

TRAFFIC VOLUMES

US-77 Segment	Existing Average Daily Traffic (ADT)	Existing % Heavy Trucks	Year 2030 Average Daily Traffic (ADT)	Year 2030 % Heavy Trucks	Year 2050 Average Daily Traffic (ADT)	Year 2050 % Heavy Trucks
N-109 (south) to N-92 (east)	8,305	13%	9,450	13%	12,555	13%
N-92 (east) to N-64	4,065	17%	4,530	17%	5,525	17%
N-64 to Co Rd W	5,150	12%	5,190	14%	6,500	14%
Co Rd W to N-109 (north)	4,840	10%	5,710	10%	6,275	10%
N-109 (north) to near Riverview Rd	7,175	7%	9,060	9%	9,900	9%

POTENTIAL IMPACTS

Potential impacts to environmental resources are being evaluated for this project. Resources being reviewed include, but are not limited to: cultural resources, wetlands and water resources, hazardous materials, farmland, threatened and endangered species, parks, and more. Impacts to these resources are to be determined.

ACCOMMODATION OF TRAFFIC

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Some county roads would not be constructed under traffic and would require local detours utilizing adjacent county roads or State highways. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

CONSTRUCTION SCHEDULE

Construction would be completed in segments and could begin as early as spring of 2027 with completion as early as fall of 2031.


ESTIMATED CONSTRUCTION COST

The estimated cost of constructing the proposed project is \$118–126 million and would derive from state funding sources.

FEEDBACK

Comments will be collected through July 1, 2024 and should be submitted to:

Sierra Luhn
 NDOT Public Involvement
 P.O. Box 94759
 Lincoln, NE 68509-4759
 sierra.luhn@nebraska.gov
 402.479.3103

 Information regarding the proposed project is available on the NDOT website at ndot.info/13519.

For More Info:

Brandon Varilek
 NDOT District 1 Engineer
 brandon.varilek@nebraska.gov
 402.471.0850

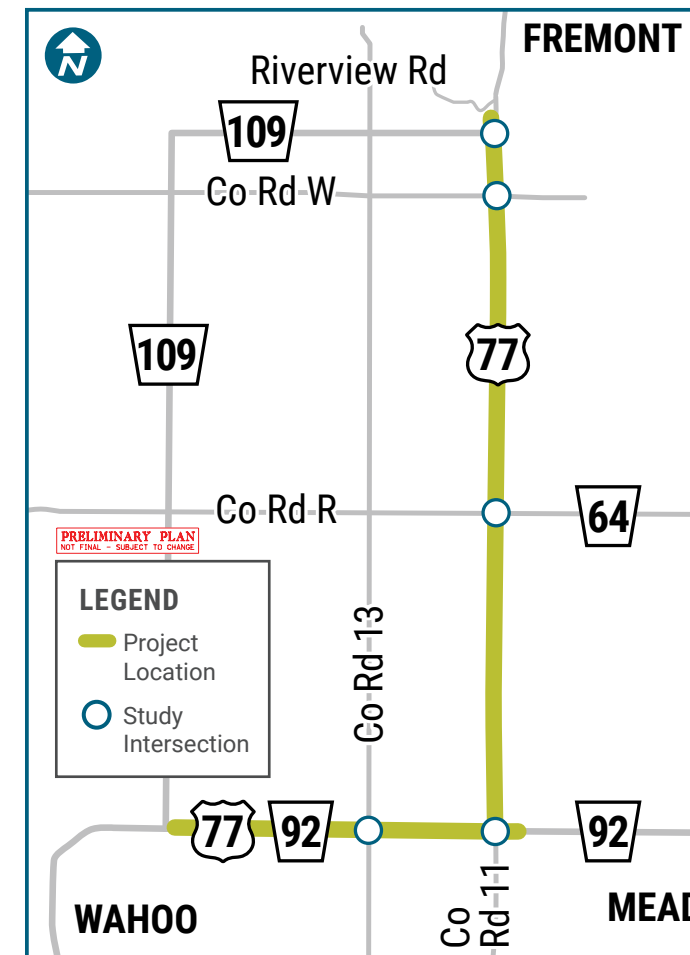
S-77-2(1083); C.N. 13519

Wahoo-Fremont South

PUBLIC INFORMATION
OPEN HOUSE MEETING

PROJECT LOCATION

The proposed project would begin approximately 0.40 miles east of the US-77/Nebraska Highway 109 (N-109) west junction, the east end of the existing four-lane Wahoo Expressway, and would extend east and north for approximately 16.30 miles to join the existing four lanes at approximately 0.50 miles north of the north junction of US-77 and N-109.



PURPOSE & NEED

The proposed purpose of the project is to:

- Fulfill legislative intent to continue the development of the expressway system identified in the *1988 Nebraska Highway Needs Study*.
- Improve regional connectivity for vehicles in this area of Nebraska, including commercial vehicles, by providing important expressway connections with Nebraska Highway 92 (N-92), Nebraska Highway 64 (N-64), and N-109.
- Maintain convenient highway access for communities in the area.
- Improve the conditions of the existing pavement and infrastructure.
- Improve the safety and reliability of US-77 for the traveling public and maximize the cost-effectiveness of the project.

The proposed need for the project is to advance the Lincoln to Fremont expressway.

SCOPE OF WORK

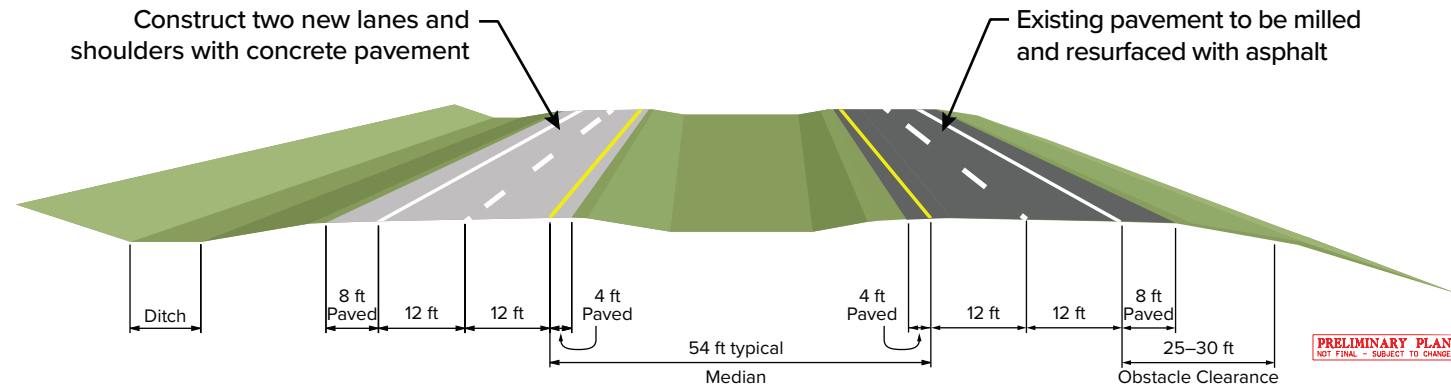
The improvements on this project would widen US-77 from an existing two-lane highway to a four-lane expressway using the 2+2 strategy of constructing new lanes adjacent to the existing lanes and rehabilitating the existing lanes. Additional improvements include

- New paving
- Milling and resurfacing
- Concrete repair
- Culvert work
- New guardrail
- Removing and replacing guardrail
- New bridges

RIGHT-OF-WAY

The proposed project would require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE), and/or temporary easements (TE) for construction throughout the project area. Commercial and/or residential relocations may be required depending on the alternative selected. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

RURAL 4-LANE TYPICAL SECTION

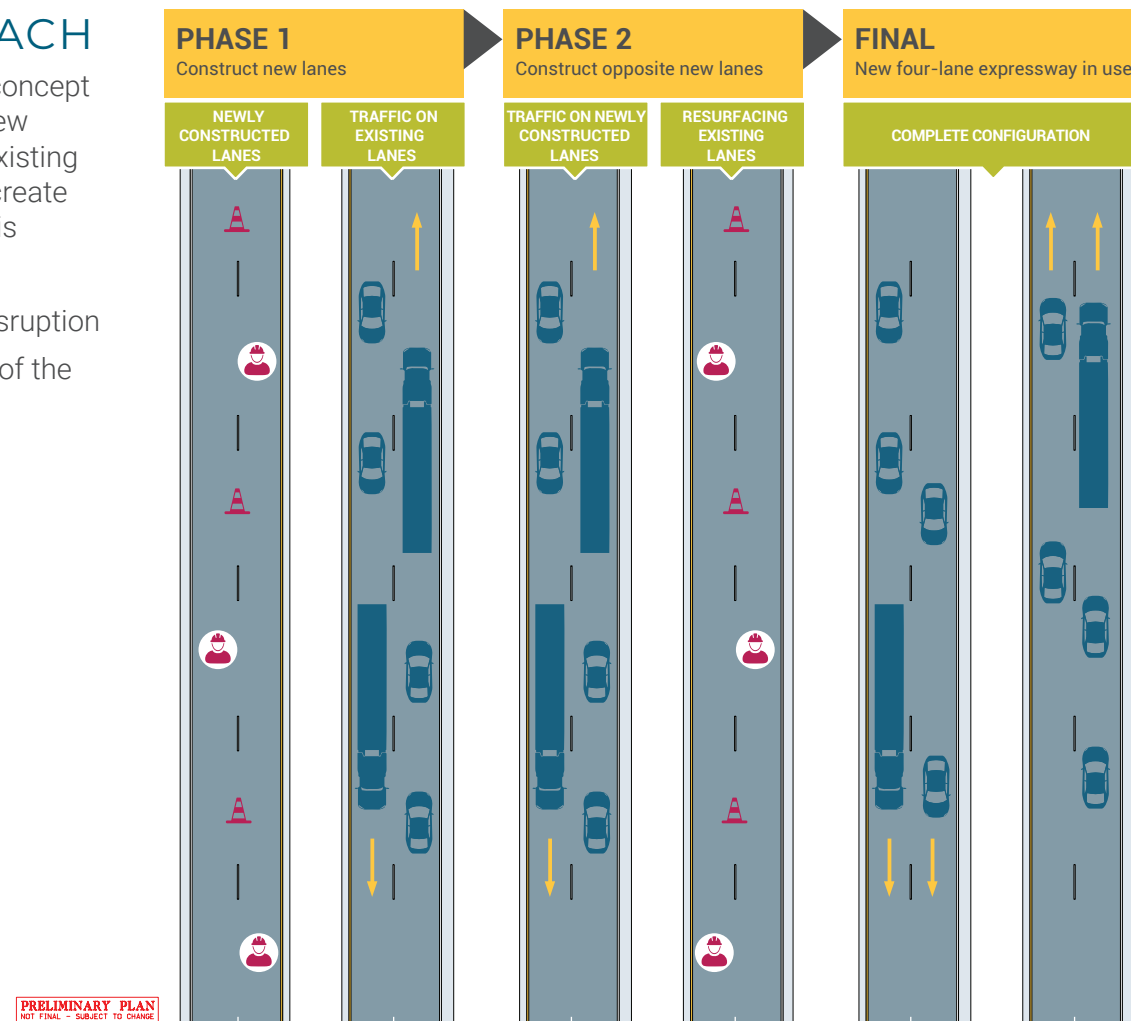


The side of the existing pavement on which new pavement would be constructed on is to be determined.

2 + 2 APPROACH

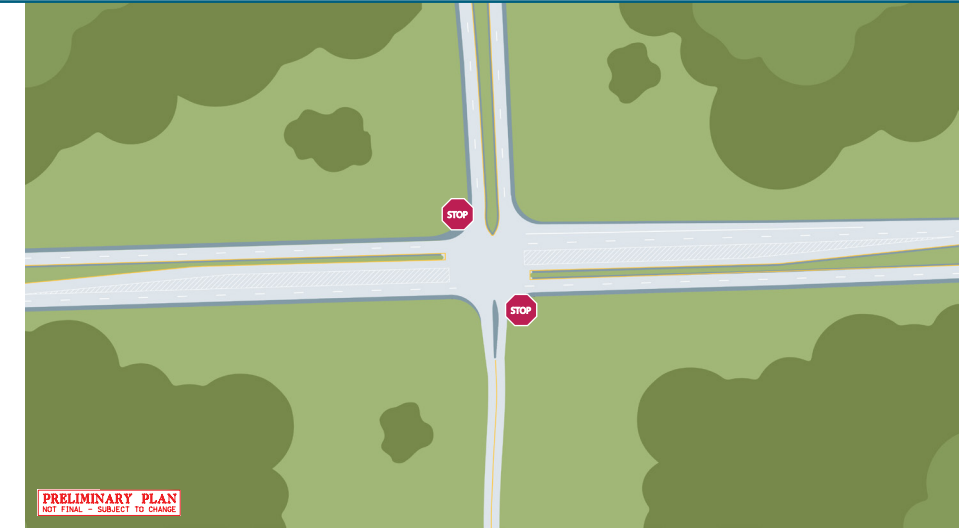
The 2+2 construction concept would construct two new lanes adjacent to the existing two lanes of US-77 to create a four-lane corridor. This approach would:

- Minimize traffic disruption
- Maximize the use of the existing roadway
- Minimize potential impacts



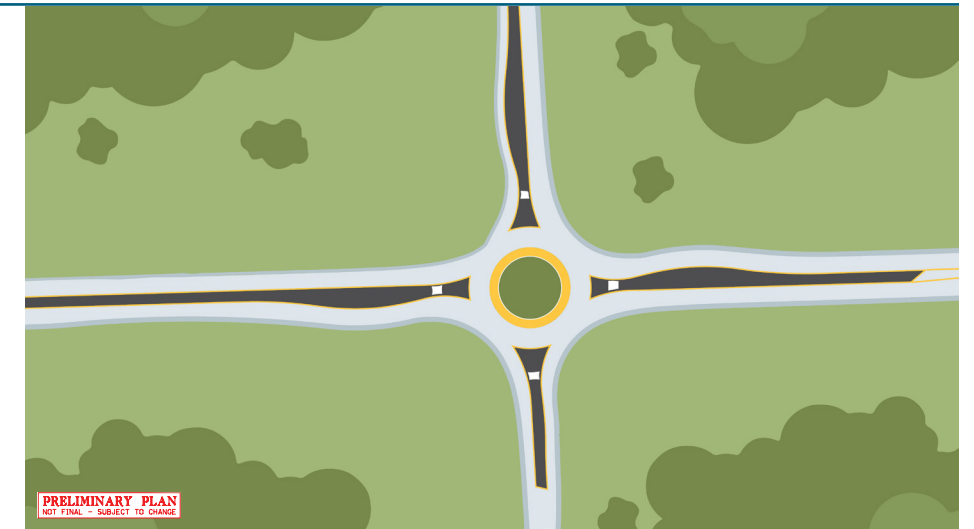
POTENTIAL INTERSECTION ALTERNATIVES

Two Way Stop Controlled*



*Signalization would be considered, if traffic volumes satisfy warrant criteria. Right turn lanes will be considered at all study intersection approaches for both directions.

Roundabout



Restricted Crossing U-Turn (RCUT)

