



PROJECT DEVELOPMENT WORKSHOP PUBLIC OPEN HOUSE MEETING

Lincoln Southwest High School, 7001 South 14th St., Lincoln, Nebraska
Tuesday, June 25, 2013; 4:00–7:00 PM

Project DPU-LIN-2-6(120); Control Number 12578D **LINCOLN SOUTH BELTWAY**

LOCATION: This proposed project is located in Lancaster County south of the City of Lincoln. It would begin on Nebraska Highway 2 (N-2) at South 148th Street, diverge at the intersection of South 120th Street, and run south of Saltillo Road, proceeding west to U.S. Highway 77 (US-77) between Saltillo Road and Bennet Road.

PURPOSE AND NEED: The 2002 Environmental Impact Statement (EIS) and other previous studies identified the purpose and need for the south and the east beltways around Lincoln. The project sponsors are currently updating traffic and other analyses originally used to support the needs and benefits of the South Beltway project and validate it as a stand-alone project. The purpose of the Lincoln South Beltway project is to improve the function of local and regional transportation networks by reducing conflicts between trips not destined for Lincoln and local trips within the City and to improve the east-west connectivity for commuter and freight trips through the City. The project is needed because:

- Regional population and traffic growth has increased demands on Lincoln’s transportation network.
- Interstate traffic traveling between I-29 and I-80 often pass through Lincoln on an urban arterial street (N-2), stopping at numerous traffic lights and conflicting with local traffic.
- Trucks (and other traffic passing through but not stopping in Lincoln) share routes with local traffic, which creates mobility and vehicle conflicts between regional/interstate and local trips.

TRAFFIC VOLUMES: **Nebraska Highway 2 (N-2)**

Year (Projections from 2002 EIS; new studies are in progress)	2012 (Existing Urban N-2)	2030 (New Beltway)
Vehicles Per Day (ADT)	15,800	20,500
% Heavy Trucks	22%	24%

SCOPE OF WORK: This project would create a new four-lane divided roadway. Interchanges are proposed at: US-77, Saltillo Road, 27th Street, 68th Street, 84th Street, and 120th Street. Overpass Structures are proposed at: 25th Street, the Homestead Trail, the BNSF Railroad, 54th Street, Saltillo Road (East of 98th Street), the OPPD Rail Spur, and 134th Street. The roadway engineering would be to Expressway standards.

ESTIMATED CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin as early as spring of 2020 and could be completed in five to seven years.

PROPOSED ACCOMMODATION OF TRAFFIC: The proposed new roadway construction would be completed without detouring N-2 or US-77 traffic. Lane closures with appropriate traffic control may cause delays in the construction area.

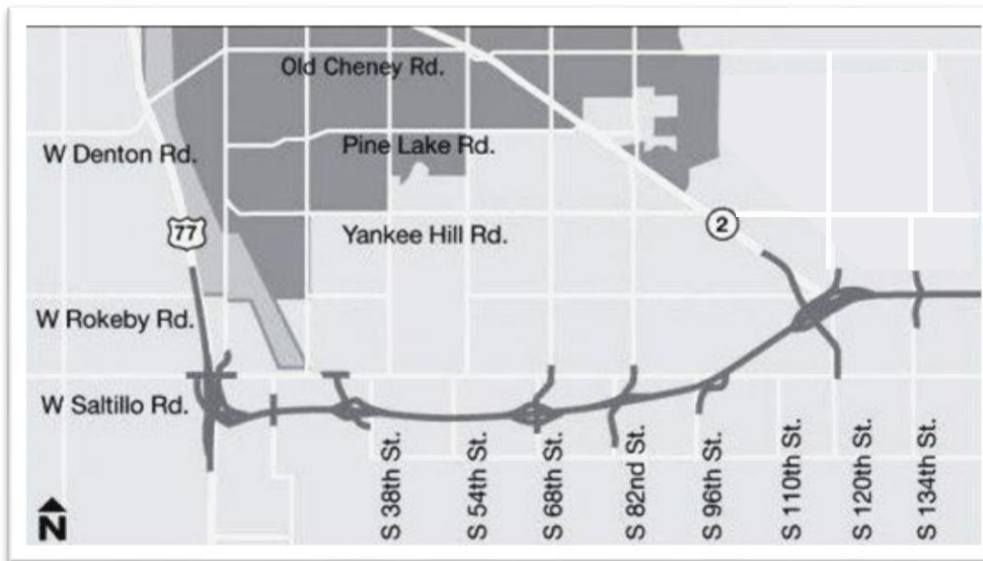
RIGHT-OF-WAY: Permanent property right acquisitions for right-of-way (ROW) are projected at about 730 acres. One commercial and three residential relocations are possible. Temporary easements (TE) and Control of Access (CA) rights would be necessary through the project area. ROW activities are scheduled to begin in 2016-2017.

POTENTIAL IMPACTS: *Relinquishments:* The existing N-2 roadway between approximately 120th Street and US-77 would be relinquished to Lancaster County and the City of Lincoln at the completion of the beltway construction by a previously signed agreement. *Environmental:* Impacts were previously considered and are being reevaluated; permanent wetland impacts are anticipated and would be mitigated locally or at a regional wetlands bank. *Socio-Economic:* Impacts are similarly being reevaluated.

ESTIMATED COST: The estimated cost of the entire project is approximately \$200 million and would come from federal, state, and local funding. The primary funding would derive from Build Nebraska Act funds. The city of Lincoln would participate with a 20% cost share.

HISTORY: Originally conceived in the 1970s, the Lincoln Beltway System concept has undergone a number of variations. An EIS for the south and east beltway system concepts was approved in 2002 with the City of Lincoln as the lead agency. NDOR project refinements progressed on the south portion of the beltway until 2006 when the development was placed on hold. The project was shelved in 2008 due to lack of a foreseeable funding source. The NDOR has now been provided state funding which, coupled with federal and local assistance, makes development, design, and construction of the Lincoln South Beltway possible. A design consultant has been hired and preliminary engineering is currently underway. Additionally an Environmental Assessment (EA) study has been initiated to reassess and compare the impacts of the South Beltway as a standalone project. It will consider the design and environmental condition changes that have occurred since the EIS was approved. Public input is vital in this stage of project development.

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