

Construction Considerations and Cost

	Alternative 1 North Alignment	Alternative 2 On Existing Alignment	Alternative 3 South Alignment	Alternative 4 Modified North Alignment
Right-of-way (ROW)	<25 acres <5 acres easement 1 residence acquired/ relocated	<15 acres <5 acres easement No relocations	<25 acres <10 acres easement 1 business acquired/ relocated	<25 acres <10 acres easement 1 residence acquired/ relocated
Traffic Accommodation/ Detour	Traffic would be maintained on existing roadway	Detour required; temporary at-grade rail crossing not viable at this location	Traffic would be maintained on existing roadway	Detour required OR temporary at-grade rail crossing
Estimated Construction Cost*	\$9.9 million	\$10.3 million	\$9.8 million	\$9.7 million

*The cost estimate does not include preliminary engineering, ROW, relocations, utilities, construction engineering or maintenance of the detour route. The construction has not been scheduled but is programmed in NDOR's five-year Surface Transportation Program (2016-2020).

Environmental Assessment (EA) Schedule *All Dates are Estimated and Subject to Change*



For More Information, Please Contact:

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For More Information, Visit:

www.Transportation.Nebraska.gov/projects

Click on the **Scottsbluff West Viaduct** link

Visit the Project Online Meeting from September 30 - October 15:

www.ScottsbluffWestViaductProject.com

SCOTTSBLUFF WEST VIADUCT

Public Information Meeting September 30, 2014, 4:00 - 6:00 p.m., Gering Civic Center, 1050 M Street, Gering, NE

Project Description

This proposed Project would reconstruct approximately 1 mile of Nebraska Highway 92 (N-92) located approximately two miles west of Scottsbluff, Nebraska, in Scotts Bluff County. The existing at-grade rail crossing is approximately 570 feet east of the intersection with Old Oregon Trail Road and approximately 3,070 feet west of the North Platte River. A viaduct over the existing Union Pacific Railroad (UPRR) rail lines would be constructed to separate roadway and rail traffic.

Purpose of the Project

The purpose of the proposed Project is to:

- Eliminate the potential for train-vehicle conflicts at the at-grade crossing of the UPRR mainline tracks and N-92
- Reduce the potential for vehicle-vehicle collisions in the Project area
- Reduce traffic delays and associated costs

Need for the Project

- Exposure factor of 117,120 is more than twice the required minimum of 50,000 for consideration of a viaduct (exposure factor is based upon average daily traffic multiplied by the average daily number of trains)

Year	Average Daily Traffic (ADT)	Trains/Day	Exposure Factor (ADT x Trains/Day)
2017	2,440	48	117,120
2037	2,865	75	214,875

- A 35-degree skew angle affects drivers' ability to see oncoming trains
- The vehicle-vehicle accident rate along N-92, within the Project area, is roughly three times the statewide average rate for a two-lane rural highway
- The estimated total delay time for all vehicles per day is 5 hours
- The estimated annual cost of vehicle delay is \$27,450*
- The estimated annual cost of vehicle-vehicle collisions is \$49,650*
- The estimated annual cost of vehicle-train collisions is \$12,400*
- **Total combined estimated annual cost of vehicle delays and collisions is \$89,500***
- Increased future vehicle and train traffic would increase the exposure factor and also increase the combined estimated average annual cost of this crossing

*These estimates reflect an average annual cost for all users based on the probability of delay and/or collisions occurring. These costs do not reflect actual costs for a specific incident.

Project Background

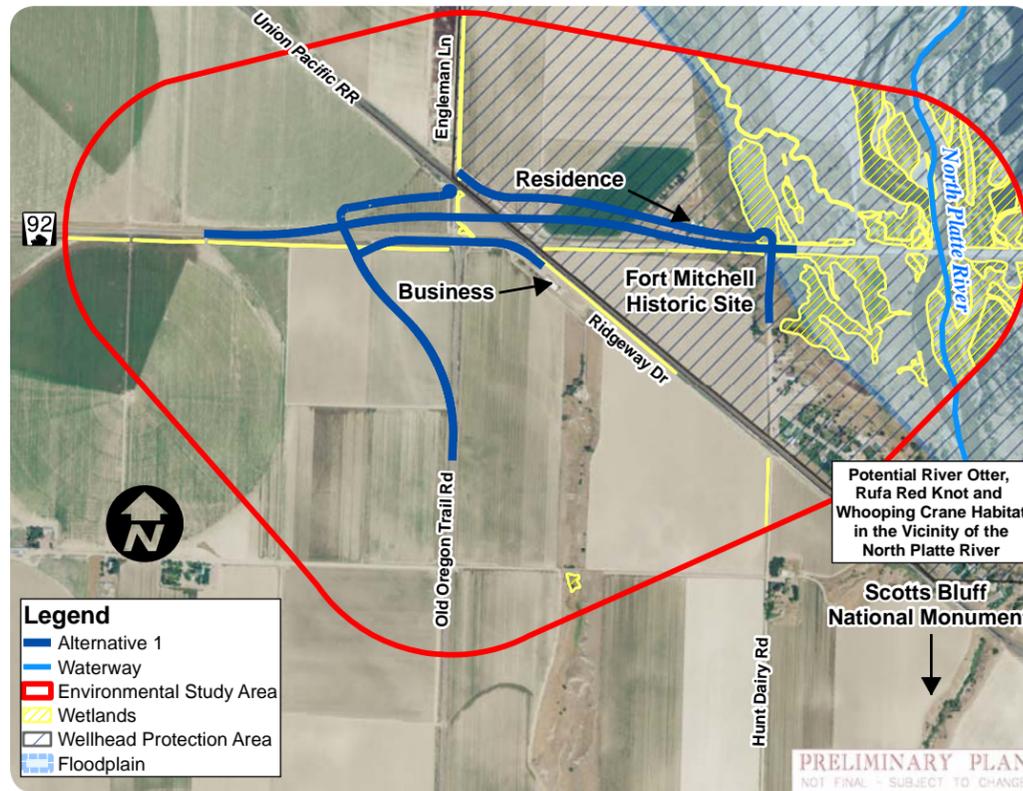
- N-92 was constructed in the 1950's; the bridge over the North Platte River was replaced in 1988
- Viaduct Project was initiated in 2004; due to lack of funding, Project was suspended in 2008
- In 2013, FHWA determined that the Project should be evaluated with an Environmental Assessment (EA)

Alternatives Under Consideration

In addition to a no-build alternative, four alternatives are being considered for the new viaduct. The following figures display each of the alternatives and the key environmental factors being considered throughout the decision-making process for this Project.

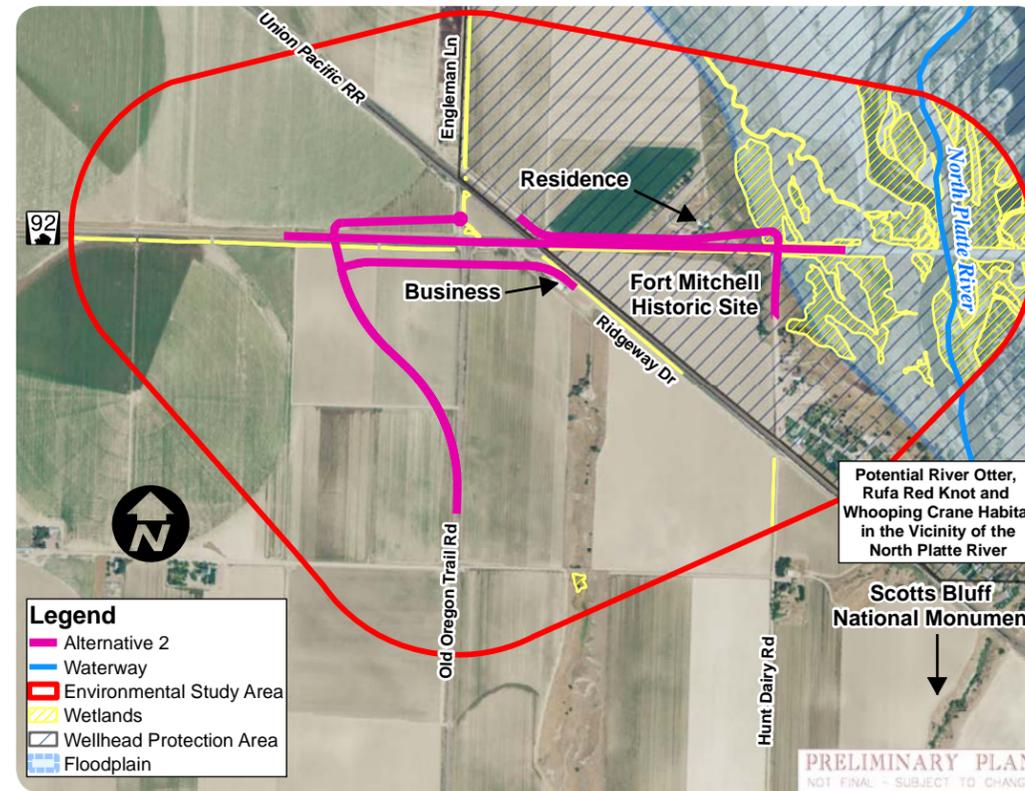
Alternative 1: North Alignment

- N-92 and the viaduct would be shifted to the north, parallel to the existing roadway
- Does not require a detour
- No impact on the Fort Mitchell historic property
- One residential impact on the north side of roadway



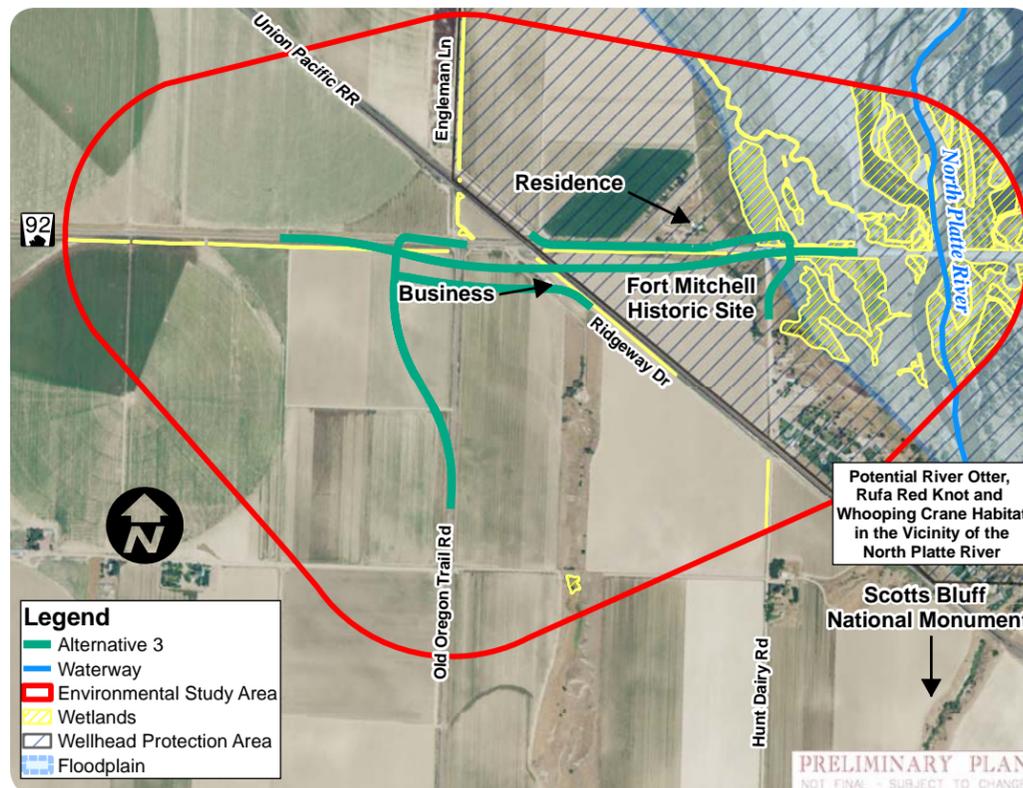
Alternative 2: On Existing Alignment

- N-92 and the viaduct would be constructed on the existing roadway alignment with long retaining walls east of the rail line
- Requires a detour through the Scotts Bluff National Monument property
- No impact on the Fort Mitchell historic property
- Requires the least amount of additional right-of-way and the least amount of fill



Alternative 3: South Alignment

- N-92 and the viaduct would be shifted to the south, parallel to the existing roadway
- Does not require a detour
- There is an impact on the Fort Mitchell historic property
- One business impact on the south side of roadway



Alternative 4: Modified North Alignment

- N-92 and the viaduct would be shifted slightly to reduce the crossing angle with the rail line
- Reduced crossing angle requires shorter bridge
- Requires temporary railroad crossing with signals **OR** detour through the Scotts Bluff National Monument property
- No impact on the Fort Mitchell historic property
- One residential impact on the north side of roadway

