

Project Overview

The Lincoln East Beltway is a proposed four-lane divided freeway on the east fringe of the Lincoln metropolitan area. The alignment extends from Nebraska Highway 2 (N-2) at South 120th Street on the south to existing Interstate 80 near the Waverly Interchange on the north, spanning about 13 miles. System interchanges are planned with the South Beltway, Nebraska Highway 2 and Business Highway 2 on the south end and Interstate 80 on the north end.

Service interchanges for the East Beltway will be at Pine Lake Road, Pioneers Boulevard, “O” Street (US Highway 34), Adams Street, and Fletcher Avenue. Grade separations are proposed at Yankee Hill Road, Old Cheney Road, Van Dorn Street, “A” Street, MoPac Trail, Holdrege Street, Havelock Avenue, and Alvo Road.

Term Definitions:

SYSTEM INTERCHANGE - An interchange providing access from one freeway to another.

SERVICE INTERCHANGE - An interchange providing access from the freeway to a city or county road.

GRADE SEPARATIONS - A crossing of two highways or a highway and a railroad, at different levels. The bridge that spans highways or railroad tracks (as in an overpass) is a grade separation structure.

Beltway General Information:

- Located between 120th and 134th Streets
- Estimated total project cost including construction, right-of-way and engineering: \$180 million (2008 dollars)
- Corridor protection is typically 300 feet left and right of Beltway center line, and 200 feet left and right of county road center lines.
- Service interchanges are designed to allow for future loop ramps.
- Approximately 830 acres of right-of-way will be needed.
- Approximately thirteen miles in length.

What Has Changed Since Last Time?

The original corridor protection plans spanned a much larger area. With further design and refinement the corridor protection will be narrowed significantly in most areas.



Frequently Asked Questions

What are corridor protection plans?

These are plans that show the approximate layout of the proposed east beltway and the proposed property that is affected by the plans. These plans are used by officials to protect the corridor from development or construction that may be costly to remove later.

Does corridor protection prevent me from selling my property?

There are no restrictions on selling your property. If you plan to sell your property, please consult with a Realtor or attorney regarding any requirements for disclosure of the corridor protection.

Does corridor protection prevent me from developing my property?

Not necessarily. Areas outside the corridor may be developed in accordance with the zoning regulations and ordinances. Areas within the corridor protection zone may be developed in accordance with all other applicable codes, ordinances, and laws if the City and County determines there is minimal conflict with the proposed East Beltway improvements.

When will the proposed right of way be purchased?

Except for property purchased due to conflict with corridor protection, right-of-way for the proposed East Beltway will not be purchased until additional funding becomes available. At this time, it is not known when that may occur.

Why is access control needed?

Access control is the regulation of public access rights to and from properties abutting the roadway facilities. The principal advantages of controlling access are the preservation and improvement of service and safety. Any access located within a ¼ mile of the ramp terminals will be relocated to the ¼ mile distance when the Beltway is built and will maintain full access. At some future point when traffic volumes warrant, the roadway may be widened to an urban section (curb, gutter and storm sewer, rather than shoulders and ditches) and access further restricted consistent with appropriate design standards.

Where can I plant trees if I am impacted by the beltway?

Landowners may plant trees on property as they wish, but are recommended to stay outside of the corridor protection zone. Planting within this zone may have the potential of being disturbed by more detailed design of project or by construction.

When will the proposed East Beltway be constructed?

The proposed East Beltway will not be constructed until additional funding becomes available. At this time, we do not know when that may occur.

What happens if there is a conflict between proposed development and the proposed East Beltway Corridor?

In accordance with State law, the below procedure is followed:

1. Property owner files a subdivision plat or building permit application with City and County officials.
2. City and County engineering staff will review the permit application to determine if a conflict exists. The City and County engineering staff have 60 days to perform their review from the time they are notified of the applications.
3. Within the 60 day period, the City and County may, if they wish, issue a statement of intent to negotiate with the owner of the land involved. Upon the filing of the statement of intent, the City and County are allowed six months for negotiations with the landowner.
4. At the end of the six-month period, if the right of way is not being acquired, and if the landowner has not withdrawn the request for review of a subdivision plat or building permit application, the review of the preliminary subdivision plat or building permit application may proceed if it meets all other applicable codes, ordinances and laws.

Will there be more opportunities to comment on the design and location of the east beltway?

These plans are preliminary and are used only to better define a corridor for right-of-way protection. More details in design are needed before plans are final; therefore, more opportunities will exist for comments.

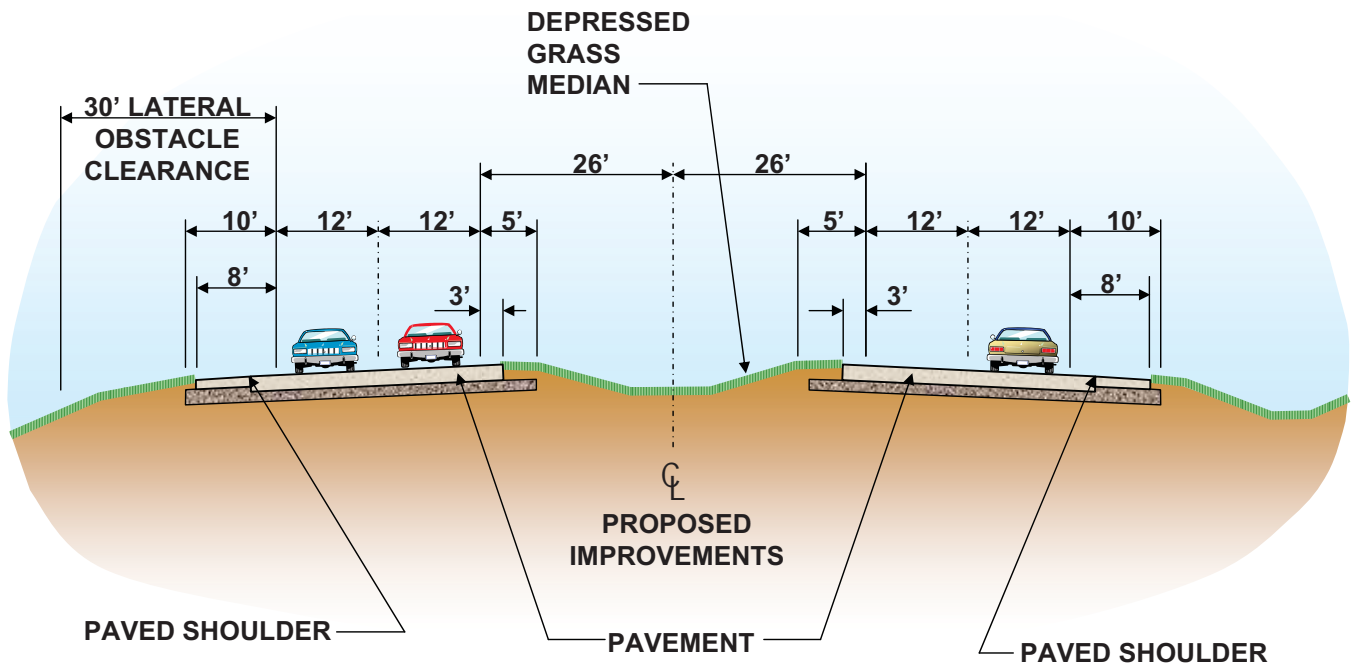
Why are the interchanges so large?

During the EIS stages of the study, a tight diamond interchange was used to locate where interchanges would be constructed. In this preliminary design stage, traffic operations and capacity, future expansion, and consistency with other area interchanges for driver expectancy were taken into consideration and resulted in a larger footprint for the interchanges.

What are the next steps of the project?

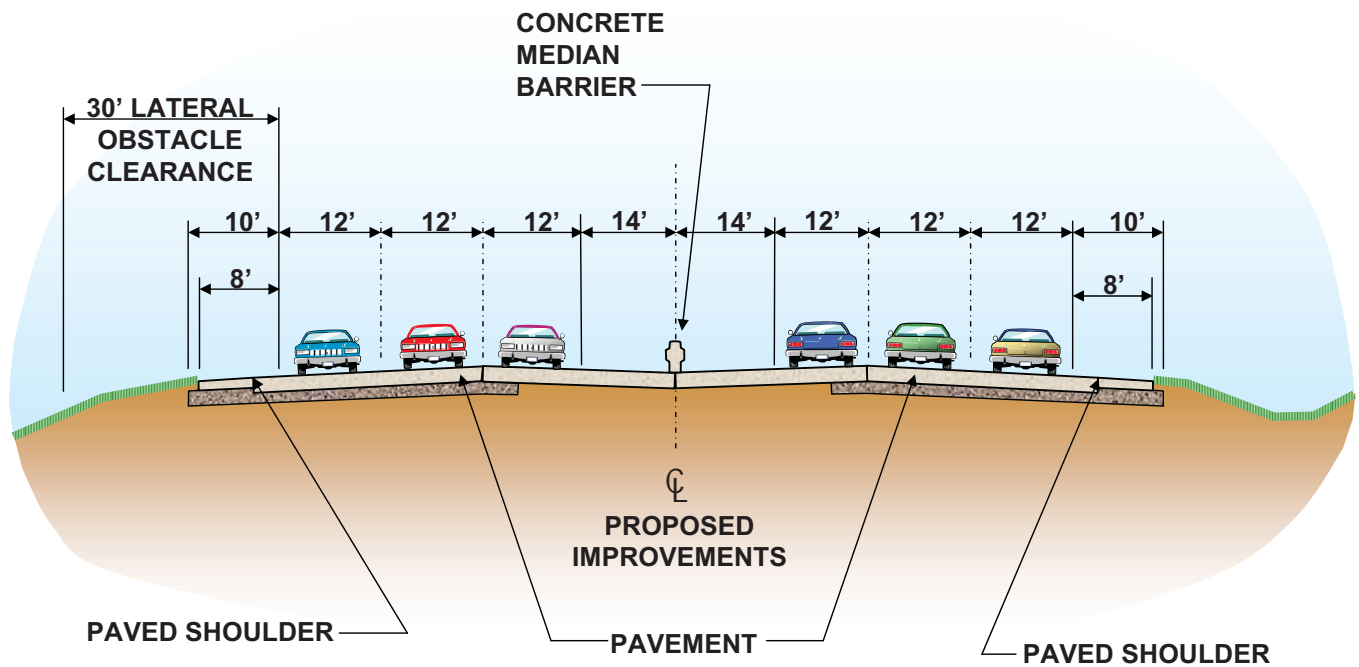
There is currently no funding identified to proceed further with the East Beltway project and therefore a schedule has not been established. As funding becomes available, construction design plans and final right-of-way plans will be developed followed by right-of-way acquisition and ultimately construction of the East Beltway.

Typical Section: Main Line Beltway, 4-lane



Typical Section: Future Main Line Beltway, 6-lane

If 6-lanes are needed in the future, they will be able to be added within the right of way.



History of the East Beltway Studies and EIS Process: Key Milestones

As early as 1961, the City of Lincoln's planning process recognized the need for a circumferential roadway around the community. In 1971, a comprehensive study was undertaken to find the eastern link for that system. Then, in 1995, the need was again studied, and the planning process has been underway since then.

The most current Studies included preparation of an Environmental Impact Statement (EIS) to satisfy requirements of the National Environmental Policy Act (NEPA). For that reason, as well as the need to coordinate with various experts in this type of project, the Studies included a wide variety of public agencies at local, state, and federal levels. An Inter-Agency Scoping Meeting was held on October 11, 1995, to assure that all regulatory issues would be included in the project.

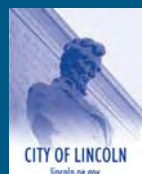
The Studies were managed by the City of Lincoln, which had entered into a financial partnership with Lancaster County and the Nebraska Department of Roads. The Federal Highway Administration was an advisory partner in all aspects of the project. The Studies were originally intended to be complete by the end of 1998, but because of intense public interest, they were not completed until the summer of 2002.

Public input to the planning process began in late 1995, with the development and display of a wide variety of alternatives, including not building any roadway. Three advisory committees were formed to participate in the development of alternatives: The Citizens Advisory Committee, The Technical Advisory Committee, and The Management Committee. Over the course of the studies phase, there were over 275 meetings held. These included advertised public meetings, group meetings, and landowner meetings. The scope of work was often expanded to incorporate additional investigations requested by elected officials, reviewing agencies, and the public.

Key Public Information Meetings were held on November 2, 1995; April 18, 1996; June 19, 1997; March 27, 2001; and February 12, 2002. All meetings were preceded by public newsletters, which discussed background information, study purposes, general options for consideration, public participation processes, and study committee information. In addition, there were 16 public meetings held by local government, including the Lincoln City Council, the Lancaster County Board, and the Supercommons Board. Media coverage included 25 news articles in the Lincoln Journal Star plus intermittent articles in the Waverly News and the Hickman Village Voice. Lincoln area television stations, Channels 10-11 (CBS) and Channel 8 (ABC) provided coverage at most public meetings. Also, radio stations KFOR and KLIN conducted numerous interviews with the study team.

A Public Hearing was held on April 23-24, 2001 for the purpose of receiving oral testimony on the Draft Environmental Impact Statement (DEIS). Morning, afternoon, and evening sessions were available over those two days for interested members of the public to testify. Notices of the hearing were mailed to approximately 1,100 citizens that were presumed to have an interest in the Study. A total of 162 persons signed in for the Hearing and another 100 persons were estimated to be in attendance, but did not sign in. Oral testimony was received from 49 individuals. Written comments were received from 108 persons and 23 public agencies.

Following another year of additional studies, the Final Environmental Impact Statement was mailed for approval. It was signed as approved by the City of Lincoln, Lancaster County, the Nebraska Department of Roads, and the Federal Highway Administration, in June of 2002. In August of 2002, the Lincoln-Lancaster County Planning Commission, the Lincoln City Council, and the Lancaster County Board of Commissioners held hearings and thereafter adopted the South and East Beltway Plans into the Lincoln-Lancaster County Comprehensive Plan.



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