



# U.S. Highway 30

## Schuyler to Fremont Expressway



As of January 2015

### Schuyler – Rogers

S-30-6(1046)  
CN 32033  
RP 399.05 to 404.53  
West Segment

### Rogers – North Bend

S-30-6(1045)  
CN 21558  
RP 404.53 to 409.70  
East Segment

### North Bend – Fremont

S-30-6(1044)  
CN 20626  
RP 409.70 to 424.22  
East Segment

#### Preferred Location

- Colfax and Dodge counties
- West Segment (5.5 miles) - begins just east of Schuyler and proceeds east along existing US-30 to the Dodge County line, west of North Bend.
- East Segment (19.7 miles) - begins at Dodge County line and proceeds east toward Fremont, potentially diverging from existing US-30 alignment along Dodge County Road S, north of North Bend, and connecting to the existing US-30/US-77 interchange north of Fremont.

#### Purpose and Need

- The purpose of the project is to provide east-west regional connectivity between Columbus and Fremont, two of the largest trade centers in the state. This connectivity will further connect the Columbus and Fremont area to other urbanized areas and to the interstate transportation system.
- The Nebraska Unicameral mandated construction of the Expressway System in 1988 under LB 632 and LB 1041; this corridor is partially complete and connects two of the largest trade and service centers in Nebraska.
- Estimated Average Annual Daily Traffic (AADT) Volumes for US-30
  - Current 6,500 AADT
  - 2040 11,300 AADT

#### Scope of Work and Current Estimate

- New four-lane divided roadway.
- Acquisition of additional permanent property rights will be required.
- The roadway will be designed to Expressway standards.
- At-grade intersection at N-79. Preferred alternative accommodates future consideration of an interchange.
- The estimated cost for the projects is approximately \$139.7 million.
- The primary funding source would be Build Nebraska Act funds.

#### History of the Project Development

- The Columbus to Fremont corridor was identified as part of the Expressway system in the 1988 Nebraska Highway Needs Study Report.
- The expressway segment from Columbus to Schuyler has already been constructed.
- Originally a federal-aid project, the environmental process involved studying multiple alignment locations; however consensus among stakeholders could not be reached.
- In 2005, a mediation process ensued and an Advisory Panel (multiple municipalities, county and state representatives, special interest groups, and other stakeholders) was assembled as part of the conflict resolution.
- The project has been developed in coordination with the United States Army Corps of Engineers (USACE) Operations Division's flood control project.
- The project was suspended in 2008 due to lack of funding.
- The Build Nebraska Act now provides the funding for the uncompleted segment of the US-30 expressway.

