



LINCOLN SOUTH BELTWAY DPU-LIN-2-6(120) C.N. 12578D



Lincoln South Beltway
UPDATED FACT SHEET
DPU-LIN-2-6(120) C.N. 12578D



U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

CITY OF
LINCOLN
NEBRASKA

MORE INFORMATION & HOW TO COMMENT

COMMENTS ON THE PROJECT WILL BE COLLECTED THROUGH:
JANUARY 21, 2019.

For comments or questions concerning Right-of-Way and Acquisitions, please email or mail:

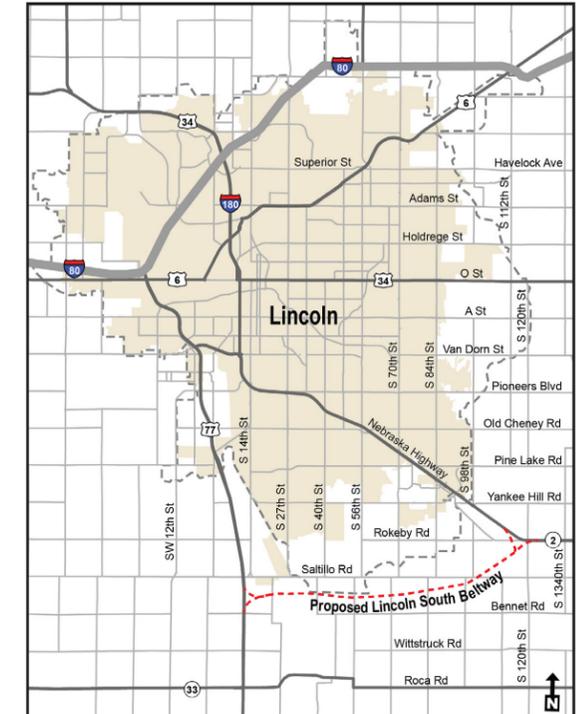
Brendon Schmidt
Right-of-Way Division Manager
NDOT Right-of-Way
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Lincoln, NE 68509-4759
brendon.schmidt@nebraska.gov

All other comments, questions and concerns, please email or mail:

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tony.bui@nebraska.gov

PURPOSE AND NEED: The purpose of the Lincoln South Beltway is to improve east-west connectivity for regional and interstate travel through Nebraska and to reduce conflicts between local and through traffic, including heavy truck traffic, in Lincoln. The project is needed to address increased travel demand on Lincoln's transportation network, conflicts between local and regional trips along Nebraska Highway through Lincoln, and challenges associated with heavy truck traffic through Lincoln.

SCOPE OF WORK: The proposed Lincoln South Beltway project would construct a new 11-mile east-west freeway south of the City of Lincoln, located between US-77 on the west and N-2 on the east, and generally located 0.5 miles south of Saltillo Road. The new freeway would include the following elements: four travel lanes (two in each direction), inside and outside shoulders, a depressed median, and five grade-separated interchanges, including freeway connections with US-77 and N-2 and local road connections at S. 27th, S. 68th, and S. 82nd Streets. During construction, periodic detours would be required for intersecting local roadways, including Saltillo Rd, S. 38th Street, S. 54th, S. 68th, S. 82nd, and S. 96th and S. 120th Streets.



If your property is impacted, NDOT staff will be in contact with you as early as Spring 2019.

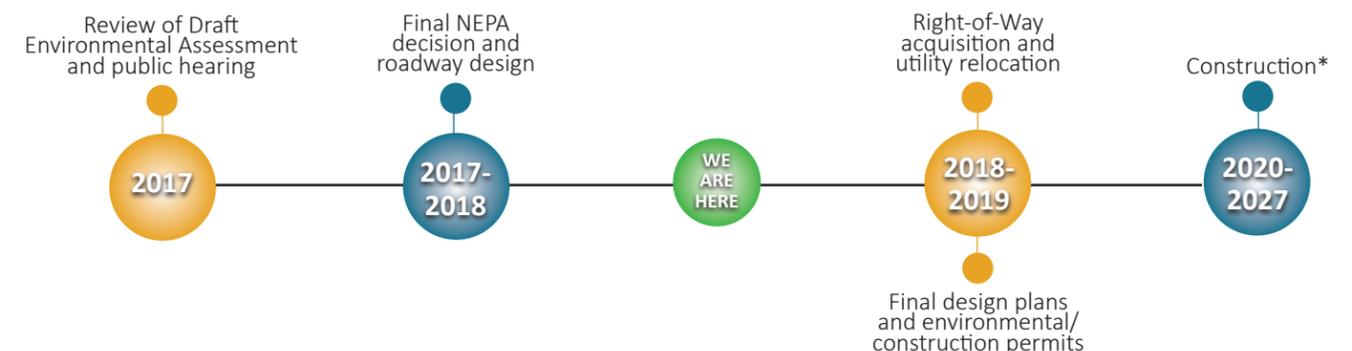
RIGHT-OF-WAY: The proposed project would require the acquisition of additional property rights, which could include new right-of-way and permanent and/or temporary easements. The property acquisitions would generally occur in areas where corridor protection was filed after the project was first approved in 2002.

ESTIMATED COST: The Lincoln South Beltway is one of the largest transportation undertakings for the State of Nebraska at an estimated cost of \$300M. \$25 million of the funds will come from the federal Transportation Investment Generating Economic Recovery (TIGER) Grant that the project received in 2018. The remaining funding will come primarily from state funds from the Build Nebraska Act, with local contributions from the City.

CONSTRUCTION SCHEDULE: Construction is scheduled to begin as early as spring of 2020 and could take up to 7 years to complete. *NDOT is currently exploring options to accelerate construction.

VISIT THE PROJECT WEBSITE FOR ADDITIONAL PROJECT INFORMATION AND TO COMMENT ONLINE:

<http://dot.nebraska.gov/lincoln-south-beltway>



Lấy phiên bản tiếng Việt của tờ phần phát này tại:

للسخة العربية من هذا المنشور، يرجى زيارة:

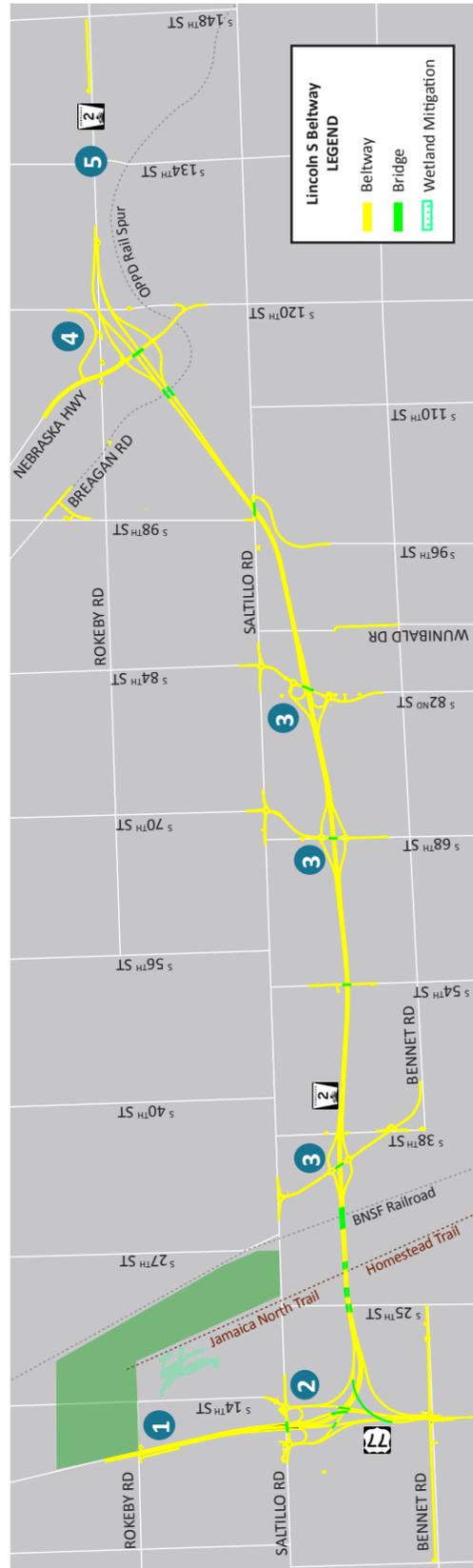
欲获取本传单的中文本，请访问:

Para ver una versión en español de este folleto, por favor visite:

<http://dot.nebraska.gov/lincoln-south-beltway>

CHANGES TO THE LINCOLN SOUTH BELTWAY SINCE THE OCTOBER 2017 PUBLIC HEARING

Key changes and modifications to the project design are proposed to reduce impacts to property owners and resources.



Key modifications and changes since the previous design was presented in October 2017

- 1 Consolidated mitigation site for wetland/stream impacts:** The proposed wetland and stream mitigation site was selected based on proximity, existing site conditions and potential ecological value compared with numerous small mitigation sites. This location also complements the adjacent Wilderness Park.
- 2 Impacts to property owners minimized:** The project engineers have minimized impacts to adjacent property owners throughout the corridor. As an example, they have worked closely with businesses along Saltillo to establish both temporary and permanent access configurations.
- 3 New geometry for the service interchanges:** The footprint of the service interchanges at S. 27th, S. 68th and S. 82nd Street has been minimized by utilizing roundabouts at the ramp terminals. These changes reduced cost, right-of-way required, and aquatic resources.

- 4 New connection to 120th Street on north side:** The connection between the existing Nebraska Highway and 120th Street on the north side will be maintained. Rather than terminating the road with a cul-de-sac, 120th Street will be reconnected to Nebraska Highway approximately 3/8th of a mile west of the current intersection.
- 5 Elimination of the 134th grade separation:** Grade separation improvements will be deferred until warranted by future traffic conditions; the existing intersection with 134th Street will not be changed.
- 6 Traffic impacts during construction:** Throughout the project corridor, there will be changes to traffic patterns during construction. See the list of proposed changes to the commitments on the adjacent page. These changes are not pictured on the above map.

PROPOSED CHANGES TO THE COMMITMENTS

Changes have been proposed in order to potentially accelerate the construction schedule.

Existing Commitments from 2017 EA

(M3) The project will be phased to avoid closures of US-77, Nebraska Highway, and N-2 that will require detouring traffic off of these roads and onto other local roadways. Instead, traffic on US-77, Nebraska Highway, and N-2 will be maintained with at least one lane open in each direction. (NDOT Construction/Contractor)

(M4) Detours will be required for local roadways that intersect the Lincoln South Beltway, including S. 27th Street, S. 54th Street, S. 68th Street, S. 82nd Street, and S. 96th Street. Only one of these roadways will be closed at a time. Detour routes will be signed and a Traffic Management Plan will be implemented to direct travelers to the detour and improve traffic movements throughout construction. (NDOT Construction/Contractor)

(M89) During construction, adjacent roadways will not be closed at the same time. Additionally, closures along S. 98th Street will be reviewed to determine whether they would require Saltillo Road and Breagan Road to be closed at the same time. (NDOT Construction/Contractor)

(M17) The Jamaica North Trail or the detour trail will remain open at all times during construction. To accomplish this, NDOT will use one or more of the following options:

- The contractor will furnish flaggers to direct pedestrian and bicycle traffic whenever construction equipment or vehicles operate on, across, or directly adjacent to the trail being used by the public. Additionally, the Engineer may require flagging at any time to enhance the public's safety and ensure the orderly movement through or around work areas. (NDOT Construction/Contractor)
- The contractor will provide temporary trail covers to protect pedestrian and bicycle traffic during construction. (NDOT Construction/Contractor)
- Temporary detours shifted off of the existing trail corridor may be used to redirect pedestrian and bicycle traffic for some construction activities. The detour will not be offsite, but adjacent to the existing trail. (NDOT Construction/Contractor)

Proposed Commitments and Clarifications

(M3) Using construction phasing, US-77, Nebraska Highway, and N-2 shall remain open at all times with the exception of occasional nighttime closures for overhead construction (i.e. setting girders, installing decking, moving equipment), which shall require detouring of traffic onto other local roadways or highways. (NDOT Construction/ Contractor)

(M4) Detours will be required for local roadways that intersect the Lincoln South Beltway, including Saltillo Road, S. 38th Street, S. 54th Street, S. 68th Street, S. 82nd Street, S. 96th Street, and S. 120th Street. During construction, adjacent North/South county roadway corridors will not be closed at the same time. (For example, when 54th Street is closed for construction, 38th and 68th shall remain open to traffic). Detour routes will be signed and a Traffic Management Plan will be implemented to direct travelers to the detour and improve traffic movements throughout construction. (NDOT Construction/Contractor)

(M89) Closures along S. 98th Street will be reviewed to determine whether they would require Saltillo Road and Breagan Road to be closed at the same time. (NDOT Design)

(M17) The Jamaica North Trail will remain open at all times with the exception of occasional nighttime closures for overhead construction (i.e. setting girders, installing decking, moving equipment). At all other times during construction, the Jamaica North Trail will remain open by utilizing one or more of the following accommodations:

- The contractor will furnish flaggers to direct pedestrian and bicycle traffic whenever construction equipment or vehicles operate on, across, or directly adjacent to the trail being used by the public. Additionally, the Engineer may require flagging at any time to enhance the public's safety and ensure the orderly movement through or around work areas. (NDOT Construction/Contractor)
- The contractor will provide temporary trail covers to protect pedestrian and bicycle traffic during construction. (NDOT Construction/Contractor)
- Temporary detours shifted off of the existing trail corridor may be used to redirect pedestrian and bicycle traffic for some construction activities. The detour will not be offsite, but adjacent to the existing trail. (NDOT Construction/ Contractor)