

# Welcome

The purpose of today's meeting is to:

- Update the public on Project progress
- Present the Preferred Alternative
- Provide information on the next steps in the project development process



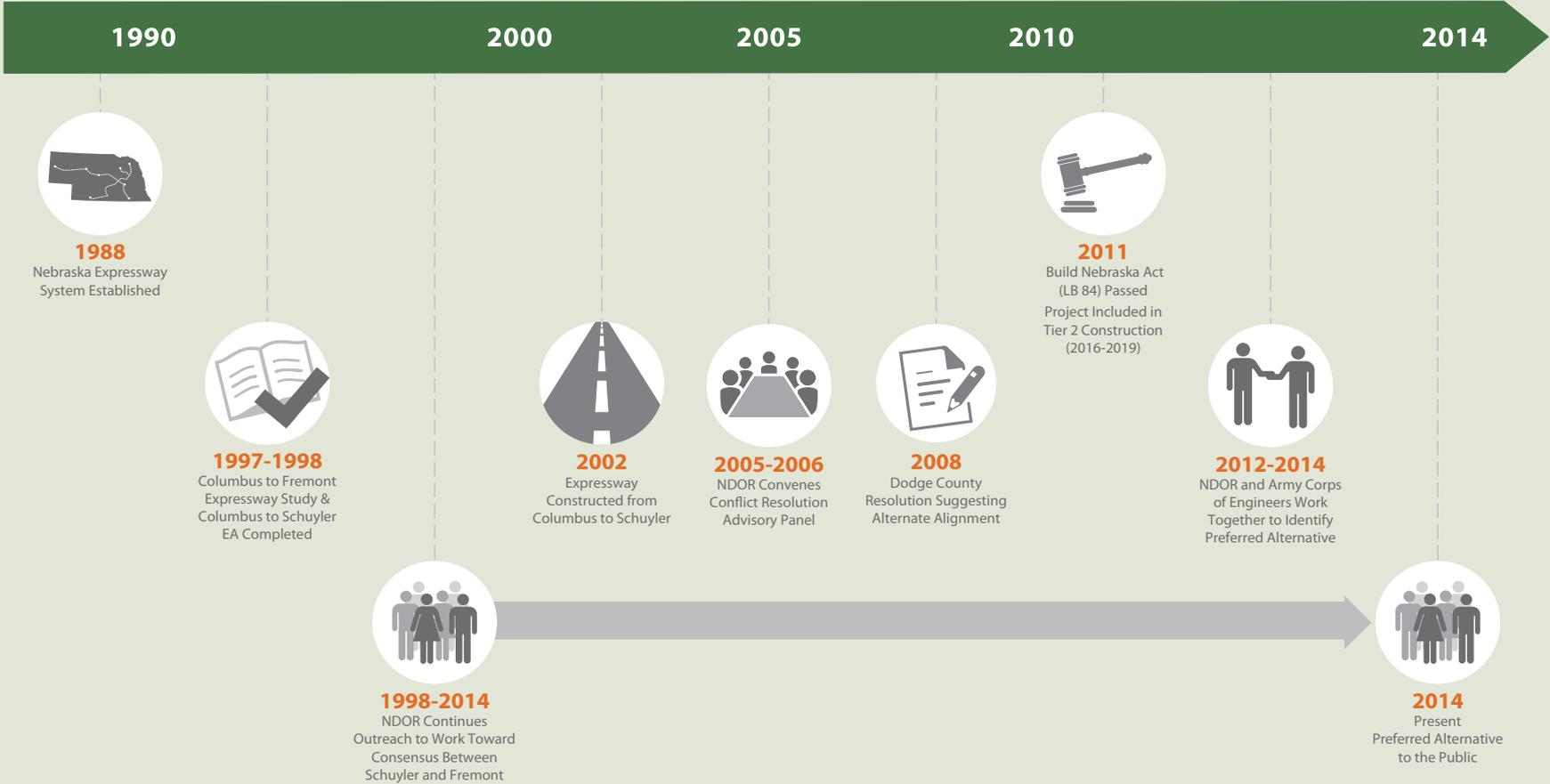
**U.S. Highway 30**

Schuyler to Fremont Expressway

S-30-6(1046) CN 3/2019 - Schuyler to Rogers S-30-6(1046) CN 2/1518 - Rogers to North Bend S-30-6(1046) CN 206/26 - North Bend to Fremont



# Project History



## U.S. Highway 30 Schuyler to Fremont Expressway

S-30-6(1046) CN 3/2013 - Schuyler to Rogers S-30-6(1046) CN 2/15/18 - Rogers to North Bend S-30-6(1046) CN 206/18 - North Bend to Fremont



# Project Purpose

- Provide a **safer, more efficient roadway**
- **Improve regional connectivity** for the traveling public and commercial traffic
- **Fulfill legislative mandates** for expressway construction (LB 632 and LB 84)
- **Satisfy the 1988 Nebraska Highway Needs Study** by completing the Columbus to Fremont Expressway



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# Project Need - Legislative Mandates

## 1988: Legislative Bill (LB) 632 and Highway Needs Study

- Develop a statewide expressway system
- Connect urban centers
- Serve commercial traffic
- Provide regional continuity

Identified US-30 as an expressway corridor

## 2011: Build Nebraska Act Legislative Bill (LB) 84

- Provides funding for state highway capital improvement projects
  - 25% dedicated for expressway construction
  - Projects have been divided into three tiers
- U.S. 30 Schuyler to Fremont is a Tier 2 project, expected to begin construction between 2016-2019



## U.S. Highway 30

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S-30-6(1046) CN 3/2013 - Schuyler to Rogers S-30-6(1046) CN 2/2018 - Rogers to North Bend S-30-6(1046) CN 206/20 - North Bend to Fremont

# Project Need - Regional Connectivity

- 442 miles of the 602 mile expressway system completed
- US-30 is a key piece in the northeast Nebraska roadway system and connects key urban centers
  - Fremont: 10th largest city
  - Columbus: 6th largest city
- US-30 is part of Nebraska's Priority Commercial System that carries higher traffic volumes, especially commercial vehicles

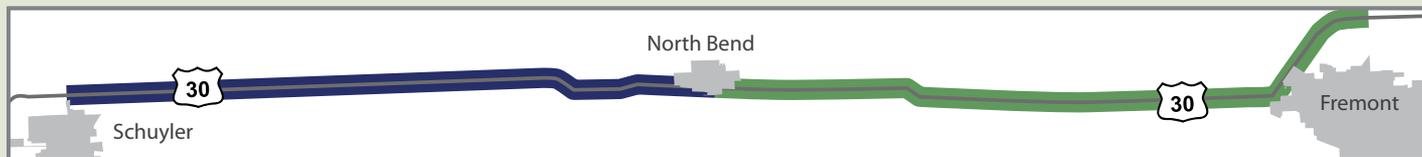
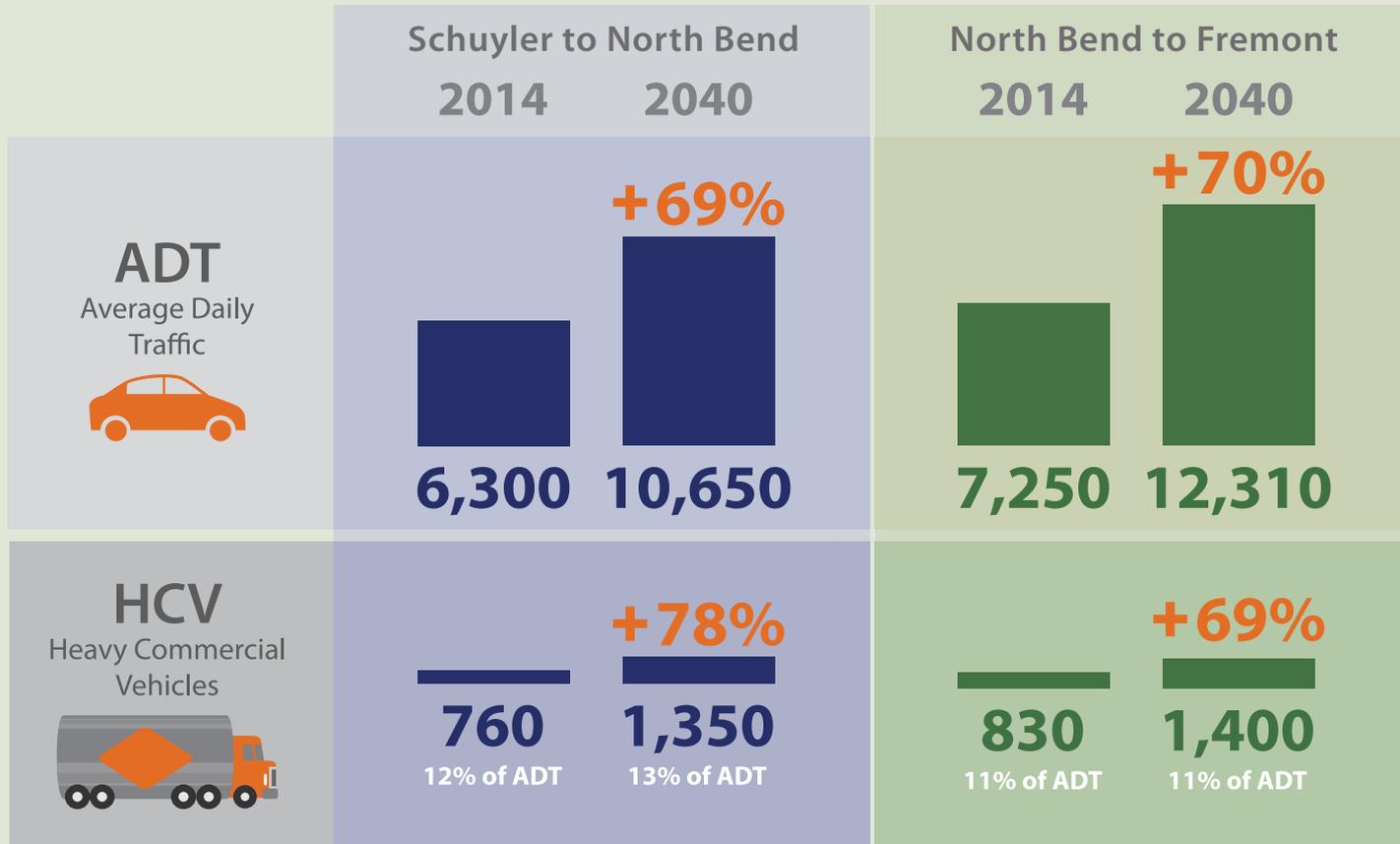


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# Project Need - Traffic Volumes



## U.S. Highway 30

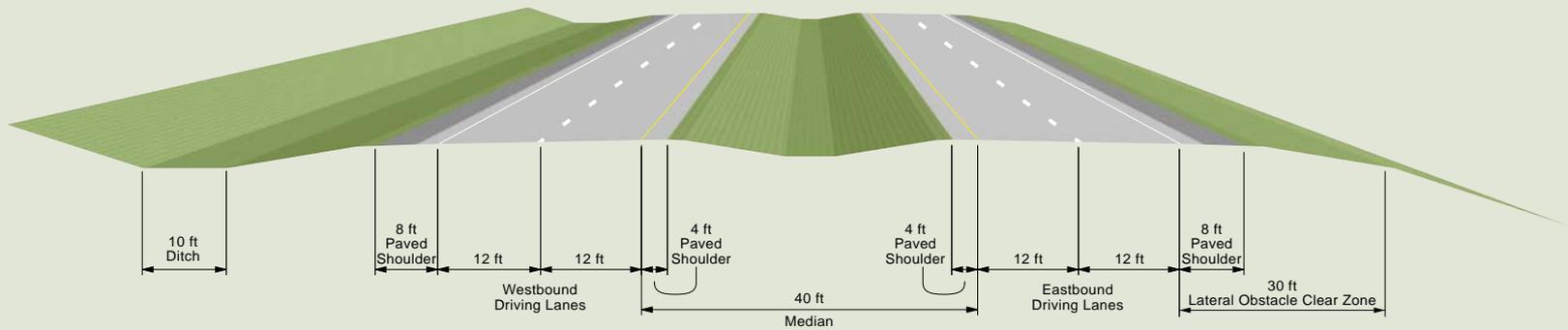
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# Typical Expressway Section

The Project would construct a four-lane expressway between Schuyler and Fremont and would meet NDOR expressway (DR-2) design standards.



Expressway Section



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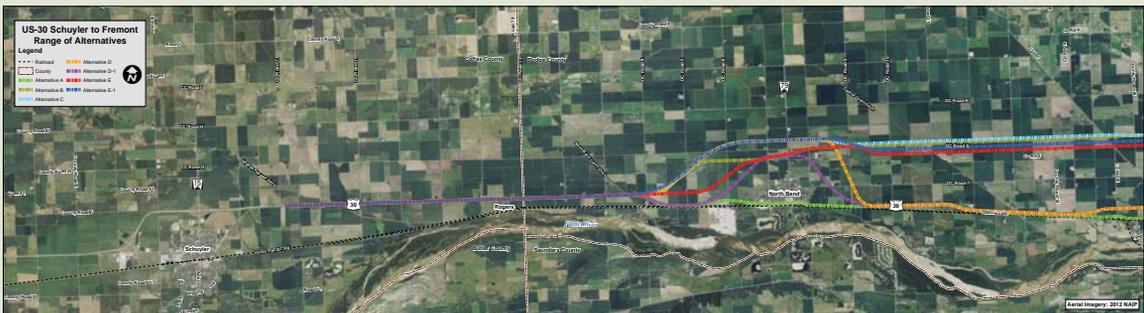


# Range of Alternatives

The range of alternatives was developed from four general corridors.



Representative alignments were developed within these corridors and evaluated during the alternatives screening process.



**U.S. Highway 30**  
Schuyler to Fremont Expressway

5-30-611040/CN-32033 - Schuyler to Rogers 5-30-611040/CN-21558 - Rogers to North Bend 5-30-611040/CN-20626 - North Bend to Fremont



# Alternative Screening Process

The alternative screening process is used to identify an alternative that satisfies the Project's Purpose & Need and is permissible. The following criteria were used to identify the Preferred Alternative.

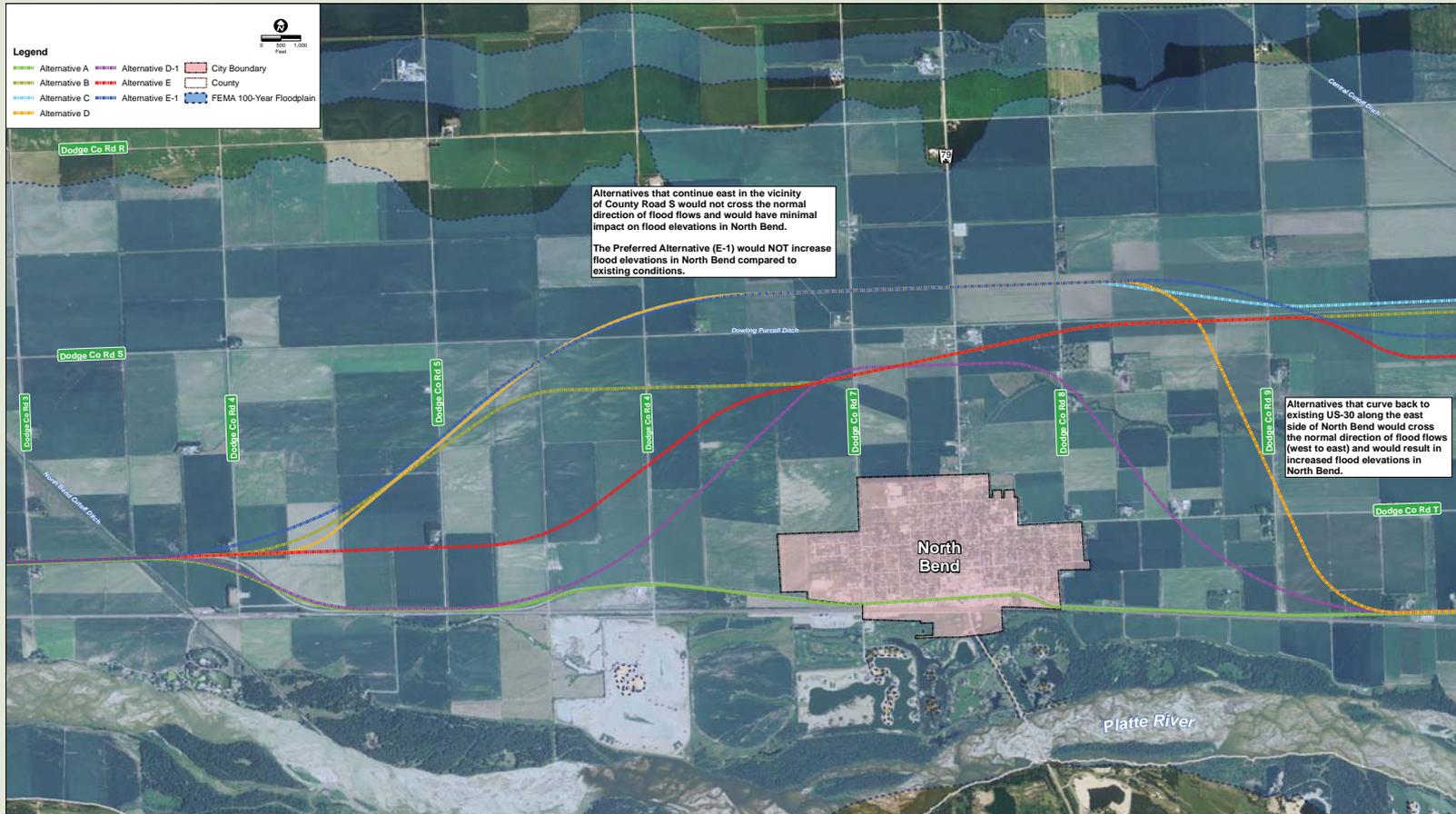
	Schuyler to Rogers	Rogers to Fremont
<b>Purpose &amp; Need Screening</b> Alternative satisfies the Project's Purpose & Need.	Widen North Widen South	No Action* Avoid Major Construction A B C D D-1 E E-1
<b>Reasonable &amp; Practicable Screening</b> Alternative is reasonable and practicable from a technical and economic standpoint with consideration of cost, logistics and technology. Resources evaluated include property acquisitions, historic properties, parks and flooding.	Widen North Widen South	B C E E-1
<b>Tier 1 Aquatic Resource Screening</b> Alternative is evaluated based on order of magnitude of wetland and stream channel impacts.	Widen North <del>Widen South</del>	E E-1
<b>Tier 2 Aquatic Resource Screening</b> Alternative is evaluated for impacts to the aquatic environment, including impacts to water quality, wetlands, floodplains, fish and wildlife, threatened and endangered species, and regulated materials.	Widen North	E-1
<b>Preferred Alternative</b> Alternative that best meets the needs and requirements of the Project and its stakeholders.	Widen North	E-1

\*The No-Action Alternative is carried forward for comparison purposes.



# Flooding

The Project is within the Platte River and Rawhide Creek floodplains. Alternatives were evaluated to minimize the increase to the 100-year flood elevation in North Bend. The Preferred Alternative (E-1) would not increase flood elevations in North Bend compared to existing conditions.



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S-30-6(1046) CN 2013 - Schuyler to Rogers S-30-6(1046) CN 2158 - Rogers to North Bend S-30-6(1046) CN 2026 - North Bend to Fremont





# US-30 Relinquishments to Local Governments

Once the Preferred Alternative is constructed, portions of existing US-30 would be removed from the State Highway System and relinquished to local government control, including future roadway maintenance. Per NDOR policy, the relinquished portions of US-30 would meet minimum standards for quality prior to turning it over to local control.



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# Anticipated Impacts of the Preferred Alternative

Resource	Preferred Alternative	
	Schuyler to Rogers 6 miles	Rogers to Fremont 20 miles
<b>Right-of-Way (ROW)</b>		
New ROW (acres)	≈115	≈560
Residences	3	1
Business	0	0
<b>Waters of the U.S.</b>		
Wetlands (acres)	14.1	29.6
Waterways (linear feet)	4,917	85
<b>Flooding at North Bend</b>	N/A	Alignment would not increase the 100-year flood elevations at North Bend
<b>Farmland</b>		
Acres converted to ROW	105	555
Pivot irrigation impacted	3	18
<b>Other</b>		
Historic Sites	0	0
Parks & Recreation Sites	0	0
<b>Approximate Construction Cost (millions)*</b>	\$36	\$91

\*Construction cost does not include ROW, relocations or utilities.

≈ Approximate



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S-30-6/1046/CN-22032 - Schuyler to Rogers S-30-6/1045/CN-21558 - Rogers to North Bend S-30-6/1046/CN-20626 - North Bend to Fremont



# Next Steps

2014

Highway Commission  
Presentation



2014-2017

Permitting & Plan  
Development

2015

Roadway Design  
Public Information  
Meetings



2015

Right-Of-Way  
Activities Begin



Begins 2016-2019

Construction  
(Multiple Years)



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