

BNSF, Bridgeport Viaduct

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Agenda

BNSF, Bridgeport Viaduct
RRZ-TMT-26-1(161); C.N. 51299

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

Project Purpose

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The purpose of this project is to:

- **Eliminate conflicts** between trains and vehicles at the existing N-14 at-grade Burlington Northern Santa Fe (BNSF) crossing
- **Reduce vehicular delays** at the US-26/N-92 crossing of the BNSF tracks
- **Reduce crash costs** associated with the existing US-26/N-92 crossing of the BNSF railroad tracks

US-26/N-92 is the most direct route from Bridgeport to Gering and Scottsbluff; as such, it is an important link in the Nebraska highway system.

Project Need

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

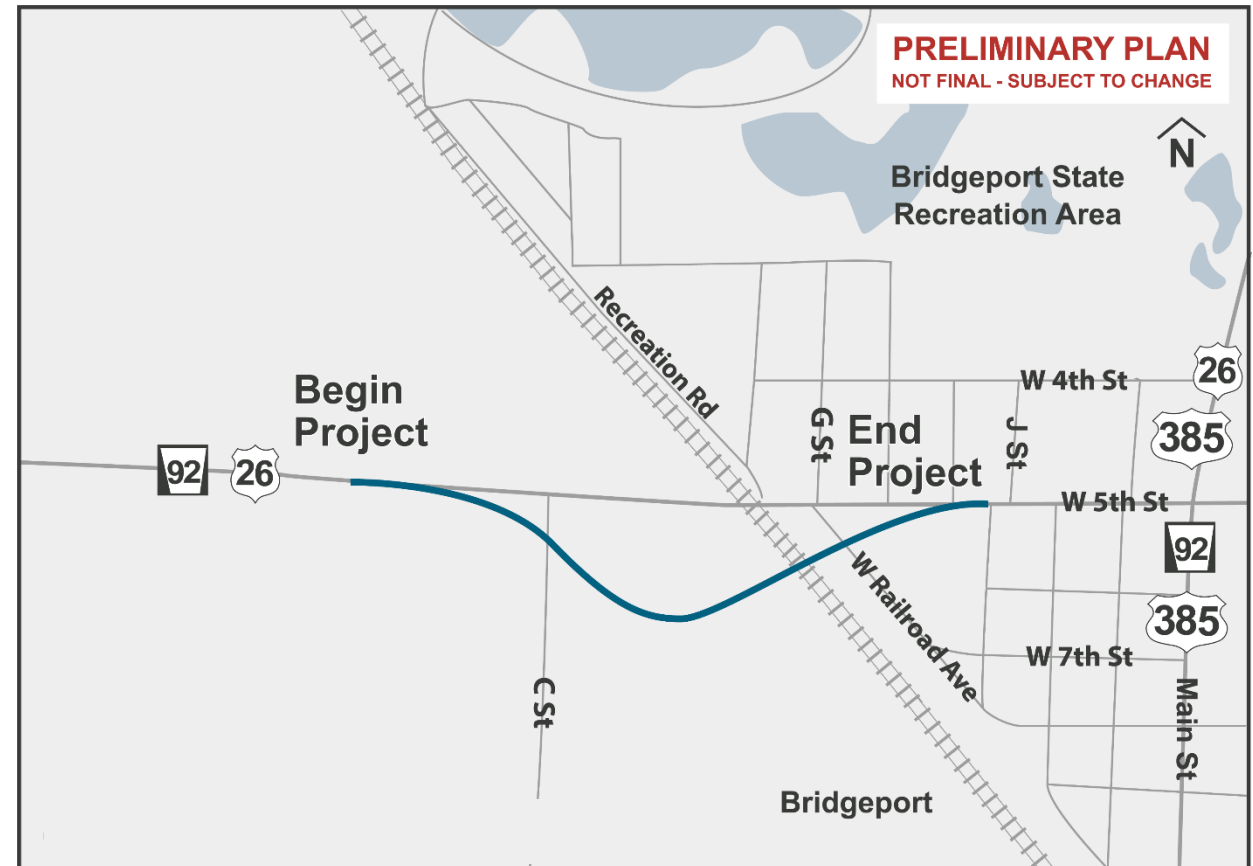
- Potential number of conflicts between road users and trains (**Exposure Factor**)
- Traffic Delays
- Crash Costs

The highway rail crossing of US-26/N-92 and BNSF meets NDOT thresholds for considering grade separation.

Project Overview

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- US-26/N-92 in Bridgeport
- Varying two-lane roadway cross sections
- Alignment Alternatives and Preliminary Design are complete
- Public Involvement
- Final Environmental Assessment (EA) will be submitted to FHWA later this year



Scope of Work

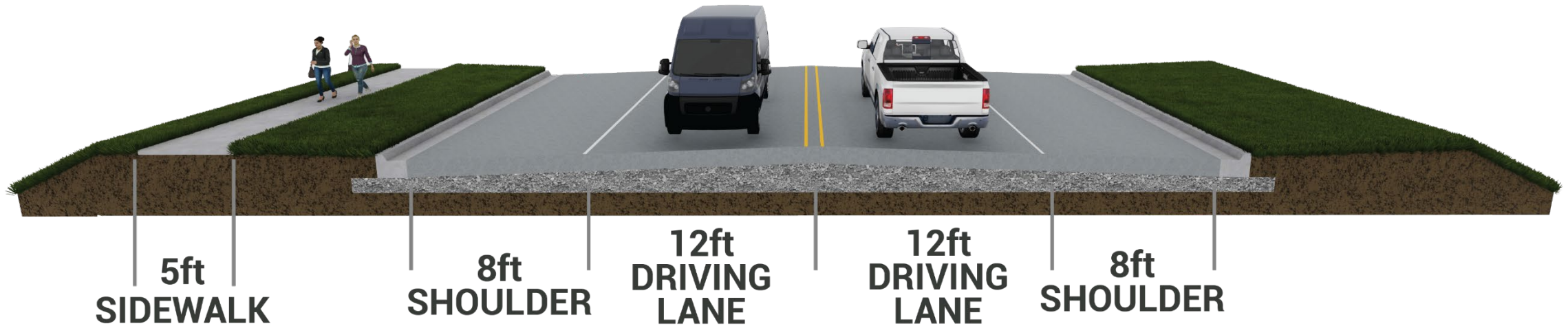
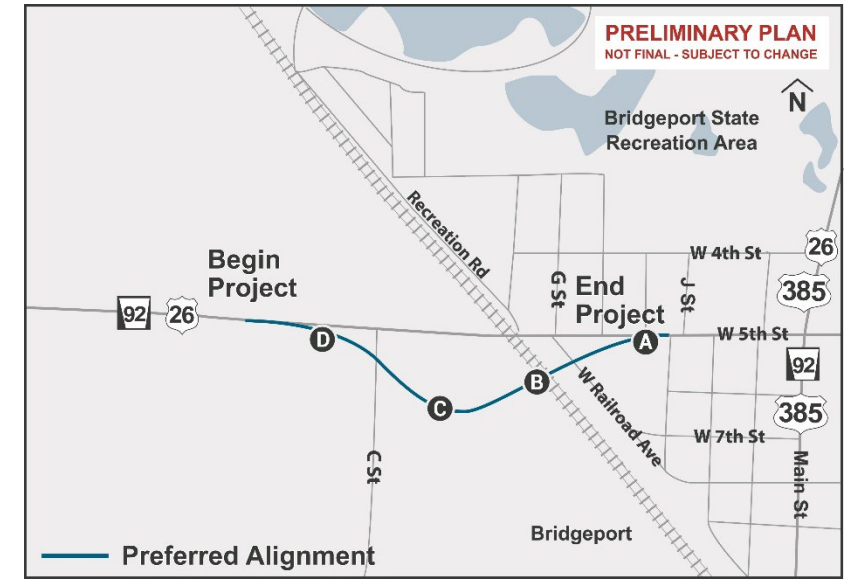
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- Construct US-26/N-92 on new alignment with a viaduct over the BNSF
- Improvements on Railroad Ave from West 7th Street to Recreation Road
- Existing at-grade BNSF crossing will be closed to local traffic
- Pedestrian accommodations along relocated US-26/N-92
- WAPA electrical transmission lines will need to be raised in advance of NDOT's project
- Repair existing US-26/N-92 prior to relinquishing to the City

Design Features

Typical Cross Sections – Segment A

US-26, J Street to Bridgeport Viaduct



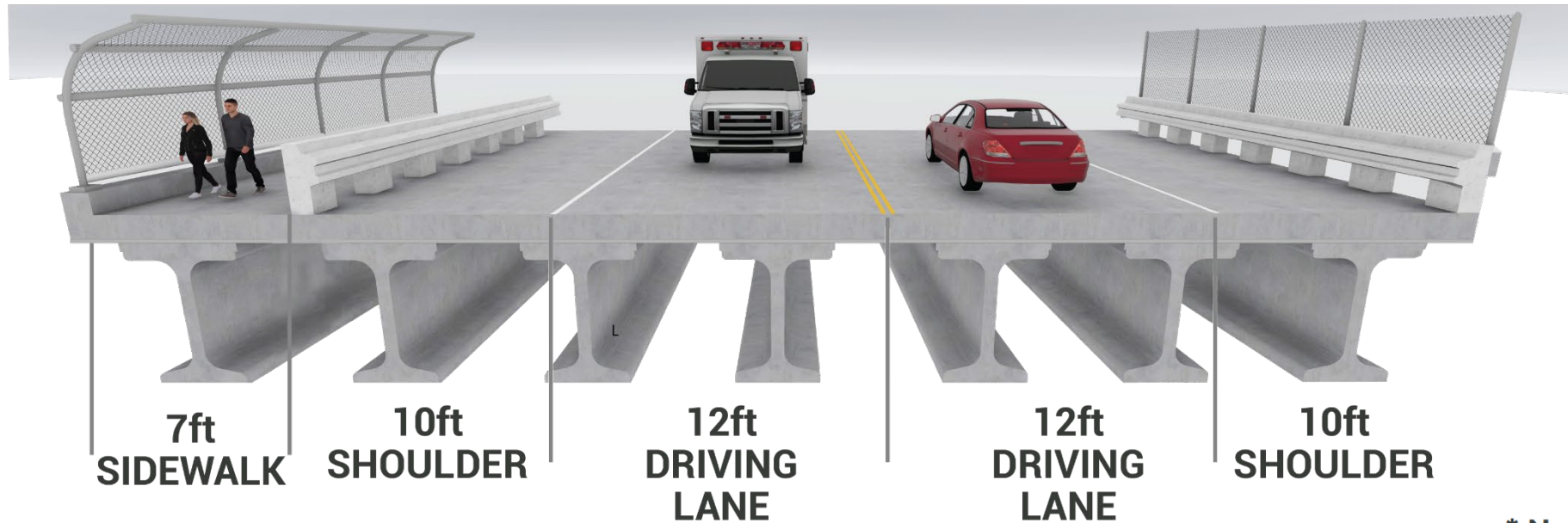
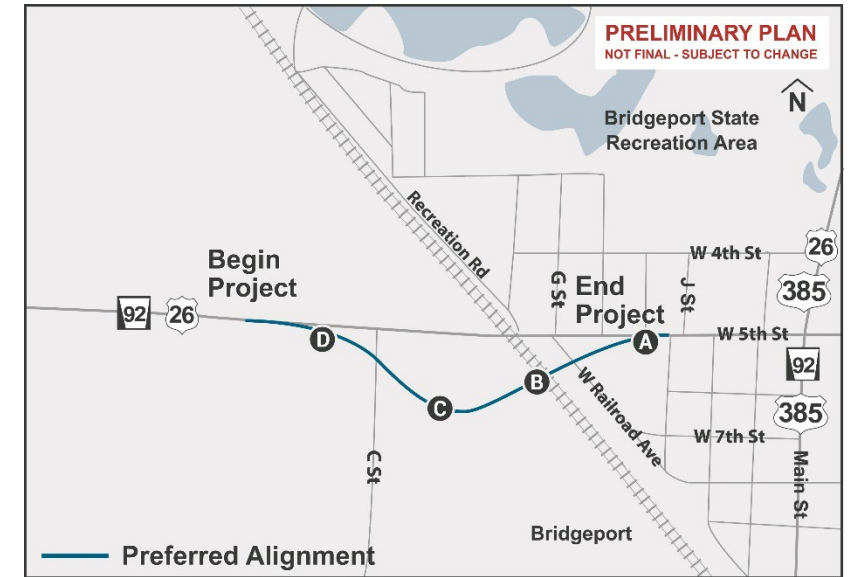
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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Design Features

Typical Cross Sections – Segment B

US-26, Bridgeport Viaduct



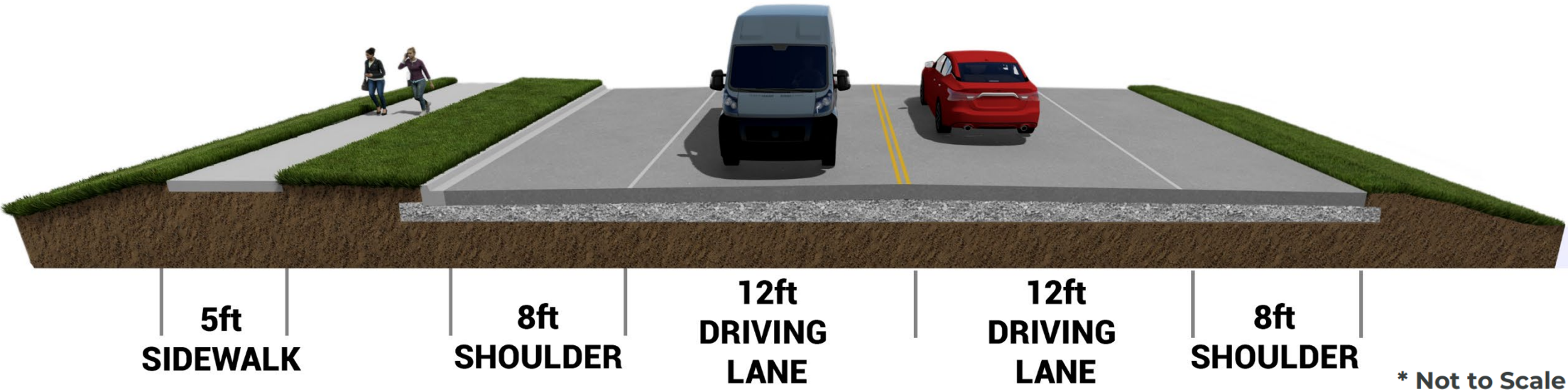
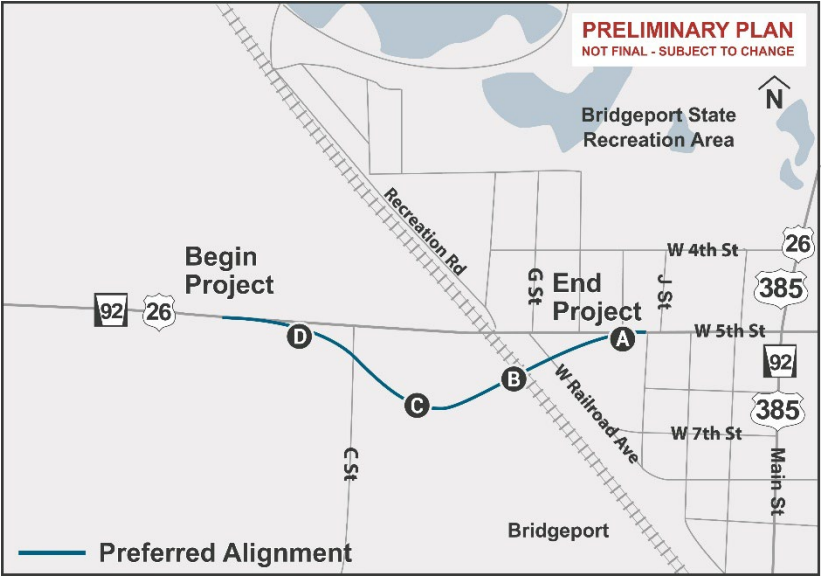
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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Design Features

Typical Cross Sections - Segment C

US-26, Bridgeport Viaduct to Realigned C Street

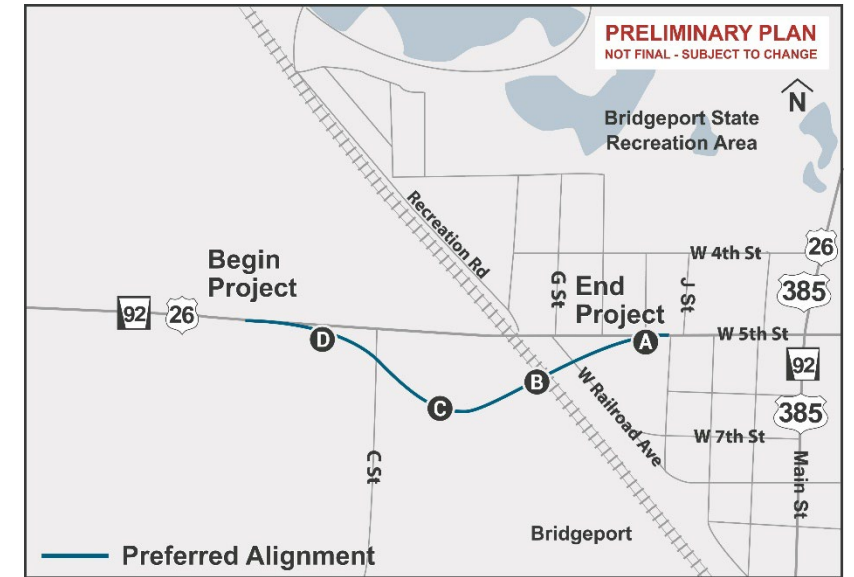


PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Design Features

Typical Cross Sections - Segment D

US-26, Realigned C Street to Western Project Limits



* Not to Scale

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Environmental Assessment & Preliminary Design

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- Environmental resource reviews
 - Wetlands
 - Hazardous Materials
 - Threatened and Endangered Species
 - Noise & Air
 - Historic Properties and Archeology
 - Parks and recreational facilities (*4(f)* and *6(f)* resources)
 - Utilities
- Alternatives Analysis
- Public Involvement
- Selection of Preferred Alternative
- Final Environmental Assessment will be submitted to FHWA later this year.

Public Involvement

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- **2005:** Project development began
- **2007:** Project was put on hold due to lack funding
- **2014:** Project resumed planning phase; Public Information Open House meeting was held to present four build alternatives for public input
- **2015:** Public Information Open House held to share feedback received on original alternatives; remaining two build alternatives presented for public input
- **2024:** Project continued through preliminary engineering and environmental review phases

Public Involvement

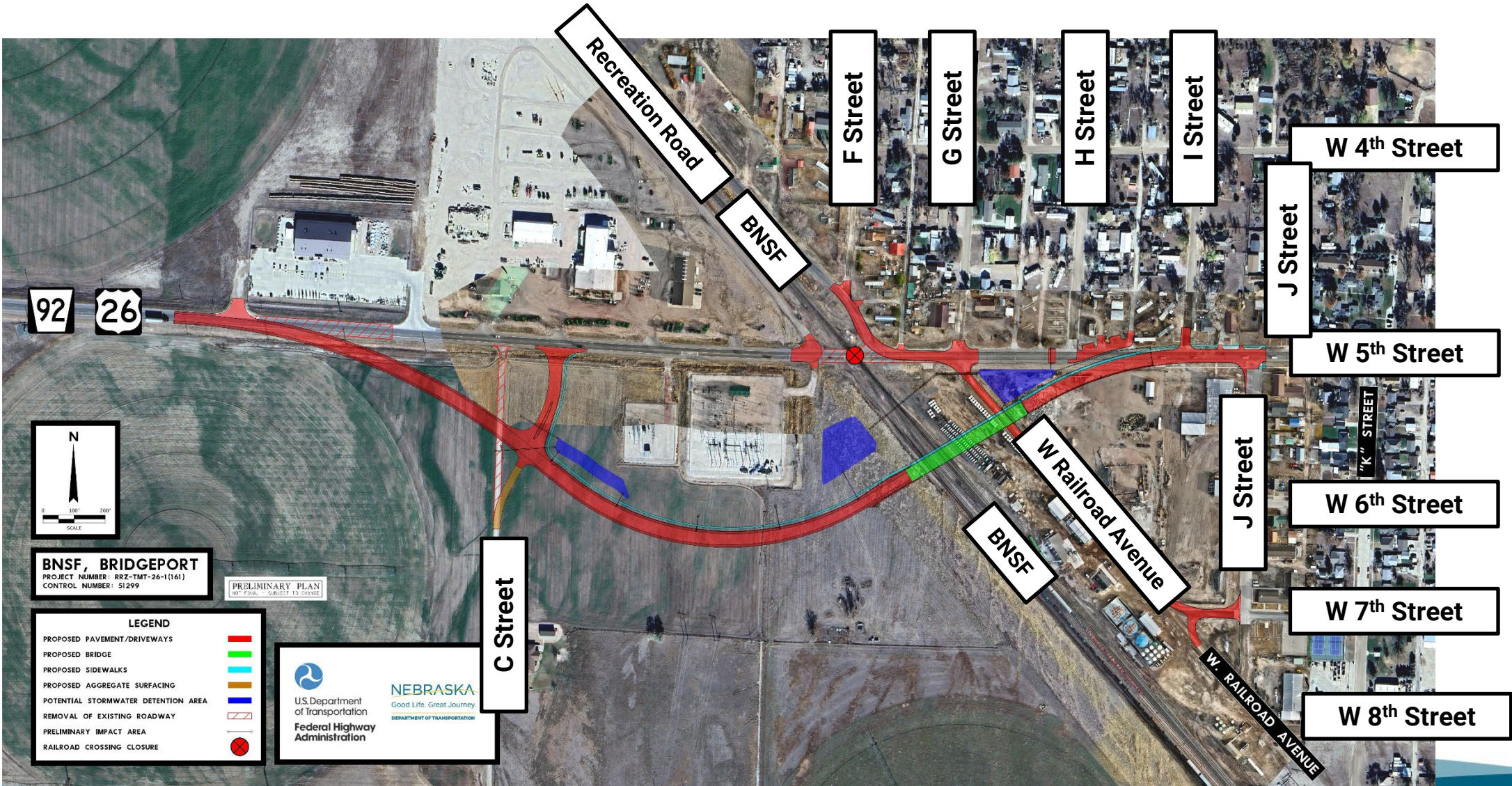
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- **May 13, 2025:** Public Hearing
 - Approximately **69** people in attendance
 - Received **15** comments
(comment period ended May 29, 2025)
- **Public Comments**
 - Overall project support
 - Cost
 - Impact to businesses
 - Access to Bridgeport State Recreation Area
 - Comments are still being reviewed and responses developed



Preferred Alternative

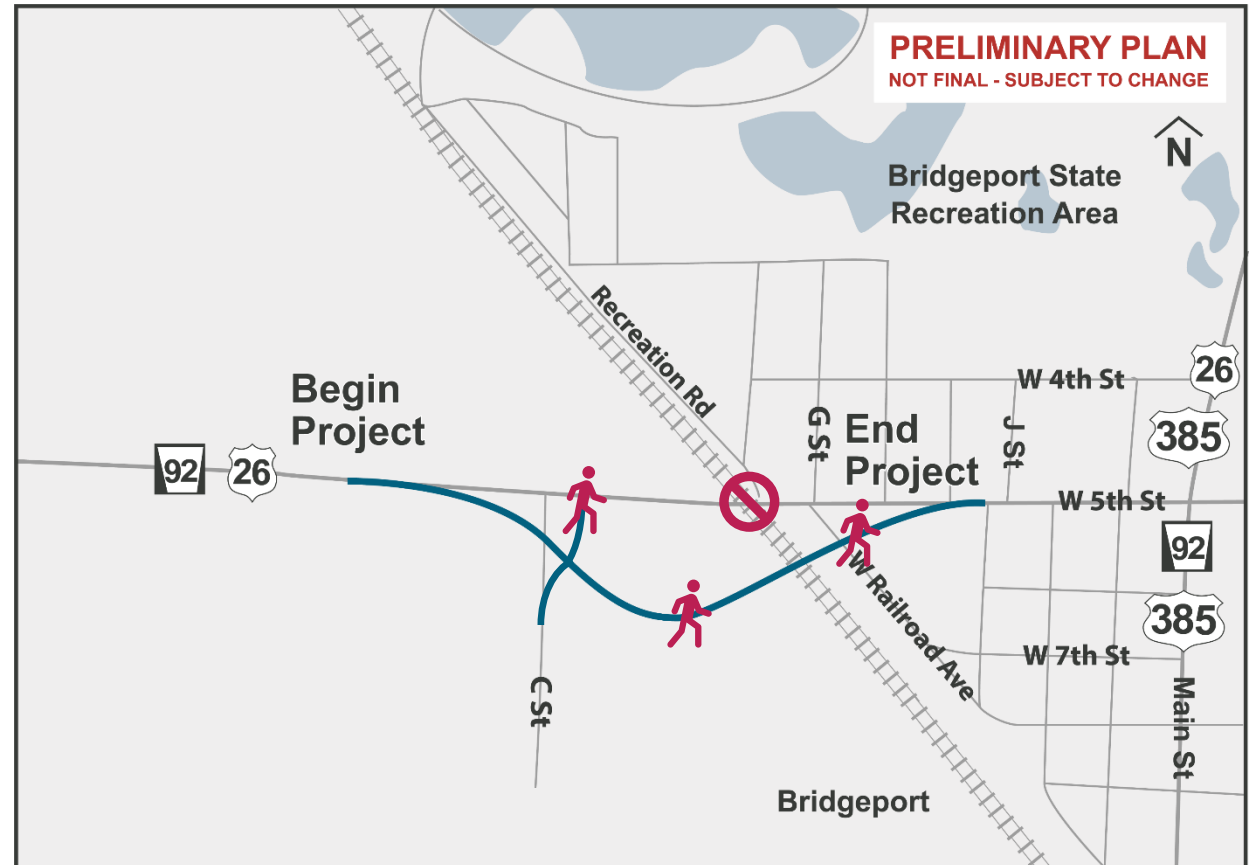
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Pedestrian Accommodations & Other Closures

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- There **will not** be a dedicated pedestrian overpass constructed
- The existing at-grade railroad crossing at US-26/N-92 will be **closed** to vehicular and pedestrian traffic



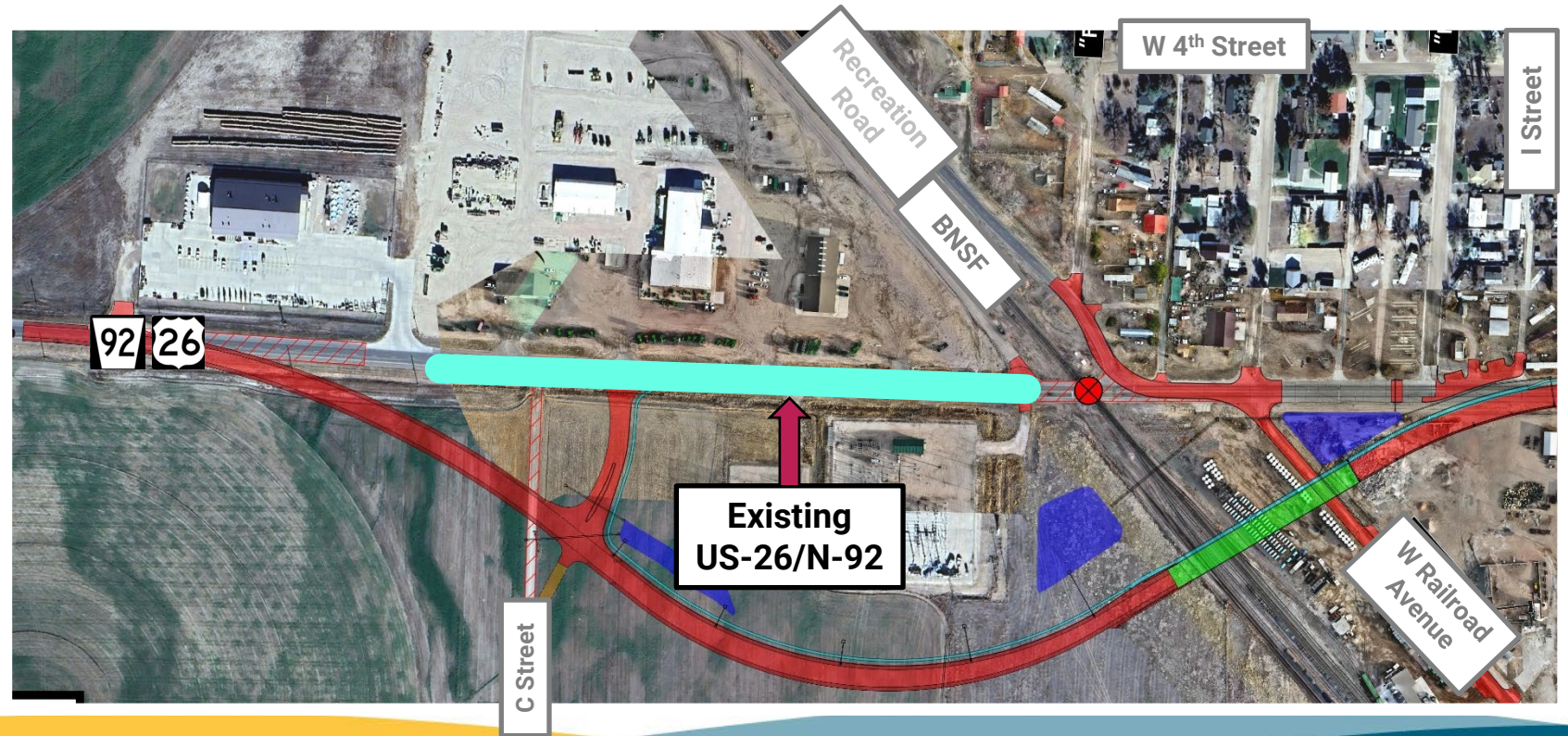
Access Control

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

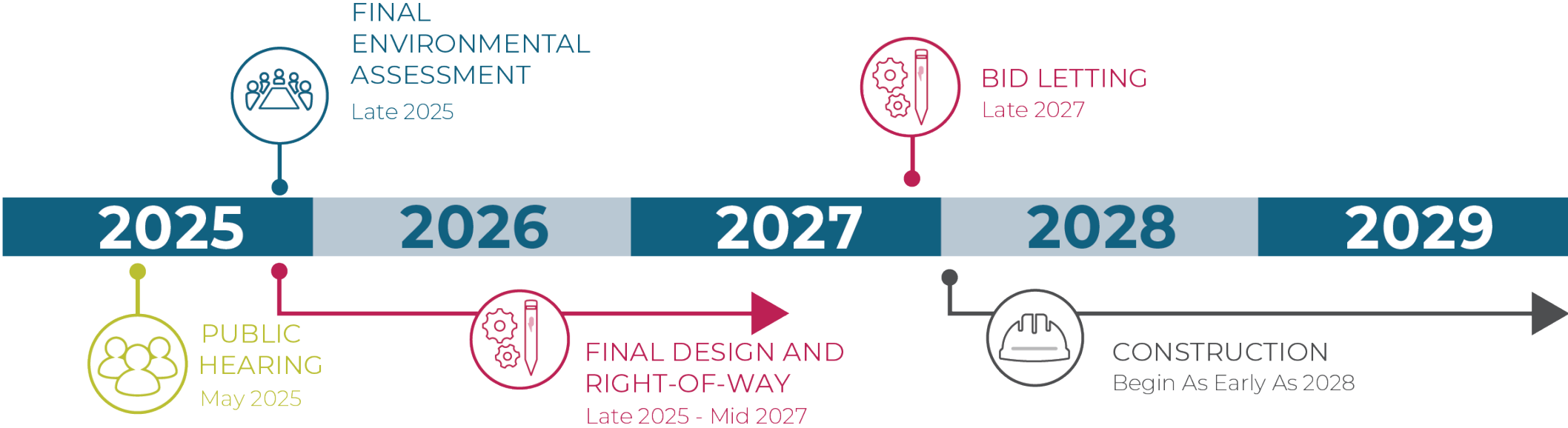
Relinquishment

- Existing US-26/N-92 will be repaired prior to relinquishment
- Program agreement with Bridgeport executed June 14, 2025 with **commitment to accept relinquishment**
- Formal relinquishment agreement will be executed later



Schedule & Cost

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ESTIMATED COST: \$16 MILLION *

**Funding comes from federal, state, and BNSF sources.*

Requested Actions

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NDOT requests Highway Commission Recommendation of the following:

- Approval of the **Project Location** and **Design**
- Use of **Access Control**
- Approval of the **Relinquishment** of existing US-26/N-92 that will not be included in the new alignment

Questions?



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