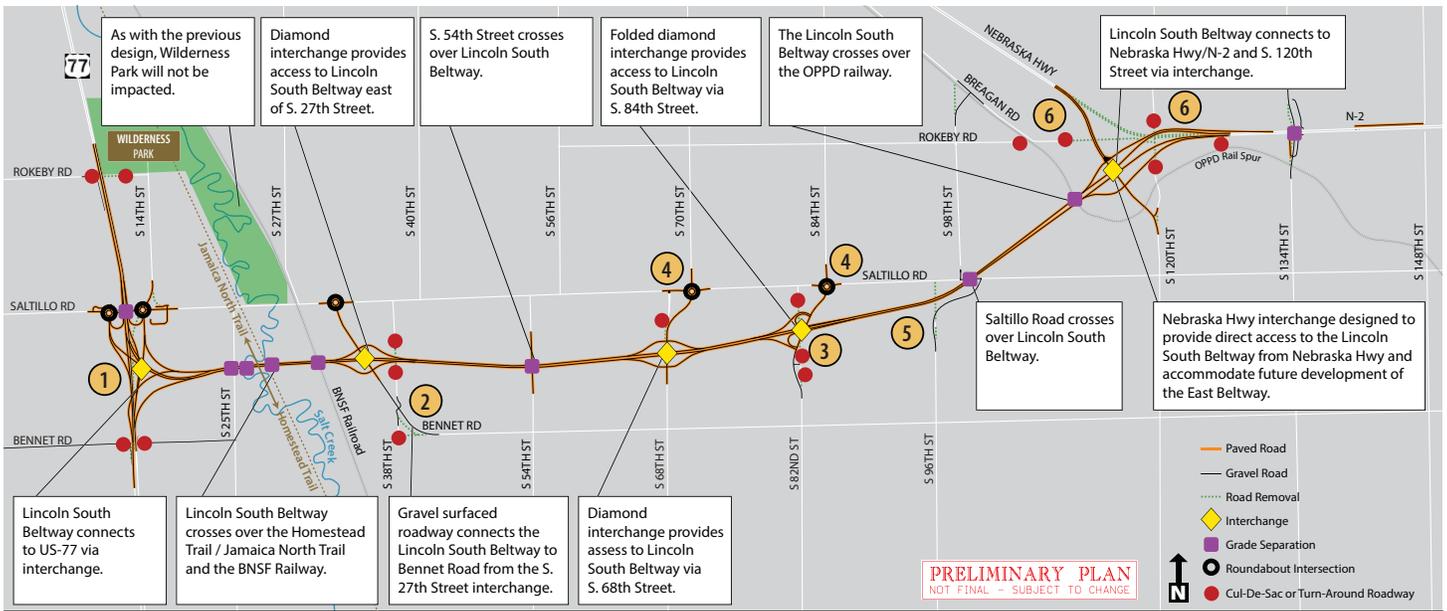


DPU-LIN-2-6(120), CN 12578D

CORRIDOR ALIGNMENT

The figure below represents the current alignment of the Lincoln South Beltway. It includes four, 12-foot lanes, 12-foot paved outside shoulders and a 54-foot wide median. Key features have been noted. This is a preliminary plan that is still being refined through the design process. It is subject to change based on social, economic and environmental reviews.



Key modifications or changes since the previous design presented in June 2013.

- 1** The West System Interchange has been modified based on design speed and traffic projections. Changes have resulted in improved mainline and ramp design speeds.
- 2** The Bennet Road connector has an updated design providing a better connection and direct access.
- 3** The interchange at S. 84th Street has been modified to reduce impacts to environmental resources.
- 4** New, single-lane roundabout intersections have been added along Saltillo Road, east of S. 27th Street.
- 5** Eliminated freeway bridges over undercrossing driveway.
- 6** Cul-de-sacs, or turn-around locations, have changed at the East System Interchange. New cul-de-sac locations are at S. 120th Street north of the interchange and at Rokeby Road, east of Breagan Road.

PUBLIC INFORMATION FACT SHEET

Environmental Assessment & Preliminary Engineering

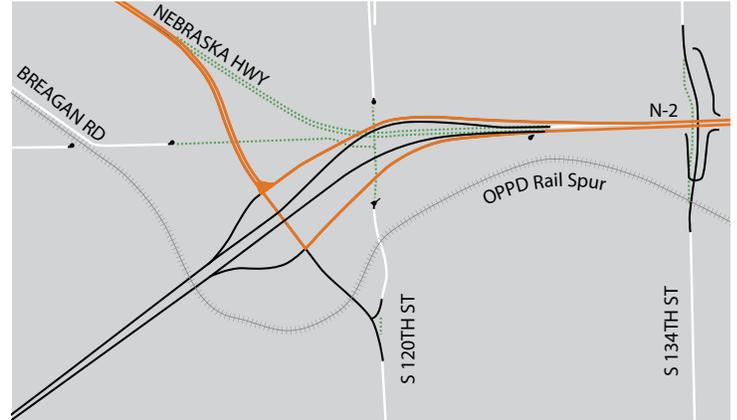
BICYCLE CONNECTIVITY

Bicycle connectivity will be accommodated through the Highway 77 and N-2 system interchanges. See the maps below for details. The City of Lincoln and NDOR are coordinating to identify opportunities to accommodate planned trails in south Lincoln.

WEST INTERCHANGE



EAST INTERCHANGE



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



NEXT STEPS

