | 4 or 5 | Possible historic significance of triangle area downtown as landmark. | NA | Pedestrian crossing at D Ave | Preserve C Ave and F Ave | | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative, Concept 4 (one-way pairs) or Concept 5 (relocating Nebraska Highway 14 (N-14) to C avenue) for the proposed intersection improvements, and a preference for a pedestrian crossing over the railroad. A traffic signal may be included for both Concepts 4 and 5 at the U.S. Highway 30 (US-30)/N-14 intersection. The environmental and design process will fully evaluate the potential for possible historic impacts and impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
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| Curtis and Paulette Fogg doctor_ozone32@yahoo.com | Neither | Neither | traffic, noise, impacts to city | NA | loss of parking, imapcts to businesses, roundabouts don't work, need stoplight at US-30 and 15th Ave. | New bypass by hospital | | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate traffic backups for residents. At this time, routing traffic to the outside of town and near the hospital is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion currently taking place at this location. Roundabouts are considered as alternatives and NDOT will fully evaluate the potential for impacts on traffic patterns. We recognize your concern for loss of parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Vincent Ohlman<br>1778 Fairgrounds Rd<br>Central City, NE<br>68826<br>308-940-1476<br>ohlman.v@gmail.com | East Close Alternative- closer access to Central City | Concept 4- concept 2 or 5 lose business parking | Benefits- bypassing the train traffic | C Ave, F Ave, Hwy 14- Fairgrounds | None | Emergency vehicles need to get past tracks without waiting for train. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Noah Carlson<br>2812 Lakeview LN<br>Central City, NE<br>68826<br>308-482-0301<br>noahconrad919@<br>hotmail.com | East Close Alternative- Connects to 13th Street. Makes it easier for semi's heading to ethenal plant. | Concept 4- other concepts affect businesses | Benefits- being able to cross train tracks | Fairground Road-visit family | Construction effect on downtown businesses. | Build the 13th Street overpass. | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). We recognize your concern regarding the impacts to downtown businesses; the preferred intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

# COMMENT MATRIX

| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Kevin Ohlman<br>1774 Fairgrounds Rd<br>Central City, NE<br>68826<br>308-940-0973<br>ohlmankevin@gmail.com | East Close Alternative- Connects to 13th Street. Makes it easier for semi's heading to ethanol plant. | One Way Pairs Concept 4- loss of parking with other options | Benefits- being able to cross train tracks | C Ave, Fairgrounds Rd, F Ave- daily | Emergency vehicles would be able to cross the tracks. | Build the 13th Street overpass. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

# COMMENT MATRIX

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|---|---|---|---|---|---|---|---|---|
| Michelle Ohlman<br>1778 Fairgrounds Rd<br>Central City, NE<br>68826<br>308-940-1219<br>mohlman7@hotmail.com | East Close Alternative- connects to 13th Street | Concept 4- loss of parking with other options | Concerns- losing parking for businesses if overpass isn't built<br><br>Benefits- always being able to get around tracks. Emergency vehicles being able to cross | Fairgrounds Rd, C Ave, F Ave,- daily work/school | Emergency vehicles would be able to pass without waiting/ children would be to school on time | Listen to the people who live by the tracks and deal with it daily. Build the 13th Street overpass. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

# COMMENT MATRIX

| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Jeff Jensen<br>1711 15th Ave<br>Central City, NE<br>68826<br>308-946-3055<br>jjensen@<br>centralcityps.org | East Alternative- smoothest movement of traffic, less impact on housing/ business | Concept 4- reduces delays, creates ease of traffic, limited impact on business, less construction | Concerns- None<br><br>Benefits- safety, lack of delays, ease of travel | C Ave mostly to access baseball field | Don't worry about concerns- proceed | Very in favor of overpass due to safety concerns and transportation delays. | Drive | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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|---|---|---|---|---|---|---|---|---|
| Linda Riblett<br>1818 15th Road<br>Central City, NE<br>68826<br>308-940-1003<br>lriblett@gmail.com | East Close Alternative- Connects to 13th Street. Makes it easier for semi's heading to ethanol plant. | Concept 4- loss of parking with other options | Benefits- always being able to get around tracks. Emergency vehicles being able to cross | C Ave- 4-6 times/day to get to and from work.<br><br>G Street (Hwy 30) Fairgrounds Rd-daily | Emergency vehicles would be able to cross the tracks. | Please build overpass, it is necessary to keep people/ property safe on North side of town. transportation delays. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Jessica Ohlman<br>1778 Fairgrounds Rd<br>Central City, NE<br>68826<br>308-940-1887<br>jjohlman16@gmail.com | East Close Alternative- connects to 13th Street | Concept 4- loss of parking with other options | Concerns- losing parking for businesses if overpass isn't built<br><br>Benefits- being able to cross the tracks at any time, semi's would have a more direct path for grain delivery | Fairgrounds Rd, C Ave, F Ave- daily | Emergency vehicles would be able to cross the tracks. | Please build the 13th St overpass transportation delays. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.<br><br>We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

# COMMENT MATRIX

| Contact Information | Which of the viaduct alignment alternatives do you prefer and why? | Which of the intersection alternatives do you prefer and why? | When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate? | What street(s) do you use to cross the railroad tracks, how ofter, and for what purpose? | What social, economic, and environmental concerns do you have on each alternative? | Additional comments, questions, or concerns. | How do you cross the RR tracks. Check all that apply. | Comment Response |
|---|---|---|---|---|---|---|---|---|
| Kirstin Fasbender<br>1505 16th Street<br>Central City, NE<br>68826<br>402-706-7251<br>kfasbender@<br>archerccv.org | Concept 4- least impact to businesses/ homes | Concept 4- least impact to businesses/ homes | Nothing but good will come from viaduct- please make this happen | All streets are used-active bike and travel by car. | Least invasive impact is concept 4 | We need the viaduct to make the community a safe place. Overpass transportation delays. | Drive<br>Walk<br>Bike | The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed Central City Viaduct project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.<br><br>Thank you for sharing your preferences for the viaduct alternatives and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.<br><br>We appreciate the feedback that you have provided. Thank you for your participation. |

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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** East Alternative

1) Largest area available at N-14 junction.
2) Disrupts the least number of property owners

**Which of the intersection alternatives do you prefer and why?** None of them.

I think the downtown area should not be disrupted. Traffic flow would be improved with closing N-14 grade RR crossing. The brick business buildings should not be relocated.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Concerns - Disruption of business and home owners

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

We use N-14 crossing for business and entertainment.
We live north of town - so not much
We also use 13th street grade crossing for access to ethanol plant

**What social, economic, and environmental concerns do you have on each alternative?**

I believe efficient access to city business is important for economic growth.
Quick easy access for trucks is important.

**Please provide any additional comments, questions, or concerns:**

Pedestrian / bike RR crossing viaduct would also be needed close to Avenue.

**How do you cross the railroad tracks? Check all that apply.**

- ☒ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Stan Ferris
Address: 1223 W Road
City, State, Zip: Central City NE 68826
Phone: 308-940-0149
Email: sdferris48@gmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

STAN FERRIS
1223 W ROAD
CENTRAL CITY NE 68826

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

Dear Stan Ferris:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preference for the East Alternative, for your preference on the No Action Alternative for the intersection improvements, and your preference for a pedestrian railroad crossing. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

We recognize your concern regarding the impacts to downtown businesses; intersection improvements would be necessary to address changes in traffic patterns and the Department would endeavor to minimize impacts to the downtown area. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
Department of Transportation
MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759
PHYSICAL ADDRESS
1500 Highway 2
Lincoln, NE 68502
PHONE 402-471-4567
EMAIL NDOT.ContactUs@nebraska.gov
dot.nebraska.gov

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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

After attending the public meeting on Nov. 18, I feel the "east alternative" as it would be the least disruptive to Central City's ~~X~~ homes and businesses.

**Which of the intersection alternatives do you prefer and why?**

None - leave our downtown businesses alone. The ~~viaduct~~ viaduct will solve our problems with closing the Hwy 14 crossing. We don't have adequate space for round abouts and proposals would be unsightly.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

I don't want our businesses relocated or disturbed. But we need the viaduct for traffic flow over the RR tracks -- esp. during emergencies.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

I use the Hwy 14 RR ~~crossing~~ crossing when going to CC -- but will forgo if we can get a viaduct.

**What social, economic, and environmental concerns do you have on each alternative?**

I just don't feel we have sufficient space for round-abouts without impacting our businesses. I believe the proposals of round abouts would be very unattractive for our downtown.

**Please provide any additional comments, questions, or concerns:**

Just leave our downtown alone.
Please provide viaduct over the railroad
Who keeps trash off the fence if Hwy 14 RR crossing closes?

**How do you cross the railroad tracks? Check all that apply.**

- ☒ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Gail Ferris
Address: 1223 W Rd
City, State, Zip: Central City NE 68826
Phone: 308-940-0149
Email: sgferris48@gmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

GAIL FERRIS
1223 W ROAD
CENTRAL CITY NE 68826

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

Dear Gail Ferris:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preference for the East Alternative and for your preference on the No Action Alternative for proposed intersection improvements downtown. Proposed improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

We recognize your concern regarding the impacts to downtown businesses; intersection improvements would be necessary to address changes in traffic patterns and the Department would endeavor to minimize impacts to the downtown area. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

Maintaining the railroad property and fence, which would include trash removal from the fence, would ultimately be the responsibility of Union Pacific Railroad.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
Department of Transportation
MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759
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PHONE 402-471-4567
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dot.nebraska.gov

## COMMENT SHEET

# Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

WITH ALTERNATE 2

EAST CLOSE

**Which of the intersection alternatives do you prefer and why?** One-way pairs - 4 Sway

4

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

**What social, economic, and environmental concerns do you have on each alternative?**

NONE

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: JOE CLARK

Address:

City, State, Zip:

Phone: 308 940 0946

Email: jimsfoods@gmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

Joe Clark
jimsfoods@gmail.com

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

Dear Joe Clark:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
Department of Transportation
MAILING ADDRESS
PO Box 94759
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1500 Highway 2
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PHONE 402-471-4567
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dot.nebraska.gov

# PUBLIC COMMENTS

## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

Whichever works better for those that live in Central City.

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**Which of the intersection alternatives do you prefer and why?**

Same

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Same

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Same

**What social, economic, and environmental concerns do you have on each alternative?**

Same

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

**Please provide any additional comments, questions, or concerns:**

I just want Central City to build a viaduct! My elderly parents were on the north side of the tracks one Sunday morning after Church. After brunch with dad's Cousins, they proceeded to Highway 30. Dad told mom he needed to go to Emergency Room @ Hospital. A train stopped them and Dad passed away waiting for the train to start again + open the crossing. No time to go to another crossing. All blocked by train.

Please Print

Name: Deb Beck
Address: 400 W. Barton
City, State, Zip: Clarks, NE 68628
Phone: 308-624-5072
Email: deborah.k.beck@gmail.com + dbeck@pinnbank.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

DEB BECK
400 W BARTON
CLARKS NE 68628

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

Dear Deb Beck:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preference regarding the viaduct options and intersection improvements for whichever option that would work best for those that live in the city. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
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# PUBLIC COMMENTS

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## Central City Viaduct

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

**COMMENT SHEET**

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

I prefer the east close alternative connecting to 13th St. This is much closer and an alternate route we already use when other crossings closed. The 10th Street feels much too far away. Wouldn't use it if I had another choice. Also it is psychologically in the wrong direction when you live right by the tracks. You have to go away from your destination.

**Which of the intersection alternatives do you prefer and why?**

I would prefer the "larger roundabout" if possible. It keeps traffic moving and provides the least interruption/change to other existing routes such as C Ave. and local traffic near the intersection in question.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

My biggest concern is closing too many alternate/existing crossings and dividing the town. For those of us north of the tracks, we need easy access both practically and psychologically to the other half of town where almost all the amenities, etc. are.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Mostly I use C Ave avenue for church, work, kids school, grocery shopping, getting gas, and more. I cross probably 10 times or more per day.

**What social, economic, and environmental concerns do you have on each alternative?**

Again, the biggest concern socially and economically is providing access and easy passage around town.

**Please provide any additional comments, questions, or concerns:**

"C" Ave is important to keep open. It connects to North Park, Kernal Field (baseball field) and to the Orms by connecting to Archer, Worms, etc. in the most direct way.

**How do you cross the railroad tracks? Check all that apply.**

- ☒ Drive
- ~~☐~~ Walk
- ~~☒~~ Bike

*Please Print*

Name: Doug McHargue
Address: 405 C Ave.
City, State, Zip: Central City, NE 68826
Phone: (308) 940-0996
Email: doug@ccpresbyterian.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

DOUG MCHARGUE
405 C AVE
CENTRAL CITY NE 68826

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

Dear Doug McHargue:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger roundabout option) for the proposed intersection improvements. We appreciate your concern with the potential for railroad crossing closures in the town; specifically at the C Avenue crossing. Any state funded grade separation project requires closing a minimum of two public at-grade railroad crossings to meet the state statute. At this time Nebraska Highway 14 (N-14) and 13th Street are likely to be closed. Other crossings are under consideration and the environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John P. Selmer, P.E., Director
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# Central City Viaduct

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

## COMMENT SHEET

*Please submit your written comments by December 18, 2021*

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**Which of the viaduct alignment alternatives do you prefer and why?**

East - no business (or)

**Which of the intersection alternatives do you prefer and why?**

4 - Roundabouts are confusing
3 less business loss

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Safety benefits - less time would waiting on train
less noise

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14 - Nursing / north of town

**What social, economic, and environmental concerns do you have on each alternative?**

economic - more businesses affected is bad
safety of intersection at 30/14

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: Julia

Address: 11xx 27th St.

City, State, Zip: CC NE 68862

Phone: 816 582 6288

Email: jruparik@gmail.com

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

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

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August 8, 2022

AVILA
1101 27TH ST
CENTRAL CITY NE 68802

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

Dear Avila:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Your concern for safety at the U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) intersection is greatly appreciated. With any solution, safety would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern regarding the impacts to downtown businesses. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of N-14 and US-30. Intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns, local economy, and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
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sarah.fisher@nebraska.gov
(402) 479-3832

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# PUBLIC COMMENTS

## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

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**Which of the viaduct alignment alternatives do you prefer and why?**

CONCEPT 4
- MINIMAL BUILDING LOSS
- BETTER TRAFFIC FLOW

**Which of the intersection alternatives do you prefer and why?**

EAST ALTERNATIVE
- MINIMAL BUILDING COST

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

CONCERNS - ASSURE BETTER/SAFER HWY 14/30 INTERSECTION
- FLOW OF TRAFFIC ON HWY 30

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

HWY 14 ⇒ TO GET N OF TOWN

**What social, economic, and environmental concerns do you have on each alternative?**

BUILDING LOSS / STRUCTURAL LOSS
BUSINESS LOSS

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- (●) Drive
- ( ) Walk
- ( ) Bike

*Please Print*

Name: PATRICK AVILA
Address: 1101 27TH ST.
City, State, Zip: CENTRAL CITY, NE 68826

Phone: 816.766.3271
Email: pavila64068@yahoo.com

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

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

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August 8, 2022

PATRICK AVILA
1101 27TH ST
CENTRAL CITY NE 68826

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

Dear Patrick Avila:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Your concern for safety at the U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) intersection is greatly appreciated. With any solution, safety would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks and would provide access at all times; as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern regarding the impacts to downtown businesses. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of N-14 and US-30. Intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

10th because it impacts the fewer number of residences.

**Which of the intersection alternatives do you prefer and why?**

The Roundabout because it has the best opportunity to keep traffic moving.

2nd - Relocate N-14 to C Ave. - That requires on 1 stoplight

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Concerns - that you plan to close either C Ave or F Ave crossing. C + F are needed for truck traffic to + from the elevator.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

F Avenue majority of the time. Reason - to get home and to work

C Ave. less often - Reason - F Ave. is a more direct route from 13th St

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

Any of the plans is better that what we have now.

**How do you cross the railroad tracks? Check all that apply.**

- (●) Drive
- ( ) Walk
- (●) Bike

*Please Print*

Name: Dale Janzen

Address: 2316 11th St

City, State, Zip: Central City NE 68826

Phone: 308-940-0522

Email: djjanzen@sbcglobal.net

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

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

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August 8, 2022

Dale Janzen
djanzen@sbcglobal.net

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

Dear Dale Janzen:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 2 (the larger roundabout option) or Concept 5 (relocating Nebraska Highway 14 (N-14) to C avenue) for the proposed intersection improvements. A traffic signal may be included for Concept 5 at the U.S. Highway 30 (US-30)/N-14 intersection. Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

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## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

none, they both dump traffic on Hwy 30
this viaduct solves 1 problem
creates another problem

**Which of the intersection alternatives do you prefer and why?**

both are no good

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

do not see any benefits from this project
how is C. City going to benefit?

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

mainly Hwy 14 - work related
don't see any benefits in closing all the RR crossings
just forcing everybody to use the viaduct

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

need to go back to the
drawing board

**How do you cross the railroad tracks? Check all that apply.**

- ○ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Phone:

Address: Email:

City, State, Zip:

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

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August 8, 2022

No Name

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

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your comments and concerns. The No Action Alternative is being reviewed as a part of the environmental and design process to fully evaluate the potential for impacts from each alternative.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

None of these. They seem poorly thought out and mostly set up to force the use of the viaduct were local traffic will use the other options if left available. Placing the curved structure with fairly short approaches builds in a hazard, particularly in poor weather. All are particularly difficult for larger truck traffic, over sized loads for example.

**Which of the intersection alternatives do you prefer and why?**

None of these. All dramatically disrupt downtown traffic, downtown parking, Hwy 30 traffic, and downtown business. All of them make Hwy 30 traffic and likely more hazardous.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

With these proposals, all of them disrupt the traffic flows on Hwy 30. They all take away needed parking in our downtown areas. The project really addresses a problem that no longer exists. In the weeks time that the information meeting was held I crossed 17 times, meet three trains and waited a total of a little over four minutes. I routinely have longer wait times getting on or across Hwy 30.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Most often used crossings are C Ave, 13th Street, Fairgrounds Road, Hwy 14. F Ave is in poor location for most all types of traffic. There is very little foot or bike traffic and these would not use a ramped structure over just crossing at their convenient locations. Unless you fence of most of the right of way.

**What social, economic, and environmental concerns do you have on each alternative?**

The major disruption of the downtown area. The added traffic flow problems on Hwy 30. The major loss of parking. The disruption or loss of business. **The traffic hazards added by the design and locations of the Viaduct**

**Please provide any additional comments, questions, or concerns:**

A lot of the discussion was on the issues of access for Emergency Responders but the Project has never come to those agencies to get their input, statistics, or thoughts. The opinion of the Fire Department is that there is not a problem with crossings the UPRR, but there are problems with Hwy 30 traffic and these plans do nothing to improve Them and likely makes them worse.

**How do you cross the railroad tracks? Check all that apply.**

- ☑ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Brad Lwells

Phone: 308-940-0028

Address: 1796 Equineas

Email: sandhills1880@qim.com

City, State, Zip: Central City NE 68826

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

BRAD WELLS
1796 EQUINEUS
CENTRAL CITY NE 68826

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

Dear Brad Wells:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for your comments and concerns. Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. We recognize your concern regarding the impacts to downtown businesses and parking. Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). While each viaduct alternative meets Nebraska Minimum Design Standards, that does not mean that there are not more or less desirable design features with each option currently under consideration. NDOT will continue considering these differences when working towards identifying a preferred viaduct alternative.

The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
**Department of Transportation**
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## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Alternatives. It affects less residential homes

**Which of the intersection alternatives do you prefer and why?**

One-way pairs. Less impact on businesses and our senior center/senior citizens

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** ① How it will impact our handicap citizens & senior citizens & safety of kids walking to and from school. ② Hwy 30 traffic to be a continuous flow & not backed up for 3-4 blocks. Emergency services can access north side of tracks when blocked by trains. Hwy 14 traffic not impeded by train traffic.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

13th St - almost daily Hwy 14 - almost daily C Ave & F Ave - many times a week. The main purpose is work - my main client is on the NW side of Central City

**What social, economic, and environmental concerns do you have on each alternative?**

Concept 2 - too many businesses affected & losing too many parking spaces. Too much semi traffic to work well
Concept 4 - need a traffic light at C Ave for pedestrian traffic
Concept 5 - would impact our senior centers & their parking too much

**Please provide any additional comments, questions, or concerns:**

During harvest season a light is needed at C Ave and/or F Ave so truck traffic can enter Hwy 30. Need to keep F Ave & C Ave railroad crossings open for farmers (ie grain elevator)

**How do you cross the railroad tracks? Check all that apply.**

- ● Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Dawn Hanson
Address: 1506 15th Ave
City, State, Zip: Central City, NE 68826
Phone: 308-946-3963
Email: dafaeh@hotmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

DAWN HANSON
1506 15TH AVE
CENTRAL CITY NE 68826

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

Dear Dawn Hanson:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs) for the proposed intersection improvements. Concept 4 may include a traffic signal at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) to maintain traffic flow and allow for pedestrian crossing. A traffic signal may be included in Concept 4 to improve traffic flow through the area. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. Your concern for safety is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern regarding the impacts to downtown businesses and parking. Parking stalls would remain compliant with the American Disabilities Act for all proposed alternatives, including the areas around the senior citizens center. Improvement to the intersection would be designed to limit the number of disruptions to businesses. Thank you for your input on and concerns with truck traffic, especially during harvest season. We will fully evaluate the potential for impact on truck traffic through each intersection alternative, as well as truck traffic patterns around the elevator. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns, pedestrian safety, and seasonal truck traffic from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

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## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

EAST.
Would impact fewer residences
I would prefer a roundabout at the highway 30 intersection

**Which of the intersection alternatives do you prefer and why?**

CONCEPT 2.
Best traffic flow.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

HWY 14 3 or 4 times a week except during harvest when we would
AVE F Cross some 10 to 20 times per day.

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

An intersection, as in concept 2, and no viaduct, would improve traffic flow a lot

**How do you cross the railroad tracks? Check all that apply.**

- ⊗ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: VIRGIL LINDNER
Phone: 308-946-3326
Address: 2606 20 th AVE
Email: VNLINDNER @ EAGLECOM.NET
City, State, Zip: CENTRAL CITY 68826

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

VIRGIL LINDNER
2606 20TH AVE
CENTRAL CITY NE 68826

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

Dear Virgil Lindner:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 2 (the larger roundabout option) for the proposed intersection improvements. Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
Department of Transportation
MAILING ADDRESS
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Lincoln, NE 68509-4759
PHYSICAL ADDRESS
1500 Highway 2
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PHONE 402-471-4567
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dot.nebraska.gov

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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** None - Too many businesses and homes would be affected. I would hate to see all of the old buildings destroyed because of a viaduct. Would more traffic lights help?

**Which of the intersection alternatives do you prefer and why?** Keep L. Ave open - Main use for those that live on N. side of tracks (in country). Please don't close RR crossings - Main crossings for emergency vehicles. Please address lower level of traffic on HWY 30 - Headset timing for stop at Legate.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** If a roundabout is being considered - It would take forever to use it with the large semis. My concern is how many of the buildings would have to be demolished to complete the roundabout? Would it be worth it?

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?** For over 20 years we have used 17th & 18th + Cane. Steer down the homes there. We drive it frequently to access the other side of railroad (from 13th to 18th) to the L. Ave of town.

**What social, economic, and environmental concerns do you have on each alternative?** My concerns are how many businesses, & homes would be destroyed to make this a reality?

**Please provide any additional comments, questions, or concerns:** Most of the farmers + people who live the N. side of tracks - have already how they cross the RR. (Esp. farmers hauling grain to the elevator.) Yr students won't get to school

**How do you cross the railroad tracks? Check all that apply.**

- ☑ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Sylvia Erickson

Address: 2717 - 15 Ave

City, State, Zip: Central City, NE 68826

Phone: 3089462219

Email:

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

SYLVIA ERIKSON
2717 15 AVE
CENTRAL CITY NE 68826

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

Dear Sylvia Erikson:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your comments, concerns, and preference for the No Action Alternative. The No Action Alternative will be carried through the environmental and design review process. Your concern for safety is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrians (including students) and vehicle traffic. The roundabout options are designed to allow truck traffic to use the concrete apron of the roundabout to maneuver through the area. With the roundabout option there is no need for traffic signals or concerns for traffic light timing.

Thank you for your concern and input regarding truck traffic accessing the grain elevator during harvest season. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from the alternatives presented to the public.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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# PUBLIC COMMENTS

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NOV 30 2021
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## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** neither, Too many things, houses, businesses, are in the way. It would be best to go around CC & come out west side by fairgrounds, new hospital. It would be more costly to go with the two proposed routes.

**Which of the intersection alternatives do you prefer and why?**

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?** 13th St. & Hwy 14 (17th Ave) I use these mainly to travel north of CC. I travel gravel roads if tracks are blocked due to trains.

**What social, economic, and environmental concerns do you have on each alternative?** The amount of large truck traffic through CC it would be best to keep the routes as simple as possible. & that would be detouring around town. It would probably cost less too.

**Please provide any additional comments, questions, or concerns:** I have lived in this area for 30 years. An overpass is needed with 2 major highways. However the best route would be to go around CC. There is to many things & to costly to use either proposed routes. Traffic needs to flow smoothly especially with the amount of semi truck traffic.

**How do you cross the railroad tracks? Check all that apply.**
- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: Susan Royle
Address: 1708 N Road
City, State, Zip: Central City NE 68826
Phone: 308-946-3633
Email: roylesusan@yahoo.com

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

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

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August 8, 2022

SUSAN ROYLE
1708 N ROAD
CENTRAL CITY NE 68826

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

Dear Susan Royle:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate truck traffic through the town and improve the flow of traffic for residents. At this time, routing traffic to the outside of town is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion with truck traffic and passenger vehicles currently taking place at this location. Thank you for your input and preference on rerouting US-30 and N-14 around the town. This would still require the need for a grade separation to reduce the train exposure factor. The combination of re-routing N-14 and US-30 with a grade separation over the railroad would likely be more costly than the alternatives under consideration. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close Alternative: Connect to 13th St

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**Which of the intersection alternatives do you prefer and why?**

# 4 More parking
less business relocation

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

traffic flow through triangle better

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

C Avenue + Hwy 14

To my farm north of town

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- ● Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Tom Wagner
Address: 1782 Equinous Corral
City, State, Zip: Central City NE 68826
Phone: 308-940-0226
Email: tomnancy211@msn.com

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

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

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August 8, 2022

TOM WAGNER
1782 EQUINEUS CORRAL
CENTRAL CITY NE 68826

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

Dear Tom Wagner:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

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## COMMENT SHEET

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** None

While providing an overpass across the UPRR, routing all the N14 traffic onto several blocks of Hwy 30 will only exasperate the existing backup problems on Hwy 30.

**Which of the intersection alternatives do you prefer and why?**

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**
Usually use Ave C or N14 three to 4 times per week

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**
The overpass needs to be on existing N14 & up & over the UPRR tracks and Hwy 30. Like was done on West Dodge road in Omaha at the express lanes about 100th to 120th Streets

**How do you cross the railroad tracks? Check all that apply.**
- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: Keith Brown
Address: 2712 20th Ave.
City, State, Zip: Central City, NE 68826

Phone: 308-624-2177
Email: None

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

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

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August 8, 2022

KEITH BROWN
2712 20TH AVE
CENTRAL CITY NE 68826

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

Dear Keith Brown:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for your comments and concerns. We appreciate your idea of creating a structure similar to the Dodge Street Expressway being designed through the town. The cost of such structure exceeds the proposed alternatives and would likely result in a greater amount of impacts to the community. The proposed viaduct alternatives in combination with improvement to the intersections would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). Each viaduct option would be designed to meet standard specifications for all vehicular traffic to utilize the viaduct.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close
Much better for truck traffic from the west on Grand Rd

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**Which of the intersection alternatives do you prefer and why?**

Concept 2
Eliminates traffic light

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Much better flow of traffic
Safety crossing RR

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14
C Ave
Back and forth to town daily

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- ⊗ Drive
- ○ Walk
- ○ Bike

*Please Print*

Name: Rex Weller
Address: 1005 7th Street
City, State, Zip: Central City, NE 68826
Phone: 308-940-1748
Email: revaweller@gmail.com

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

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

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August 8, 2022

REX WELLER
1005 27TH ST
CENTRAL CITY NE 68826

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

Dear Rex Weller:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. Your concern for safety is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrians (including students) and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, PE, Director
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**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** Neither. Need to do what Wahoo did. Move route around Central City. Drop the Overpass next to the new hospital.

**Which of the intersection alternatives do you prefer and why?**

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** Any Over pass dropped in town, will take up to much space and cost to much.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?** Lived here 50r 50 years. Use them all.

**What social, economic, and environmental concerns do you have on each alternative?** Don't worry about some business missing out on a hamberger sale! This shoud be about Traffic Flow.

**Please provide any additional comments, questions, or concerns:** Please Put new viaduct out west by new hospital. Take the Traffic South from there. Wahoo, Freemont and Scuyler did it right!!!

**How do you cross the railroad tracks? Check all that apply.**

- ● Drive
- ● Walk
- ○ Bike

*Please Print*

Name: Mike Royle
Address: 1708 N. Rd.
City, State, Zip: Cetral City NE.
Phone: 308-940-0998
Email:

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

MIKE ROYLE
1708 N RD
CENTRAL CITY NE 68826

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

Dear Mike Royle:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate truck traffic through the town and improve the flow of traffic for residents. At this time, routing traffic to the outside of town is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion with truck traffic and passenger vehicles currently taking place at this location. Thank you for your input and preference on rerouting US-30 and N-14 around the town. This would still require the need for a grade separation to reduce the train exposure factor. The combination of re-routing N-14 and US-30 with a grade separation over the railroad would likely be more costly than the alternatives under consideration. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E. Director
Department of Transportation
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## COMMENT SHEET

# Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

Like the East Close Alternative: Connects to 13th Street
Believe it is the best alternative for our city and getting people back into our community. Think it is vital for our local businesses.

**Which of the intersection alternatives do you prefer and why?**

Concept 4! Least amount of restrictions on businesses

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** More traffic for our businesses. Relocating people and their homes.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Hwy 14th + C Avenue to get to the ball field and to get to the grass dump

**What social, economic, and environmental concerns do you have on each alternative?** None

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- (●) Drive
- ( ) Walk
- ( ) Bike

*Please Print*

Name: Rodney Lee
Address: 2215 18th Ave.
City, State, Zip: Central City NE 68826
Phone: 308-940-0978
Email: SRLEE1230@AOL.com

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

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

U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

RODNEY LEE
2215 18TH AVE
CENTRAL CITY NE 68826

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

Dear Rodney Lee:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). We recognize your concern regarding the impacts to homeowners. Improvement to the intersection and viaduct alternatives would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John P. Selmer, P.E., Director
Department of Transportation
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## COMMENT SHEET

# Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Alternative - less traffic dumped on 13th Street + past our house

**Which of the intersection alternatives do you prefer and why?**

Concept 2 = need stoplights w/crosswalks + can't do roundabouts because of blindness

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Must be able to walk to businesses + have traffic lights @ highway crossings

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

C Ave
13th Ave
walking to bank, coffee shop, True Value

**What social, economic, and environmental concerns do you have on each alternative?**

Concern about traffic increase on C Ave + 13th St.

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [x] Walk
- [ ] Bike

*Please Print*

Name: Ralph Superman
Address: 203 C Ave
City, State, Zip: CC 68820
Phone: 308-546-6108
Email: rhs@starpost.com

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

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

U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

RALPH SUPERNAW
202 C AVE
CENTRAL CITY NE 68826

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

Dear Ralph Supernaw:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). The intersection improvement for Concept 2 that includes the larger diameter roundabout would include marked pedestrian crosswalks with proper signage. The pedestrian signage would warn vehicular traffic about the potential presence of pedestrians within the crosswalk. Vehicular traffic would be expected to abide by state laws and yield to the pedestrians utilizing the crosswalk. The design of the crosswalk and signage included at the roundabout would meet the standards under the Americans with Disabilities Act (ADA).

In regard to the viaduct, the intersections at each end would consist of either a T-intersection with traffic signals or a stop sign, a roundabout, or a combination of these options. The viaduct intersections are still under consideration as to what would best suit the needs of the community. Traffic signals may be included at the intersections that are not being considered for a roundabout and would include an appropriate signaled pedestrian crosswalk. If a roundabout is included at either end of the viaduct, a pedestrian crosswalk would be included and would also include proper signage that would meet the standards under the ADA.

The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John P. Selmer, P.E., Director
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**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

**Which of the intersection alternatives do you prefer and why?**

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

# 17th Avenue

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

Go further north around to east old tracks open. My other concerns are speed limits. Why is highway 14 50 when residential now, and coming in # 30 slow down coming into our small town Residental 35 not 50 and coming into 30 no sidewalk

**How do you cross the railroad tracks? Check all that apply.**

- O Drive
- O Walk
- O Bike

*Please Print*

Name:

Address:

City, State, Zip:

Phone:

Email:

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

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

U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

No Name

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

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for your comments and concerns. At this time routing traffic to the outside of town is outside of the scope of this project; however, modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion currently taking place at this location. A traffic study would be completed to determine the designed speed limits on N-14 and US-30 that accommodate traffic flow and the community needs.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
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sarah.fisher@nebraska.gov
(402) 479-3832

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## COMMENT SHEET

# Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

likes the straighter viaduct on East Alternative

**Which of the intersection alternatives do you prefer and why?**

concerned about people knowing how to drive thru roundabouts

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Comm concerned about semi traffic flow going to elevator. Travel down N-14, ~~cross US-30~~ take alley and line up for the elevator Traffic flow is E ⇒ W only. Elevator at E

**What social, economic, and environmental concerns do you have on each alternative?**

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- O Drive
- O Walk
- O Bike

*Please Print*

Name: Kerry Rodysill

Address: 1026 20th St.

City, State, Zip: central city, NE 68826

Phone: (308) 940-0902

Email: krody3@gmail.com

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

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

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August 8, 2022

KERRY RODYSILL
1026 20TH ST
CENTRAL CITY NE 68826

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

Dear Kerry Rodysill:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative. Intersection improvements are being reviewed to determine which intersection alternative best fits the needs for the community. Thank you for your concern and input regarding truck traffic utilizing F Avenue and C Avenue to access the grain elevator during harvest season. The roundabout options are designed to allow truck traffic to use the concrete apron of the roundabout to maneuver through the area. If a roundabout option is selected, additional information, materials, and resources may be dispersed through the community to answer any questions on proper roundabout operations. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic, pedestrian safety, and seasonal truck traffic from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# Central City Viaduct

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

## COMMENT SHEET

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East viaduct. Less impact on residents having to move and I think it will be better in the winter for semi trucks

**Which of the intersection alternatives do you prefer and why?**

Roundabout. They're far safer than signals and it would greatly improve traffic flow.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Impact to residents is a concern. I expect better traffic flow and not being stuck waiting on a train as a benefit.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

13th St crossing, 5 days a week for work So 10 times a week

**What social, economic, and environmental concerns do you have on each alternative?**

Social - displacement of residents from their homes.
Economic - None
Environmental - None

**Please provide any additional comments, questions, or concerns:**

I'd really like to see this viaduct put in. I'm always worried an ambulance will get stuck waiting on a train and someone will die because of it.

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: Alex Herstedt
Address: 1805 14th Ave
City, State, Zip: Central City, NE 68826
Phone: 308-760-6295
Email: alexherstedt@gmail.com

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

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

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August 8, 2022

ALEX HERSTEDT
1805 14TH AVE
CENTRAL CITY NE 68826

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

Dear Alex Herstedt:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern regarding the impacts to homeowners. Improvement to the intersection and viaduct alternatives would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

I would prefer the 13th Street over the 10th Street because we use it daily. I am new to Central City. I think the viaduct would have been better suited on the West End of town, especially w/the new hospital, more open land and the turn onto Fairgrounds Rd is dangerous b/c it goes to Nebraska Christian Schools + is a fast speed there. I heard the city shot that location down, but I truly feel that is a more logical place for a viaduct.

**Which of the intersection alternatives do you prefer and why?**

Concept 4 or 5

Roundabouts are okay - Not my favorite.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** Where I live I am concerned about new traffic noise from the viaduct, brighter lights and more train noise. With my experience from living by a new viaduct in Columbus, the train horns are louder. I am also concerned about more truck traffic on our road (13th Ave). The Aurora Coop scale is by our house and trucks will be rerouted with the closing on 14th Railroad. I would like to see this business move out of the residential district we live in. Also the train right next us will be louder w/the viaduct going in right there. If you could make the Molasses plant move, the train would be gone. They have already talked about moving to a new location near Grand Island. The plant has explosions w/ Molasses spraying at times, plus the smell is terrible. It is located right off Hwy 30. If they moved the train would be gone. That is the only reason it is there. The trains hisses + trains when its cold would echo louder off a viaduct.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

17th Sometimes

14th - All the time, 2 - 8 times a day. I work at Nebraska Christian + My kids go to school there. Non-stop back + forth, especially w/ activities too.

**What social, economic, and environmental concerns do you have on each alternative?**

I am very concerned about loud noise, excessive truck traffic on our Rd - 13th Ave and increase lights over viaduct.

If you close Ormsby Rd + Crossing at 14th - I would really like to see the Aurora Coop scale be moved out of our district. That would mean excessive truck traffic on our Rd going to the scale. The dump trucks already drive excessively fast by our house, dump garbage along the Road and create an unsafe area. Would like to see the Molasses plant removed, hence the train ~~would~~ not be needed and I am concerned about noise from the incoming viaduct. Semi trucks already use their Jake brakes, but they would be louder and more frequent if they used the viaduct to stop by Hwy 30 since it would become a main intersection

**Please provide any additional comments, questions, or concerns:**

**How do you cross the railroad tracks? Check all that apply.**

- ☒ Drive
- ○ Walk
- ☒ Bike

*Please Print*

Name: Angie Paul

Address: 1219 15th Street

City, State, Zip: Central City, NE 68826

Phone: 402-564-0330 / 402-753-5773

Email: anglepaul96@gmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

ANGIE PAUL
1219 15TH ST
CENTRAL CITY NE 68826

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

Dear Angie Paul:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs) or Concept 5 (relocating Nebraska Highway 14 (N-14) to C avenue) for the proposed intersection improvements. A traffic signal may be included for both Concepts 4 and 5 at the U.S. Highway 30 (US-30)/N-14 intersection. The environmental and design process will fully evaluate the potential for traffic noise and visual impacts and impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements. Removing the molasses plant is outside the scope of this project.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

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## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?** I prefer the 13th ST. alternative Since 13th ST. is a main road for us daily.

**Which of the intersection alternatives do you prefer and why?** No opinion. I do prefer round abouts over lights.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** Having Moved here from Columbus, I think viaducts are a huge improvement vs. crossings. How ever I am fully aware that Train horns sound louder when they are deflected off Viaduct Structures. Based on that Deflection angle and my houses location. I am in favor of 13th ST. not 10th ST. I am also concerned about Traffic & Street lights from either viaduct concerning our property. 1219-15th ST.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?** 13th ST. traveling west. to Neb. Christian School. Several times per day. We also live on 13th Ave. Just North East of the big grain bin on 15th ST.

**What social, economic, and environmental concerns do you have on each alternative?** Would a stop light be added at each end of viaduct projets?

**Please provide any additional comments, questions, or concerns:** The Truck Scale South of 13th ST. on 13th Ave. Needs to be moved. All Garbage trucks weigh on there way to the transfer stations North of Town. Closing 13th ST. Crossing. will route trucks North to Scale, then Back South to Highway on 13th Ave.

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [x] Bike

*Please Print*

Name: JON PAUL
Phone: (308)940-1153
Address: 1219-15th ST.
Email: water@cc-ne.com
City, State, Zip: Cen. City, NE. 68826

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

JON PAUL
1219 15TH ST
CENTRAL CITY NE 68826

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

Dear Jon Paul:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 2 (the larger diameter roundabout). Traffic signals may be placed on each intersection improvement alternative that does not include a roundabout. We appreciate the information regarding the truck scale on 13th Avenue. We will fully evaluate the potential for impact for each proposed alternative. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

**Evers, Metha**

**From:** Jerry Schuele <jerry.schuele@gmail.com>
**Sent:** Friday, November 19, 2021 12:27 AM
**To:** Fisher, Sarah
**Subject:** Central City Viaduct Proposal public comments.

After viewing the presentation and impacts, the east to 10th St viaduct option seems to be the logical choice for the least amount of impacts to current housing going north.

Downtown presents its own challenges with the unique configuration that currently exists. I would personally rule out the large diameter roundabout as this has many impacts to current businesses and the downtown area. Concept 4 or 5 would be much better alternatives.

The "triangle" area in Central City is considered to be historically significant and from what I can see Concept 5 is the only option that preserves that area. Many native Central City residents will want to preserve that triangle as it is a landmark of the community. Once a large beautiful fountain was in the middle of this intersection. Although moving all traffic to C Ave would be a detriment to Pinnacle Bank, many do not want to see the "triangle" go.

As for having roundabouts at the other two intersections, it would depend on how much traffic would be backed up. I live on Hwy 30 2 blocks east of the proposed viaduct connection and would not want traffic backed up in front of my house and driveway. Currently Hwy 30 traffic downtown can be backed up 3 blocks east to the grocery store from the current intersection when high volumes of semi truck traffic are present at certain times of the day. Although I am not a huge fan of roundabouts, I would prefer that to having traffic backed up into residential areas.

As for a pedestrian/bike crossing, the current pedestrian only crossing at D Ave seems to be a logical location to have one installed with minimal impacts and centrally located on the north side.

Most residents will want at least one of the current crossings left open at either C or F Ave. Going around to Fairgrounds Rd or the new overpass will put an undue burden on those crossing the tracks when trains are not present. Navigating the north side of town is not as easy as it looks with dips at every side street intersection.

This town desperately needs this viaduct as recent train stoppages have impacted the community at important travel times of the day and affected public safety issues to the north side of town.

Jerry Schuele
1107 16th St
Central City, NE jerry.schuele@gmail.com

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

JERRY SCHUELE
1107 16TH ST
CENTRAL CITY NE 68826

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

Dear Jerry Schuele:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative, Concept 4 (one-way pairs) or Concept 5 (relocating Nebraska Highway 14 (N-14) to C avenue) for the proposed intersection improvements, and a preference for a pedestrian crossing over the railroad. A traffic signal may be included for both Concepts 4 and 5 at the U.S. Highway 30 (US-30)/N-14 intersection. The environmental and design process will fully evaluate the potential for possible historic impacts and impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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dot.nebraska.gov

**Evers, Metha**

**From:** Curtis Fogg <doctor_ozone32@yahoo.com>
**Sent:** Tuesday, December 14, 2021 4:03 PM
**To:** Fisher, Sarah
**Subject:** viaduct in central city nebraska

Hello,

As a concerned resident of Central City, I think neither viaduct options are good. If one is to be made, how about on the SW on Hwy 30, by the new hospital, that way emergency services would be closer to the hospital. I do not think any construction around the 14 and 30 intersection is a good idea, we need our downtown left alone. We don't need to loose any business or parking from the downtown area.

I would be interested in a bypass for the semi truck traffic. Get them out of town. They don't add to economic growth, they just block traffic and leave cow manure liquid on the roads, they smell and are noisy.

And as for a round about, that is a no brainer! They don't work! They cause congestion, are hard to keep clean of snow and are dangerous. I feel they are a waste of taxpayer money.

Put a stop light at Hwy 30 and 15th Ave, that would alleviate congestion at the 14 and 30 intersection.

Curtis and Paulette Fogg

Sent from Mail [gcc02.safelinks.protection.outlook.com] for Windows

Virus-free. www.avg.com [gcc02.safelinks.protection.outlook.com]
[gcc02.safelinks.protection.outlook.com]

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August 8, 2022

Curtis and Paulette Fogg
doctor_ozone32@yahoo.com

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

Dear Curtis and Paulette Fogg:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your comments and concerns. We will continue to look at alternatives to help alleviate traffic backups for residents. At this time, routing traffic to the outside of town and near the hospital is outside of the scope of this project. Modifications at the intersection of U.S. Highway 30 (US-30) and Nebraska Highway 14 (N-14) would likely reduce the amount of congestion currently taking place at this location. Roundabouts are considered as alternatives and NDOT will fully evaluate the potential for impacts on traffic patterns. We recognize your concern for loss of parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns with the potential closure of railroad crossings and will evaluate traffic and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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# PUBLIC COMMENTS

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**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close Alternative, closer access to citizens in Central City.

**Which of the intersection alternatives do you prefer and why?**

Concept 4, my father would lose his businesses' parking where concept 2 or 5 picked.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Benefits would obviously be bypassing the constant train traffic that comes through.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Fairgrounds, C-ave, F-Ave, Hwy 14

**What social, economic, and environmental concerns do you have on each alternative?**

None, this would help our community work more efficiently.

**Please provide any additional comments, questions, or concerns:**

Imagine, An ambulance needing to get across the tracks carrying a dying citizen. The minutes it takes to go all the way around could be the life or death difference.

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [x] Walk
- [x] Bike

*Please Print*

Name: Vincent Ohlman
Address: 1778 Fairgrounds Rd.
City, State, Zip: Central City, NE-68826
Phone: (308) 940-1476
Email: ohlman.v@gmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

VINCENT OHLMAN
1778 FAIRGROUNDS RD
CENTRAL CITY NE 68826

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

Dear Vincent Ohlman:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
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# PUBLIC COMMENTS

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**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close Alternative. Connects to 13th Street. Semi Trucks coming into Central City via ormsby/13 Street heading toward ethonol Plant will have easier time with 13 Street Option.

**Which of the intersection alternatives do you prefer and why?**

Concept 4
Downtown buisness may be affected by other options.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Would benefit every body being able to cross the train tracks.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Fairground road. To visit my Grandparents.

**What social, economic, and environmental concerns do you have on each alternative?**

Downtown buisness being slowed because of construction

**Please provide any additional comments, questions, or concerns:**

Build the 13th street overpass.

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: Noah carlson
Address: 2812 lakeview LN
City, State, Zip: Central City, NE, 68826
Phone: 308-482-0501
Email: Noahconrad919@hotmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

NOAH CARLSON
2812 LAKEVIEW LN
CENTRAL CITY NE 68826

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

Dear Noah Carlson:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Improvement to the intersection would be designed to limit the number of disruptions to businesses and homeowners to the maximum extent practical and the proposed improvements to the intersections are designed to reduce the amount of congestion at the intersection of Nebraska Highway 14 (N-14) and U.S. Highway 30 (US-30). We recognize your concern regarding the impacts to downtown businesses; the preferred intersection improvement Concept 4 (one-way pairs) is anticipated to have the least number of impacts to businesses and parking, while improving traffic flow, in combination with the closure of the N-14 railroad crossing through the intersection at this location. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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# COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close Alternative Connects to 13th Street
Semi trucks Coming into Central City via Ornsby/13th Street heading to Ethanol Plant will have an easier time with the 13th Street option

**Which of the intersection alternatives do you prefer and why?**

One way Pairs Concept 4
Town Central Realty and would lose my office Parking with the other 2 options

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** If built our community would always have the ability to get across the R.R Tracks

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

C Ave, Fairgrounds Rd, F Ave every day

**What social, economic, and environmental concerns do you have on each alternative?**

It would be nice to know that emergency vehicles could cross the tracks anytime they needed to.

**Please provide any additional comments, questions, or concerns:**

My concern is the state of Nebraska would listen to our so called Fire Chief about anything. He is generally against anything that isn't his idea.
Please build the 13th Street overpass

**How do you cross the railroad tracks? Check all that apply.**

- Drive
- Walk
- Bike

*Please Print*

Name: Kevin Ohlman
Address: 1774 Fairgrounds Rd
City, State, Zip: Central City, NE 68826
Phone: 308940-0973
Email: ohlmankevin@gmail.com

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

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U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

KEVIN OHLMAN
1774 FAIRGROUNDS RD
CENTRAL CITY NE 68826

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

Dear Kevin Ohlman:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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JAN 13 2022
COMMUNICATION DIVISION

# Central City Viaduct

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

## COMMENT SHEET

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**
East close Alternative; connects to 13th St.

**Which of the intersection alternatives do you prefer and why?**
One-way Pairs concept 4
We own a Business (Central Realty) on Main Street and losing parking for local Businesses isn't ideal.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**
Concerns would be losing parking for businesses if the overpass isn't built.
Benefits for an overpass is our community would always have the ability to get to both sides of the track, Emergency help should always be equally available to all patrons.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**
Fairgrounds Road, C Avenue
F Avenue Everyday For driving Kids to school, work

**What social, economic, and environmental concerns do you have on each alternative?**
We would appreciate knowing Emergency Vehicles could reach all people at all times.
Children driving would not be late for school due to trains stopped on the tracks through town.

**Please provide any additional comments, questions, or concerns:**
Please listen to the people who live here and are affected daily by these choices.
Please Build the 13th street overpass.

**How do you cross the railroad tracks? Check all that apply.**
- Drive
- Walk
- Bike

*Please Print*

Name: Michelle Ohlman
Address: 1778 Fairgrounds Rd
City, State, Zip: Central City NE 68826
Phone: 308-940-1219
Email: mohlman7@hotmail.com

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

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

U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

MICHELLE OHLMAN
1778 FAIRGROUNDS RD
CENTRAL CITY NE 68826

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

Dear Michelle Ohlman:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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# PUBLIC COMMENTS

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## COMMENT SHEET

## Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

THE EAST ALTERNATIVE CREATES THE SMOOTHEST MOVEMENT OF TRANSPORTATION ALONG HWY 14, IN ADDITION, LIMITS IMPACT ON HOUSING & BUSINESS.

**Which of the intersection alternatives do you prefer and why?**

THE USE OF 1-WAY PAIRS REDUCES DELAY, CREATES AN EASE OF TRAFFIC, AND HAS LIMITED IMPACT ON BUSINESS. EASY METHOD, LESS CONSTRUCTION.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?** NO CONCERNS. THIS PROJECT MUST CONTINUE.

CENTRAL CITY IS IN A MAJOR NEED FOR AN OVERPASS FOR THE REASON OF SAFETY, DELAYS, & EASE OF TRAVEL.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

C AVENUE IS TRAVELLED THE MOST TO REACH THE BASEBALL FIELD.

**What social, economic, and environmental concerns do you have on each alternative?**

CANNOT WORRY ABOUT THE CONCERNS. THIS MUST PROCEED! YOU NEVER HEAR FROM THOSE IN FAVOR, BUT YOU WILL HEAR FROM THE SMALL OPPOSITION THAT RESISTS EVERYTHING. THE MAJORITY OF THIS TOWN IS IN FAVOR.

**Please provide any additional comments, questions, or concerns:**

AS A SCHOOL DISTRICT, WE ARE VERY IN FAVOR OF THIS OVERPASS. SAFETY IS A MAJOR CONCERN AND OUR BASEBALL TEAM PRACTICES NORTH OF THE TRACKS. FURTHER, DELAYS IN TRANSPORTATION ARE A MAJOR DEAL FOR OUR STUDENTS AND FAMILIES. 42 TRAINS A DAY SAYS IT ALL!!!

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [ ] Walk
- [ ] Bike

*Please Print*

Name: JEFF JENSEN
Phone: 308-946-3055
Address: 1711 15TH AVE
Email: jjensen@centralcityps.org
City, State, Zip: CENTRAL CITY, NE 68826

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

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U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

JEFF JENSEN
1711 15TH AVE
CENTRAL CITY NE 68826

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

Dear Jeff Jensen:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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JAN 13 2022
COMMUNICATION DIVISION

**COMMENT SHEET**

# Central City Viaduct

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East C Ave Alternative - connecting to 13th Street - semi's going to Ethanol Plant have an easier time w/ this option

**Which of the intersection alternatives do you prefer and why?**

One-Way Pairs - Concept 4
I work @ Central Realty + with other 2 options, we lose parking. We have older clients who can't walk from end of Block.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

If built, our Community would always have the ability to cross the R.R. tracks. Great for emergency vehicles, fire trucks & ambulance with no wait.

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

C Avenue - 4 to 6 times a day to and from work @ Central Realty, Inc. or G Street (Hwy 30.) Fairgrounds Rd - daily.

**What social, economic, and environmental concerns do you have on each alternative?**

To know that emergency vehicles can get across tracks for fire or ambulance.

**Please provide any additional comments, questions, or concerns:**

Please build the 13th Street overpass. It is necessary to keep people & property safe on the North side of town.

**How do you cross the railroad tracks? Check all that apply.**

- [X] Drive
- [X] Walk
- [X] Bike

*Please Print*


Name: Linda Riblett
Address: 1818 15th Road
City, State, Zip: Central City, NE 68826
Phone: 308-940-1003
Email: lriblett@gmail.com


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

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August 8, 2022

LINDA RIBLETT
1818 15TH RD
CENTRAL CITY NE 68826

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

Dear Linda Riblett:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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RECEIVED
JAN 14 2022
COMMUNICATION DIVISION

**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

East Close Alternative: Connects to 13th St.

**Which of the intersection alternatives do you prefer and why?**

One-way pairs concept 4
We own a business (Central Realty) on main Street and losing parking for local Business isnt ideal.

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Concerns would be losing parking for businesses if the overpass isn't built.
Benefits are being able to cross the tracks at any given time, semi's would be able to have a more direct path for grain delivery

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

Fairgrounds Road, C Avenue
F Avenue Everyday

**What social, economic, and environmental concerns do you have on each alternative?**

Knowing Emergency vehicles could help at all times brings such peace to our community.

**Please provide any additional comments, questions, or concerns:**

Please Build the 13th St. overpass.

**How do you cross the railroad tracks? Check all that apply.**

- (2) Drive
- (3) Walk
- (0) Bike

*Please Print*

**Name:** Jessica Ohlman
**Address:** 1778 Fairgrounds Rd
**City, State, Zip:** Central City NE 68826
**Phone:** 308-940-1887
**Email:** jjohlman16@gmail.com

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

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U.S. Department of Transportation Federal Highway Administration

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August 8, 2022

JESSICA OHLMAN
1778 FAIRGROUNDS RD
CENTRAL CITY NE 68826

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

Dear Jessica Ohlman:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the East Close Alternative and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic.

We recognize your concern for loss parking in the downtown area. Improvement to the intersections would be designed to limit the number of disruptions to businesses, parking, and homeowners to the maximum extent practical. NDOT will further evaluate the parking needs to determine if additional parking stalls would be necessary as part of the project. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

John R. Selmer, P.E., Director
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RECEIVED
JAN 19 2022
COMMUNICATION DIVISION

**COMMENT SHEET**

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

*Please submit your written comments by December 18, 2021*

**Which of the viaduct alignment alternatives do you prefer and why?**

Least impact to area businesses and homes
Concept 4.

**Which of the intersection alternatives do you prefer and why?**

All noted under Concept 4

**When considering the alternatives for this proposed project, what are your concerns? What potential benefits do you anticipate?**

Nothing but good will come from viaduct.
Please make this happen

**What street(s) do you use to cross the railroad tracks, how often, and for what purpose?**

All streets are used by our family. We are active and bike, travel by car. I would like to see safe alternative and viaduct is neccessary.

**What social, economic, and environmental concerns do you have on each alternative?**

Don't want to have too much of an impact so least invasive concept 4.

**Please provide any additional comments, questions, or concerns:**

We need the viaduct. I care about our community and want a safe place. Please do what you can to make this viaduct a reality

**How do you cross the railroad tracks? Check all that apply.**

- [x] Drive
- [x] Walk
- [x] Bike

*Please Print*

Name: Kirstin Fasbender
Address: 1505 16 Street
City, State, Zip: Central City, NE 68826
Phone: 402.706.7251
Email: Kfasbender@archerccu.org

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

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U.S. Department of Transportation Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

August 8, 2022

KIRSTIN FASBENDER
1505 16TH ST
CENTRAL CITY NE 68826

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

Dear Kirstin Fasbender:

The Nebraska Department of Transportation (NDOT) appreciates your input concerning the proposed *Central City Viaduct* project in Merrick County. We apologize for the time it has taken to respond to your input. We are working diligently to evaluate potential impacts and develop a preferred alternative that we can advance through the NEPA environmental review process. We look forward to presenting this alternative to the public in the near future.

Thank you for sharing your preferences for the viaduct alternatives and Concept 4 (one-way pairs). Your concern for safety and emergency access is greatly appreciated. With any solution, safety and first responder access would remain a top priority in this project. The viaduct solutions would reduce the delay time for vehicles crossing the tracks, and would provide access at all times, as opposed to the current situation, where trains can block multiple crossings for extended durations. There are also great safety benefits to separating trains from pedestrian and vehicle traffic. The environmental and design process will fully evaluate the potential for impacts on the traffic patterns and pedestrian safety from these improvements.

We appreciate the feedback that you have provided. Thank you for your participation.

Sincerely,

Sarah Fisher

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

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