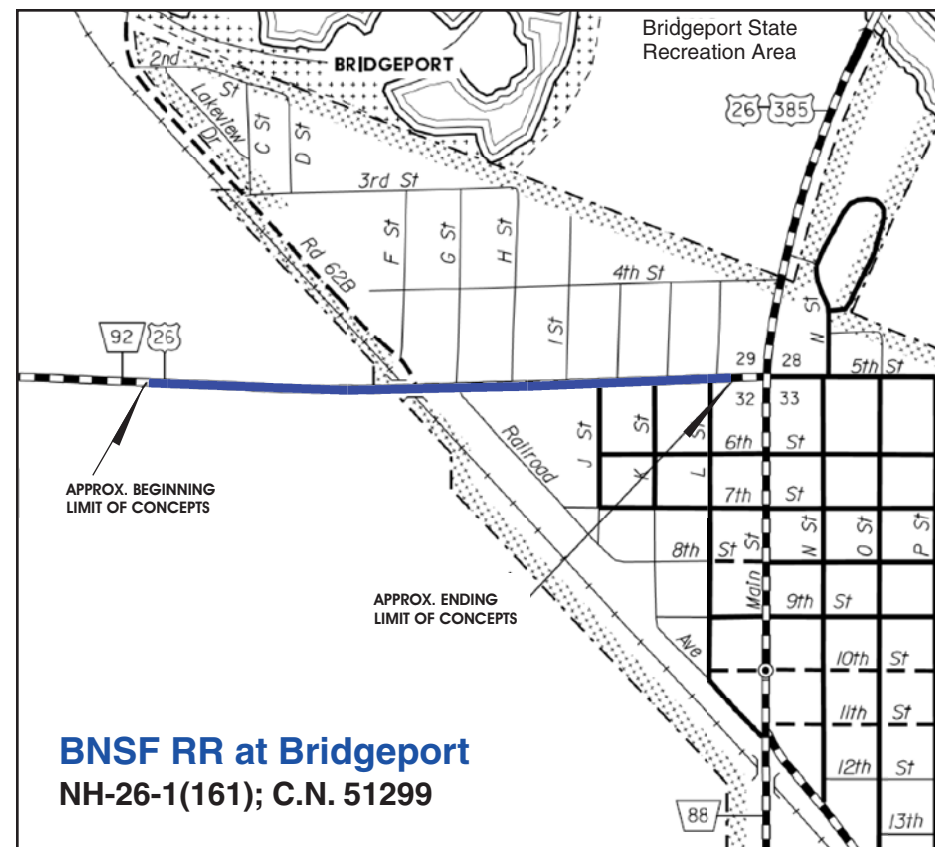


ACCOMMODATION OF TRAFFIC: The proposed roadway would be constructed “under traffic” with appropriate traffic control and the use of temporary pavement. Traffic would be shifted to the temporary pavement constructed immediately north of the existing highway alignment, as appropriate. Side streets connecting to US-26/N-92 may experience short-term closures to allow for construction activities. Access to Bridgeport State Recreation Area (SRA) would be maintained at all times during construction. Occasional short term use of the local roads may be necessary to facilitate construction.

RIGHT-OF-WAY: This project may require the acquisition of additional property rights including new right-of-way (ROW) and easements for construction throughout the project area. Relocations may be required depending on the alternative selected.

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 \$11 and \$13 million, depending upon the final alternative selected.



Send comments to:
NDOR Public Involvement
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 Lincoln, NE 68509-4759
 402-479-4871
sarah.kugler@nebraska.gov

For more information:
NDOR District 5 Engineer
Doug Hoevet
 P.O. Box 220; 140375 Rundell Rd.
 Gering, NE 69341
 308-436-6587
doug.hoevet@nebraska.gov

www.roads.nebraska.gov



PRELIMINARY PLAN
 NOT FINAL - SUBJECT TO CHANGE



PUBLIC INFORMATION OPEN HOUSE
Prairie Winds Community Center, 428 Main St., Bridgeport, NE
Thursday, March 26, 2015; 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 to the 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. NDOR is redeveloping the project, currently in the planning and environmental stages, and is in the process of screening alternatives based on environmental resources and public input. As a result of the information gathered at the July 10, 2014 open house, two of the five alternatives have been eliminated from further evaluation. Information and comments received at this meeting will be considered as this project advances through the environmental process.

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. The need of the project is based on the substantial number of trains and the railroad switching operations. Given that the average number of trains per day is fifty-four (54), and each train closes the crossing for approximately 2.6 minutes, the grade crossing is blocked for approximately 2.3 hours per day. A growth rate of 10% for railroad traffic is anticipated per year. This is the principal highway providing service to and from points west of Bridgeport, and as such is an important link in the Nebraska highway system.

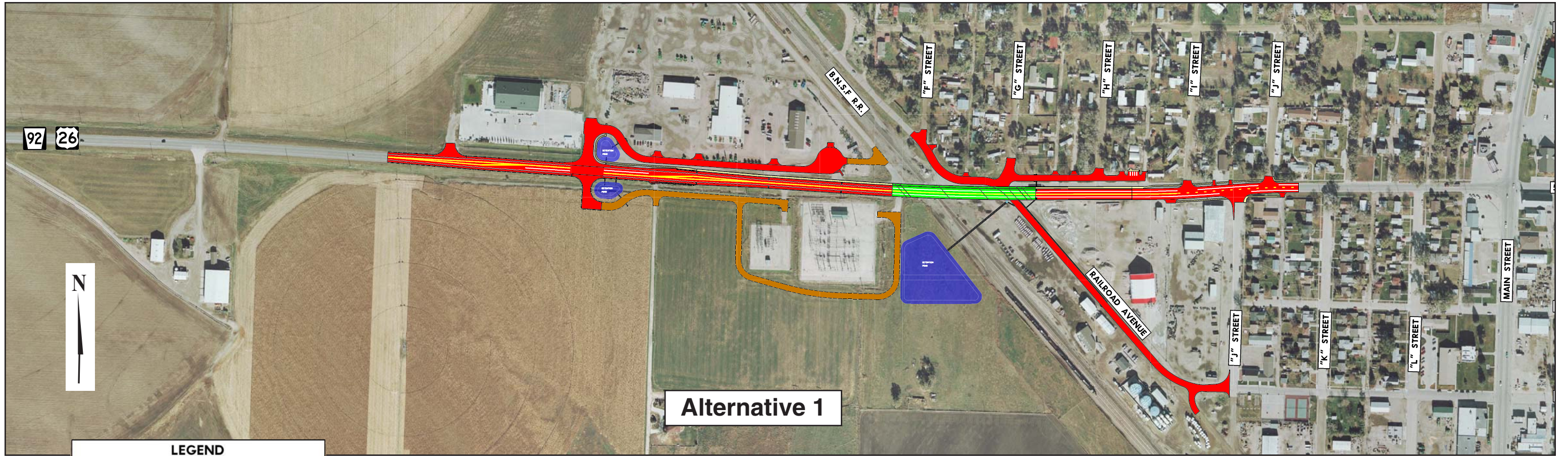
SCOPE OF WORK: The proposed project would close the at-grade crossing and construct a new grade separation structure. The alternative designs being evaluated include:

- **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 near “J” Street and extending west of the city.
- **Alternative 2** begins near “J” Street, then trends to the southwest of the existing highway alignment passing to the south of the two electrical substations west of town, then reconnecting to the existing highway west of the commercial properties located to the west of the BNSF railroad tracks.

TRAFFIC VOLUMES:

	N-26/N-92	
Year	2020	2040
Vehicles Per Day	3120	3670
% 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 selected, the project would proceed into the final design phase. A construction letting date would be scheduled based on funding availability and priority. The proposed project is expected to take two construction seasons.

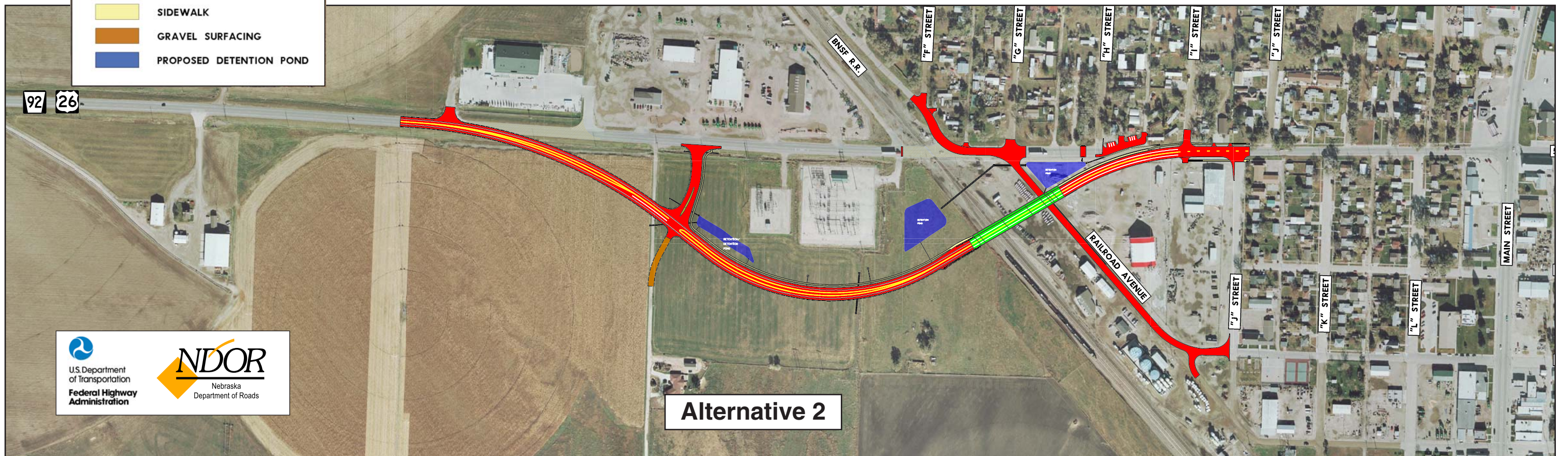


Alternative 1

LEGEND

- PAVEMENT RECONSTRUCTION
- BRIDGE
- SIDEWALK
- GRAVEL SURFACING
- PROPOSED DETENTION POND

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



Alternative 2

