

# WELCOME!

---

## BNSF, Bridgeport

Public Hearing

RRZ-TMT-26-1(161); CN 51299

## PLEASE SIGN IN

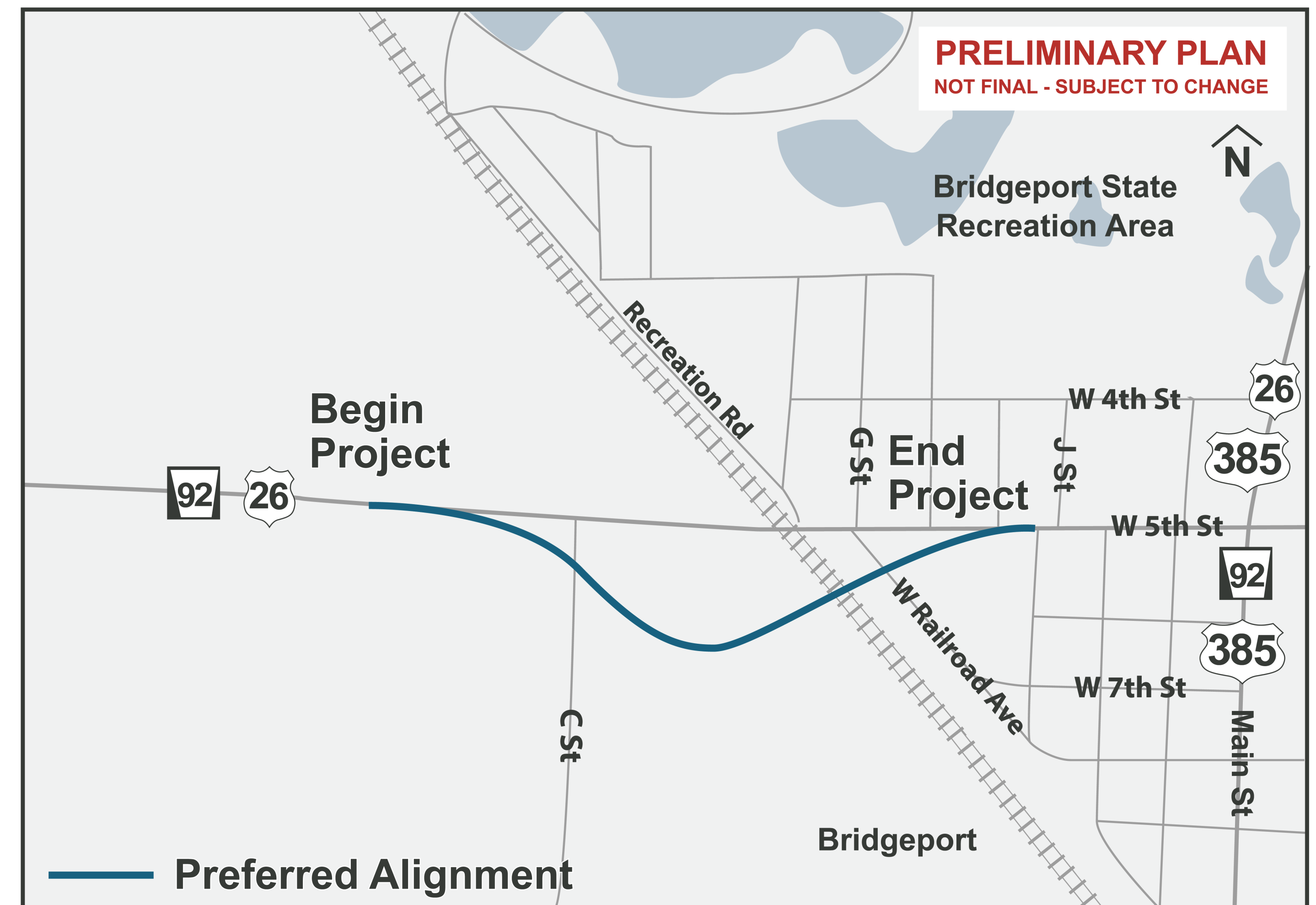
# PROJECT DESCRIPTION & LOCATION

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

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.



# PROJECT PURPOSE & NEED

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

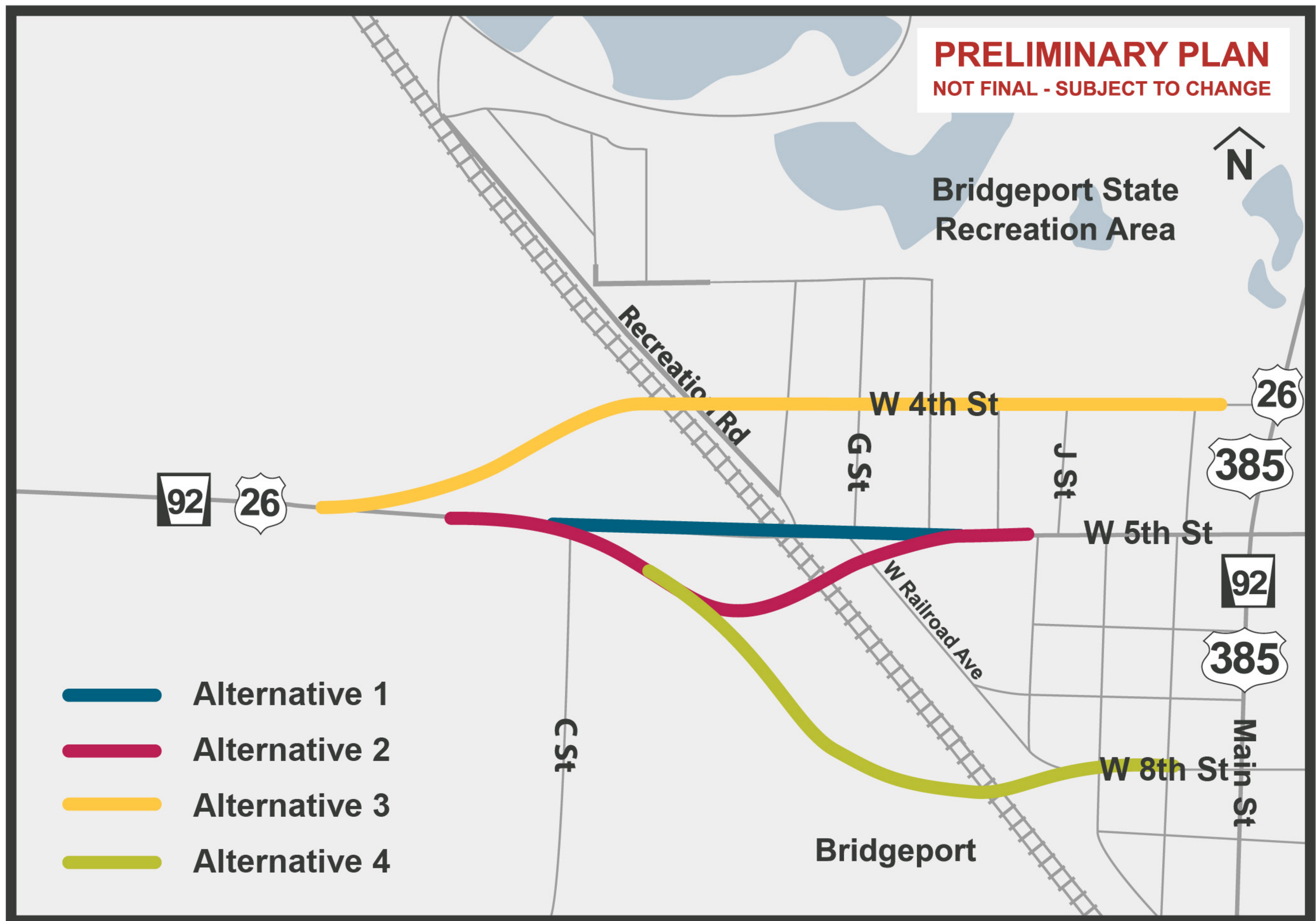
The purpose of the proposed project is to:

- 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

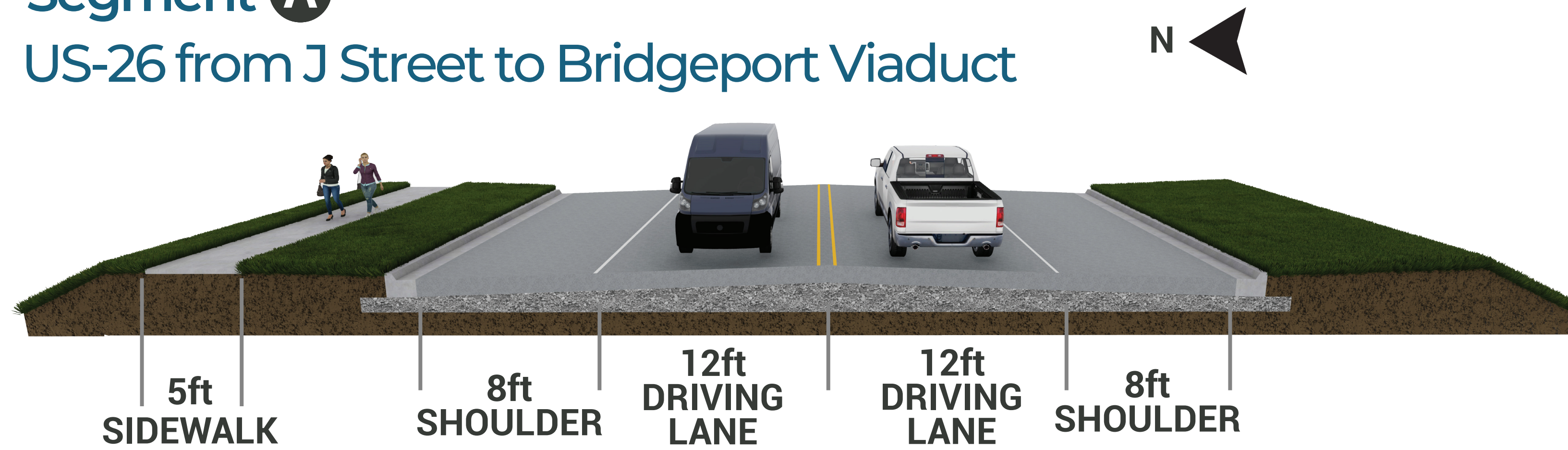
Construct viaduct **north of existing** US-26/N-92 alignment along W 4th Street from Main Street west through residential and commercial areas and reconnect with existing US-26/N-92 at-grade crossing; dismissed due to impacts to properties, traffic patterns in residential, commercial and industrial areas,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

## Alternative 4: W 8th Street Alignment

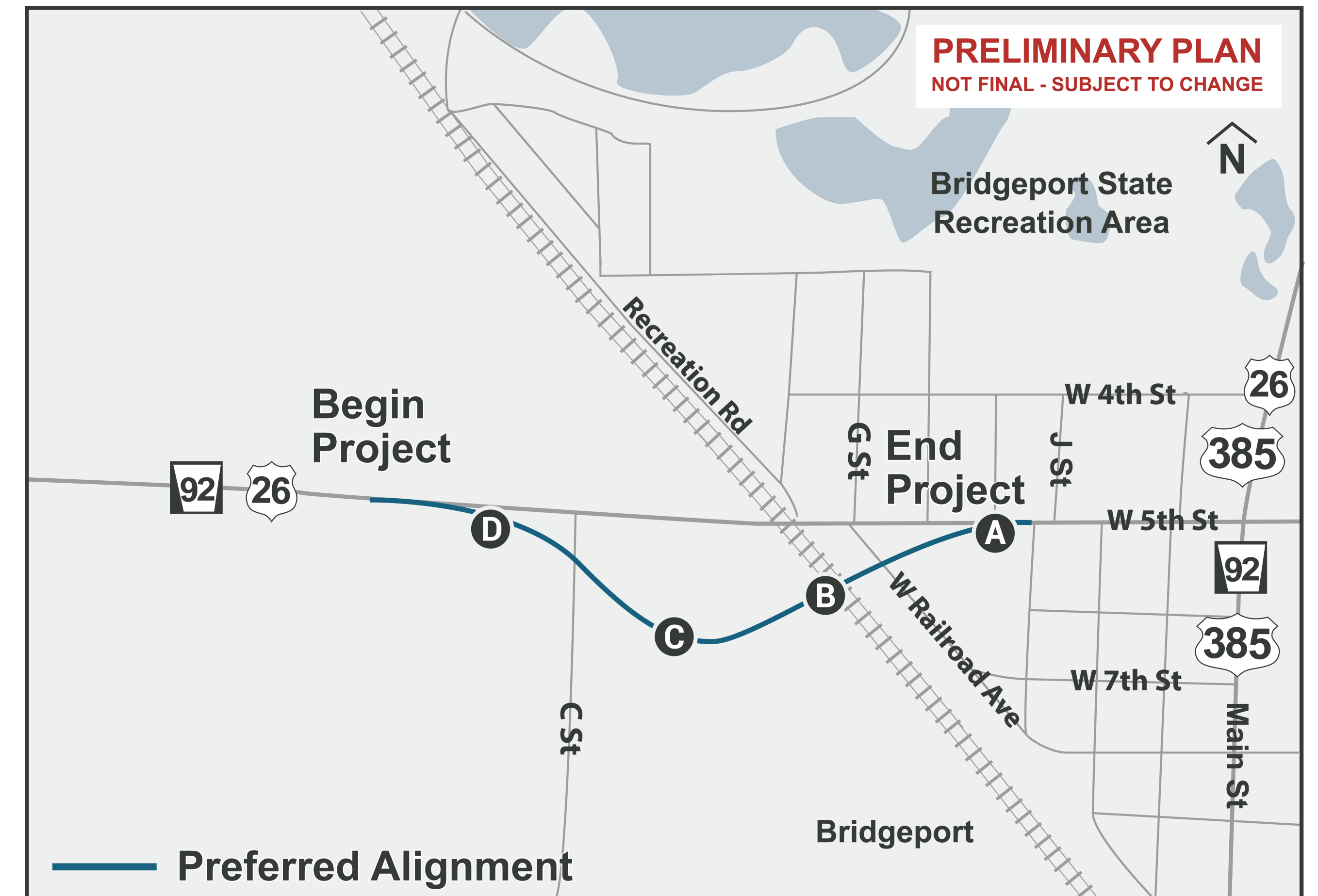
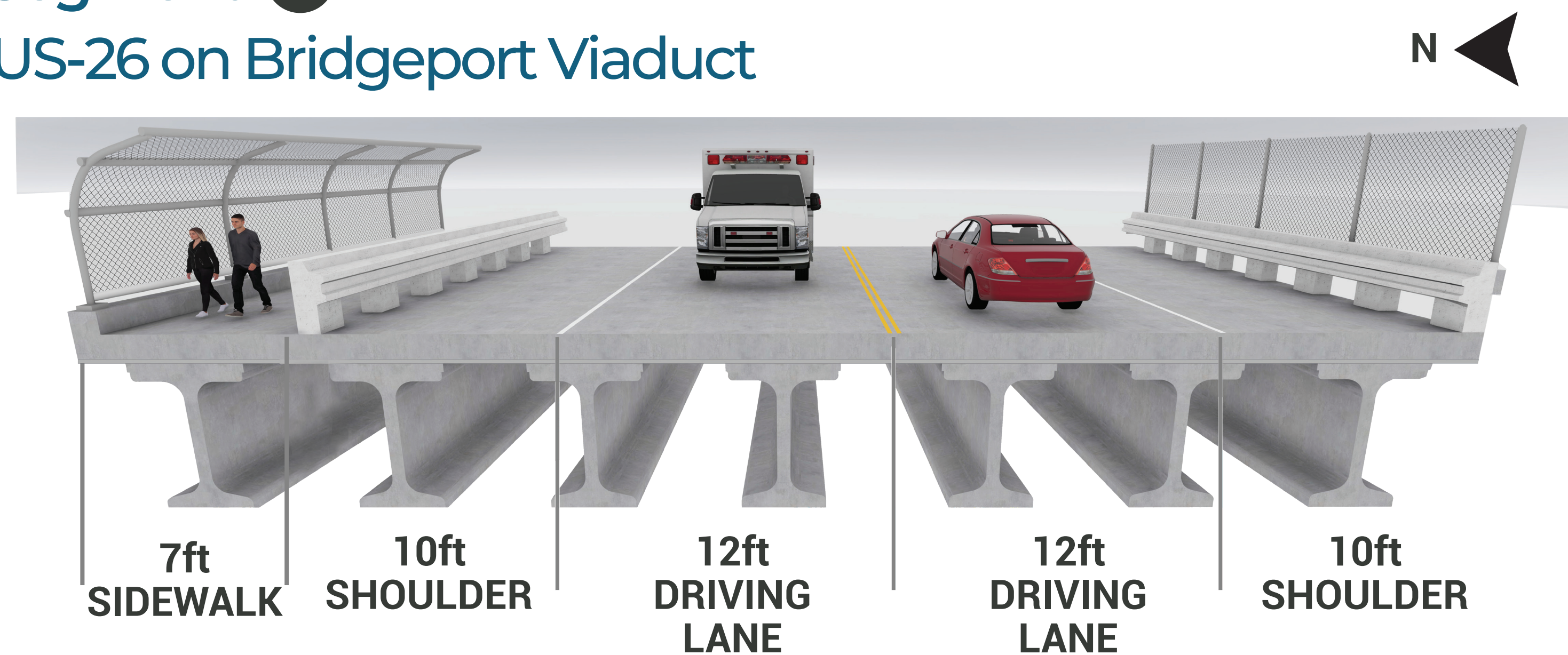
Construct viaduct **along W 8th Street** from Main Street north and west of commercial and residential areas and reconnect to US-26/N-92 west of electrical substations; dismissed due to impacts to residential properties, traffic patterns in commercial and industrial areas, and lack of public support.

# TYPICAL SECTION

Segment **A**  
 US-26 from J Street to Bridgeport Viaduct



Segment **B**  
 US-26 on Bridgeport Viaduct

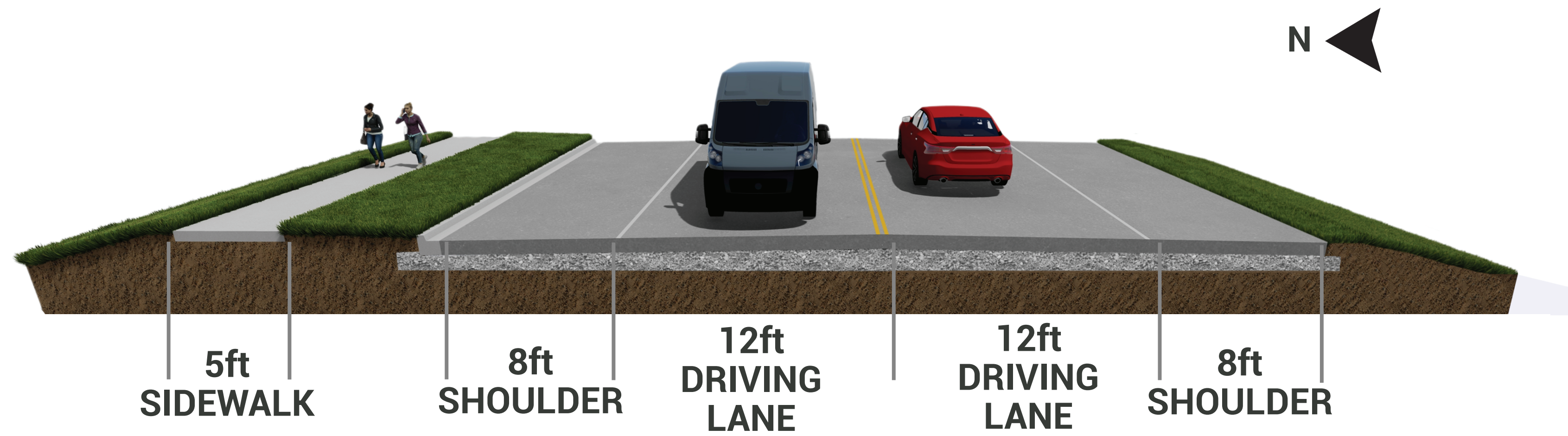


**PRELIMINARY PLAN**  
 NOT FINAL - SUBJECT TO CHANGE

# TYPICAL SECTION

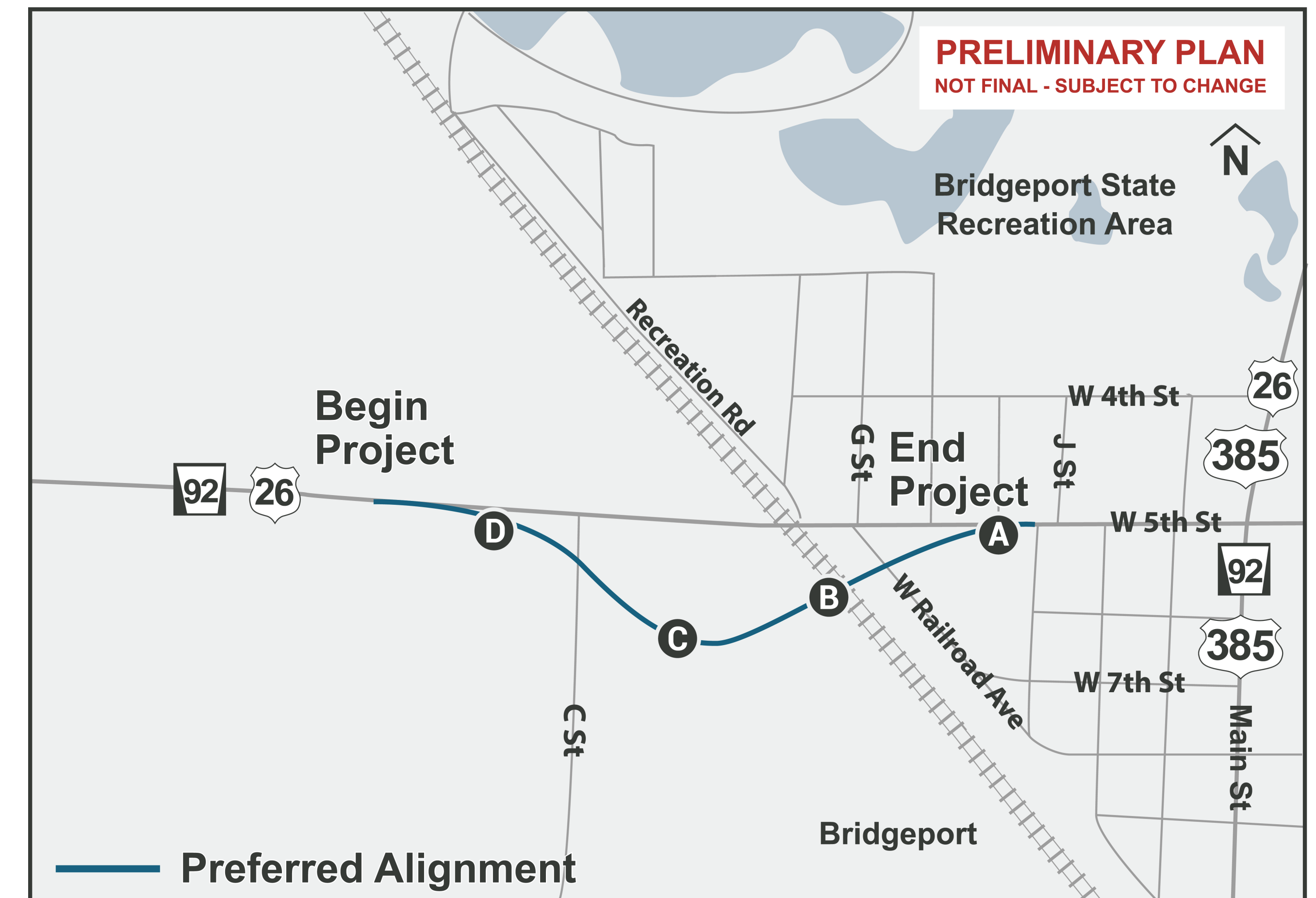
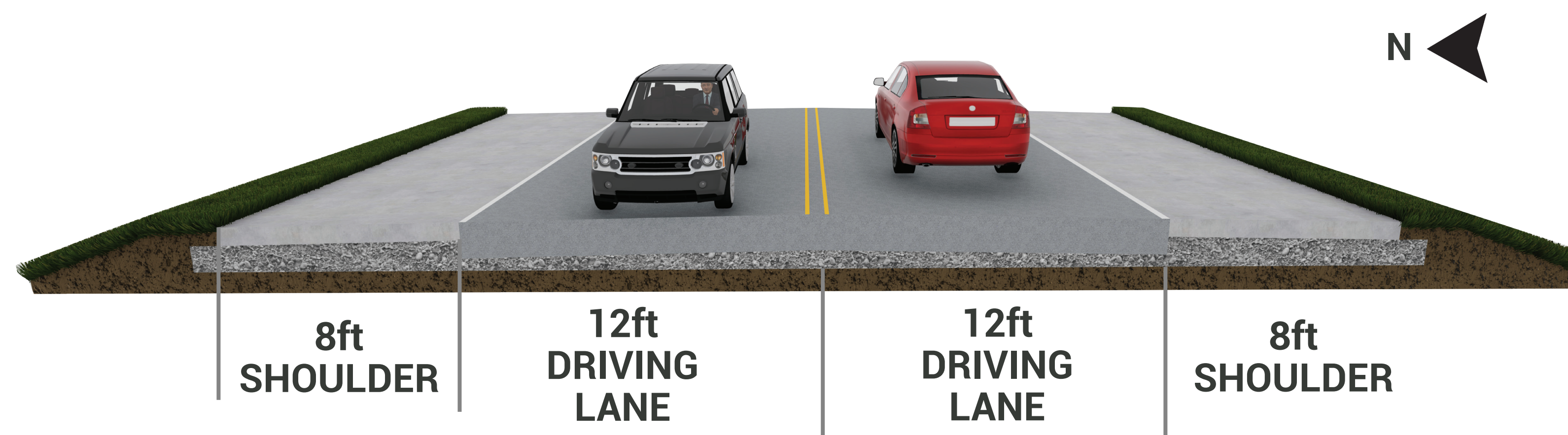
## Segment C

US-26 from Bridgeport Viaduct to Realigned C Street



## Segment D

US-26 from Realigned C Street to Western Project Limits



**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE

# SUMMARY OF POTENTIAL IMPACTS

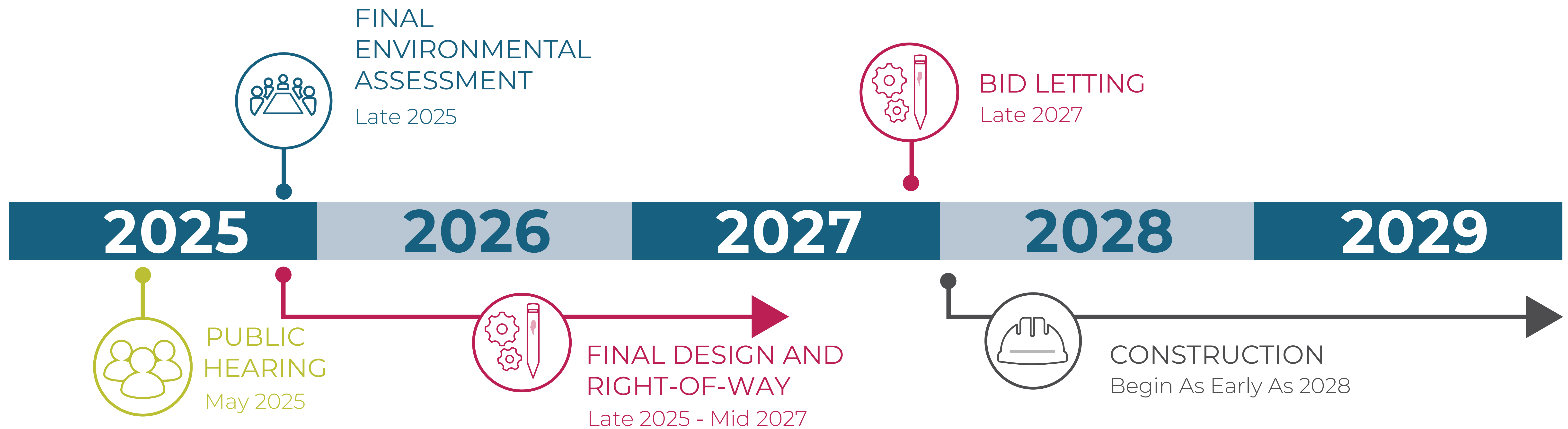
**BNSF, Bridgeport**  
RRZ-TMT-26-1(161); CN 51299

<b>Right-of-Way and Relocations</b>	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.
<b>Utilities</b>	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.
<b>Historic Properties</b>	No impacts to historic properties.
<b>Visual Resources</b>	Visual aesthetics would be consistent with the current views considering existing power lines, center pivots, trees and other elevated features.
<b>Recreation Properties</b>	Would not use or indirectly adversely affect any recreation properties. Access to Bridgeport State Recreation Area would be maintained during construction.
<b>Hazardous Materials &amp; Contamination</b>	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.
<b>Noise Impacts</b>	No noise impacts.
<b>Floodplains</b>	No impacts to streams or floodplains.
<b>Water Quality</b>	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.
<b>Wetlands and Other Water Resources</b>	No impacts to wetlands or other water resources.
<b>Threatened and Endangered Species</b>	There would be no impacts to threatened and endangered species or bald or golden eagles.

**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE

# ANTICIPATED SCHEDULE & COST

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



**ESTIMATED COST: \$16 MILLION\***

\*Funding comes from federal, state and BNSF sources

**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE

# RIGHT-OF-WAY

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

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)
- 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

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

The project would be constructed under traffic, with lane closures controlled by appropriate traffic control devices and practices.

Temporary surfacing 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

Information regarding the proposed project, including the draft Environmental Assessment, is available at [ndot.info/51299](https://ndot.info/51299). The draft Environmental Assessment is also available for review at:

- NDOT District 5 Headquarters (140375 Rundell Rd, Gering, NE)
- NDOT Headquarters (1500 Nebraska Parkway, Lincoln, NE)
- FHWA Nebraska Division (100 Centennial Mall N, Ste 220, Lincoln, NE)
- City of Bridgeport - City Clerk (809 Main Street, Bridgeport, NE)
- Bridgeport Public Library (722 Main Street, Bridgeport, NE)

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](mailto:sarah.fisher@nebraska.gov)  
(402) 479-3832

**BNSF, Bridgeport**  
RRZ-TMT-26-1(161); C.N. 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](mailto:doug.hoevet@nebraska.gov)  
(308) 436-6587

