

# WELCOME!

to the LINCOLN SOUTH BELTWAY  
Public Open House



LINCOLN  
South Beltway  
environmental assessment  
and preliminary engineering

# HOW TO PARTICIPATE



## NDOR is SEEKING YOUR THOUGHTS

Comments on the following topics would be helpful at this stage in the study:

- Project Purpose and Need
- Environmental or Community Issues of Concern
- Issues Related to the Alignment or Layout of the South Beltway
- Other Comments

Please share your input on a **Comment Form**, available at the **Comment Station**, or after the meeting to:

### Greg Weinert

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Nebraska Department of Roads  
PO Box 94759

Lincoln, Nebraska 68509-4759

email: [greg.weinert@nebraska.gov](mailto:greg.weinert@nebraska.gov)

[www.transportation.nebraska.gov/projects/south-beltway/](http://www.transportation.nebraska.gov/projects/south-beltway/)



The project sponsors include the Nebraska Department of Roads, Federal Highway Administration, the City of Lincoln, and Lancaster County.

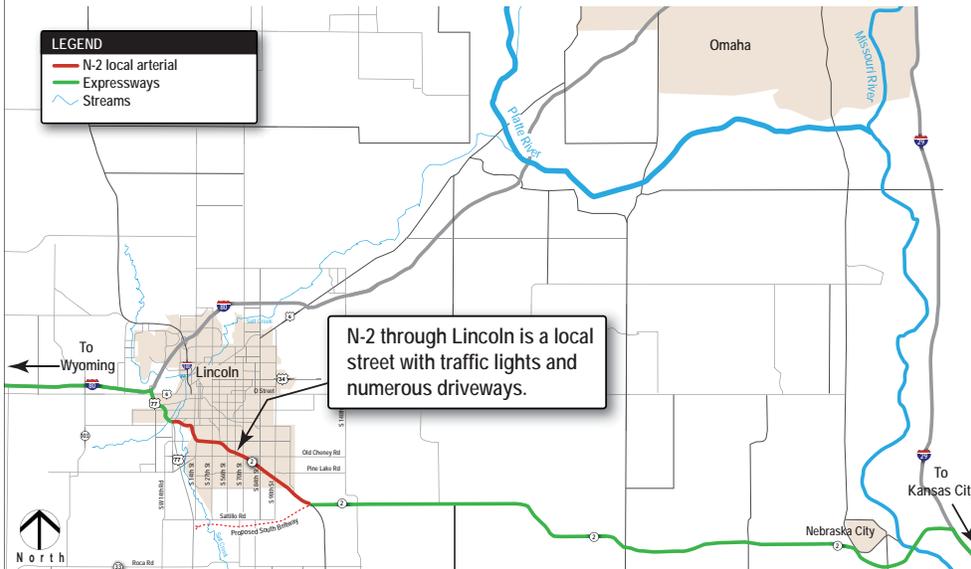
Many groups and organizations have been invited and are expected to participate in this important regional project, including:

- Development / Real Estate Interests
- District 1 Highway Commissioner
- Environmental Resource Agencies
- Friends of Wilderness Park
- Land Owners / Residents
- Lincoln Chamber of Commerce
- Lincoln Independent Business Association
- Private Businesses
- School Districts
- State Legislators
- Trail / Bicycle Advocates
- Trucking Associations
- Railroads
- Utilities
- Villages of Hickman, Roca and Bennet

# PURPOSE AND NEED



The 2002 Environmental Impact Statement and other previous studies identified the purpose and need for south and 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 and validate it as a stand-alone project.



## PROJECT PURPOSE

The purposes of the project are to

1. Improve the function of local and regional transportation networks by reducing conflicts between trips not destined for the City of Lincoln and local trips within the City.
2. Improve east-west connectivity for commuter and freight trips through the City.

## The PROJECT is NEEDED because:

### 1. Regional population and traffic growth has increased demands on Lincoln's transportation network.

Population and traffic volumes in the City of Lincoln and Lancaster County have increased steadily. Development has concentrated on the edges of the City, with strong growth to the south and east.

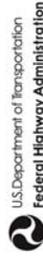
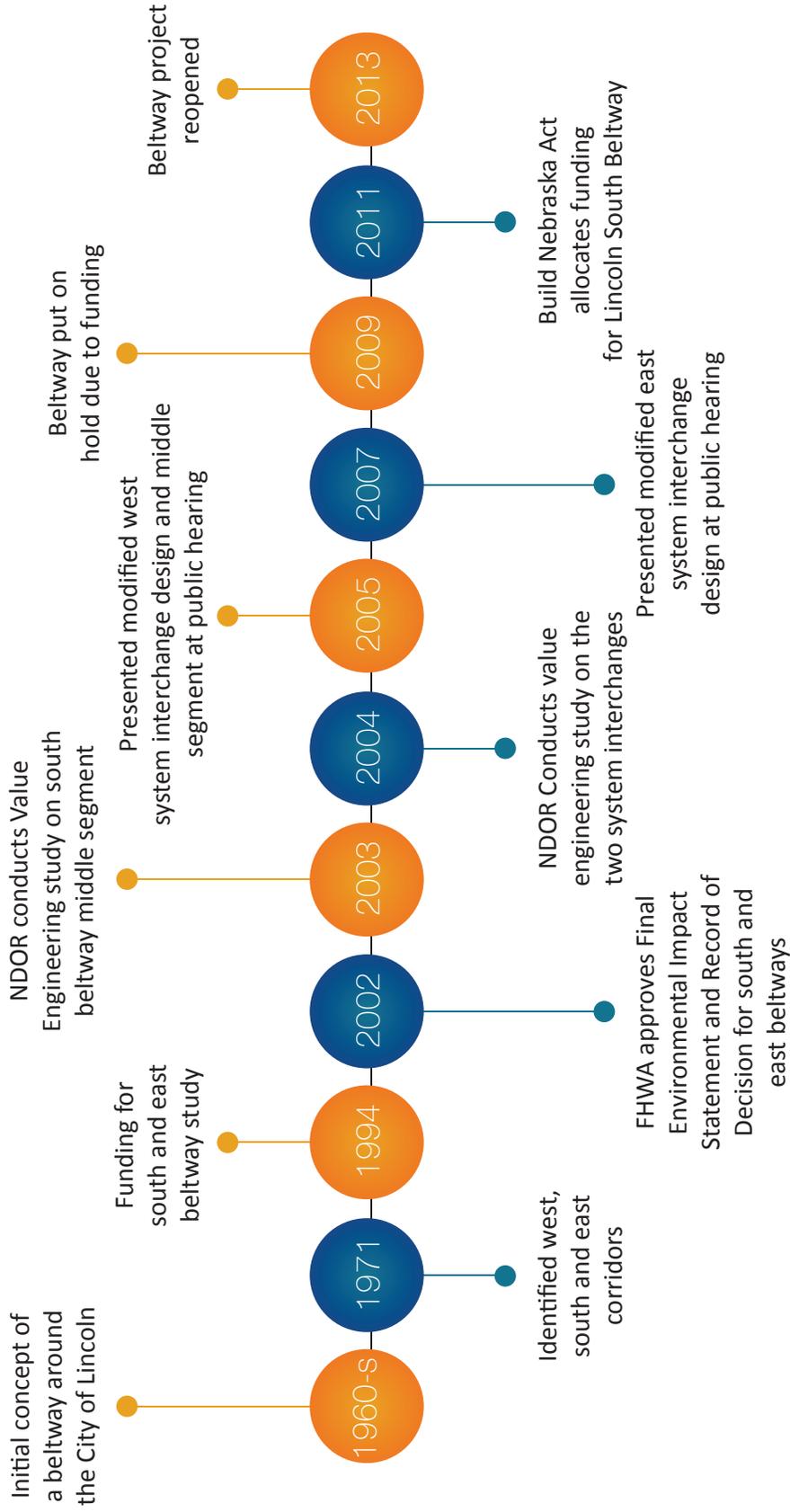
### 2. Interstate traffic traveling from I-29 west to I-80 passes through Lincoln on an urban arterial street (N-2), stopping at numerous traffic lights and conflicting with local traffic.

The Lincoln South Beltway would complete a link in the regional transportation network to allow interstate trips to move across Lincoln on a more appropriate expressway facility.

### 3. 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.

The Lincoln South Beltway can serve freight and interstate trips through Lincoln more efficiently and with less conflict than the current N-2 route.

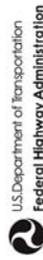
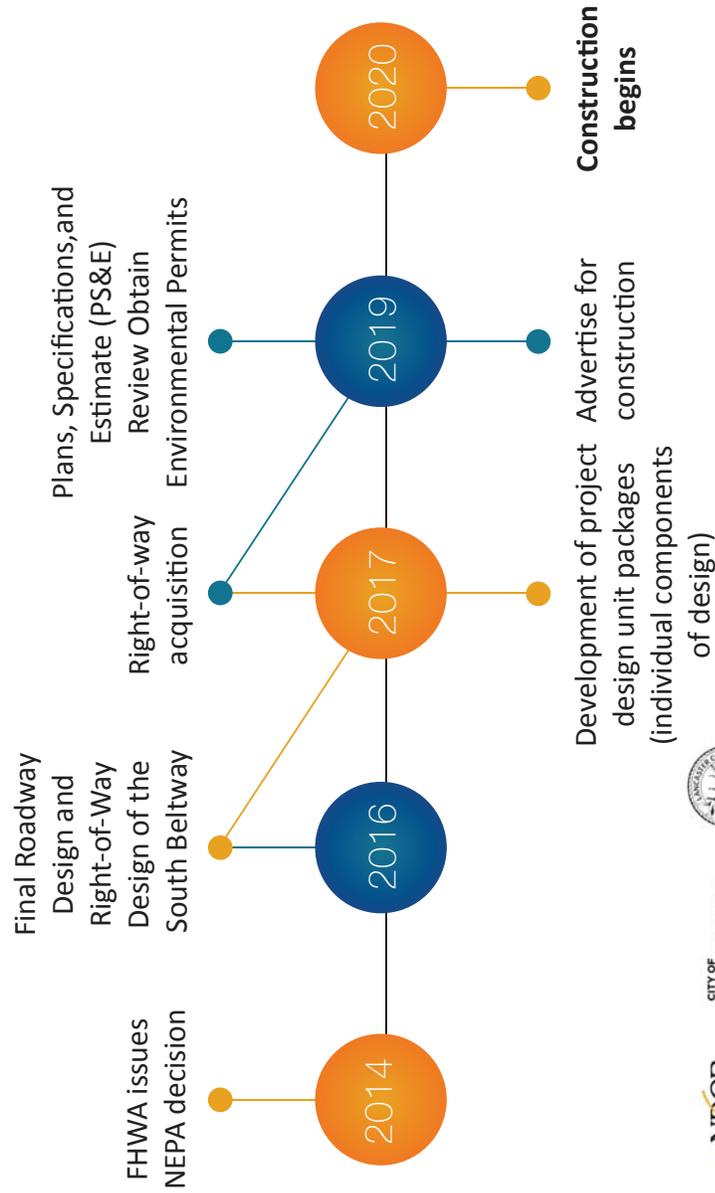
# WHERE WE'VE BEEN - PROJECT HISTORY



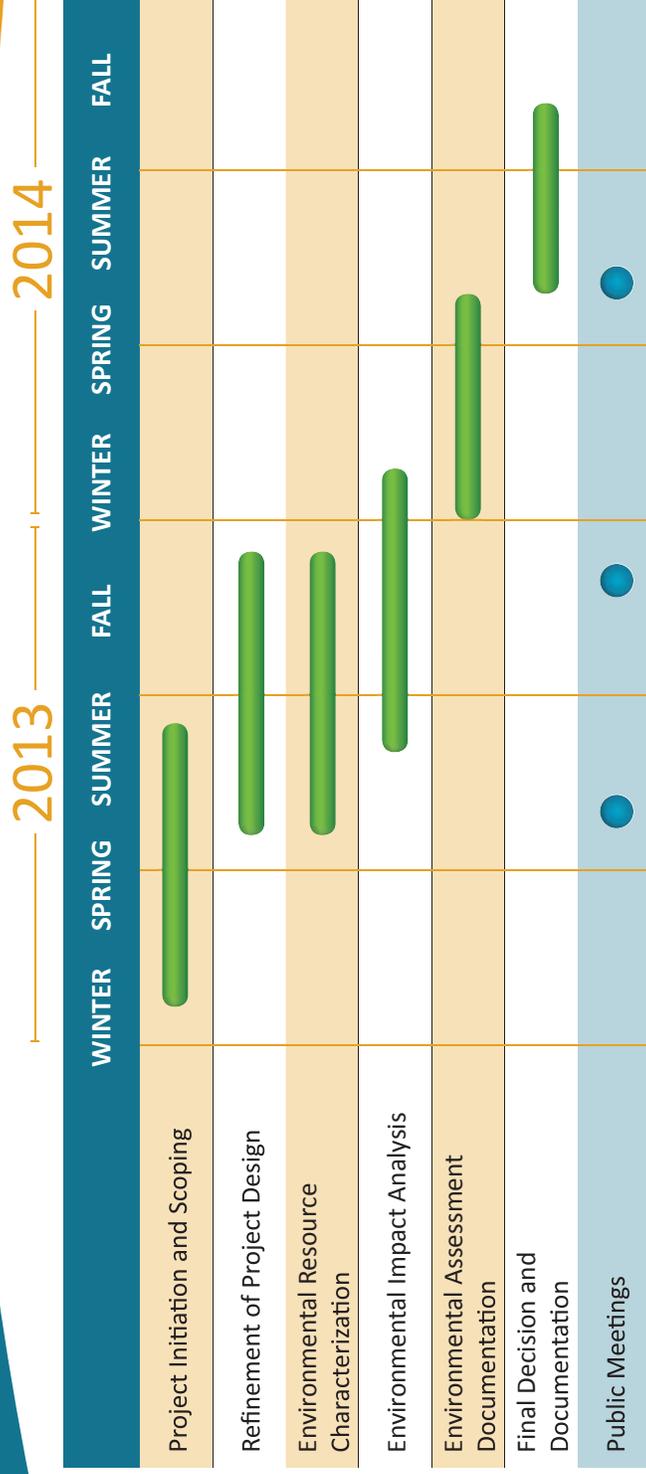
# WHERE WE ARE GOING - FUTURE OF THE LINCOLN SOUTH BELTWAY



After receiving public and agency comments on the Environmental Assessment, FHWA will issue a decision document. This document records the decision made by FHWA on the re-evaluation of the project design and impacts. If approved to move ahead from the NEPA phase, the following represents a general timeline to completion of the South Beltway. Currently funding is anticipated in 2020; if funding were available sooner, the project sponsors would look for opportunities to accelerate the schedule.



# PLANNED ENVIRONMENTAL ASSESSMENT SCHEDULE



For federally-funded transportation projects, the National Environmental Policy Act (NEPA) requires that the environmental impacts of the proposed action be analyzed. This type of study is required before federal funds can be committed to the project. The Federal Highway Administration (FHWA) is the lead federal agency on the Lincoln South Beltway Environmental Assessment. This NEPA study is a re-evaluation of the Environmental Impact Statement (EIS) that was completed in 2002 and is required to assess changes in the design or environment that have occurred since the EIS was approved.



# NATURAL RESOURCES

## COMMUNITY ISSUES



## Resources to be Reviewed in the Environmental Assessment

- Air Quality
- Environmental Justice
- Farmlands
- Floodplains
- Hazardous Materials
- Historic Properties
- Land Use
- Noise
- Pedestrians and Bicycles
- Railroads
- Recreation
- Right-of-Way
- Section 4(f)/6(f)
- Socioeconomics
- Threatened and Endangered Species
- Transportation (Traffic/Safety)
- Utilities
- Vegetation/ Noxious Weeds
- Water Quality/ Water Resources
- Wetlands & Streams
- Wildlife
- Visual Conditions/Lighting

### EIS IDENTIFIED IMPACTS TO RESOURCES

The 2002 South and East Beltways Final Environmental Impact Statement and Final Section 4(f) Statement (EIS) documented the project needs and development of alternatives for beltways along the south and east perimeters of the City of Lincoln. The EIS also fully evaluated the potential environmental impacts of these new roadways. The purpose of this Environmental Assessment study is to reassess and compare the impacts of the South Beltway as a stand-alone project, considering the design and environmental condition changes that have occurred over the past decade.



# SUMMARY OF 2002 EIS FINDINGS



## IMPACTS & MITIGATION COMMITMENTS

SUMMARY OF IMPACTS IDENTIFIED IN 2002 EIS SOCIAL AND COMMUNITY ISSUES	MITIGATION COMMITTED TO IN 2002 EIS
<b>Air Quality</b> Project area is in attainment for particulate matter (PM10) and carbon monoxide. Although long-term increases in carbon monoxide and PM10 levels would be expected, no violations of National Ambient Air Quality Standards are expected. Fugitive dust during construction would temporarily raise PM10 concentrations and cause short-term impacts to ambient air quality.	Dust control during construction.
<b>Environmental Justice</b> No disproportionate impacts to low income or minority populations. <ul style="list-style-type: none"> <li>The median household income for the study area is substantially higher and the number of persons below the poverty level is substantially lower than Lancaster County averages.</li> <li>The minority population in the study area is substantially lower than Lancaster County averages.</li> </ul>	None required.
<b>Hazardous / Solid Wastes</b> Two underground storage tank (UST) facilities located at the intersection of US 77 and Saltillo Road (no releases from underground tanks have been documented). Seven reported surface spills originating from three facilities have occurred on or around the US 77 and Saltillo Road intersection. Contamination expected at spill locations. Database information insufficient for 4 of the spills, extent and exact location of those spills unknown. Remaining three spills require no further action.	NDOR standard provisions.
<b>Historic Properties</b> Eight National Register-eligible historic buildings identified in the study area. One would be adversely affected through visual intrusion from the beltway. No archaeological sites identified in the study area. One area not surveyed due to access restrictions.	Memorandum of Agreement developed to mitigate visual impacts to historic property and facilitate private donations. Relocate historic marker at Saltillo Rd/S 14th Street. Complete archaeological survey in bottom lands where access was denied. NDOR standard provisions.
<b>Land Use</b> Current land use in the study area is primarily agricultural. Land use is beginning to transition from agricultural to suburban uses, and this projection of land use change is reflected in the Comprehensive Plan. Project would have no impact on air traffic or use of three private airfields.	None required.
<b>Noise</b> Project would result in noise impacts at five residences (four impacts in single subdivision, one isolated residence), with noise levels up to 70 dBA at impact residences, increase up to 17 dBA above existing levels at isolated residence. Majority of study area would not experience impacts.	Noise barriers were evaluated but determined not to be feasible and reasonable.
<b>Pedestrian and Bicycles</b> The Wilderness Park Trail is located within the study area but not within the footprint of the beltway. The Beltway does not cross or impact any existing trails. Project would cross proposed Jamaica North Trail and Homestead Trail.	If Jamaica or Homestead trails are built prior to beltway, beltway would provide appropriate crossing over trail.
<b>Recreation</b> No impacts to existing recreation areas. Project would cross proposed Jamaica North Trail in vicinity of Salt Creek bridge.	Trail mitigation discussed above. No additional mitigation required.
<b>Right-of-Way</b> Acquisitions would be required. <ul style="list-style-type: none"> <li>One business, Major Oil Company, and three residences would be displaced and need to be relocated.</li> <li>296 hectares of right-of-way required.</li> </ul>	All property acquisitions will comply with Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and associated FHWA and NDOR procedures.
<b>Socioeconomics</b> Lincoln and Lancaster County have experienced economic and population growth over the past three decades. Project would have little to no effect on population. Loss of less than 1% loss of tax revenue in county due to right of way acquisition may be off set due to increased property values. Economic benefits from increased transportation efficiency.	None required.

# SUMMARY OF 2002 EIS FINDINGS



## IMPACTS & MITIGATION COMMITMENTS

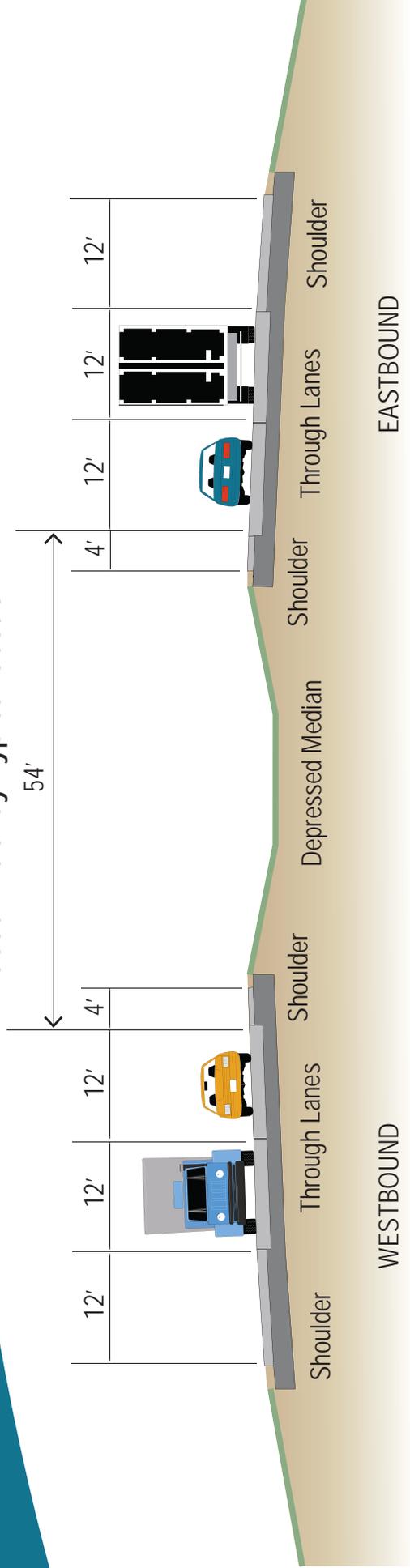
### SUMMARY OF IMPACTS IDENTIFIED IN 2002 EIS SOCIAL AND COMMUNITY ISSUES

### MITIGATION COMMITTED TO IN 2002 EIS

<b>Railroads</b>	The beltway would cross three railroad lines (UP, BNSF, OPPD).	All railroad crossings over active lines would be grade separated.
<b>Section 4(f) / 6(f)</b>	No direct use of historic properties. Adverse visual effect to historic farmyard is not severe enough to meet threshold for constructive use. No use of trails, recreation areas, or wildlife refuges.	None required.
<b>Transportation (Traffic, Safety)</b>	Move through traffic from urban area to regional facility, and reduce delay and improve traffic flow on existing urban street system. Reduce truck traffic on rural roadways on the fringe of metro area. Improve Safety by moving trucks and other traffic from congested urban streets to more appropriate high speed limited access freeway facility.	Right-of-way around the new beltway would be fenced. See Visual impacts for lighting mitigation considerations.
<b>Utilities</b>	Majority of utilities found in study area are commonly encountered during roadway projects and easily relocated. There are a few major utilities that would require additional consideration due to high cost of relocation.	Relocations will be determined during final design. Approvals will be obtained from affected utility.
<b>Visual/Lighting</b>	The visual characteristics of the study area would be altered in the area to the proposed bridges, overpasses, and interchanges and would primarily affect nearby residents. New lighting would create visual impacts to relatively dark areas with minimal existing street lighting.	Lighting locations would be determined during final design. Visual impacts on surrounding land uses will be considered during final design. To the extent possible, lighting design will minimize intrusion.
<b>Farmlands</b>	Agriculture is the predominant land use in the study area. Estimated that 16 farms would be bisected. Project would require conversion of prime and unique farmland to transportation use which represents less than 1% of prime and unique and total farmland in the county. Farmland Conversion Impact rating (south and east beltways combined) is less than 160, requiring no further consideration per US Department of Agriculture.	Reduce required right-of-way needs during final design as feasible to reduce impacts.
<b>Floodplains</b>	Alignment crosses 100-year floodplain of Salt Creek including the main stem and several tributaries. A floodway has not been established in these areas. All channels anticipated to remain in current configurations.	Project will comply with City/County floodplain management ordinance. Will require design modifications to reduce conflicts with proposed farm ponds.
<b>Threatened and Endangered Species</b>	The study area includes habitat ranges for seven federal and state endangered and threatened species (the Bald eagle, Peregrine falcon, American burying beetle, Salt Creek tiger beetle, Western prairie fringed orchid, Small white lady's slipper, and Saltwort). No effect to these species based on field surveys, lack of suitable habitat, and no known occurrences in study area.	Conduct updated surveys as appropriate before construction.
<b>Vegetation/ Noxious Weeds</b>	Mostly agricultural with riparian vegetation along Salt Creek and tributaries. No native prairie parcels.	NDOR standard provisions.
<b>Water Quality/ Water Resources</b>	Temporary impacts to surface water from erosion and sedimentation during construction of bridges and culverts at stream crossings. Slight increase in pollutant loads in surface waters due to increase in impervious surface. No impacts to groundwater.	NDOR standard provisions.
<b>Wetlands</b>	Wetlands were identified primarily along Stevens Creek, Salt Creek and their tributaries, as well as in isolated depressions and impoundments. The project is expected to impact a total of 18.0 acres of wetlands in 19 locations throughout the study area.	Impacted wetlands will be replaced at a minimum of 1:1 ratio. Replacement sites could be located in the corridor or at the City of Lincoln's wetland mitigation bank (under development in 2002).
<b>Wildlife</b>	Common wildlife and fish species inhabit the study area. Minor disturbance of wildlife and aquatic habitat but not expected to affect wildlife populations.	NDOR standard provisions.

# PROPOSED TYPICAL SECTION

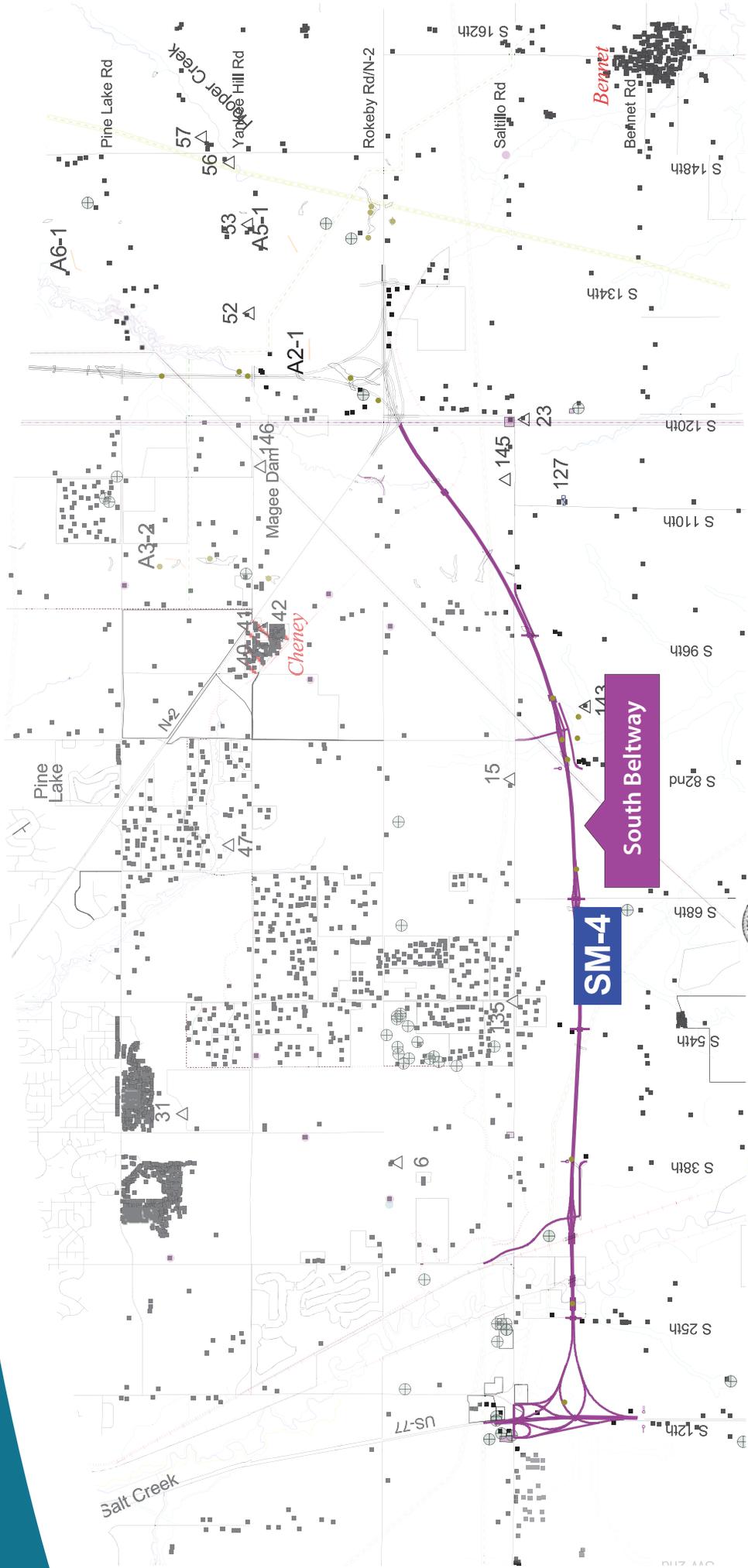
## South Beltway Typical Section



## South Beltway Bird's Eye View



# FEIS PREFERRED SOUTH BELTWAY ALTERNATIVE 2002



**SM-4**

**South Beltway**

