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

2002
MAR
In Fremont RFP Issued

SEPT
1st Fremont Public Meeting

2005
OCT
FHWA, NDOT, Environmental Action: Environmental Assessment

2006
APR
Dodge County Concurred on Concept 7

2007
NOV
Fremont Southeast Beltway - US-275 New Interchange, Concept 7

2009
MAY
Concept 7 Shift South for Costco Lincoln Poultry
USACE Meeting and Levee Coordination

JAN-MAR
DR-343 and Updated Project Cost

2016
JUL-AUG
Stakeholders Meetings

NOV
2nd Fremont Public Meeting (the birth of the beltway)

2017
JUL
Fremont Southeast Beltway Study & EA - NIP

DEC
City of Fremont informed Western Sand and Gravel of Beltway

DEC
Preferred Alignment after Public Meeting - New US-275 Interchange Concept 7

2017
MAR
Public Meeting Morningside Connection, Concept 6

Draft EA was submitted and project shelved

SEPT
RFQ for Fremont Southeast Beltway (Concept 7)
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.
IN AN EFFORT TO REDUCE COST, NDOT HIRED AN INDEPENDENT FIRM (JACOBS) IN APRIL 2019 TO PREFORM 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
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
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.
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