



PUBLIC INFORMATION MEETING
Knight Museum & Sandhills Center, 908 Yellowstone, Alliance Ne
Tuesday, May 3, 2011

Open House, 4:00 pm – 6:00 pm MST

PROJECT NO. 385-3(118)
JUNCTION L-62A/US 385 TO ALLIANCE
Control No. 51432

LOCATION: The project begins on L-62A, 2.19 miles west of the junction with US-385 in Morrill County, and continues north on US-385 into the City of Alliance in Box Butte County, ending just north of the intersection with Nebraska Highway 2 (West 3rd Street) for a distance of 24.75 miles on US 385.

PURPOSE AND NEED: This project is intended to improve US 385, including the junction with L62A, and extending into the City of Alliance, to fulfill the legislative intent of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which calls for the development of High Priority Corridors on the National Highway System, including the Heartland Expressway; to improve the efficiency of commerce and travel by providing for increased transportation demand resulting from new regional sources of energy development, expanding agricultural markets, and commercial development; and for increased intermodal transportation by improving links between roadway, railway and airport facilities; to enhance safety through modifications that better enable passenger cars and oversize trucks to share the road, and that facilitate maintenance and operations; and to promote economic development of the region, the opportunity for which is directly linked to the accessibility of the region.

SCOPE OF WORK: The project is proposed to include widening the roadway from an existing 2-lane highway to a 4-lane highway. The new lanes are generally planned to be constructed along the west side of the existing lanes. Alternatives are being evaluated along various segments of the project, including:

- The existing T-intersection at the junction of L-62A and US-385 will be evaluated to determine if the intersection should be reconstructed to make the Heartland Expressway corridor the priority movement.
- Alternative roadway alignments will be studied in the vicinity of Angora to determine if the highway should remain on existing alignment or if a bypass to the west around the town should be considered.
- In Alliance, between Rock Road and N-2 (West 3rd Street), alternative roadway cross sections will be studied to determine the preferred roadway configuration. Alternatives considered include a 5-lane roadway with a center 2-way left turn lane, a 4-lane roadway with a raised median, and a 4-lane roadway with a depressed median. The location of the highway will also be studied to determine if the highway should be widened on the existing alignment, or if it should be offset to the west and utilize the existing lanes as a frontage road.

TRAFFIC COUNT:

| | US 385 – south of N-2 | | US 385 – north of L-62A | | L-62A – west of US 385 | |
|------------------|-----------------------|------|-------------------------|------|------------------------|------|
| | 2010 | 2035 | 2010 | 2035 | 2010 | 2035 |
| Year | 2010 | 2035 | 2010 | 2035 | 2010 | 2035 |
| Vehicles per Day | 3840 | 5420 | 3340 | 4800 | 2280 | 3180 |
| % Trucks | 12% | 12% | 14% | 14% | 14% | 14% |

ESTIMATED CONSTRUCTION SCHEDULE: The current project schedule is subject to change based on available funding. Currently, the NEPA process and preliminary engineering is scheduled to be complete in February of 2012. Another public meeting will be held near the end of the NEPA process. The proposed construction is not currently scheduled.

PROPOSED ACCOMMODATION OF TRAFFIC: Proposed construction would be built “under traffic,” or without a detour. Appropriate traffic control may be necessary, at the junction of L-62A and US-385 and in the City of Alliance, to maintain traffic during construction.

RIGHT-OF-WAY: Acquisition of new right-of-way (ROW) and temporary and permanent easement rights would be required. It is estimated that there would be approximately 250 acres of new ROW required to complete the project, with access control restrictions for the corridor. Some relocations and acquisitions would be required as part of this project.

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 required property acquisitions and relocations.

ESTIMATED COST: The construction cost estimate in current dollars is between \$65 and \$75 million, depending upon the final alternative selected.