U.S. Highway 77
Fremont Southeast Beltway

Open House Public Meeting

Thursday, Nov. 29, 2007, 5-7 p.m.
Fremont Middle School
540 Johnson Road, Fremont, NE

Study Timeline

Spring 2005
City Recommends Study of Southeast Beltway

Summer 2006
Project Team Begins Location Study/ Environmental Assessment

Spring 2007
Public Comment on Alignment Alternative

Fall 2007
Public Comment on Revised Alignment Alternative

Fall 2007 – Fall 2008
Prepare Location Study and Environmental Assessment for Public Review

Fall 2008
Public Hearing on Location Study/ Environmental Assessment

2016
Earliest Potential Construction Start Date (Pending Funding)

Study Team Leaders

Jim Miller, P.E.
Roadway Design Division

NDOR
Nebraska Department of Roads

Marie Maly, P.E.
Consultant Design Project Manager

SCHEMMER
ARCHITECTS | ENGINEERS | PLANNERS

George Cunningham
Consultant EA Project Manager

TETRA TECH

Project Background

The Nebraska Department of Roads, in cooperation with the Federal Highway Administration, is studying a project to improve the traffic flow and safety in the vicinity of the City of Fremont via a beltway. A beltway would improve continuity of (U.S. Highway 77) US-77 and regional connectivity with US-275 and US-30. Continuity means that the road has the same number of lanes (four) as the adjacent sections. Improved connectivity means that it is easier for the traveling public to reach different roads, in this case, US-30 and US-275. The City requested this study in 2005 following a series of public meetings through which various alternatives were considered, including a west bypass and the widening of US-77/ Broad Street.

NDOR, in conjunction with the City of Fremont, Dodge County, and engineering consultants, The Schemmer Associates and Tetra Tech of Omaha, is conducting a Location Study and Environmental Assessment for a future US-77 Fremont Southeast Beltway. This study is necessary to ensure that the project is in compliance with the National Environmental Policy Act (NEPA). It will document the development of alternatives for the project, including design concepts, and it will evaluate the potential impacts on the social, economic and biological environments. It will also report public involvement activities and participation of relevant agencies in the NEPA process.

After receiving comments at the March 8, 2007 public meeting, the study team revised the proposed concept with input from the City of Fremont and Dodge County. The information on this handout and on tonight's displays is the current plan being evaluated for the Environmental Assessment.

Project Process

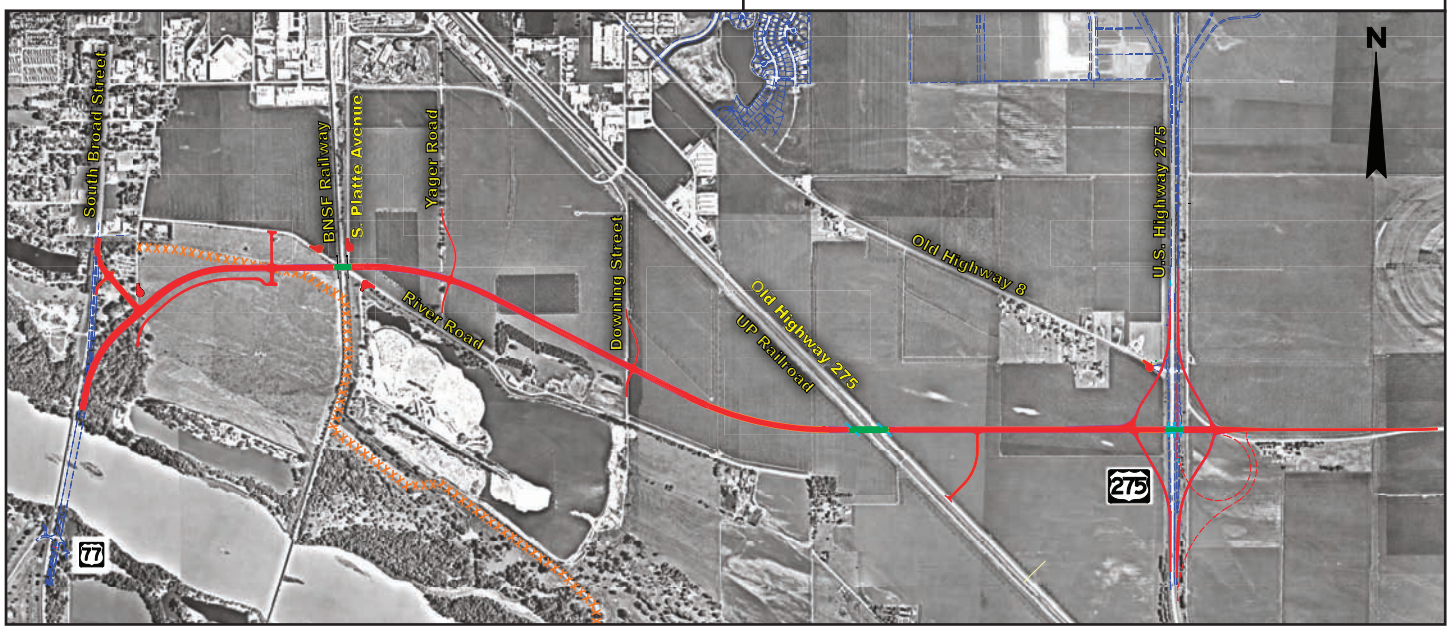
The study is in its early stages. This phase is necessary to determine the general location and concept for the future project and helps to define the project's scope for the design phases. The current study will continue through 2008, and the public will have additional opportunities to provide input before it is completed in early 2009.

NDOR Project No. NH-77-3(125);CN 22205
Schemmer Project No. 04520004

U.S. Highway 77
Fremont Southeast Beltway

LEGEND

- Proposed alignment
- XXXX Levee
- Other projects
- Proposed bridges



Potential Southeast Beltway Alignment
Aerial photo from 2005.

Project Location

The modified proposed concept for the Fremont Southeast Beltway would begin on US-77 just north of the Platte River bridge and end with a new interchange with US-275 near Old Highway 8. There would be intersections at the following junctions with existing roads: Broad Street (from the north), Yager Road, and Downing Street. New street connections would be created via intersections providing access to South Main Street and River Road (one intersection) and Old Highway 275. Included in the concept are viaducts over the Burlington Northern Santa Fe Railroad and over the Union Pacific Railroad / Old Highway 275. The interchange at US-275 will also include a bridge. The project is expected to be approximately 3.2 miles long.

Traffic

NDOR estimates the future average daily traffic volume in the year 2035 on the beltway to be 7,955.

Intersections

The projected traffic volumes at the five intersections proposed in this concept do not warrant automated traffic signals. The concept includes several left- and/or right-turn-only lanes at the intersections. When this project is constructed, infrastructure will be included to allow for the addition of signalization if warranted in the future.

Process Overview

I. Study Phase — **WE ARE HERE**

II. Preliminary Design

III. Final Design

IV. Construction
(Earliest start date: 2016)

Project Information

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