

# BNSF, Bridgeport

## Public Hearing

RRZ-TMT-26-1(161) BNSF, Bridgeport; CN 51299

Tuesday, May 13, 2025 at 5:30 - 7:30 PM MDT

Prairie Winds Community Center, 428 Main Street, Bridgeport, NE 69336

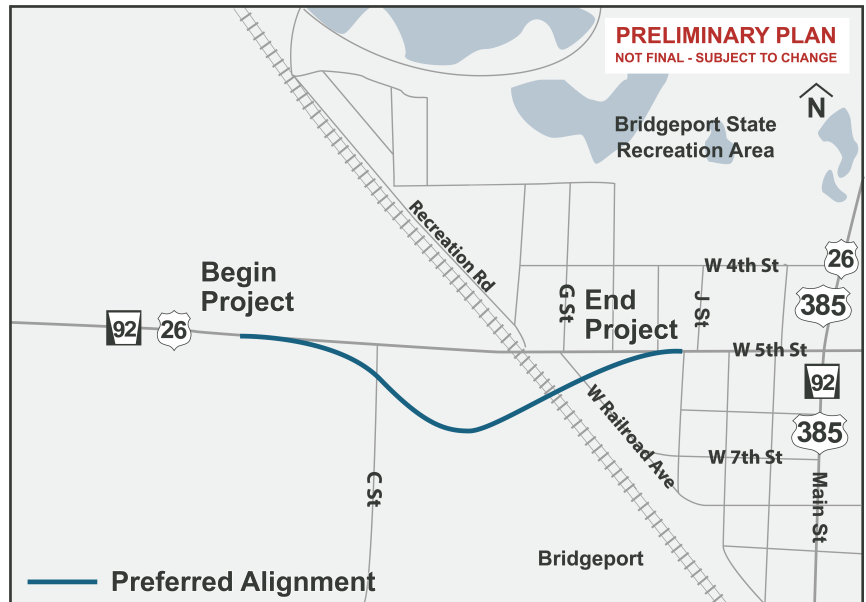
The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) have developed a draft Environmental Assessment (EA) per the National Environmental Policy Act (NEPA) and are seeking input on the proposed project which would construct a viaduct west of the city of Bridgeport in Morrill County, Nebraska.

### PROJECT LOCATION

Identified as **BNSF, Bridgeport**, the proposed project involves constructing a viaduct where U.S. Highway 26 (US-26)/Nebraska Highway 92 (N-92) crosses the BNSF Railway's (BNSF) railroad tracks west of the city of Bridgeport in Morrill County, Nebraska.

The existing at-grade crossing is located west of the intersection of Recreation Road and US-26/N-92 (W 5th Street) in the city of Bridgeport.

The proposed project would close the existing at-grade BNSF railroad crossing at approximately mile marker (MM) 60.92. US-26/N-92 would diverge from the existing highway alignment at about J Street, pass to the south of the two electrical substations west of the railroad tracks, and reconnect to the existing US-26/N-92 approximately 0.40 miles west of the existing US-26/N-92 at-grade crossing.



### PURPOSE & NEED

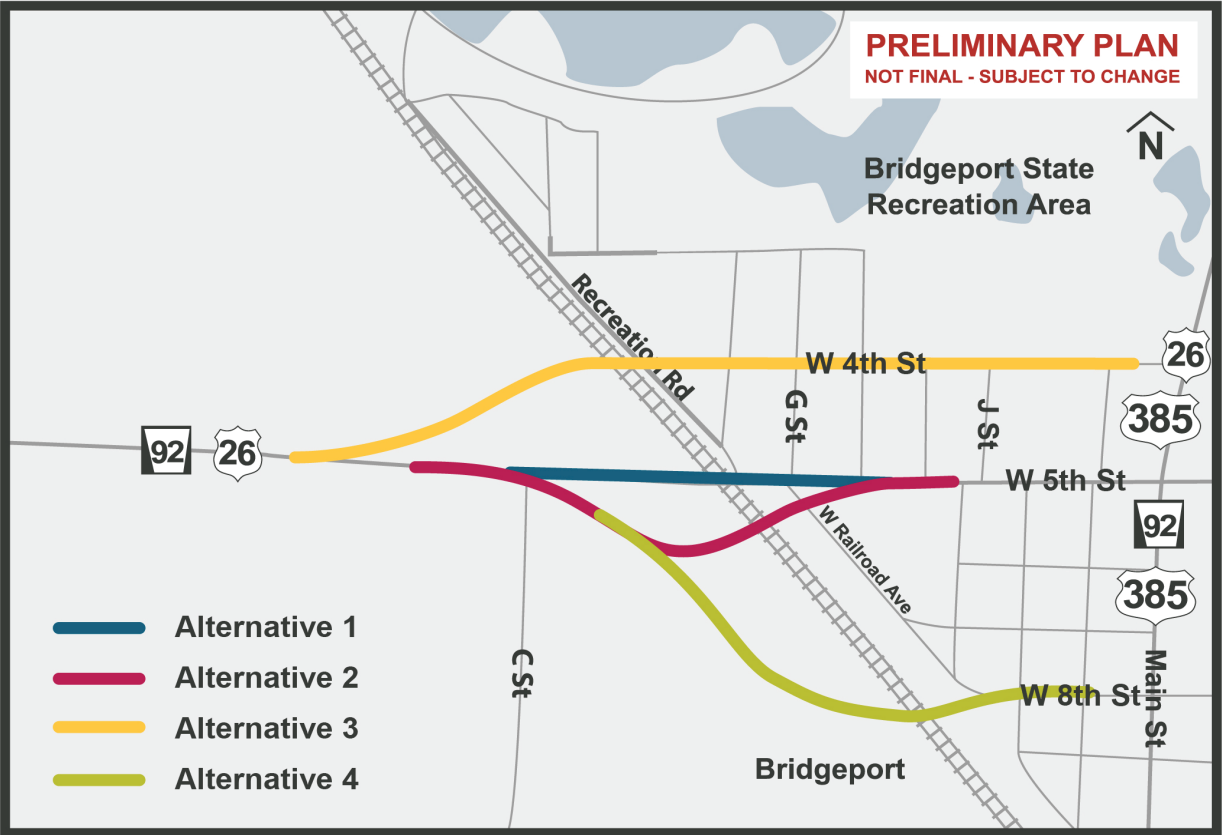
The purpose of the proposed project is to:

- Eliminate conflicts between trains and vehicles at the existing at-grade BNSF railroad crossing
- Reduce vehicular delays at the US-26/N-92 crossing of the BNSF railroad tracks
- Reduce crash costs associated with 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.

NDOT identifies the need for railroad grade separation structures by considering the exposure factor, traffic delays and crash costs. The highway-railroad crossing of US-26/N-92 meets NDOT's thresholds for considering a grade separation.

ALTERNATIVES CONSIDERED



**Alternative 1: Existing Alignment**  
Construct viaduct **on existing** US-26/N-92 alignment from J Street to west of the existing US-26/N-92 at-grade crossing; dismissed due to impacts to traffic patterns in retail, commercial and industrial areas, noise, and project cost.

**Alternative 2: South Alignment (Preferred)**  
Construct viaduct **south of existing** US-26/N-92 alignment from J Street, south of electrical substations west of the railroad tracks and reconnect west of existing US-26/N-92 at-grade crossing.

**Alternative 3: North Alignment**  
Construct viaduct **north of existing** US-26/N-92 alignment along W 4th Street from Main Street west through residential and commercial areas and reconnect with existing US-26/N-92 at-grade crossing; dismissed due to impacts to properties, traffic patterns in residential, commercial and industrial areas, noise, and lack of public support.

**Alternative 4: W 8th Street Alignment**  
Construct viaduct **along W 8th Street** from Main Street north and west of commercial and residential areas and reconnect to US-26/N-92 west of electrical substations; dismissed due to impacts to residential properties, traffic patterns in commercial and industrial areas, and lack of public support.

SUMMARY OF POTENTIAL IMPACTS

Right-of-Way and Relocations

Approximately 15 acres would be acquired (13 acres of agricultural land, approximately 2 acres of commercial land). Temporary easement of approximately 0.7 acres. The displacement of commercial businesses may also be necessary.

Utilities

Utility relocations would be required but would not result in outages or disruptions; Moderate impacts to the WAPA substation facility related to transmission line raises.

Historic Properties

No impacts to historic properties.

Visual Resources

Visual aesthetics would be consistent with the current views considering existing power lines, center pivots, trees and other elevated features.

Recreation Properties

Would not use or indirectly adversely affect any recreation-properties. Access to Bridgeport State Recreation Area would be maintained during construction.

Hazardous Materials & Contamination

Not likely to encounter subsurface contamination located at the Panhandle Co-op/Conoco Bulk Plant. Possible contamination is located adjacent to the proposed viaduct and Railroad Avenue but not within the anticipated construction limits.

Noise Impacts

No noise impacts.

Floodplains

No impacts to streams or floodplains.

Water Quality

The roadway would represent a minor increase in an impermeable surface and, therefore, would result in minor impacts to groundwater recharge; not expected to impact the one domestic well within the limits of construction.

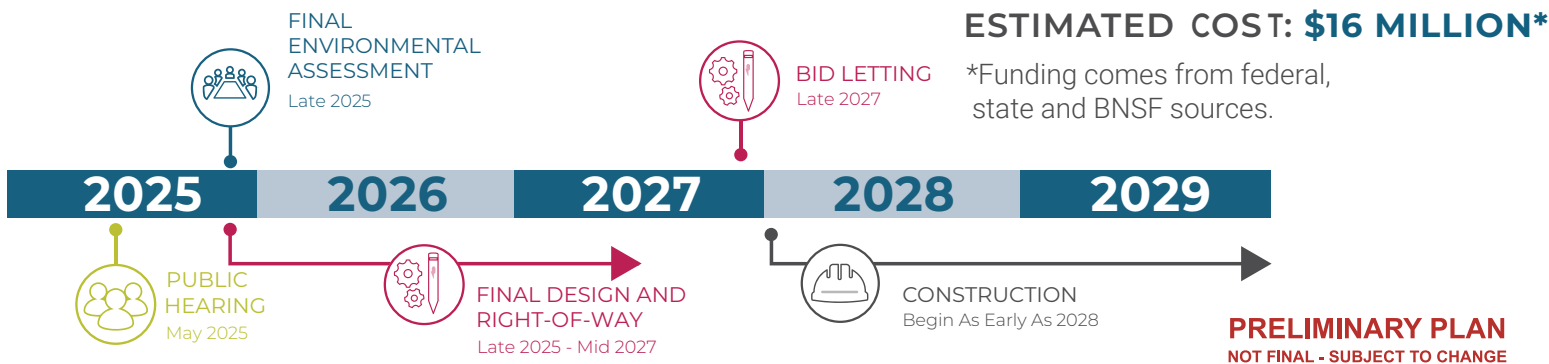
Wetlands and Other Water Resources

No impacts to wetlands or other water resources.

Threatened and Endangered Species

There would be no impacts to threatened and endangered species or bald or golden eagles.

# ANTICIPATED SCHEDULE & COST



## SCOPE OF WORK

The proposed project would include two 12-foot-wide driving lanes, 8-foot-wide shoulders and a 5-foot-wide sidewalk on the north side. The proposed viaduct would include two 12-foot-wide driving lanes, 10-foot-wide shoulders and a 7-foot-wide sidewalk on the north side. In addition, connecting roads at each end of the viaduct would be reconstructed to provide access to nearby residences and businesses. Improvements would include new paving, a bridge, retaining walls, culvert and storm sewer work, detention ponds, pavement striping, lighting and pedestrian accommodations.

Once construction is complete, the old US-26/N-92 pavement west of the railroad tracks would be left in place to provide access to the businesses and electrical substations and would be connected to the new US-26/N-92 alignment via a new drive. W Railroad Avenue would be paved from W 7th Street to Recreation Road and connect to G Street, H Street and W 5th Street. Connections to the newly constructed US-26/N-92 would be maintained from both I Street and J Street. The existing segments of old US-26/N-92 east and west of the existing railroad crossing that would remain in place would be relinquished to the City of Bridgeport.

## RIGHT-OF-WAY

The proposed project would 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). The displacement of commercial businesses may also be necessary. If your property is impacted by this project, you would be contacted by a representative once the design footprint has been established.

## TRAFFIC ACCOMMODATIONS

The project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Temporary pavement may be required to accommodate phased construction. Access to adjacent properties would be maintained during construction but may be limited at times due to traffic phasing requirements. Access to Bridgeport State Recreation Area would be maintained during construction.

## FEEDBACK

Comments will be collected through May 29, 2025 and should be submitted to:



**Sarah Fisher**  
NDOT Public Involvement  
P.O. Box 94759  
Lincoln, NE 68509-4759  
sarah.fisher@nebraska.gov  
402-479-3832

Information regarding the proposed project, including an electronic version of the draft EA is available on the NDOT website at [ndot.info/51299](https://ndot.info/51299)

For those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE, 68502 or by contacting:

**Doug Hoevet**  
NDOT District 5 Engineer  
doug.hoevet@nebraska.gov  
(308) 436-6587