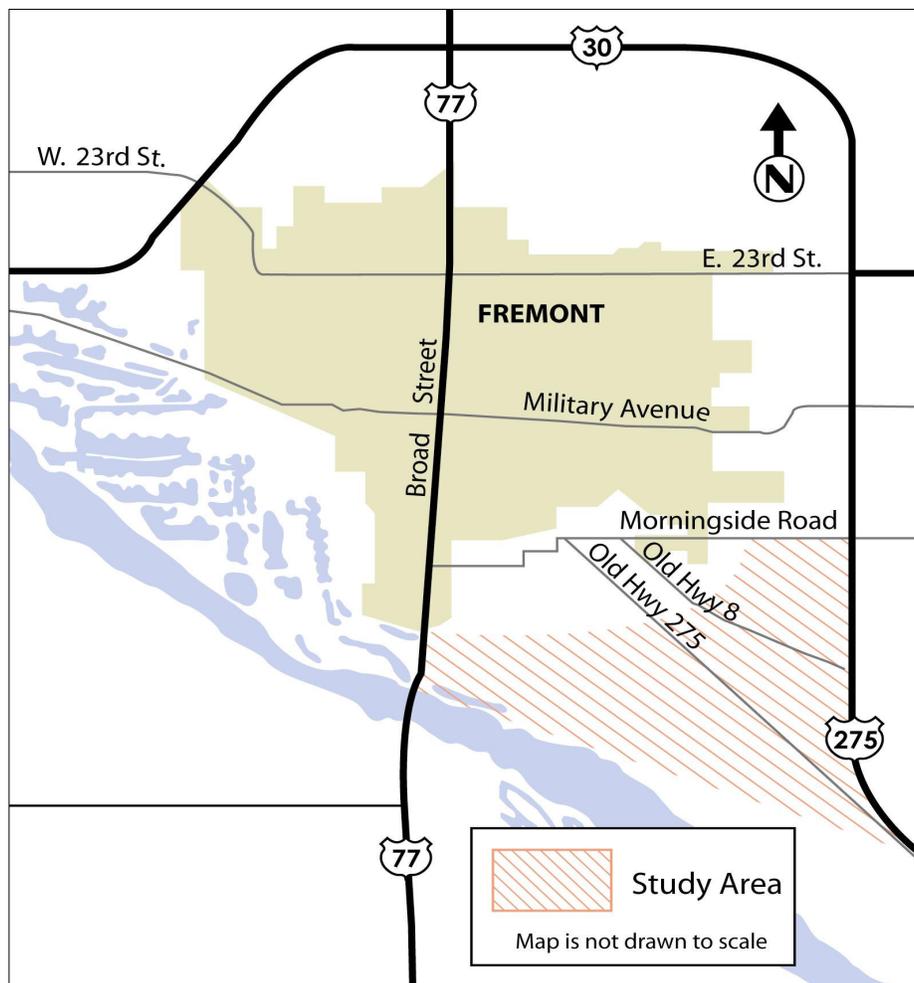


# PROJECT PURPOSE

## Fremont Southeast Beltway

- To improve traffic flow and safety
- To improve continuity of US-77 and connectivity with US-275 and US-30



# PROCESS OVERVIEW

## 1. Study Phase (*Current*)

2. Preliminary Design

3. Final Design

4. Construction

**Earliest Construction Start  
Date: 2016**

Estimated Construction  
Cost: **\$23.8 million**  
*(in today's dollars)*

## Location Study / Environmental Assessment Timeline:

**Spring 2005**

City Recommends Study of  
Southeast Beltway

**Summer 2006**

Project Team Begins Location  
Study / Environmental Assessment

**Spring 2007**

Public Meeting on Beltway  
Alternative

**Fall 2007**

**Public Meeting on Revised  
Beltway Alternative**

**Fall 2007 –  
Fall 2008**

Prepare Draft Location Study and  
Environmental Assessment for Public  
Review

**Fall 2008**

Public Hearing on Location Study /  
Environmental Assessment

# **SUPPORTING DOCUMENTS**

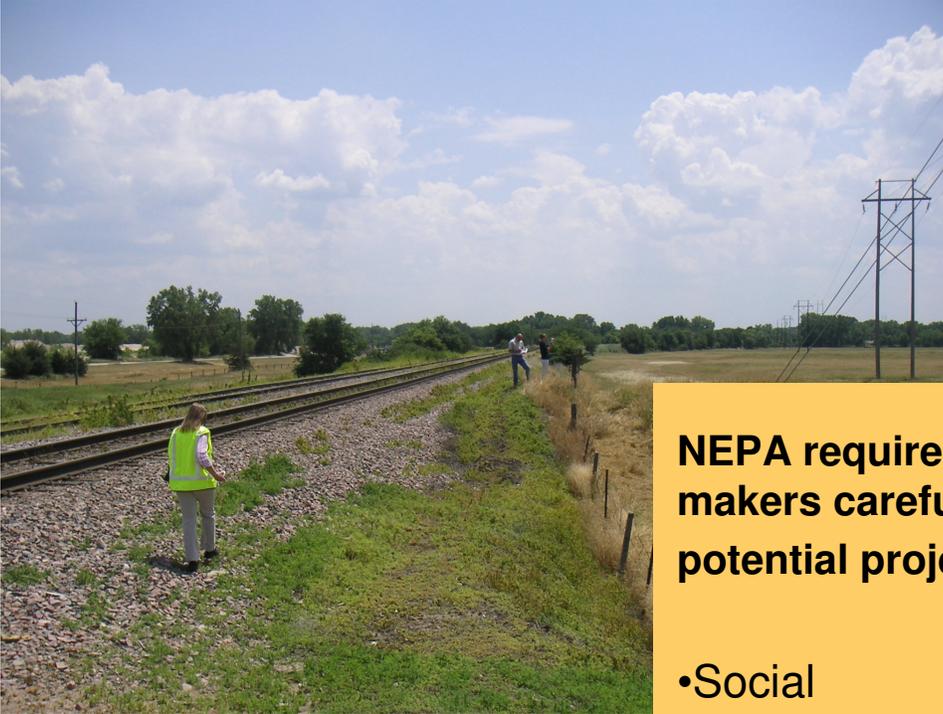
## **Location Study**

- Evaluate current and future traffic volumes
- Evaluate feasibility of alternative beltway alignments
- Determine most appropriate design concepts

## **Environmental Assessment**

- Ensure that the project complies with National Environmental Policy Act (NEPA)
- Document the alternatives
- Evaluate social, economic and biological impacts
- Gather and address public comments and input

# ENVIRONMENTAL ASSESSMENT



**NEPA requires that decision makers carefully analyze potential project impacts:**

- An Environmental Assessment documents how different project alternatives could be harmful to the environment.
- Public input is an important part of the assessment, and public comments and concerns are addressed in the study.

- Social
- Economic
- Agricultural/Farmland
- Habitat/Plants/Wildlife
- Wetlands/Floodplains
- Water Quality
- Air Quality
- Recreational Facilities
- Hazardous Waste
- Historical/Cultural Resources
- Noise

# US-77 RELINQUISHMENT

## What Is A Relinquishment?

- The State gives jurisdictional responsibility for this road segment to the appropriate governmental entities.
- Jurisdictional responsibility includes: improvements, maintenance, and operational activities.
- The road segment is no longer part of the State highway system.



## Existing US-77 Relinquishment

- From the Platte River to the US-275/US-30 interchange north of Fremont
- Approximately 4.2 miles
- Three Railroad Crossings
  - Burlington Northern RR (viaduct downtown)
  - Fremont & Elkhorn Valley RR (at-grade north)
  - Burlington Northern Santa Fe RR (viaduct north)

# SECTION 4(f): MONNICH PARK

## What Is Section 4(f) Property?

- Public parks, recreation areas, wildlife/waterfowl refuges, historic sites
- Coordination required with the City of Fremont and area residents

## What Is A *de minimis* Finding?

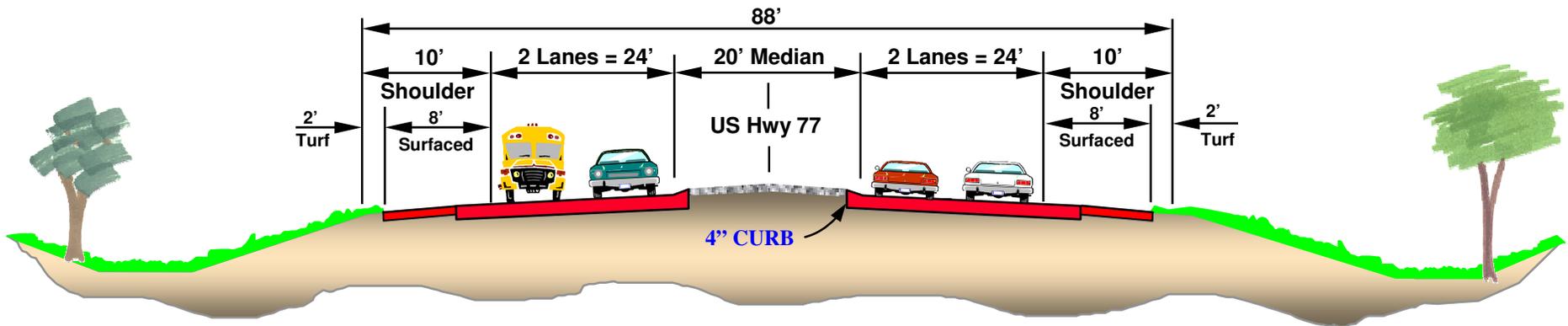
- “Trifling or minimal” impacts to Section 4(f) property
- Simplified processing and approval

## *De minimis* Finding For Monnich Park

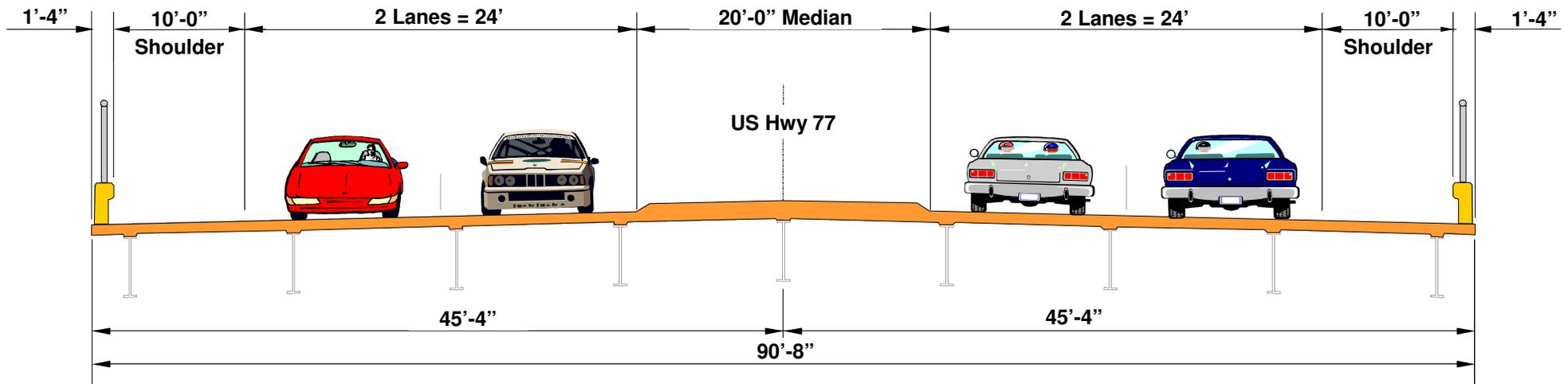
- Approximately 2.1 acres of impact
- Impacts will not affect activities, features, and attributes of the area
- Pending approval from the City of Fremont



# TYPICAL SECTIONS



**PROPOSED CROSS SECTION ROADWAY**



**PROPOSED CROSS SECTION BRIDGES**

# AVERAGE DAILY TRAFFIC

**Future Traffic (2035) = 7,955\***

**\* Includes 8% Trucks**

