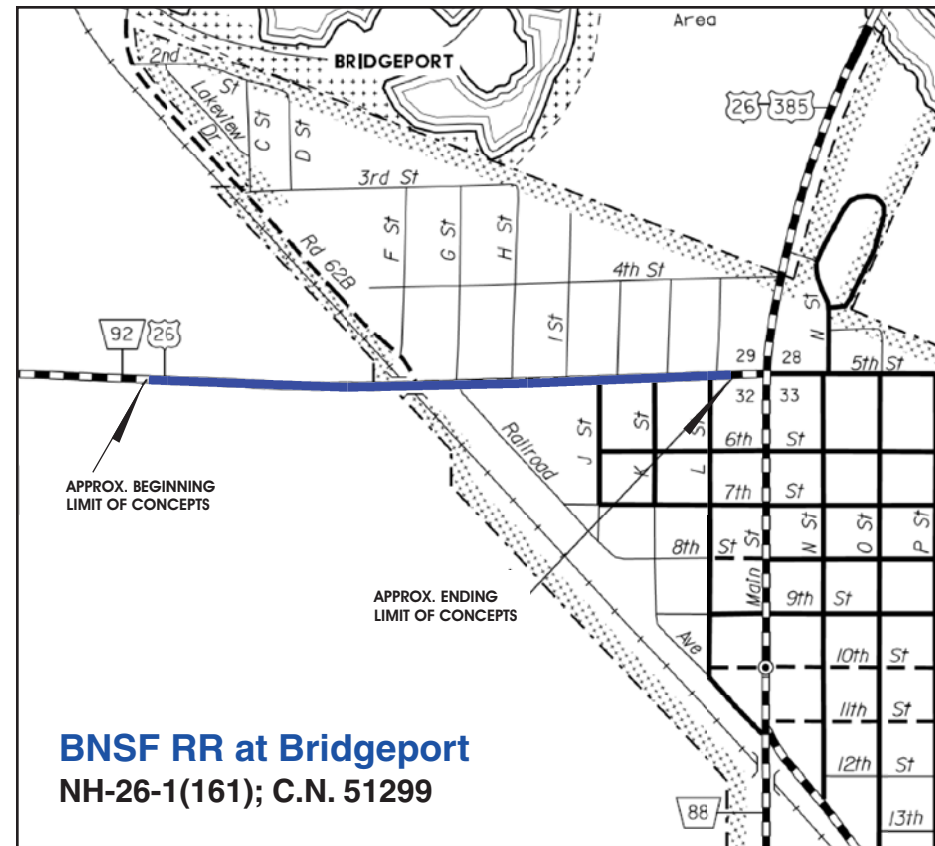


ACCOMMODATION OF TRAFFIC: The project is being planned so that traffic would be maintained on US-26/N-92 during construction. The proposed roadway would be constructed “under traffic”, half at a time with appropriate traffic control and the use of temporary pavement at the tie in points where the new pavement meets the existing pavement. Side streets connecting to US-26/N-92 may experience short term closures during construction to allow for construction activities to take place in connecting the side streets with the new pavement on US-26/N-92. Access to the Bridgeport State Recreation Area (SRA) would be maintained at all times during construction.

RIGHT-OF-WAY: Construction would require relocations and acquisition of new right-of-way (ROW), including residential and commercial properties. Temporary and permanent easement rights would be required.

POTENTIAL IMPACTS: An Environmental Assessment is being prepared to determine the potential environmental impacts associated with 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.

ESTIMATED COST: The construction cost estimate in current dollars is between \$5.4 and \$6.5 million, depending upon the final alternative selected.



Send comments to:
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 402-479-4871
sarah.kugler@nebraska.gov

For more information:
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PRELIMINARY PLAN
 NOT FINAL - SUBJECT TO CHANGE



PUBLIC INFORMATION OPEN HOUSE
Prairie Winds Community Center, 428 Main St., Bridgeport, NE
Thursday, July 10th, 2014; 4:00-6:00 PM

NH-26-1(161) *BNSF RR AT BRIDGEPORT; C.N. 51299*

LOCATION: This proposed project is located in the city of Bridgeport in Morrill County and includes the closing of the existing at-grade Burlington Northern Santa Fe Railway (BNSF) crossing on U.S. Highway 26/Nebraska Highway 92 (US-26/N-92) and construction of a new grade separation structure. The study area for the proposed project extends from approximately one mile west of the existing grade crossing to approximately one mile east of the crossing. The proposed viaduct may be located on the existing highway alignment, or on a new alignment either to the north or south of the existing highway.

PROJECT HISTORY: The Nebraska Department of Roads (NDOR) held a public meeting on November 14, 2007 at the Prairie Winds Community Center in Bridgeport. Shortly after this public meeting, the NDOR determined that an Environmental Assessment would be required for this project, and due to funding not being readily available, the project was placed on hold. Currently, this project has not been programmed for construction, but has been identified as a project where funding may be attained through the Federal & State Grade Crossing Safety/Grade Separation Program Fund. NDOR will be moving forward with the Environmental Assessment and preliminary and final design on this project in preparation to utilize this funding when it becomes available.

PURPOSE AND NEED: The purpose of the proposed project is to eliminate conflicts between trains and vehicles and reduce vehicular delays for US-26 and N-92 crossing of the BNSF tracks, while maintaining access to neighboring businesses. Delays can be substantial due to the number of trains and the trains switching operations. Given that the average number of trains per day is 54, and each train closes the crossing for approximately 2.6 minutes, the grade crossing is blocked for approximately 2.3 hours per day. Fifty-four (54) trains utilize the US-26/N-92 crossing per day and a growth rate of 10% is anticipated per year. BNSF is double tracking in this area and may triple track in the future. This is the only highway providing service to and from points west of Bridgeport, and as such is an important link in the Nebraska highway system.

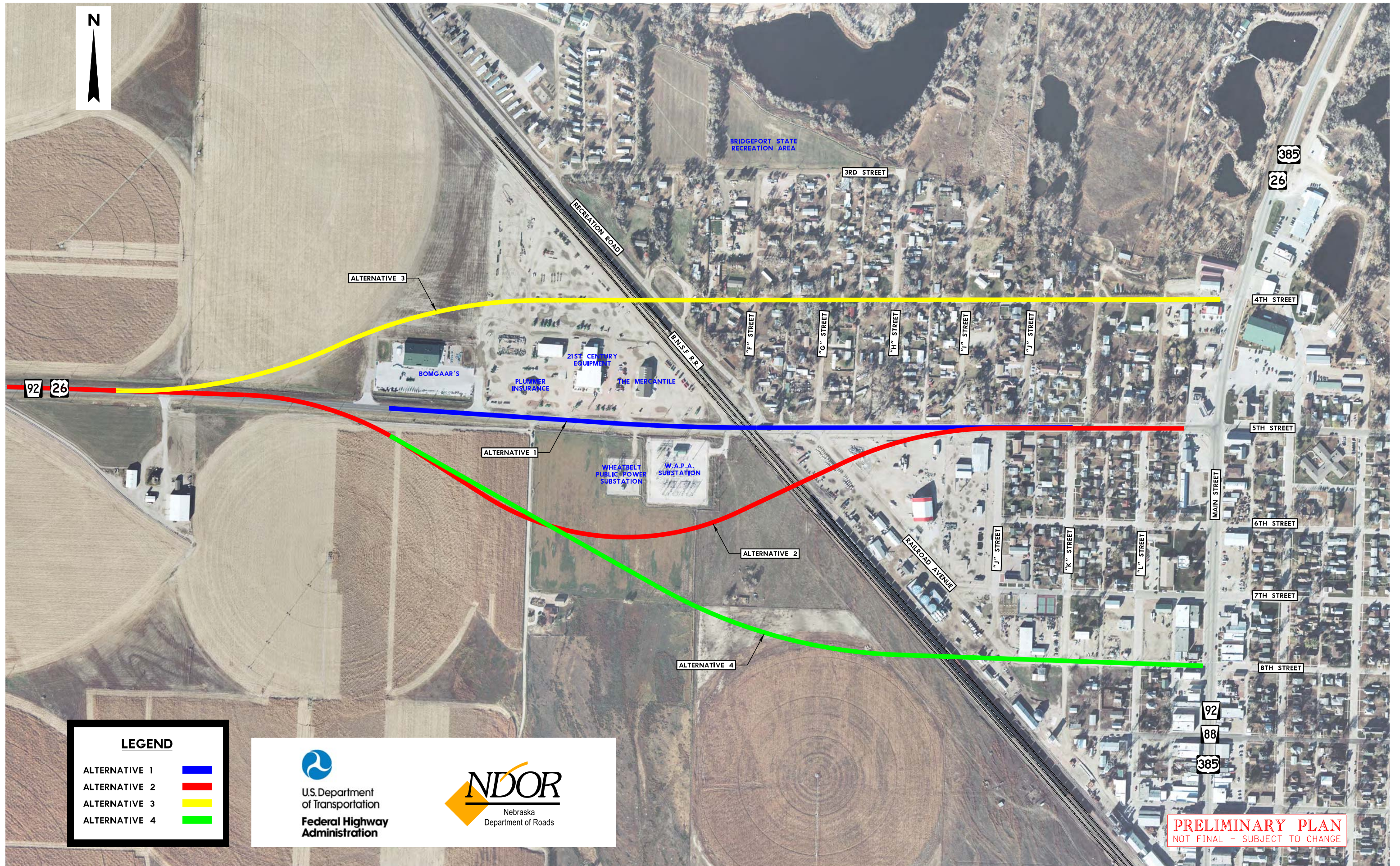
SCOPE OF WORK: The project is proposed to include closing the at-grade crossing and constructing an alternative crossing. The alternative designs being evaluated include:

- **No Build** (Do nothing and continue to maintain the existing roadway and/or structures)
- **Alternative 1** includes constructing an overpass on approximately the same alignment of the existing highway beginning at “I” Street and extending west of the city.
- **Alternative 2** begins near “J” Street, then trends to the southwest of the existing US-26/N-92 alignment passing to the south of the two electrical substations west of town, then reconnecting to US-26/N-92 west of the commercial properties located to the west of the BNSF railroad tracks.
- **Alternative 3** extends west from Main Street (US-26/US-385) along 4th Street through a densely populated residential area in Bridgeport then extends southwest to US-26/N-92 west of the commercial properties located to the west of the BNSF railroad tracks.
- **Alternative 4** extends west from Main Street (US-385/N-92) along 8th Street and passes through commercial and residential areas in Bridgeport then extends northwest to US-26/N-92 south of two electric power substations.

TRAFFIC VOLUMES:

| | N-26/N-92 | |
|------------------------|------------------|-------------|
| Year | 2020 | 2040 |
| Vehicles Per Day (ADT) | 3180 | 3840 |
| % Heavy Trucks | 14% | 14% |

CONSTRUCTION SCHEDULE: As of this date, construction has not been scheduled. At the conclusion of the alternative analysis, if an alternative other than the no-build alternative is preferred, the project would proceed into the final design phase. A construction letting date would be scheduled based on funding availability and priority.



LEGEND

- ALTERNATIVE 1 █
- ALTERNATIVE 2 █
- ALTERNATIVE 3 █
- ALTERNATIVE 4 █



U.S. Department
of Transportation
**Federal Highway
Administration**



Nebraska
Department of Roads

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE