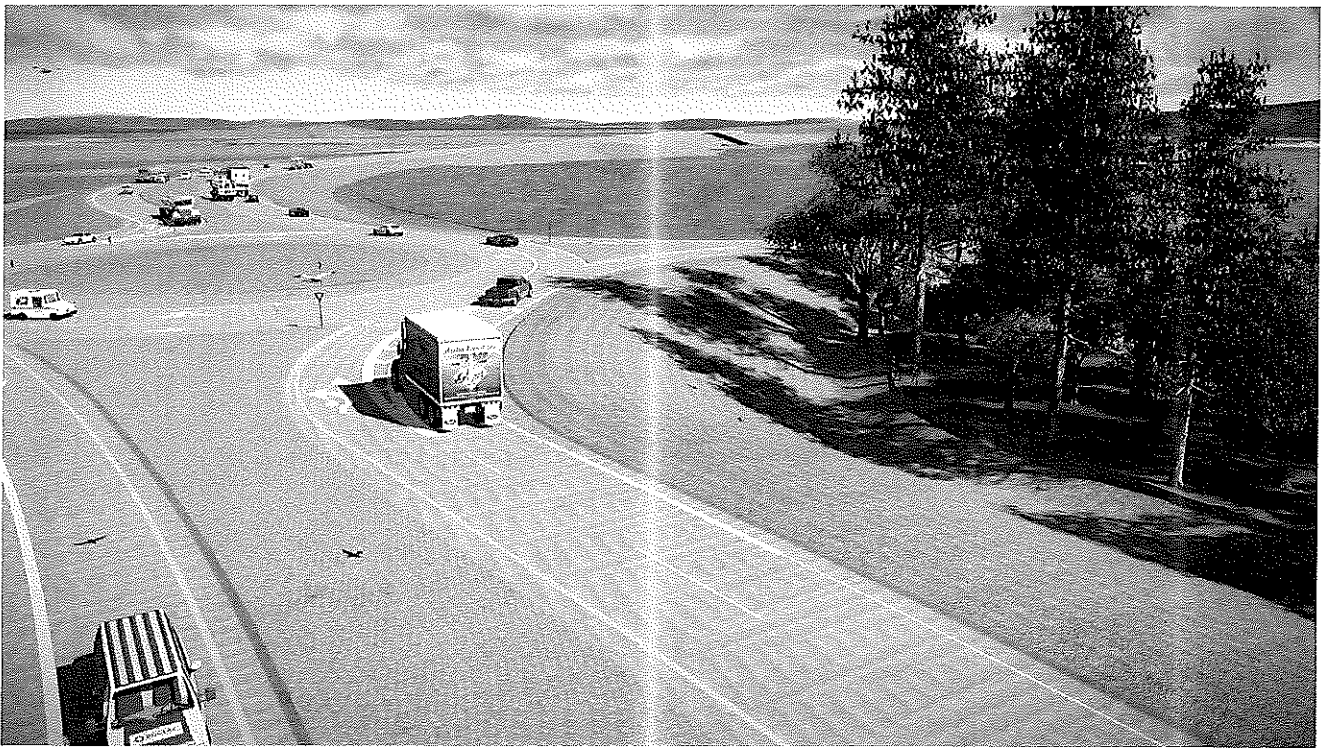
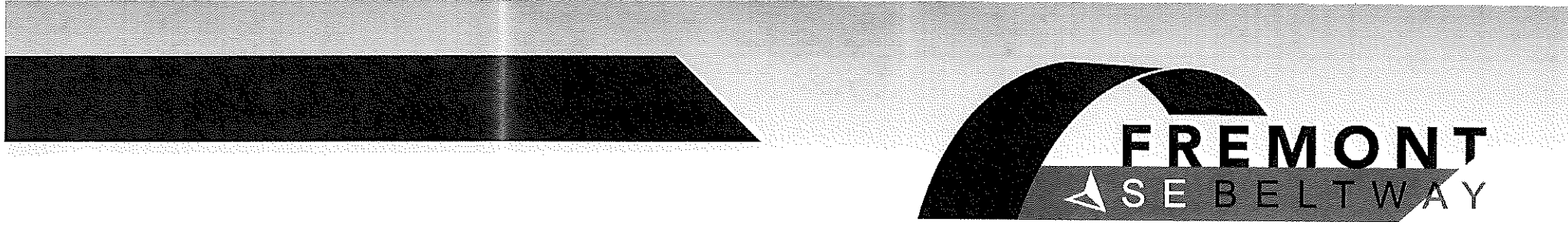


Agenda Item # 13
Date 5/6/20



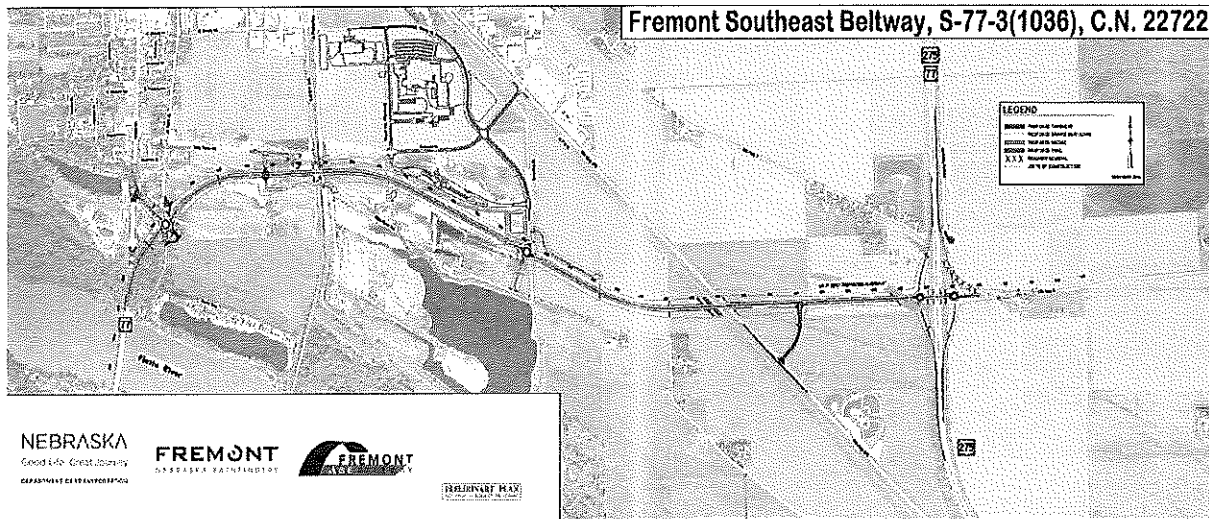
PROJECT OVERVIEW

PURPOSE

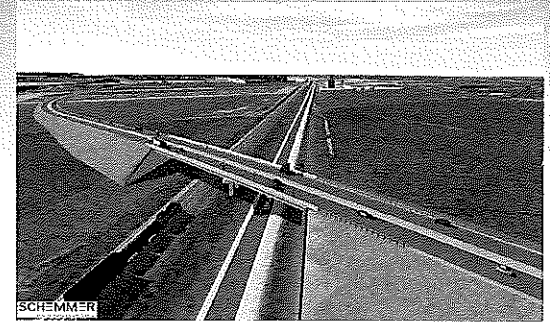
Improve the reliability of the transportation system and enhance the mobility of the traveling public.

NEED

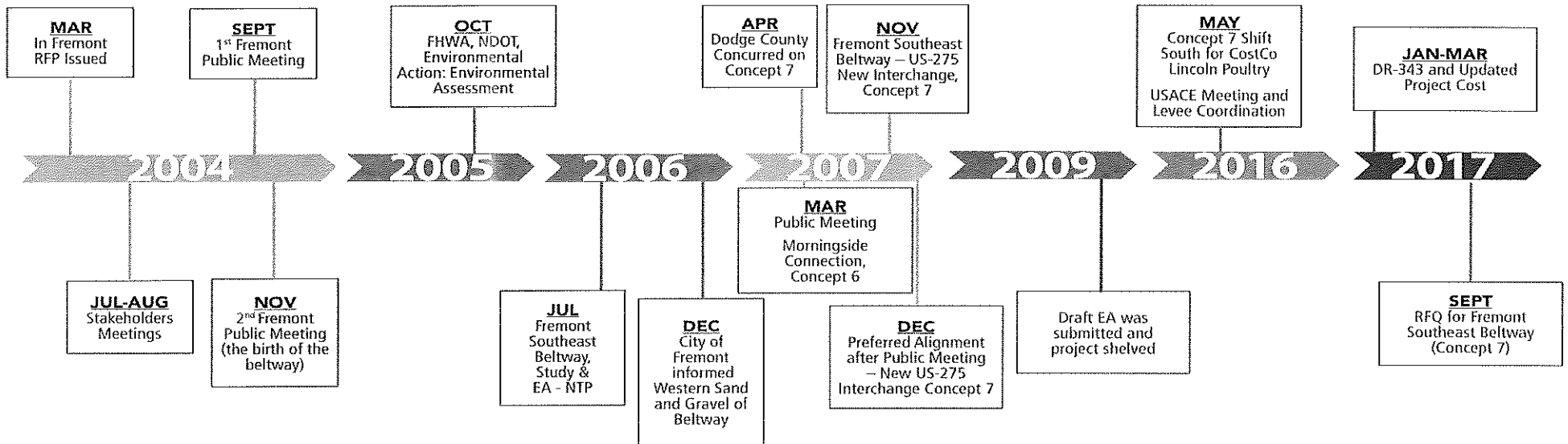
- Improved Expressway to expressway connectivity from US-275 to US-77
- Improve safety along existing US-77 through Fremont
- Accommodate growth in south Fremont
- Improve traffic flow for through vehicle trips (trucks)



PROJECT BACKGROUND



BELTWAY TIMELINE



SCHEDULE

FINAL DESIGN AND RIGHT OF WAY ACQUISITION BEGAN IN SPRING 2018 TO PREPARE FOR CONSTRUCTION IN THE SPRING OF 2020

UPON CONSTRUCTION AWARD, THE PROJECT WILL TAKE 3-YEARS TO COMPLETE



COST ESCALATION



REASONS FOR INCREASED COST:

- RECENT INFLATIONARY PRICES ON CAPITAL IMPROVEMENT PROJECTS
 - March 2019 Flood Event – Contractors & Suppliers responded to this emergency, but this unanticipated incident has led to increased bid prices
- PROPERTY VALUES WITHIN THE PROJECT AREA HAVE INCREASED FASTER THAN MARKET TRENDS
- INCREASED EARTHWORK QUANTITIES DUE TO MINING AND GRADING BY OTHERS.

VALUE ENGINEERING



IN AN EFFORT TO REDUCE COST, NDOT HIRED AN INDEPENDENT FIRM (JACOBS) IN APRIL 2019 TO PERFORM A VALUE ENGINEERING ANALYSIS.

THE STUDY INCLUDED EVALUATION OF THE VERTICAL PROFILE, INTERSECTIONS DESIGN, RIGHT-OF-WAY NEEDS, EARTH SHOULDERS, AND MEDIAN SURFACING.

THIS STUDY REDUCED PROJECT COST BY APPROXIMATELY \$3 MILLION

PROJECT READINESS



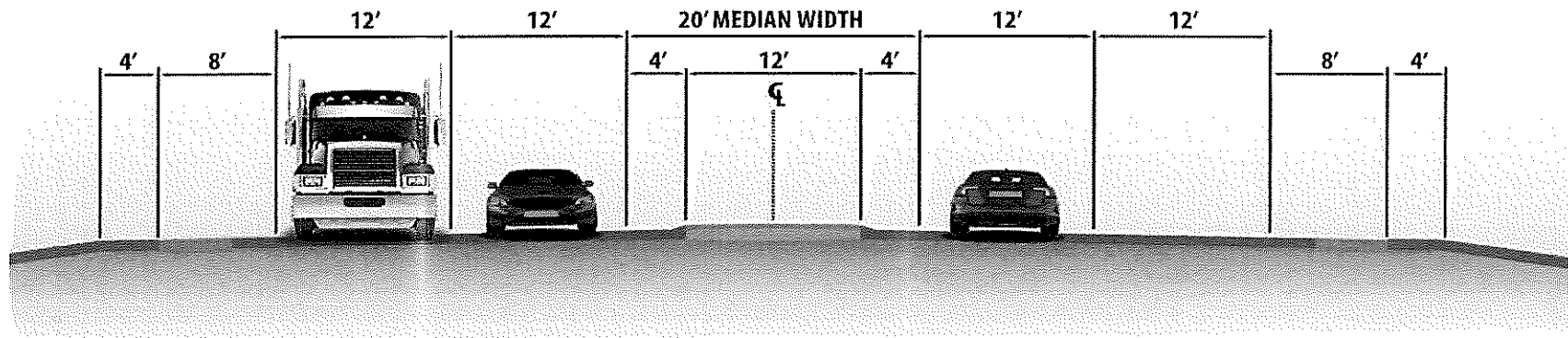
NECESSARY STEPS HAVE BEEN COMPLETED TO GET THE PROJECT READY FOR CONSTRUCTION

- Right of Way Acquisition
- Railroad Agreements
- United States Army Corps Permits
- Floodplain Permits
- Utility Relocations
- Tree Removal and Corridor Preparation
- Bid letting

SAFETY



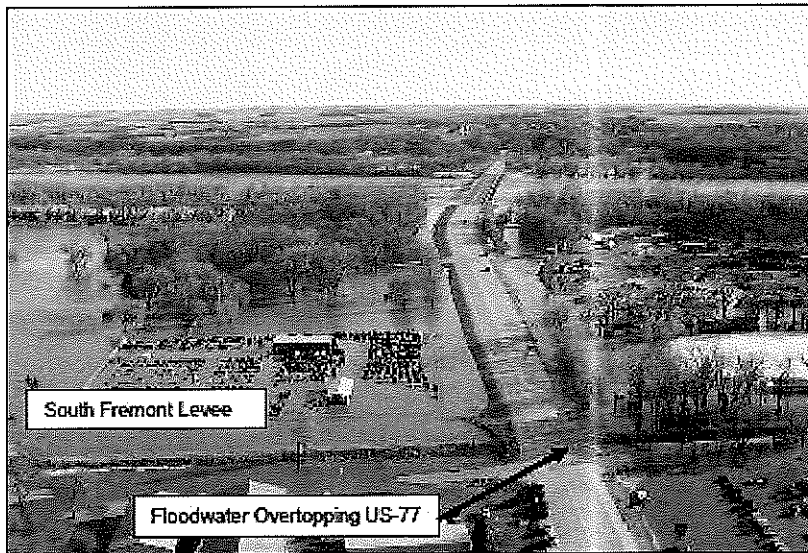
BY CONSTRUCTING AN EXPRESSWAY ON THE OUTER BOUNDARY OF FREMONT, CONFLICTS BETWEEN LOCAL AND REGIONAL TRIPS ALONG HIGHWAY 77 THROUGH TOWN ARE REDUCED. ONE LARGE SAFETY BENEFIT IS ASSOCIATED WITH TRUCK TRAFFIC THROUGH FREMONT WHICH DOES NOT HAVE AN ORIGIN OR DESTINATION IN TOWN.



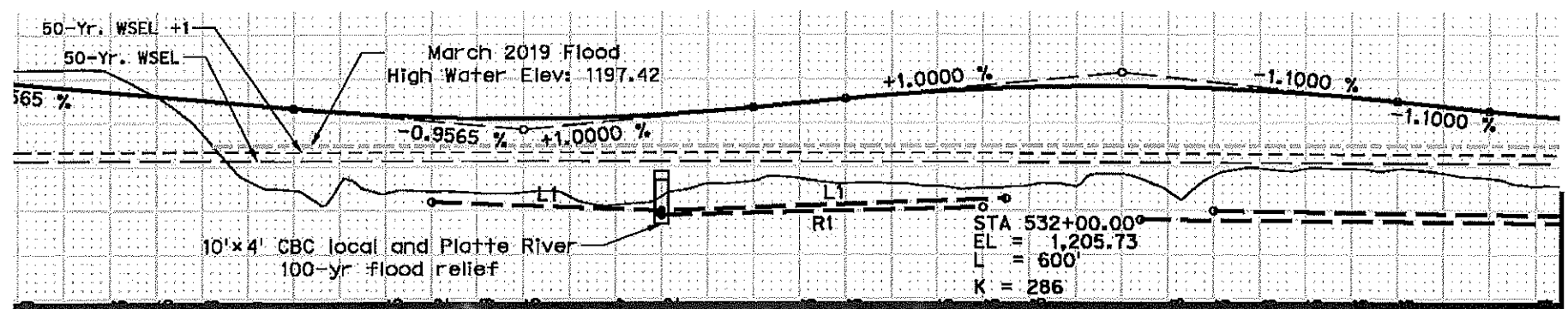
RELIABILITY



EVEN THOUGH THE PROJECT WAS DESIGNED TO CURRENT FLOODPLAIN STANDARDS, NDOT CONDUCTED AN ADDITIONAL ANALYSIS PROVING THE FREMONT SE BELTWAY WOULD NOT HAVE BEEN OVERTOPPED BY THE MARCH 2019 FLOOD EVENT.

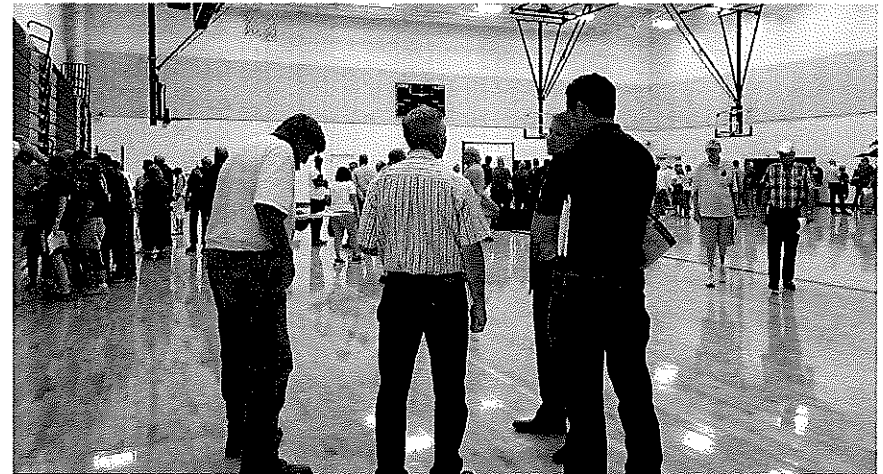


MARCH FLOOD EVENT



PUBLIC ACCEPTANCE

THE LAST PUBLIC MEETING WAS HELD IN DECEMBER OF 2018. IT WAS WELL ATTENDED WITH THE VAST MAJORITY EXPRESSING THE NEED FOR THE PROJECT AND GLAD CONSTRUCTION WILL BEGIN SOON. IN ADDITION, SEVERAL EMERGENCY RESPONSE TEAM MEMBERS ALSO SHARED THEIR SUPPORT FOR THE PROJECT.





The Fremont Southeast Beltway Project is set to begin June 1, 2020 and has 1,095 calendar days (3 Years) to complete the project. Completion should be achieved by June 1, 2023. The calendar days allowed for the project may be extended for unforeseen work or additional work not contemplated in the contract.

The first phase of construction includes all of the new alignment of US-77 with the exception of the permanent connections to existing US-77 north of the Platte River Bridge. This is a lot of work and will take some time to complete. While the contractor will have a schedule of their work and how the construction will progress, in general the construction begins with construction of the culverts, bridges and grading. Temporary connections and/or temporary surfacing will be built to maintain access during construction. As portions of the final grading are completed, the contractor will begin constructing the foundation course upon which the pavement will be built. The pavement will be placed shortly thereafter.

The second phase builds partial access to US-77, completes the roundabout east of existing US-77, and the connection to old Highway 8.

Phase 3 completes the permanent connections to US-77, US-275 and other miscellaneous work.

Special provision in the contract which govern the contractor's coordination with the Poultry plant and adherence to the phasing shown in the plans are as follows:

SPECIAL PROSECUTION AND PROGRESS (General Requirements) The Contractor shall coordinate with NDOT and the Lincoln Poultry Processing Plant in Fremont to develop a plan for the surrounding highway system and county road system to ensure reliable routes and safe travel conditions for employees and delivery trucks throughout the duration of the project.

SPECIAL PROSECUTION AND PROGRESS (Phasing) the plans depict phasing sequences that are to be used in the construction of this project. Any deviation from these phasing sequences shall require the written approval of the Engineer.

Total Project Cost (with Graham bid included) = \$72.3 million

Breakdown:

ENGINEERING= \$2.3 million

RIGHT OF WAY=\$3.8 million

UTILITIES= \$2.1 million

CONSTRUCTION=\$61.9 million (Graham construction bid on March 26, 2020 is \$61,911,453.77)

CONSTRUCTION ENGINEERING=\$2.2 million