

PURPOSE AND NEED

Environmental Assessment

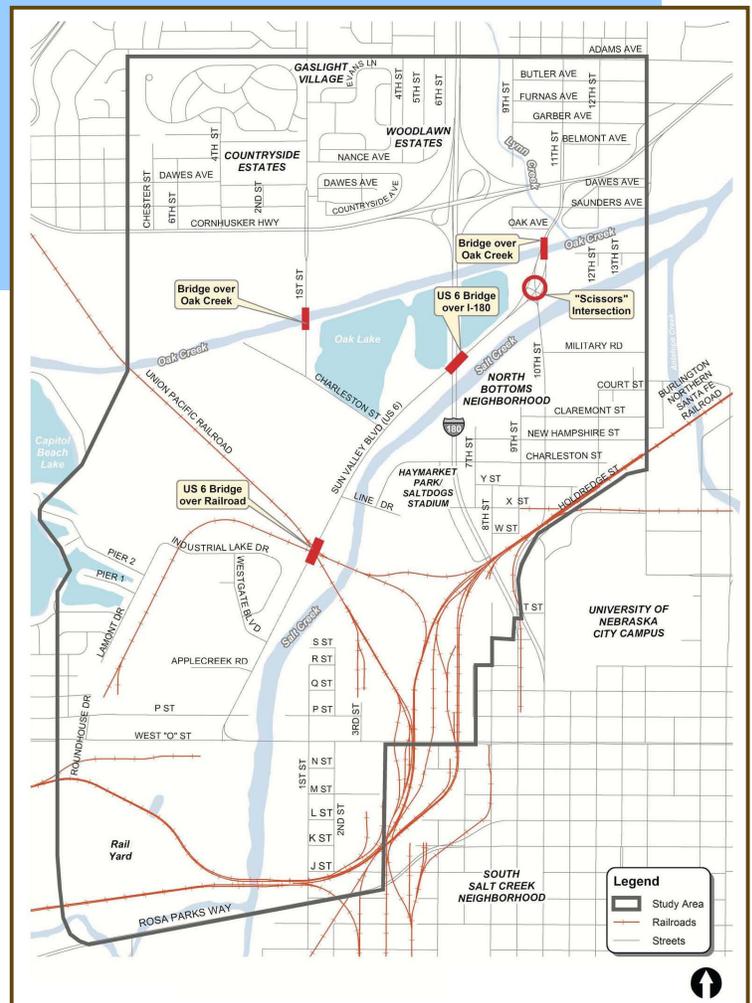
The project will:

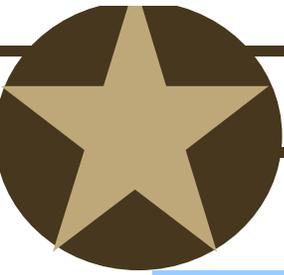
- Provide an efficient roadway to maintain community connectivity
- Improve traffic operations and safety while resolving roadway deficiencies
- Accommodate growth and locally adopted plans

Average Daily Traffic

US 6 from:	Existing
West "O" to Westgate	15,500
Westgate to Charleston	13,150
Charleston to "Scissors"/10 th Street	8,850
"Scissors"/10 th Street to Cornhusker	21,800

(vehicles per day, 5% are trucks)





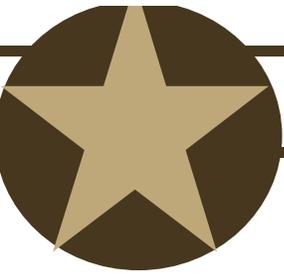
ENVIRONMENTAL IMPACTS

Comparison

Resource	1 st Street Realignment	Widen Existing Roadway	No Action
Salt Creek Floodplain	An additional 23.7 acres of fill would be placed in the floodplain.	An additional 26.2 acres of fill would be placed in the floodplain.	Would result in no new impacts.
Wetlands	Would impact approximately 0.89 acres of wetland (0.80 ac saline, 0.09 ac freshwater).	Would impact approximately 1.11 acres of wetland (0.94 ac saline, 0.17 ac freshwater).	There would be no impacts to wetlands.
Threatened and Endangered (T&E) Species	No negative effects on any T&E species or their habitat.	No negative effects on any T&E species or their habitat.	No impacts to T&E species.
Parks and Recreation	Would impact three properties.	Would impact three properties.	No impacts to parks and recreation.
Impacts to Specific Communities	No disproportionate impacts on low income or minority populations.	No disproportionate impacts on low income or minority populations.	No disproportionate impacts on low income or minority populations.
Right-of-Way	A total of 8.69 acres would be required, including two private businesses and the City Impound Lot.	A total of 3.88 acres would be required, including two private businesses.	No relocations or additional right-of-way is required.

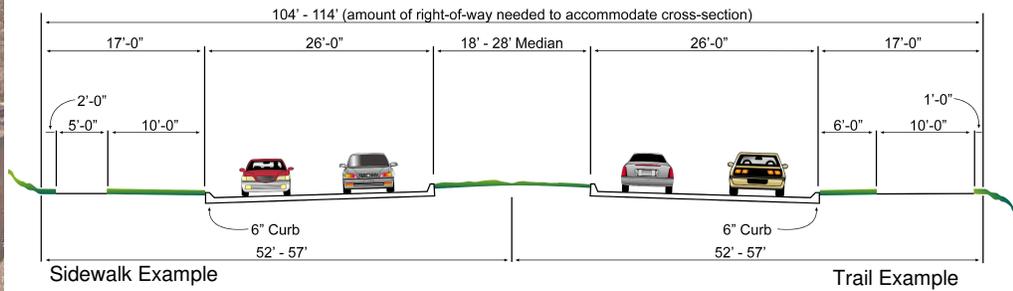
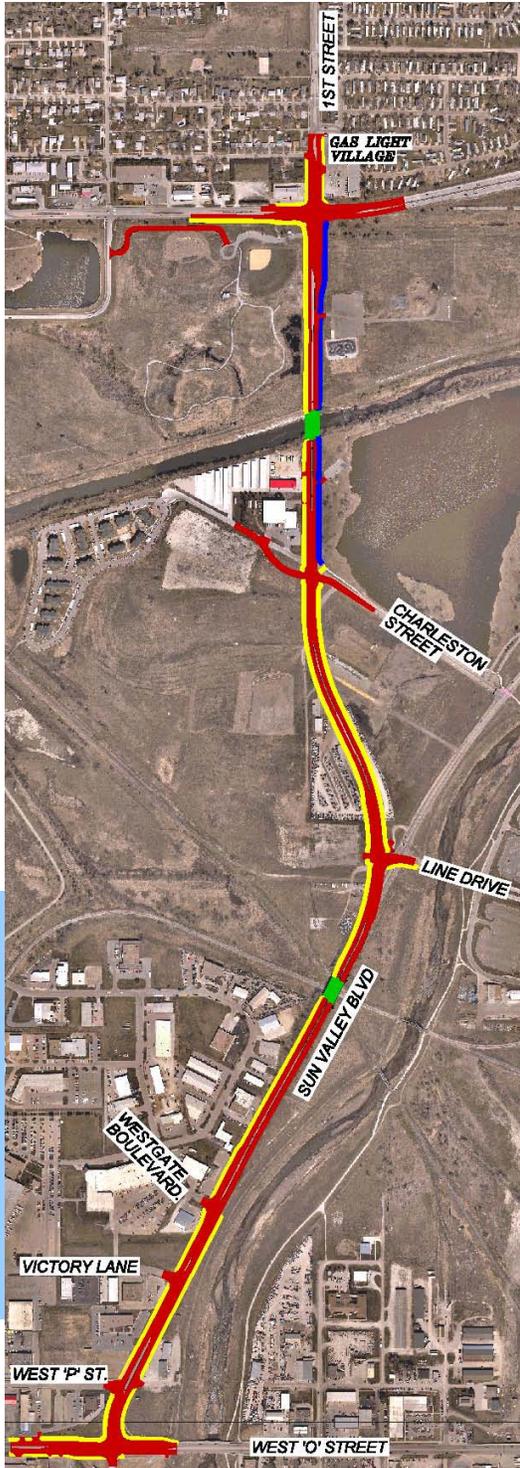
Benefits of 1st Street Realignment (Preferred Alternative):

- Improved operations and safety
- Alternate north-south route for I-180 incident management
- Consistent with the City-County Comprehensive Plan
- Less impact to parks
- Reclaimed land for future public use
- Lower Cost

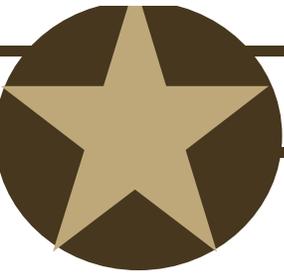


CROSS SECTION / PEDESTRIAN ACCESS

1st Street Realignment



-  Proposed Roadway
-  Proposed Bridge
-  Proposed Sidewalk (5' Wide)
-  Proposed Trail (10' Wide)



SECTION 4(f): OAK LAKE PARK

1st Street Realignment

What is Section 4(f) Property?

- Public parks, recreation areas, wildlife/waterfowl refuges, historic sites
- Coordination required with the City of Lincoln and residents



De minimis Finding for Oak Lake Park:

- A *de minimis* finding is used when the impacts are “trifling or minimal,” to simplify processing
- Approximately 1.5 acres of impact to be offset with 4.9 acres of reclaimed right-of-way
- Impacts will not affect activities, features, and attributes of the area
- Requires approval by the Federal Highway Administration with concurrence from the City of Lincoln