

CERTIFICATE

I, Kevin P. Dugan, Public Hearings Officer for the Department of Roads, State of Nebraska, do hereby certify that on the 14th day of April, 2004, the Department of Roads and the Nebraska Highway Commission, under the authority of Section 39-1110, Nebraska Revised Statutes Reissue of Volume III, 1993, did conduct a Highway Design Public Hearing at the Firefighters Reception Hall in Lincoln, Lancaster County, Nebraska for:

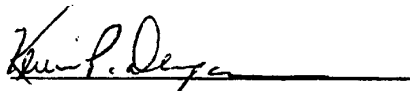
Project NH-77-2(156)

Control No. 12552A

Lincoln West Bypass, Saltillo & Pioneers

Furthermore, I certify the accompanying transcript is an accurate record of the proceedings.

Witnessed my hand and the official seal of the Nebraska Department of Roads this 6th day of May, 2004.



Kevin P. Dugan
Public Hearings Officer
Nebraska Department of Roads

SEAL

**Design Public Hearing
Lincoln West Bypass, Saltillo & Pioneers
Project No. NH-77-2(156), C.N. 12552a
Firefighters Reception Hall
Lincoln, Nebraska
7:30 p.m. April 14, 2006**

SHIRLEY SCHAFER: Good evening ladies and gentlemen and welcome to our public hearing. I'm Shirley Schafer and I'm the executive secretary for the State Highway Commission. And on behalf of our Governor, Mike Johanns and the director of the Department of Roads, John Craig, I welcome you to this hearing.

Tonight information will be presented to you and an opportunity extended for you to present statements and to ask questions. This project is identified as Lincoln West Bypass, Saltillo and Pioneers. A recording of this hearing is being made from which an official transcript will be prepared. For the record, the time is 7:37 p.m. This is April 14, 2004. And we are assembled in the Firefighters Reception Hall in Lincoln, Nebraska.

Seated next to me is your highway commissioner, Mr. Duane Acklie from Lincoln, Nebraska, who will preside at the remainder of the hearing. Prior to beginning, I would like to introduce the others at the table with me. Richard Ruby is our District 1 engineer, Richard. Syed Ataullah is with the Roadway Design Division here in Lincoln. Tom Leikam is with the consulting firm of Olsson Associates. And Kevin Dugan on my right is the department's Public Hearings Officer. There are others representing the department and I will mention them. Eldon Poppe is the Roadway Design engineer. Lou Lenzen is an assistant Roadway Design engineer with the Department of Roads. Noel Salac is with the Roadway Design. Brent Greever is with the Right-of-Way Division. Leonard Sand is here, he is with the Environmental Section the Department of Roads. Bill Imig is with Olsson Associates. Jason Martin and Dan Curry are also here with Olsson Associates.

We also have Federal Highway representation tonight.

Thank you again for coming. And at this time, I will turn the microphone over to Commissioner Acklie, who will preside for the remainder of the hearing.

DUANE ACKLIE: Thank you, Shirley. As your state highway commissioner, I'm pleased to be with you tonight. We appreciate your attendance because your input is an important and vital element of the highway program here in Nebraska. It's through the public hearing process that we have the opportunity to express your suggestions, comments, and recommendations. Hearings provide everyone with an opportunity to consider the best balance between what the Department of Roads is proposing and what you, the public, would like to see done concerning the highway needs in Nebraska.

By law, it's the responsibility of the Nebraska Highway Commission to conduct public hearings. There are eight members of the Highway Commission, who are appointed by the governor. Each serves a six-year term and each represents one of the eight Highway Commission districts within the state. The commission is nonpartisan and is comprised of an equal number of Republicans and Democrats. It should be emphasized that none of the commissioners is a Department of Roads' employee. Rather each is a private citizen, who has been appointed to represent you in your discussions and dealings with the department.

We'll move ahead to an explanation by our hearing officer about the procedures for tonight's hearing. Upon completion of that presentation, Engineer Tom Leikam will present the design features of the proposed project. I'd like you to remember that these are alternatives as reflected in the presentation and the proposal is not final. The proposal is subject to revision as a result of the comments received at this hearing and during the allotted time following the hearing. Frequently, a number of changes are made as a result of input received during a hearing phase. We are recording the entire hearing, so that the department's engineers and the Highway Commission can study your comments and suggestions before a decision is made. Kevin Dugan.

KEVIN DUGAN: Thank you, Commissioner Acklie. Ladies and gentlemen, welcome. The hearing tonight will be divided essentially into two parts. During the first part, the department will explain the project's design features. After that, we'll move to the portion of the hearing where you have the opportunity to present statements and to ask questions. We do encourage your input, so that we may know your views.

The focus of tonight's hearing is Lincoln's West Bypass. It is a project we identify as NH-77-2(156). Tonight, as you arrived, information packets were handed out at the registration table. And I know you haven't had an opportunity to read that information. I'd like to briefly explain it for you now. And if you do find some time to read it later, I think you might find it informative.

The first item in that packet that I'll address is similar to this slide that's on the screen here. It's a brochure entitled From Concept to Construction. And it explains the process through which our highway projects proceed, from concept to construction.

Inside that brochure is a flow chart similar to this one on the wall. And it illustrates the many steps of the entire process. We're at the stage now where the Department of Roads wants to advance into final design of this project.

One of the issues we get a lot of questions about is the acquisition of property for highway projects. Private property must be acquired to construct the project being presented here this evening. Inside that packet is a brochure entitled Highway Progress and Your Property. The brochure contains more detailed information. It's worthwhile reading, if you have property that the department will need to acquire. But in summary, the Department of Roads will make every reasonable effort to acquire real property by negotiation with the owner. In other words, the department will negotiate a price with the owners of the property. Before beginning negotiations, the department will establish a price, considered to be just compensation for the property. Now, that amount of just compensation is based on fair market value. And the amount offered for the property will not be less than fair market value. The offer of just compensation will be made in writing to the owner of the real estate. If acceptable, a contract, a deed of conveyance, and payment will be presented to the owner. The department pays all closing costs associated with conveyance.

If agreement between the department and the owner cannot be reached, the eminent domain law must be used to reach formal condemnation. Condemnation proceedings are conducted in county court in the county where the land is located. Now the words formal condemnation eminent domain, they do make people apprehensive. One thing you might

want to remember is the eminent domain law provides the means to settle honest disagreement. It protects the landowner as well as the state of Nebraska.

As part of the right-of-way acquisition on this project, it's been proposed two homes and one commercial operation must be acquired to construct the new interchanges or one of the interchanges. We have a program at the department, it's called Relocation Assistance. And it is offered by the department to residents and businesses displaced by projects. We have booklets here tonight: Relocation Assistance. They have a general explanation of the program, at hand. These booklets have been updated within the last month. So, if you have an interest in the homes or the business to be displaced by this project, you can pick up one of these brochures from me after the hearing.

Highway projects including federal funds undergo a review to determine the project's potential for impact to the environment. The West Bypass project was designated what we now call a Class I. An Environmental Impact Study was undertaken about 30 years ago. Environmental clearance to proceed with the overall project was granted by the Federal Highway Administration in 1976. So, you can see, this has been around for sometime. The Environmental Impact Statement is being updated in relation to the proposals under consideration tonight. The update involves analysis of potential traffic noise and air quality at the Warlick and Pioneers Interchanges. We have a Noise Report; it is available here tonight. If you want to take a look at that, come see me after the hearing. We also have people here to answer your questions, if you have any questions in that regard.

Aside from presenting the design aspects of the West Bypass improvement, the main purpose for this forum is to hear from you folks. When you do address us, please do so from one of two microphones that are up front here. That'll help everybody hear. And it'll also help us when we make a written transcript.

We do realize some of you may have come unprepared tonight to make a statement. Some people just aren't comfortable speaking in public. There may even be some people who wanted to be here tonight and could not attend. So, in that handout packet, is a citizen comment sheet. You can use that to relay your opinions, ideas, and questions about the project back to the Department of Roads. You get out of here, you think of a question or comment, write it down on there, and send it in. You can present the written statements to me tonight or you can, like I said, send them in. We need to have those in by April 26th, 2004, and they'll be included in the official transcript of this public hearing.

The next to last slide that I'll speak to here tonight shows the backside of that comment sheet. It's postage paid. So, you can mail in your comments back to us without needing to put a stamp on there. Also, besides mailing in the comment sheet, you can fax it or you can send it via electronic mail. The fax number and the e-mail address are included on that form. If you do send in your e-mail, you don't need to use that form. Just type up a normal e-mail and send it in. Once again, we'd like to have those back by April 26th.

If you know of somebody here that's not here tonight that would be interested in any of this information, we do have extra packets out at the front table there. Feel free to grab some for them.

The last item that I'll speak to in your packet tonight is a green sheet. It talks about federal-aid funding and the federal-state relationship. The information addresses the federal government's role in your highway program.

That completes my presentation and I'll direct your attention down to Engineer Tom Leikam, who will present the engineering statement.

TOM LEIKAM: Thank you, Kevin. Tonight, we are here to discuss the proposed design for Project NH-77-2(156) Lincoln Bypass, Saltillo, and Pioneers. This project is part of the proposed improvements to upgrade U.S. 77 from a four-lane expressway to freeway standards from Saltillo Road, north to Interstate 80. Designation of this segment along U.S. 77 as a freeway will require closure of the at-grade intersections with full access control along the highway.

This eight-mile long segment on U.S. 77 is shown as the blue line on the location map on the right screen. The upgrading of this segment of highway to freeway standards will improve traffic flow and will enhance safety for the traveling public.

When completed, the improvements on U.S. 77 along the west side of Lincoln, Interstate 80 along the north, and the east and south beltways will form a continuous freeway system around the community as shown on this slide.

The project that we are presenting an overview of tonight begins north of Saltillo Road and follows the existing U.S. 77 alignment to approximately one-half mile north of Pioneers Boulevard.

Proposed improvements associated with this project include the following:

Closure of the existing at-grade intersection of Rokeby Road and U.S. 77. Closure of the existing at-grade intersection of Yankee Hill Road and U.S. 77. Construction of a new interchange at Warlick Boulevard to provide full access to the freeway. Closure of the existing at-grade intersection of Old Cheney Road and U.S. 77. And finally, construction of a new interchange at Pioneers Boulevard to provide access to the freeway.

Additional access points to the U.S. 77 freeway are provided at the following locations:

The proposed South Beltway Interchange, which is to be constructed as part of Project DPU-2-6(119), which will provide full access to U.S. 77 near Saltillo Road. The existing single point urban interchange at Van Dorn Street and U.S. 77. The proposed single point urban interchange to be constructed under Project S-77-2(1021), which will provide access to U.S. 77 at Capitol Parkway west. Construction of this interchange will begin in spring of 2005 with an anticipated completion date of fall 2006. And finally, the existing interchange at West O Street will also provide access to the freeway.

When these projects are completed, access to the proposed U.S. 77 Freeway will be provided at approximately two-mile spacing through the developing urban area.

The current traffic volume along U.S. 77 between Warlick Boulevard and Pioneers is 11,200 vehicles per day. The current percentage of heavy trucks on U.S. 77 is 10 percent. The year 2025 forecasted traffic volume along this segment on U.S. 77 is 37,100 vehicles per day. The forecasted percentage of heavy trucks is 10 percent.

An accident analysis for this project covering the three-year period from November 1, 2000 through October 31, 2003 shows a total of 131 accidents. Of these, 31 were non-fatal injury accidents resulting in injury to 50 people.

This slide shows a typical section of existing U.S. 77 between Saltillo Road and Interstate 80. The existing roadway is a four-lane divided highway with a depressed grass median and two 12-foot-wide driving lanes in each direction. Ten-foot shoulders are provided at the outside lanes of the highway, of which 8 foot is surfaced. The existing section along U.S. 77 will be perpetuated for this project.

The proposed bridges at the new interchanges will be designed to accommodate a future six-lane section along U.S. 77 when warranted.

The proposed typical section along Warlick Boulevard through the new interchange is a four-lane divided roadway with a 28-foot-wide raised median and two 12 foot driving lanes in each direction as shown on the right screen. Ten-foot shoulders will be provided on the outside driving lanes, of which 8 foot will be surfaced. East of the interchange, the raised median will transition to match the existing 40-foot-wide depressed median. Along Warlick Boulevard, a 30-foot-wide roadside clear zone outside of the driving lanes will remain free of obstacles to serve as a recovery area for out-of-control vehicles. The proposed typical section along West Denton Road from South Folsom Street to the proposed interchange is shown on the left screen. This section will be a two-lane roadway with 8 foot surfaced shoulders. The proposed typical section along Pioneers Boulevard through the limits of the new interchange is a curbed two-lane roadway with a 28-foot-wide median to accommodate dual left-turn lanes at the ramp intersections.

Grading along Pioneers Boulevard will accommodate construction of a future 10-foot-wide bikeway along the north side of the roadway.

The following slides are aerial photographs of the project, each covering a portion of the proposed improvement.

Red indicates proposed surfaced roadways, intersections, and driveways. Purple areas indicate temporary surfacing. Green indicates bridge structures. Yellow indicates non-paved surfacing. Orange indicates future bikeway. Light gray indicates proposed raised medians. A white line with circles indicates the preliminary limits of construction. A dashed blue line indicates wetlands boundaries. Wetland areas that will be impacted by the proposed project are crosshatched. And a dark blue circle with an "X" indicates buildings or structures to be removed.

Please note the location map on the left screen. The green box indicates the area covered by the slide on the right. We will show the progression of the aerial photographs from south to north along U.S. 77 with additional slides depicting the work to the west and east at the Warlick and Pioneers Interchanges. The green boxes on the location map will highlight the area covered by the aerial slide. The slide at the right shows the proposed interchange at the future South Beltway and U.S. 77. This interchange will provide full access to U.S. 77 and the South Beltway for local traffic at Saltillo Road. An overpass structure will also be constructed at this location to carry Saltillo Road over U.S. 77. Access to U.S. 77 at Rokeby Road will be closed and the existing at-grade intersection will be removed. Construction of cul-de-sacs or turnarounds at side roads where at-grade intersections are closed along U.S.

77 will be included as part of this project or the South Beltway project. Access to U.S. 77 at Yankee Hill Road will be closed and the existing at-grade intersection will be removed.

Construction of a diamond interchange is proposed at Warlick Boulevard and U.S. 77.

The proposed northbound U.S. 77 exit ramp will connect to the existing free right-turn lane from U.S. 77 to Warlick as shown on this slide. The existing free right-turn lane to the north of the new ramp will be obliterated and the roadway embankment removed as part of this project.

Construction of the southbound U.S. 77 entrance ramp for the interchange will cross through the property located at the southwest corner of the intersection of West Denton Road and U.S. 77.

Additional right-of-way will need to be acquired at this property, as well as other locations along the project to construct the improvements. Control of access near the interchanges will also be modified or acquired.

The existing 115 kV overhead electrical power line that runs along the east side of South 1st Street will be relocated to accommodate construction of the new interchange.

The construction of the interchange at Warlick Boulevard will require a temporary road to maintain traffic on Warlick east of U.S. 77 during construction. The temporary road will provide one lane of traffic in each direction with turn lanes provided at the intersection with U.S. 77. Temporary surfacing will be constructed at the median on U.S. 77 and along the shoulder to provide a left-turn lane and a right-turn lane at the temporary road intersection.

A temporary traffic signal and roadway lighting will be provided at the temporary intersection on U.S. 77.

The limits of construction for the northbound U.S. 77 entrance ramp and the temporary road fall within existing state right-of-way and construction activities associated with the new interchange will not encroach into Wilderness Park.

Construction of the interchange at U.S. 77 and Warlick Boulevard will require placement of permanent fill within the 100 year floodplain as shown by the yellow highlighted area on this slide. A local floodplain permit will be required for construction of the project.

Wetlands will be impacted by the new construction. This project will impact approximately 4.7 acres of existing wetlands. It's anticipated that wetland impacts will be mitigated at the department's Rock Creek Wetlands bank site located north of town.

Construction of the Warlick Interchange will require realignment of West Denton Road. Realignment of West Denton Road will start west of South Folsom Street and will run northeast on new alignment to U.S. 77. South Folsom Street will also be realigned to the north of West Denton Road as shown on this slide.

The existing driveways to the residences located west of South Folsom Street will be reconstructed as shown. The existing field entrance on the south side of West Denton Road will be reconstructed to maintain access to the properties located along the south side of the roadway.

The proposed two-lane roadway section along West Denton Road will transition to match the four-lane divided roadway section on Warlick Boulevard at the west end of the new interchange. A left-turn lane will be provided along West Denton Road at the intersection with South 1st Street.

A four-lane divided roadway section with a 28-foot-wide raised median will be provided along Warlick Boulevard through the limits of the new interchange. The 28-foot-wide median will accommodate dual left-turn lanes along Warlick Boulevard at the intersections with the interchange ramps.

A two-span 280-foot-long bridge will be constructed on Warlick Boulevard at the new interchange.

Traffic signals will be provided at the intersections of the interchange ramps and Warlick Boulevard when warranted. Roadway lighting will be provided at the new interchange and along Warlick Boulevard east of U.S. 77 as part of the project.

East of the interchange, the median on Warlick Boulevard will transition from the 28-foot-wide raised median to match the existing 40-foot-wide depressed median. Reconstruction along Warlick Boulevard will end at the west end of the existing Salt Creek Bridges.

A temporary crossover will be constructed on Warlick east of the bridges across the Burlington Northern Santa Fe Railroad tracks to accommodate phased construction at the interchange. Construction of the Warlick Interchange will also include realignment of South 1st Street between West Denton Road and the Cardwell Branch Bridge. Existing West Denton Road will be obliterated beginning at South Folsom Street up to realigned South 1st Street and from the existing intersection of South 1st Street and West Denton Road to U.S. 77. A portion of existing South 1st Street will also be obliterated as shown on this slide.

Access to the property located at the southwest corner of West Denton Road and U.S. 77 will be provided off of realigned South 1st Street. A portion of existing West Denton Road will remain in place to provide access to this property. The property along the west side of the roadway will also have access off of realigned South 1st Street at this location.

During construction of the Warlick Interchange, traffic west of U.S. 77 on West Denton Road will be detoured. The intersection of Old Cheney Road and U.S. 77 will remain open to traffic during construction of the new interchange. This will allow Southwest 12th Street and Old Cheney Road to be used as a possible detour route for traffic along West Denton Road during the construction.

Local access to properties along South Folsom Street and South 1st Street will be maintained during construction.

As previously mentioned, traffic on Warlick Boulevard to the east of U.S. 77 will be maintained utilizing the temporary road and crossover as shown on earlier slides.

Access to U.S. 77 at Old Cheney Road will be closed and the existing at-grade intersection will be removed. Construction of a cul-de-sac is proposed on Old Cheney Road at the west side of U.S. 77. East of U.S. 77, Old Cheney Road will connect directly to South 1st Street

as shown on this slide. Construction work associated with Old Cheney Road will not encroach into Wilderness Park.

The closing of the U.S. 77 Intersections at Rokeby Road, Yankee Hill Road, and Old Cheney Road does not eliminate the possibility of future construction of grade separation structures at any of these locations as part of a local county or city project.

Construction of a diamond interchange is proposed at U.S. 77 and Pioneers Boulevard. Construction of the new interchange at Pioneers Boulevard will require relocation of the existing 115 kV overhead electrical power line that runs along Pioneers.

This slide shows the north half of the new interchange at Pioneers Boulevard and the northern limit of the project.

Every effort will be made to minimize disruption to the surrounding environment. During construction of this project, erosion control measures will be taken to minimize these effects. Upon completion of construction, exposed soil areas will be permanently seeded with suitable grasses.

Reconstruction on Pioneers Boulevard will start west of South Folsom Street and follow the existing roadway alignment to the east. The two-lane roadway will transition to a three-lane section to provide a left-turn lane at the intersection with South Folsom Street. Between South Folsom Street and the west ramp intersection at the new interchange, a four-lane divided curbed roadway section with a raised median will be constructed. The outside lane for eastbound traffic through this segment will serve as a dedicated right-turn lane for vehicles turning onto the southbound entrance ramp for U.S. 77. The outside lane for westbound traffic through this segment will serve as a dedicated right-turn lane for vehicles turning north onto Folsom Street.

Construction of the new interchange on Pioneers Boulevard will include grading to accommodate construction of a future 10-foot-wide bikeway along the north side of Pioneers between South Folsom Street and Southwest 2nd Street.

A two-span, 224-foot-long bridge with one through lane in each direction and a 28-foot-wide median for dual left-turn lanes will be constructed on Pioneers Boulevard at the new interchange.

Traffic signals will be provided at the intersections of the interchange ramps and Pioneers Boulevard when warranted. Roadway lighting will be provided at the new interchange as part of this project.

The roadway will transition from the east end of the interchange to match the existing two-lane roadway section west of South 1st Street. A left-turn lane will be provided along Pioneers Boulevard at the intersection with Southwest 2nd Street. Construction of the new interchange at Pioneers Boulevard will require acquisition of two residences and one commercial property. These properties are located along the north side of Pioneers Boulevard between U.S. 77 and Southwest 2nd Street.

A storm water detention basin is proposed at the northwest corner of Southwest 2nd Street and Pioneers as shown. Southwest 2nd Street will be reconstructed as shown with crushed rock surfacing. A new driveway will be constructed off Southwest 2nd Street to provide

access to the remaining portion of the commercial property located to the west. A temporary crushed rock road will be constructed at the east end of Pioneers Boulevard to provide access to properties located along Southwest 2nd Street during the construction of the project.

The construction of the interchange at Pioneers Boulevard will be completed under total closure of Pioneers between South Folsom Street and South 1st Street. The intersection of U.S. 77 and Old Cheney Road will remain open during construction of this interchange for local access. This will allow South Folsom Street, Old Cheney Road, and South 1st Street to be used as possible routes for local traffic during construction.

Construction phasing requirements for the project will dictate that work associated with the closure of the existing intersections at Yankee Hill Road and Old Cheney Road will not proceed until the new interchange construction at Warlick Boulevard and Pioneers Boulevard is complete and the roadways are open to traffic.

Fill material will be required for construction of the project. Several sites have been identified where fill material may be obtained for this project. The first site is located between U.S. 77 and Folsom Street south of Pioneers Boulevard, and the second site is located between U.S. 77 and South 1st Street, north of Old Cheney Road.

Estimated cost of construction for the Lincoln Bypass, Saltillo and Pioneers Project at today's prices including right-of-way acquisition and utility relocation is \$15.7 million. The city and county are not participating in the cost of the project as currently designed.

This segment along U.S. 77 is part of the Beatrice to Lincoln expressway system. Individual projects to upgrade this segment to freeway standards have not been identified for construction at this time. It's anticipated that work on this project will be completed in conjunction with the construction of the proposed South Beltway project.

The design development for this project is in keeping with the department's Long Range Planning Goals to identify future improvements to the State's Transportation System so that right-of-way corridors can be established and preserved.

Following completion of the design public hearing tonight, the next step for this project will be a presentation to city and county officials at a City-County Super Commons meeting to be held in May or June of 2004. At this meeting, local officials will be provided an overview of the project and comments received on the preliminary design.

Following the Commons meeting, the local process will be followed to amend the Transportation Plan in the City-County Comprehensive Plan to incorporate the proposed improvements along U.S. 77. Amending the plan will require review and action by the Planning Commission, the City Council, and the County Board. Upon completion of a Comprehensive Plan update, the project will be presented to the Highway Commission in the fall of 2004 for approval by the governor to proceed with final design for the project.

Aerial photos and preliminary plans are available for your review and comments tonight.

This concludes the prepared engineering statement. Thank you.

ACKLIE: Thank you, Tom. We're now ready to receive your statements and questions. If any of you have a written statement and do not wish to read it into the record, please give it to Kevin and he will make it a part of the hearing record. If you have a question or wish to make a statement, please address us from one of the microphones here, either on the left or the right. We can also bring a microphone to you if you prefer not to use one of these. And Eldon Poppe over here has got a microphone.

I'd ask that for the record, that you identify yourself and any organization that you represent here tonight. For example, the Lincoln Chamber or anything like that. Tell us what organization. If you represent yourself, or you're a homeowner, or affected citizen, and so forth, just please tell us because it does help to make a full record. I'd also ask that you spell your last name. And that's so we can get an accurate record that we're recording. And if you would, please direct your questions to me. I will then ask Tom Leikam. Am I pronouncing that right?

LEIKAM: Yeah.

ACKLIE: Tom, of course, is from Olsson Associates here in Lincoln. As you probably know, the Department of Roads contracts on certain projects with consulting engineers. And Tom is in that role here tonight.

Rich Ruby to my left, of course, is the district engineer in charge of all engineering matters for this District 1.

Eldon Poppe also is the design engineer. He's the person over here with a microphone. So, we'll primarily call on him. If they can't answer the question, they'll get someone else that worked on it to try and answer your question.

So with that, we're ready to take any questions or comments that you might have.

BOB GRUNDMAN: Good evening. My name is Bob Grundman, that's G-R-U-N-D-M-A-N. I'm the president of the Star City Optimist Youth Foundation. I do have remarks that I will give to you later, printed remarks. We are the 501(C)3 Organization that coordinates the joint activities of Lincoln's Optimist Clubs and the developers of the Optimist Sports Complex at 5300 South Folsom.

I'm here tonight to speak in opposition to the closing of Old Cheney Road at the bypass.

Our foundation has been in the process of developing a youth sports complex at 5300 South Folsom since May of 1996. We opened our first four ball fields last May in 2003. Currently, we play only four games each evening due to our lack of lights, though the multiple daytime games are currently being played on the weekends. Still, in our initial season, 177 games and numerous practices were held at the complex. This translates to over 350 teams involving 5,000 players. The majority of players access our facility via Old Cheney Road, since our entrance is just one quarter of a mile north of that street.

In fact, it was in anticipation of that fact that we were required to contribute \$35 thousand towards the placement of the stop light at the intersection of Old Cheney and U.S. 77.

When completed, our complex will consist of eight lighted baseball fields capable of hosting 16 games each evening. We envision this to be the only complex of its size in the area and when combined with the four fields of Densmore Park on South 14th Street could make an excellent location for attracting regional tournaments, which could bring additional revenue dollars to Lincoln and Lancaster County. We feel that the closure of Old Cheney at Highway 77 will hinder access to our complex and make travel between it and Densmore Park more difficult.

We currently have paved access from both north and south. To maintain that paved access from the south, should Old Cheney be closed, will require the paving of South Folsom between Old Cheney and West Denton.

While in the 25-Year Comprehensive Plan, it shows that being a four-lane roadway, that would be a county project. That project is not currently listed in the county's Six Year Plan and may not be completed concurrently with the closing of Old Cheney.

When considering the traffic generated by both our Optimistic Sports Complex, as well as the YMCA's neighboring Wright Field, especially during the evenings and weekends, we feel closing Old Cheney would be a disservice to the public. Forcing that traffic onto other existing roadways would simply create additional problems and safety hazards. Therefore, our foundation requests that consideration be given to alternatives other than the closing of Old Cheney at Highway 77.

ACKLIE: Show for the record that Mr. Grundman is presenting his written statement for a part of the record as well.

Additional comments, please.

DANNY WALKER: Good evening. Danny Walker, W-A-L-K-E-R. I'm president of South Salt Creek Community Organization.

First of all, I have a question. I would like to know the total amount of fill that's being placed in the 100 year floodplain? I would like to have a figure on that.

Secondly, if I understood the presentation correct from Tom, the 4.7 acres of wetlands, this is going to be used, it's going to be relocated north of Lincoln. I really don't understand why that has to be placed north of Lincoln. Let's keep in mind, I think I'm correct in assuming this wetland is actually part of a floodplain. It might not be 100 year, but I bet it'd be 500 year.

It really doesn't make so much sense to me to relocate this replacement north of Lincoln, when currently we're purchasing easements south of Wilderness Park to expand Wilderness Park to the south. It would seem to me that would be better utilized to get in with that group and maybe make a little more purchasing. And keep in mind any disruption of that floodplain or wetlands in that area definitely affects my neighborhood one way or another, should there be a cloudburst.

Like I say, I would like to have the actual amount of fill that's going to be utilized to replace in the floodplains. Thank you.

ACKLIE: Thank you, Mr. Walker. Do you have that answer?

LEIKAM: I do not have the exact amount of fill that's going to be placed in the 100 year floodplain. We could calculate that number and we can provide that information to you at a later time.

WALKER: Real good. Thank you, Tom. Like I say, I'll reiterate. I think you might take a serious look at the replacement of wetlands because I think it'd be better put to use if it would go south instead of up north. There's too much of that right now that's going north and actually does nobody any good at all, which I don't understand at all. Thank you.

LEIKAM: I'd just like to respond to the wetlands question here, Danny. Right now, it was originally anticipated that the wetlands would be mitigated possibly at the Rock Creek Wetlands bank site the department has. They are looking at alternatives that would mitigate those wetlands as part of the South Beltway project. Again, I think the Salt Creek Basin there, so.

ACKLIE: Thank you, Mr. Walker. And Tom, you're going to get the exact information for Mr. Walker. You'll be getting to him the next couple of days?

WALKER: Yes.

ACKLIE: Thank you very much.

WALKER: Would the chair prefer that I put that down in writing as a request?

ACKLIE: It's up to you. It is on the record and you'll get the information.

WALKER: Thank you.

ACKLIE: Someone else care to comment? Thank you.

RICHARD SLAMA: I want to make a comment. I just want to stir things up, I guess. I'm Richard Slama. I live at 4930 Larkwood Road. My first comment.

ACKLIE: And your last name is spelled?

SLAMA: Slama, S-L-A-M-A. I would second the idea of developing more wetland to the south. That sounds like a great idea.

The second thing I want to comment on is the turn-off lane coming north off of 77 onto Warlick Road. I've traveled that thousands of times. And it's a great exit ramp. It seems like it's very safe to come off there. I can't see why it has to be destroyed and made to go straight in north into a stoplight. I can understand having another lane for the westbound traffic. But I can't understand why you have to destroy the eastbound curve that goes and merges right into the eastbound Warlick Boulevard. Do you care to comment on that first?

LEIKAM: As part of the preliminary design for the work, we had been reviewing alternatives on a free right-turn lane at that particular location, maintaining that with the particular traffic volumes that we have, and the location of the Salt Creek bridges there, we don't have the acceptable length to merge that traffic in there to where we'd be creating a potential safety problem there with that traffic entering and operational problems with vehicles merging in.

SLAMA: O.K., if you say so.

The third thing is I've heard a lot of comments into the paper and, otherwise, about the closing of Old Cheney onto where it merges into 77, that intersection. I've lived to the east in the past. I've traveled 77 and Old Cheney probably thousands of times. I understand what some people are feeling that we don't have that much traffic on 77. Why do we have to close off the intersections and make a freeway?

I hear you saying there's going to be about 40,000 cars on this road in 25 years and I know that's a lot of cars. It's going to be about impossible to get onto the road at any place unless you have interchanges. I don't know if you're right, but I'm guessing you're probably going to be close. And I know a lot of projections have been underestimated. That being said if you've got to close something, I understand the reasons why you'd want to close that intersection.

Before the light was put in at Old Cheney and 77, it would take me about 10 seconds longer to go on Warlick Boulevard westbound and then north on 77. Of course, if a train came through, people would get stopped at the railroad. There are many people that speed on Old Cheney. I've known it, it's gone on for many years. They go too fast on that road through a residential area.

Coming southbound on 77 and east on Warlick Boulevard is also very quick. It takes very little more time. You don't have to stop at the light usually or if you do, it's for a short time and you can curve onto Old Cheney off of Warlick. Many times I was able to beat cars that would take Old Cheney. Again prior to the light being put in at Old Cheney and 77.

So, all of this that I've been hearing upsets me about people to the east being impacted to a large extent by closing 77 and Old Cheney. It isn't so. That's it.

ACKLIE: Any further questions or comments?

JASON ALBERTS: Jason Alberts, Board Member of the Great Plains Trails Network, a bicycling group basically building trails in Lincoln.

I'm somewhat concerned that Highway 77 is a nice cycling route to Beatrice. Wide shoulders, somewhat lower speeds, and, obviously, by turning it into an Interstate, cyclists would be prohibited. And with the plan that's there, we'd have to go it looks like a mile or even two south of Saltillo before it would be just a regular state highway where we could use the shoulder again.

ACKLIE: Please.

SYED ATAULLAH: My name is Syed Ataullah, Department of Roads. We are going to make this Highway 77 as a freeway. With the freeway, we don't allow any slow moving vehicle like a bicycle that's on the shoulder. That's the reason they're not going to be along.

LEIKAM: I'd like to just, you know, kind of add a few statements here to what Syed said. I'm sure, are you familiar with the proposed Jamaica, the Homestead Trail, and the Jamaica North Connection?

ALBERTS: Virg Miller was among the fund-raising committee for that, but that will be a rock surface rather than hard surface.

LEIKAM: O.K. That would be providing a trails connection for someone like maybe a trail mountain bike, so it'd eventually go to Beatrice, so.

ACKLIE: Thank you very much for your comments.

DALE MUELLER: Dale Mueller, M-U-E-L-L-E-R, 710 Old Cheney Road. At this time, I'd like to commend the Department of Roads and Olsson Associates for a plan that interacts well with safety and pushes safety as a number one issue. The ballparks can exist there. The soccer fields can exist there. But without safety, none of our children would be able to play at these games. And again, I'd like to commend everybody for a job well done. In my 25 years in designing roadways throughout the country, this is probably one of the better plans that I have seen. Thank you.

BOYD BATTERMAN: I'm Boyd Batterman, B-A-T-T-E-R-M-A-N. I just want to know the timeline. You said it's going to go to the governor this fall for approval or disapproval. What are the timelines and key events subsequent to that?

ACKLIE: Tom can you give that to Boyd?

LEIKAM: Boyd, are you referring to basically when the project would be going into construction, the right-of-way acquisition? Would you want to speak to that, Syed?

ATAULLAH: This is Syed Ataullah. This West Bypass like Highway 77 construction, is going to be in conjunction with the South Beltway together. And for the whole project, we ask for \$165 million. And since we don't have the funds to build the whole South Beltway and also the West Bypass. This year, we just got \$14 million for the project. So when the funds are available and secured, then we just make a program on how to spend it that way.

As of now, suppose if you get \$165 million right now today as hypothetical. It would take two to three years to start working on the Beltway project. And then once the beltway, some are working on that and the same time they are working also on the Highway 77, two interchanges at the same time. So, right now we don't have any funds available. As far as right-of-way, all we want to do is get our design completed, and get our right-of-way secured, and just figure out how to protect the corridor. So, anybody can have a development over there.

BATTERMAN: Excuse me, so a little more specific then, when you get the full \$165, then everything goes into action.

ATAULLAH: Because that's right, if you don't have the South Beltway, there's no need to put the freeway system going in there. So, you want to make sure we have the freeway system along with the South Beltway together.

BATTERMAN: How do we, as people that are affected by this, then track this and not, you know, have to ask you for public hearings? What's the mechanism so we track the funding so we know when our individual businesses and homes are affected by this? How do we best track this so we don't bother you daily with phone calls?

ELDON POPPE: This is Eldon Poppe, Roadway Design Engineer. And that's a very fair question. Unfortunately, the answer to that is until funding is fully secured, we don't know when we're going to get to around building these projects. You know, at \$160 million and if we get \$14 million a year, you can imagine how long it's going to take us to get all this constructed and the time it's going to take us to get to these businesses. As Syed said, we're here mainly at this time, so that we can secure the corridor and protect the right-of-way needs the department is going to have, so that future development will not be in conflict with these future plans. But, unfortunately, for those businesses and property owners that are there, at this time, and would like to know exactly when it's going to happen, we can't answer that question. We don't know, the funds are not there yet.

ACKLIE: Rich Ruby, please.

RICH RUBY: This is Rich Ruby, District 1 Engineer. One method that we do have here, annually, there's a program meeting for each district within the state of Nebraska. District 1

has one every year. It's frequently in the city of Lincoln. And quite honestly, there's been very little interest in people attending it. But we did go over the annual program each year at that meeting. That is advertised in all the normal papers and bulletins around here. So, there's at least an annual process where every project that's scheduled within District 1 would be available to be discussed.

The second thing that maybe wasn't clear when we talked about corridor protection. Once when we get to the point where we can determine what right-of-way will be needed here, then we will work with anybody who has a development and acquire the right-of-way that we will need at that time whether or not, there's funding for the project, in order that individual developments of the properties along the roadway can proceed as developers and owners may choose to do.

So, there is a way to keep track of things. And it will become a little more clear, I believe as the funding moves along. But this is a typical year in the life of a Federal Highway Program, as they still haven't even passed one actually yet as we speak tonight. So, there's nobody here that can answer your question specifically that we're going to let one interchange in the year 2007. That's just not possible. But the Annual Program for the district that's advertised, excuse me, is advertised and that's a pretty good way to find out. Also, our website, and my office, and the Roadway Design office any time that you want to call and ask a question, we'll let you know where we're at that day.

BATTERMAN: I appreciate that. I mean, just like you don't know, certainly for folks that have homes or businesses along this corridor that are affected, that's equally or even more important as far as the timeline is concerned. That's why I asked the question. Thanks.

ACKLIE: Thank you for your concern.

BRUCE BOHRER: Good afternoon Commissioner. Bruce Bohrer representing the Lincoln Chamber of Commerce. And for the record, Bohrer is spelled B-O-H-R-E-R. I just want to express the Chamber's support for this project. We have been working diligently in trying to secure federal funding participation both to South Beltway and also this project.

I would like to comment just a little bit too on Mr. Leikam, your comments earlier about the possibility of having options in the future for Rokeby Road, future of Rokeby, and Yankee Hill, and Old Cheney. We do appreciate that. We think it's a good option. I think I've met earlier with Mr. Ataulah, and a few other folks out at the department, and then with Commissioner Acklie. We appreciate your willingness to keep that as an option for the future in conjunction with the city and the county.

The only other comment I'd want to make is just and I don't know for sure if it's in regard to this project or not, but 14th and Old Cheney Intersection. We do have some very grave concerns about the way that's being designed and the impact that's going to have on two very significant and model citizens, businesses in this community. We'd like to work with the city and, if it's appropriate, the state in trying to fashion some way to design that to move that a little bit further away.

I guess I missed the hearing last night. I did have some city folks that were here that gave me a comment sheet. So, if that's more appropriate that I comment through that process, I'll do it that way, too. Thank you.

ACKLIE: Thank you, Bruce.

DIRK JOHNSON: My name is Dirk Johnson, J-O-H-N-S-O-N. I'm here with the Yankee Hill Neighborhood Association.

I handed a letter to a gentleman now here with the state that explains our position with this project. We're agreeable to everything except for Old Cheney. We're not comfortable with the closing of Old Cheney as Mr. Grundman said earlier about the traffic that the Optimist Club, the YMCA. There's a new church that's being built on Folsom Street, south of Pioneers. We have a feeling that Pioneers will be inundated with traffic at that point. That's our concern with closure of Old Cheney. Other than that, we're pretty happy with the rest of what's happening.

I did have one question, though. Somebody had spoken earlier about traffic lights, when warranted on Pioneers and the top of Warlick turning onto 77. Is there a definition for "as warranted?"

ACKLIE: Question Tom.

LEIKAM: O.K. I'm not a true Traffic Engineer, so I cannot give you exact traffic numbers, but there are warrants for traffic volumes along the major roadway and the intersecting side roads. When the traffic volumes reach that point, that's when traffic signals would be installed.

Now, depending upon when these projects go to actual construction. If they were to go to be built today and open up, the existing traffic volumes probably would not warrant having traffic signals there. But as the area develops and the traffic volumes grow, then you're going to need to install traffic signals. So, the projects are being designed to accommodate, you know, the future installation of those signals. It would be a similar situation to what you'd see if you're familiar with the interchange at Superior Street and Interstate 180, where they've got the traffic signals. It would be similar to that to give you an example.

JOHNSON: Thank you.

ACKLIE: Thank you very much.

JUDY HALSTEAD: Good evening. My name is Judy Halstead, that's H-A-L-S-T-E-A-D. I'm here as a homeowner at 7633 Bobcat Circle. That is Lincoln, but we reside approximately a 1/4 of a mile south of the West Denton Road, just east of Southwest 27th. So, we'd be

approximately a mile-and-a-half mile west of where the West Denton Interchange would end up.

And I wanted to also commend you on the design. There have been a number of accidents there. The Lancaster County Sheriffs Department can obviously give you the details and the number of accidents on the West Denton Road.

My husband and I have resided at that residence for approximately five years. And we really appreciate the work that you have done to redesign the West Denton Road.

A couple of comments and a question that I have is could you tell me how long from the beginning of that redesign of that intersection approximately until the conclusion? I realize that there's property acquisition and that timeline will feed into that, but could you tell me the timeline on that?

LEIKAM: O.K. The timeline for the construction of the project?

HALSTEAD: No, the timeline for that intersection. The Warlick-Denton Road Intersection from the beginning of that reconstruction to when you would estimate it would be completed.

LEIKAM: I think we're looking on a two-year construction period. Once we would begin the construction.

HALSTEAD: O.K. The other thing that I would just ask is you commented you were going to have a Commons Meeting with the City Council and with the County Commissioners. And I'd appreciate it if you would also do that at a time when Lincoln Public School Board would also be a part of that Commons Meeting. The residents that live in that area are all Lincoln Public Schools residents. In our particular subdivision, which is Cardwell Woods, as well as a member of the homes that are west of Coddington. You will be redesigning that traffic flow during that time and that would also impact LPS bussing during that time.

LEIKAM: Yeah, I think the determination as to when the Commons Meetings will be held, that would be the local officials that arrange and schedule those meetings. I do believe we do have several.

HALSTEAD: Right, we do have two Lincoln Councilmen and the County Commissioner, so. We'll just be on the record to request that occur. Thank you.

ACKLIE: Thank you for your suggestion.

FRANK POSKOCHIL: Yeah, I'm Frank Poskochil and I have some property on 1st Street.

ACKLIE: Your name is spelled.

POSKOCHIL: Frank and then it is P-O-S-K-O-C-H-I-L. And I have some property that's off of 1st Street. And the accesses, you know, makes it really good off of Yankee Hill and Rokeby Road. So, that's going to really kind of damper the access. There's not going to be too many through accesses between the new South Bypass and the deal that you guys are putting up, the new intersection there.

Is there any way that you guys can go with like a side road, you know, like a side entrance, or anything like that to where there would still be some availability to be able to get off of there, like an off ramp, or side ramp to get onto either Yankee Hill or Rokeby Road?

ACKLIE: Tom.

LEIKAM: No. I think as part of the upgrade of the freeway system, we've identified those access points. And one of the purposes, or one of the definitions of freeway system, is providing full access control. So, you minimize and you space those access points out, so that you basically improve the safety for the users along the freeway.

POSKOCHIL: Right.

LEIKAM: And the spacing we've got right now for the interchanges along the 77 Freeway, that's, you know, consistent with the good design standards for the travel flow and the volumes that we see in the development in the area. So, I think we're looking at approximately three mile spacing for a rural area, which is really, you know, fairly tight spacing for rural interchanges there.

POSKOCHIL: Yeah, would that be four miles between there?

LEIKAM: I think from basically where we're at Warlick down to Saltillo Road, I think we are right at around three miles. Because we got Yankee Hill, Rokeby, and then Saltillo.

POSKOCHIL: So, with Saltillo, will that be closed off when the bypass comes in with that cloverleaf there?

LEIKAM: No. Basically when the bypass comes in, you'll be able to, they'll have, the interchange there, you'll be able to get on either Highway 77, onto the South Bypass, and there will also be just a straight overpass if you're on Saltillo Road and you just want to go across. So, you're going to have full access at Saltillo Road.

POSKOCHIL: So, that'll still go across, or will it go over?

LEIKAM: Yes.

POSKOCHIL: Over 77?

LEIKAM: Yes.

POSKOCHIL: O.K. What about at Yankee Hill Road, coming over from 14th Street over the park? There's some talk of, you know, a break through there. Is there still anything in the plans for that?

LEIKAM: Like any discussions regarding that corridor between 14th Street and Highway 77, I think that was a city of Lincoln-Lancaster County would be the local entities that would be doing the project in that area.

POSKOCHIL: Yeah, but you'll consider that in when you're doing this, or check with them?

LEIKAM: That would not be part of this project.

POSKOCHIL: O.K. But you'll probably check with them to see if they have anything going, because that's how you'll have to design this?

LEIKAM: Yeah, currently, right now there is not any project identified in the City/County Comprehensive Plan within the next 20 years.

POSKOCHIL: Yeah. Because I noticed there was some talk on that, you know, going across.

LEIKAM: They have.

POSKOCHIL: That would be a break, because there's quite a span between there with no access to go across there, if they went over the top of 77 and over the park there with some type of interchange right there.

LEIKAM: Yes, I believe there have some studies that have been completed on the local side and I would recommend that you contact the Public Works Department for city of Lincoln.

POSKOCHIL: See, because that would help that access by shutting off Rokeby Road and Yankee Hill, if they did put over the top there because then you'd still be, in the middle break, there'd still be an access to go over 77 there, through there. That would help.

LEIKAM: Like I said, I think that has been studied on the local side. And I would recommend that you contact the city of Lincoln, Department of Public Works, and see if they have any information regarding that.

POSKOCHIL: O.K. Thanks.

ACKLIE: Thank you very much.

RAY STEVENS: My name is Ray Stevens, S-T-E-V-E-N-S. I'm a taxpayer and a concerned citizen and I'm representing myself. I'm also a member of the Lancaster County Board of Commissioners. So, I have had the opportunity to sit through a couple of briefings on this project and to look at the photographs and the suggestions that have been made.

I had three areas that I wanted to address tonight. The first one, which came up by the gentleman from, with a bike, in addressing Mr. Leikam's comments about well, if you can't ride on 77, you can ride on the Jamaica North Trail. The difference between a road bike and a trail bike is like the difference between an elevator and a stairway. And so, I would propose that you use the stairways from now and not the elevator because they're interchangeable. They both get you where you're going.

The other thing is the bikeway on the north side of Pioneers Boulevard that is proposed in this project is a beautiful addition to the project. But the bike path goes from nowhere to nowhere. And I would suggest that you look at local trails people, like the gentleman that was here, and figure out how to connect that bike path to something that's usable to the bikers. Because at this point, it's worthless. You can't get there on a bicycle, and once you do get there and you go to the other end, there's no place to go. The roads are not designed or could handle bikers. The roads are too narrow in that area. There are no shoulders and they're not very good access.

My proposal, the thing that I did not like about the proposal is the closing of Old Cheney Road. I understand the impracticality of having an interchange at that location. But I would suggest that you look at making Highway 77 an overpass over Old Cheney Road, keeping Old Cheney Road as it is. That eliminates the need to do a lot of environmental studies on changing Old Cheney Road and having an overpass on Old Cheney, which would infringe upon Wilderness Park. It also keeps that road open to the local access to the people that do use it and go back and forth.

I've seen the numbers on the time differential between using Old Cheney and Warlick Boulevard and coming back. That analogy is similar to the bike one. If I don't want to take Warlick Boulevard and go down and then come back, I don't want to take Warlick. I want to go across there and I think that it makes a lot of sense to do that.

I understand that there's a cost consideration with that. And I think that a trade off to that, in my opinion, might be to take another hard look at Pioneers Boulevard and see whether an interchange is really needed at that location. If this is a bypass, it's not designed for local traffic. It's designed to be a bypass around the city of Lincoln.

There are currently major interchanges, either at or proposed at O Street, Capitol Parkway, Van Dorn, and Pioneers. That's four major interchanges within a three-mile area. I think that the cost of an overpass at Old Cheney is a better investment than a major interchange on Pioneers Boulevard.

My last item is a question for you and that is, the panel, and that is what you have proposed is the closing of several roads in this area. Old Cheney being one of them. West Denton Road. And I wondered under who's authority those roads are closed?

ACKLIE: Rich Ruby.

RUBY: Well, the closing of the roads are predicated upon the development of a freeway-highway for Highway 77. And the authority there is the safety of operation.

STEVENS: I'm sorry say again.

RUBY: Safety of operation for the freeway.

STEVENS: O.K. So, it's the Federal Highway Administration that has the authority under the safety standards to close those roads.

RUBY: It's the Department of Roads that has the authority under the Application of Safety Standards that are approved by the Federal Highway Administration.

STEVENS: O.K. Thank you.

ACKLIE: Any other questions or suggestions?

CHUCK FRICKE: Chuck Fricke, F-R-I-C-K-E. I'd like to echo Bruce Bohrer's comments about the Lincoln Chamber of Commerce having the option, as Syed said, to have an overpass at Old Cheney should there be a need for one in the future.

Question I got is, who did you enlist for your Noise Study? I'm curious, I have an alternative motive here. I represent one of the businesses down the road on Warlick Boulevard going into Old Cheney. And I'm interested, who did you enlist for the Noise Study?

DUGAN: Olsson Associates.

FRICKE: O.K. Olsson did that?

DUGAN: Yes. Bill Imig, and he is here this evening.

FRICKE: Great. Thank you.

ACKLIE: Thank you. Joe Hampton, long-time member of the Lincoln City Council.

JOE HAMPTON: Good evening Commissioner Acklie, members of the Panel. I welcome the opportunity to appear before you this evening. I am Joe Hampton, H-A-M-P-T-O-N.

I commend you for your mid-term and long-term planning. All too often in Lincoln, we wait until there's a humongous problem and then we try to cope with it. You are trying to look ahead and I think you're to be commended for that.

I appear today on behalf of the Lincoln Independent Business Association. The Board of Directors adopted the following position statement regarding the closure of Old Cheney unanimously. The statement reads:

LIBA expresses a high level of concern with the proposed closure of Old Cheney Road on both sides of the West Bypass. For many years, Lincoln has experienced a serious problem with a less-than-adequate arterial street system. There are too few arterials that allow the safe and efficient flow of traffic from one side of Lincoln to the other. Old Cheney is one of those limited few that does allow this.

This community has invested \$55 million approximately along South 14th Street with the development of a Southwest High School, the new library, and the YMCA. The closure of Old Cheney would eliminate one more access to this large community investment and a community of interest from the proposed large growth areas as called for in the Comprehensive Plan in the Southwest Quadrant of the city. Closing Old Cheney would just make it more difficult to traverse the city, the task already quite difficult.

LIBA understands the decision to not build a full interchange at this location. However, we strongly recommend that an overpass be built to accommodate the needs of our growing community. We believe an overpass would be a wise investment for the long-term needs of an orderly and efficient traffic system for the future. LIBA's objective is clear. We must create an easier flow of traffic across Lincoln, not close one of the few arterials we have and generate more difficult traffic patterns.

At a later date, I transmitted a letter recognizing the funding difficulties of the state, county, and city. I'll read you an excerpt from that letter.

At this point in time, the only reasonable request I can make for you is to incorporate into your plans a provision for a future overpass at Old Cheney and Rokeby Road and Yankee Hill. I do believe this would be of value in the future when the city understands the need to cope with the double barrier of Wilderness Park and the ever-growing traffic at the railroad tracks in the area exasperated by the increase in coal traffic. I thank you for your willingness to discuss your needs and my concern for a lack of an adequate arterial system in Lincoln, which enables a vehicle to travel from one side of town to the other side in a safe and efficient manner and on a continuous route. Old Cheney is the only one in Lincoln, south of O Street to Highway 2, that does permit that.

I did pick up an exhibit that displays my primary concern, and you have rather graphically shown on some of your exhibits that it clearly illustrates that Old Cheney is one of the few paths to get from one side of Lincoln to the other.

If Old Cheney is closed, Pioneer and Warlick become funnels for all the traffic that will develop in the Southwest Quadrant. And Wilderness Park becomes even a bigger barrier dividing one part of this community from the other. It will be much more difficult to get to the high school, YMCA, and the library, or across the community. What is proposed will create a route that becomes more of a maze than a direct route.

I would close by requesting that the final plans for the freeway include a provision for a future overpass on Old Cheney when funds and need are in place. Thank you.

ACKLIE: Thank you, Joe. Let the record show that Mr. Hampton is handling to the Hearing Examiner his statement.

RANDALL KUTA: Good evening. My name is Randall Kuta. I'm just a property owner along Old Cheney. I'm representing myself, and some fellow neighborhood people I imagine have the same opinion.

I fully endorse what you're doing with the closure of the Old Cheney Intersection. O.K. I have no problem with that. And actually, what I have here is probably more appropriate to your meeting with the Common folks, the city of Lincoln and the county people.

ACKLIE: Would you just be kind enough to spell your last name for us?

KUTA: Oh yes sir, K-U-T-A, Kuta.

DUGAN: R-A-N-D-A-L-L?

KUTA: Yes sir. But this closing that intersection is a good idea because it eliminates heavy and sometimes speeding traffic throughout what is basically a neighborhood, and that's good from a safety standpoint. The proposed interchanges at Pioneer Boulevard and Warlick Boulevard handle issues of accessibility to Highway 77. A basic necessary and

expensive piece of interstructure is currently in place on Warlick Boulevard, namely as an overpass to transverse the high traffic rail line. O.K. So, I think it could handle the traffic. Access to areas west of 77 will be available via state proposed interchanges at Warlick and Pioneers as well.

The city-county may in the future propose an overpass at 77 and Old Cheney Road. I believe this idea to be poorly considered and here's why. It can be demonstrated that such a project would be redundant, expensive, unnecessary, and of dubious benefit. Convenience, is this the attempted gain? What do we gain access to? Perhaps a shortened route to soccer and ball fields, or a route to undeveloped land? We must remember the increased contention for right-of-way on this road. The rail line there already averages over 40 trains per day across Old Cheney. And this was a Nebraska Department of Roads Report for the Highway 77 and Warlick Boulevard Traffic Analysis and Conceptual Design Final Report, February 2003.

So one gains short access across Highway 77, only to be impeded by train traffic. I mean just the other day, I was trying to get out of my driveway. My property is over a quarter mile from that railroad intersection. Traffic was way backed up past my place, nearly up the hill to the Warlick Intersection. O.K. And so, this leads to cost. So, not only would one overpass be needed, but, in fact, two; one over the rail line and one over 77 as well. This is not nearly as cost-effective as employing an already existing overpass to carry traffic. Other costs associated with potential construction at this site include water runoff studies, park impact, environmental consideration and utility impacts.

In conclusion, a winning proposal emphasizes the Warlick Interchange as its superior alternative to any Old Cheney Throughway. It reins in costs while moving traffic along safely by using existing infrastructure. An Old Cheney and Highway 77 Overpass provides marginal benefits at a higher cost. In short, there is no need for an overpass at Highway 77 and Old Cheney Road for the foreseeable future. And you can see that Nebraska Department of Roads, Olsson Associates reports to the City of Lincoln, Lancaster Commons of 8 July 2003 for Safety Considerations and Time Study Reports. Thank you.

ACKLIE: Thank you very much.

WILBUR COOK: Wilbur Cook, C-double O-K, 220 West Pioneers. It's my house is one of the two, and there's two businesses. Set the record straight, there's two businesses instead of one being taken. My isn't very big, but it's been there for 50 years and it's still in the family. In fact, the gentleman just said the trains on Old Cheney, we have them on Pioneers too. But to get on Old Cheney, you can go somewhere. You get on Pioneers, it only goes one mile and dead ends. And then you come on the Number Two Highway, which is a pain in itself. So, I don't see any reason to have this interchange at Pioneers. It'd be a lot better down on Old Cheney where you can go somewhere. Thank you.

ACKLIE: Thank you, sir.

WAYNE GIEBELHAUS: Wayne Giebelhaus, 5921 Berkley Drive, and its G-I-E-B-E-L-H-A-U-S. I want to comment on Mr. Cook's statement. He was too modest to

say that in his assessed value of his property, it has been going up on these years, and in this past year it went down. Beings it's going to be acquired by the state, his assessed value went down. He wouldn't tell you that, but I will. Something is funny there some place on that situation.

I'm speaking for myself, and I'm speaking in favor of keeping Old Cheney open. Like it has been stated before, Old Cheney is the only major roadway in the south quadrant of the city that goes from east to west. And as you know, Wilderness Park, you won't get anything else through it. Pine Lake Road doesn't go through. Saltillo is the only thing that's going to go across it from east to west. And with work they've done in building the facilities that they have on South 14th, it makes it very tough to get across. And I understand you can go down to Warlick, but you need to understand people also. They don't want to go backwards to go forwards, so it's necessary to keep an overpass on Old Cheney to keep that open.

And the other thing that I can tell you that in living in the Yankee Hill area for 45 years, when the soccer fields came in, when the Optimus Sports Complex came in, there's been major traffic problems on Pioneer and Folsom Street with the interchange of the people coming to the soccer games and going from the soccer games. And if they can't use Old Cheney any more to go east, it's going to be a lot more traffic probably on West Pioneer than you people are projecting. And like it was stated before, it doesn't go anywhere.

Besides the fact that they are doing South 14th now, a major overhaul, that traffic is going to go north on South 14th and just keep going until it gets down to the intersection of Highway 2. And you already have a major problem down there. So, you're going to dump more traffic in there. And you're going to dump more traffic in from Pioneer.

So, the design of where you're putting on that traffic just doesn't work as far as I'm concerned. There needs to be a way to get around this city to the north. And the way to do it is go to the bypass and go north. Anyone who lives from 48th Street west probably uses Old Cheney to go around this city, because there's no way to get through the city. Anyone who lives from 48th east probably uses 84th to go north.

So, you really need to look at it. And I don't know how much control you have, other than like Ray said, that you could build an overpass over the top of Old Cheney. If it's the other way around then, of course, it's a city-county that we have to talk to. But it's a major concern with Old Cheney being the only really major road in the south quadrant of the city that goes anywhere. And if I were the people that lived on Old Cheney, which some of these people are, I'd be up here telling you I want it closed too. I wouldn't want that traffic by my house. But it's been there and it needs to be there. So, thank you very much for your time.

ACKLIE: Thank you, sir.

VAUGHAN BOWEN: My name is Vaughan Bowen, B-O-W-E-N and I live at 4200 South 1st Street, which is 1st and Pioneers. And I would just as soon have an interchange and I'm going to get in trouble for it. But it looked to me like it was right and I know that Mr. Cook is losing his place. It's going to hurt Nemaha Nursery. And we're going to get a lot more water down there in the bottom. But I was hoping that there was some way we could have a temporary way of getting through there. Either that or 1st Street be paved because when

it's closed, we're going to have a ton of traffic on 1st Street, and it's a mess already because you can't keep it graded.

The other thing is, and I think it's a little early to be talking to somebody about it, but the drainage, the water coming off of the connection now with 77 is coming down onto my property, which I thought there was a state law against increasing water downstream. But I'm getting a lot more water through the draw on my property than I ever did before. And I would like to see some way, somebody talk to me about it because I would like to see down Pioneers to the creek where it belongs, not coming down my draw. Thank you.

ACKLIE: Thank you sir. Any comment?

LEIKAM: O.K. I just wanted to make one comment on that. As part of the Pioneers Interchange construction, we were looking at providing a detention storage basin, which would be upstream of your property there west of Southwest 2nd Street, to control.

BOWEN: It's still got to go someplace from the collection basin.

LEIKAM: Yeah, basically we would be looking at right now at this point in time, you know, out letting it, the existing drainage way, which I believe. That must be the drainage way that runs through your property?

BOWEN: It comes down through the draw.

ACKLIE: Do you know sir, we're not picking up your? I'm sorry about that.

BOWEN: What I have noticed is that it's about 30 percent increase from what I was getting before because of the development to the west. And also, the 77 Bypass, the water comes down and then there's a culvert that goes under Pioneers and runs it down instead of. It wouldn't take that much of a cut to go on east over that middle hump and put it down into the bottoms where it belongs. It doesn't belong coming down around, which like I say there's a state law, I understood, that was against that. So. But right now, I'm getting more water than it should be coming down. But even a collection basin still has to have some outlet on it. It isn't going to be able to collect that much water.

LEIKAM: And we will review that as part of the design process here.

ACKLIE: Thank you, sir. I noticed that there are some of you that have additional questions or suggestions, now is the time. Any other comments?

WALKER: Can we go a second round?

ACKLIE: We're very congenial tonight. If you want a second round, we're going to give you one.

WALKER: Danny Walker, South Salt Creek, Neighborhood representative and president. It does my heart good to see these developers sit here and cringe and worry so much about Wilderness Park because they can't get a bridge over the top of it. And that does include the Chamber of Commerce too, sir. Thank you very much for the additional time.

ACKLIE: Thank you. Any other comment? If not, of course, I'm about to close the hearing. So, if you have something you'd like for the good of the cause, now's the time. I'd say, there's really been some great comments tonight. A lot of these, they're probably not going to have to, you don't have much to study that we have to do on this one. But there's some great comments. So, it's going to take me a little while and all the other people awhile to look at the transcript, and remember what you said, and look back at what each of you said. And then, of course, all of the, after the city and the county and so forth get done, then of course it'll come back to the Highway Commission. The Highway Commission, with eight members, we'll all take a look at the transcript. And then we'll all have a vote, which will then go to the governor with a recommendation. So, if you one, you can look and watch when that comes up. And I'm sure it will be in the newspapers and so forth. If you have any comment you feel after it's all done, you can make it to the full commission if we care to do so.

I ask here that if there's no more statements or questions, and if there is, we'll certainly take the time to hear them, we will close the hearing. I'll remind you again that any statements or exhibits received at the Department of Roads main office in Lincoln by April 26th will become part of the official transcript of this hearing. So, if you think of anything you forgot tonight, just write it down, let us know.

The transcript and any information developed about the project will be available for inspection and copying at the Department of Roads district office in Lincoln and at the main office in Lincoln. Following the hearing, all information received will be evaluated by the Department of Roads. When definite conclusions have been reached as to the selected design alternatives of the project, approval will be requested from the Highway Commission with a recommendation to the governor.

And Shirley, how many people have we had here tonight?

SCHAFER: Eighty-three.

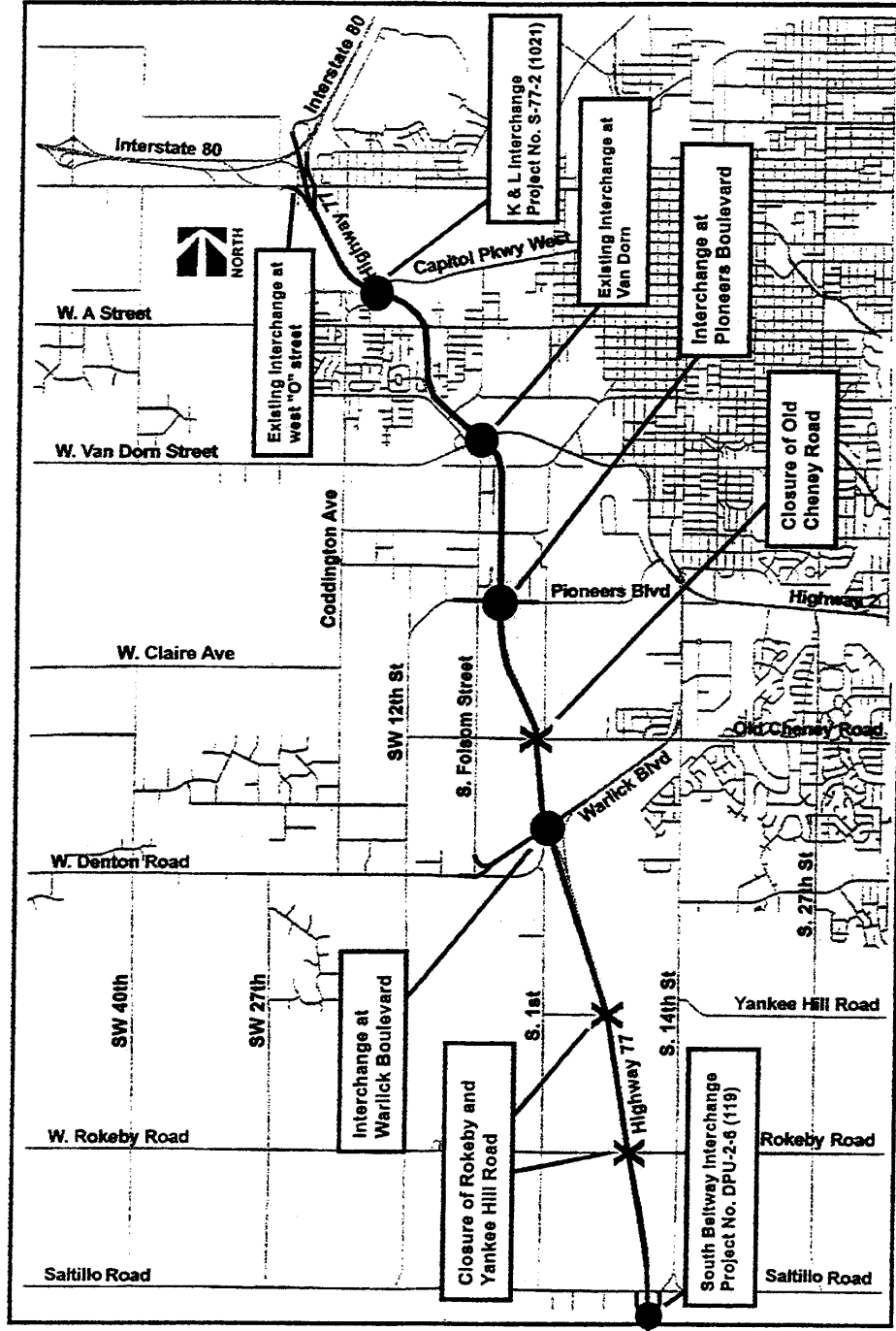
ACKLIE: Eighty-three. There's been approximately 83 people here tonight for this comment period. The Department of Roads, the Highway Commission, we all appreciate the information received as it reflects your concern and interest.

And I must tell you, it was one of the nicest hearings that we could've had regarding how each of you very ably presented the things that you thought were necessary in this project.

And so, I'm very, very appreciative, and I know everyone else is, the way you presented your concerns. It's now about 9:15 p.m. The hearing is closed.

COM3-NR

US 77 Corridor, Saltillo Road to I-80



FACT SHEET

Project: NH 77-2 (156), C.N. 12552A, Lincoln Bypass, Saltillo and Pioneers.

Estimated Cost: \$15,700,000 (includes construction, right-of-way and utility relocations).

Description: The project involves upgrading existing US-77 to freeway standards from Saltillo Road, north to I-80. This will include construction of a new interchange at the intersection of US-77 and Warlick Blvd.; construction of a new interchange at the intersection of US-77 and Pioneers Blvd.; and closing of the existing intersections at US-77 and Rokeby Road, Yankee Hill Road and Old Cheney Road. The work at the Warlick Interchange will include 1.06 miles of pavement reconstruction along Warlick Blvd./West Denton Road from Folsom Street to the Salt Creek Bridge. The work at the Pioneers Interchange will include 0.61 miles of pavement construction along Pioneers Blvd. from approximately 800 feet west of Folsom Street to 300 feet west of South 1st Street.

Proposed Roadway: A four-lane divided roadway section will be constructed along Warlick Blvd. through the limits of the interchange and east of US-77 to match the existing roadway. This typical section will have a raised median with ten foot wide shoulders, of which 8'-0" will be surfaced, at the outside of the driving lanes. West of the new interchange the four-lane divided roadway section will transition to match the existing two-lane section along West Denton Road. A curbed urban roadway section will be constructed along Pioneers Blvd. through the limits of the interchange. One through lane will be provided for traffic in each direction along Pioneers with accommodations for dual left turn lanes and right turn lanes as required near the interchange. The paving will transition to match the existing two-lane section west of Folsom Street and the existing roadway section west of South 1st Street. The existing four-lane divided roadway section with depressed median will be perpetuated along US-77 through the limits of the project.

Lighting/Signal: Roadway lighting will be provided along Warlick Blvd., Pioneers Blvd., and at the interchanges as part of this project. The project will also include traffic signals at the intersection of the interchange ramps and crossing roadways where warranted.

Traffic:

Year	2003		2025	
Location	Cars per Day	% Trucks	Cars per Day	% Trucks
US-77	11,200	10	37,100	10
Warlick Blvd.	8,000	4	33,400	4
Pioneers Blvd.	4,000	3	19,300	3

Right-of-Way: Acquisition of private property for highway right-of-way will be required for the project. Two houses and a number of commercial buildings must be acquired for construction of the Pioneers Interchange. Control of access near the new interchanges must be modified or acquired.

Phasing: Construction of the Warlick Interchange will be phased to allow existing US-77 and Warlick Blvd. east of US-77 to remain open to traffic during construction. Traffic west of US-77 will be detoured during construction of the interchange at this location. Pioneers Blvd. will be closed between Folsom Street and South 1st Street during construction of the Pioneers Interchange and traffic will be detoured to Old Cheney Road. US-77 will remain open to traffic throughout the construction of the project.

Schedule: The project is not in the Department's current five-year program and construction of the project will be dependent upon availability of future funds. The construction duration for the project will be approximately two years.

AFFIDAVIT OF PUBLICATION

State of Nebraska }
LANCASTER COUNTY, ss.

NEBRASKA DEPARTMENT NOTICE OF HIGHWAY DESIGN

Date: April 14, 2004
Time: 7:30 p.m.
Place: Firefighters Hall
241 Victory Lane
Lincoln, Nebraska

The Nebraska Department of Roads along with the State Highway Commission will hold a public hearing about upgrading Lincoln's West Bypass to freeway standards.

The proposed project on U.S. Highway 77 in Lancaster County involves constructing two interchanges, removing five at-grade intersections, and reconstructing several adjoining roads. Project NH-77-2(156) is known as **Lincoln Bypass, Sallillo & Pioneers**.

Interchanges will be constructed at Pioneers Boulevard and Warlick Boulevard. Roadway lighting will be added along the two streets and at the interchanges.

Existing at-grade intersections with U.S. 77 will be removed at Pioneers Boulevard, Old Cheney Boulevard, Warlick Boulevard, Yankee Hill Road and Rokeby Road.

Reconstruction of adjoining roads includes Warlick

or acquired.
Construction
gation will be re
almost 5 acres
project south of
Mitigation Bank

The public hearing will be held from 3 - 5 p.m. aspect of the project. Personnel files are available to view. Proposed improvements

The public hearing about design are invited to attend and questions.

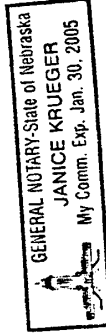
Written statements at the hearing, the public record the public record where possible

The undersigned, being first duly sworn, deposes and says that she/he is a Clerk of the Lincoln Journal Star, legal newspaper printed, published and having a general circulation in the County of Lancaster and State of Nebraska, and that the attached printed notice was published in said newspaper one successive time(s) the first insertion having been on the 15th day of MARCH A.D., 2004 and thereafter on , 20

and that said newspaper is the legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge and are further verified by my personal inspection of each notice in each of said issues.

Subscribed in my presence and sworn to before me this 7 day of April, 2004

Janice Krueger Notary Public
Printer's Fee: \$



RECEIVED

APR 08 2004

COMMUNITY DEVELOPMENT

AFFIDAVIT OF PUBLICATION

State of Nebraska } ss.
LANCASTER COUNTY,

NEBRASKA DEPARTMENT NOTICE OF HIGHWAY DESIGN

Date: April 14, 2004
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Interchanges will be constructed at Pioneers Boulevard and Warlick Boulevard. Roadway lighting will be added along the two streets and at the interchanges. Existing at-grade intersections with U.S. 77 will be removed at Pioneers Boulevard, Old Cheney Boulevard, Warlick Boulevard, Yankee Hill Road and Rokeby Road.

Reconstruction of adjoining roads includes West Denton Road from U.S. 77 to just west of Folsom Street, 1st Street south of West Denton Road, and Pioneers Boulevard from just west of Folsom Street to just west of South 1st Street.

Traffic will be maintained on U.S. 77.

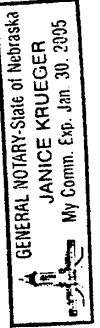
The undersigned, being first duly sworn, deposes and says that she/he is a Clerk of the Lincoln Journal Star, legal newspaper printed, published and having a general circulation in the County of Lancaster and State of Nebraska, and that the attached printed notice was published in said newspaper one successive time(s) the first insertion having been on the 25th day of March A.D., 2004 and thereafter on _____, 20____.

and that said newspaper is the legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge and are further verified by my personal inspection of each notice in each of said issues.

Subscribed in my presence and sworn to before me this 7 day of April, 2004

Janice Krueger Notary Public

Printer's Fee, \$ _____



April 14, 2004

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Kent Seacrest	1111 Lincoln Mall	Representative Property Owner
Mark Palmer	1111 Lincoln Mall	" " " "
Doug Pillard	444 Cherry Creek Rd.	County Engineer
CHUCK WAHL	2420 FAIRFIELD	LES
Scott Cockrell	Public Works & UTIL.	Sanitary
Rory Zink	8201 SW 18th	I.C.
David Seymour	6209 Barbara Lane	Property owner
David Gory	City Planning	City Staff
Jon Enevoldsen	8601 So 1st Street Lincoln 68512	Home owner
Alan S. Marion	2821 SHERIDAN Blvd Lincoln	Int. Citizen
Ann R. S.	5001 S. 1st St. Lincoln	Property Owner
Frank J. Squire	9105 So. 1st Lincoln	Property Owner
Jeff Tyne	1111 060 Cheney Rd	Christ's Place Church
Mark S. Hanson	4501 SW 12th	Yankae Hill near ASSO.
Bill Behmer	5620 Hunt's Dr Lincoln 68512	Property Owner

COM-2-PK

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Jim Henke	401 S. 21 st St. Lincoln NE 68510	jim.henke@att.net
Richard Usher	1200 SW 2nd Lincoln 68522	
Tammy Duff	4201 S. 2nd 68520	Property Owner
Sam Konec	5527 Wilcox Ave 68512	Property Owner
David West	6110 S. 28 th Lincoln NE 68516	Interested Citizen
Bob Roberts	1201 Roberts Rd 68512	
Charlie Wilson	531 Walnut Blvd Suite 100 Lincoln	None
Danay Kalkowski	1111 Lincoln Mall, #350	Represent Property Owner
Jeff Johnson	1111 Lincoln Mall, Suite 100	Association
Katricia Overholser	8001 S 1 st Lincoln NE 68512	Property Owner
Jeany Davis	5001 S. 1 st St.	Property Owner
Jim Monnell	2620 Fairchild, Lincoln, NE	Lincoln Electric System
Mark Lidolph	13605 S. 12 th Road NE	Property Owner
Heather (see page)	10200 S. 14 th Lincoln	Interested Property Owner
Michael Smith	6718 S. 14 th St.	Interested Citizen

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saitillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Lyle Loth, ESP, Inc.	601 Old Cheney Rd Lincoln, NE 68512	Business Owner
Roger Figard Pw/4	531 West Gate Blvd.	City of Lincoln / Coordinating
JAMES T. ZAK	545 WEST 2ND CARLISLE, NE 68531	STATE EMPLOYEE
Ronald W Gunde	5500 Hunter Drive	All above
KENT EVANS	531 WESTGATE BLVD	CITY
DALE SCHMIDT	PO Box 427 171CKM ⁶⁸³⁷²	PROP OWNER
Mack Napier	4101 SW 2nd st	Prop Owner

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saultillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Noel Chadd	3335 N 13 th	Citizen
James Hudkins	8600 NW 112 th	County Commissioner Concerned about closing Old Church
Leslie Smith	1501 W Bridge Rd	Citizen
Donna M. Noonan	825 Northborough LN.	Property owner Saultillo
Loan to Branghton	3950 So. Kelsea St.	Prop. Owner
Pauline Rose	2235 Leifsgrove NE	Prop. Owner
Bruce Chapsley	5000 South 1 st	Property owner
Audra Pacheco	1	NDOR
Mar Ottemann		NBOR
Tom & Sandy Burns	16955 51 st Roca	Prop Owner
Roger M. Cook	29379 11 Lincoln	I.C.
George J. Klems	5801 S. 7 th Street Ct, Lincoln	Prop. owner
DDO Olschlag	8000 Rokeby Rd.	Prop Owner
Wendy Shumaker	4500 West 10 th Lincoln	Property Owner
William J. Cook	2200 W Pioneer 12552A	Prop owner

CON-2-PK

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
John Barber	1130 Galloway Av	President FSNA
Bob Usher	5520 W. UNIVERSITY VILLAGE	Salt Valley RESIDENT
James Adams	1501 W. Lake CT, Lincoln	cyclist, citizen
Robert Peterson	1230 "O" St 291	Holbrook Heavy Reserve
Lyle Harris	780 Garfield Beetham	commuter
John Winger	3425 Hunts Dr.	
Phil Nalle	6005 West H Lincoln	SWFR
Doug Beebot	200 Saltillo Rd, Roca	Prop Owner, Interest let
Randy Peters	NDOR	Traffic Engineer
Pam Finney	1200 W Pleasant Hill Lincoln NE 68523	Property owner
Ernest Uss	1035 W Pioneer Blvd	YANKEE HILL RESIDENT
Ray Hymington	1660 So 70	L.F.B.A.
Ed Sosa	F	F.H.S.A.
Chris Apnick	Lincoln	Lincoln burial Star

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Edward Kose Jr	7615 E Rin Court Lincoln 68507	Hope Community Church
Bill King	1111 Lincoln Hall, Lincoln 68501	Olson Assoc. Inc.
Al & Margaret Blacketer	835 St. Barnham St. Lincoln	Neighborhood
Dan Tedred	840 Old Cheney Rd 68512	Pres. Salt Valley View Neigh Assoc.
Clarence & Charlene Johnson	3930 Folsom 68502	Neighborhood
Marilyn Ford	1505 St. Pleasant Hill 68523	Neighborhood
John Mueller	710 Old Cheney Rd 68512	Salt valley view member
Ann Dally	4201 Swand	Pioneer St.
Wayne & Vicki Paul	5921 Burkley Dr 68512	Self.
DALE & DEB Brambila	4111 SW 2nd St Lincoln NE 68522	Property owner
TOM CYPHER	1345 OLD CHENEY RD	INTERESTED CITIZEN
Donny Hamilton, Jr	1820 F. St #6 68508	Public Works
Carol Hillis	950 W. Barnham St	Garden Hill High
Larry Hillis	950 W. Barnham St	Garden Hill High

COM-2-PK

CH 8

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Tom Wing	1903 Normandy Lane	Interested Citizen
Mark Folsom	1208 Cold Springs Rd	Citizen
Danney E. Welborn	427 "E" St. 68508	South Salt Creek Community
Shirley Ann Welborn	7401 SW Mallard Circle	Citizen
Chuck Fricke	3225 S. 39	Business Representative
Carol Friesen	531 Westgate Blvd	City of Lincoln
Justin K. Luther	100 Centennial Hall North	FHWA
Ray Stevens	3411 Hanson Ct. 68502	Citizen
William J. Lloyd	220 W Pioneer	
David G. Cook	4301 SW 12th 68522	Upper Salt Creek Neighborhood Assoc
Harlan Skyrton	740 S. Highway Road, 68508	Optimist Youth Friends & Family
Bob Grandman	7412 Kari Dr	
Judy Halstead	7633 Beocat Cr.	Citizen
Sharon McIntosh	4220 S Folsom	Citizen
Samuel G. Cook	4146 Folsom	Upper Salt Creek

COMM-FK

April 14, 2004

NH-77-2(156), Lincoln Bypass, Saitillo & Pioneers Interchanges, C.N. 12552A

Your attendance is appreciated. So that our goal to communicate can be continued, please fill in the following information.

Name	Complete Mailing Address	Interest (Property Owner, Association Member, Interested Citizen)
Perry Keys	2200 W. Saddle Horn Rd	Interested Citizen
DALE MUELLER	710 OLD CHENEY RD	PROPERTY OWNER
Randall Kuta	830 Old Cheney Rd.	Property owner
Jo Ann Froh	1848 W. Arlington Cir	Interested Citizen
KARE SCHIER	1135M Street SE NE 350 Lincoln, NE	Lincoln Chamber of
Nancy Joyce Champoux	840 W. Stockwell	Landlord
Rayd Butlerman	430 W. Pioneer	owner
Vaughan Mary Bowen	4200 S 1st	Lincoln (oz)
Frank Poskocik	7000 olive creek rd	Lincoln
Jim Whitted	4400 West A	Lincoln
Heena Chatterjee	14400 Old Cheney Road	Walton, NE 68461
Mark Mickelthorpe	6435 Alenmore Rd.	Lincoln Chamber of

SEACREST & KALKOWSKI, P.C.

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3905

TELEPHONE (402) 435-6000
FACSIMILE (402) 435-6100

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MAY 03 2004
COMMUNICATIONS DIVISION

KENT SEACREST
E-MAIL: kent@sk-law.com

DANAY KALKOWSKI
E-MAIL: danay@sk-law.com

April 30, 2004

VIA FACSIMILE AND U.S. MAIL

Kevin Dugan
Hearings Office
NDOR Communication Division
PO BOX 94759
Lincoln, NE 68509-4759

RE: Lincoln Bypass, Warlick Boulevard Interchange

Dear Mr. Dugan:

Our office represents Developments Unlimited, LLP, f/k/a Pine Lake Heights Joint Venture, LLP, who is the owner of Lot 18 Irregular Tract located in the Southeast Quarter of Section 15, Township 9 North, Range 6 East of the 6th P.M., Lancaster County, Nebraska, which property is located at the northwest corner of West Denton Road and South 1st Street (the "Property"). The Property is affected by the NDOR's proposed interchange at Warlick Boulevard and the Lincoln "West" Bypass. We would like this letter to be entered into the transcript with the public comments received after the NDOR's Open House and Public Hearing held on April 14, 2004. We attended the Open House on April 14th and made arrangements at that time to meet with representatives of NDOR, the City and County on April 26th. This letter is in follow up to our April 26th meeting, as well as a previous meeting held on December 2, 2003, with representatives of the NDOR, City and County regarding the Property and the impacts the proposed Warlick Boulevard interchange might have on it.

The Property is currently located within the Tier 1, Priority A area of the Lincoln City - Lancaster County 2025 Comprehensive Plan approved in 2002 which indicates development should occur within the one to twelve year time frame. The Property has been designated in the Comprehensive Plan for a Community Center which may contain in excess of 500,000 square feet of commercial uses, as well as a Light Industrial Center that could include in excess of 75 acres. The owner has plans to proceed with the development of the Property as soon as possible.

Our comments fall into two primary categories: timing of construction and design. The first and largest concern of the owner is the timing of construction of the Warlick Boulevard interchange. The owner has plans to proceed forward with the immediate development of the Property. They are very concerned about the impact that the construction of the interchange

would have on existing businesses during the construction period. **The owner is requesting that the State move up the time frame for construction of the Warlick Boulevard interchange to 2006.**

The owner supports the current design proposed by NDOR which shows South 1st Street bisecting the southern edge of the property to intersect with the relocated West Denton Road. The owner has indicated to NDOR and the City that they will be requesting an access to the north into the Property at that intersection which will make it a four-way intersection. It is our understanding based upon our meetings that a four-way intersection at that location would not be in violation of NDOR's controlled access standards for freeways. The owner is opposed to the relocation of Folsom Street through the Property to connect to South 1st Street. The relocation through the Property would interfere with the access needed to develop the Property.

One final issue involves the potential relocation of LES lines onto the Property. The owner would request that the LES lines existing along South 1st Street that will be impacted by the NDOR construction project not be relocated onto the Property. The owner is concerned with the amount of additional Property that would be affected by such a relocation.

We look forward to continuing our dialog with NDOR as this project moves forward. If you have any questions regarding the above please feel free to call.

Very truly yours,



KENT SEACREST

For the Firm

cc: Lou Lenzen, NDOR Roadway Design
Ridge Development Company
Southview, Inc.



Citizen Comments

Please submit your written comments and questions by: April 26, 2004

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

City of Lincoln, Lancaster County and State of Nebraska

My family has lived at 1201 Rokeby Road for over 46 years and now I feel you are taking ^{my} livelihood from me, if you close Rokeby Rd. at highway 77 It will lower the value of my property to where most will not even look

at it. I have had a chance to sell to a church and a construction company but why would some one want to buy a dead end piece of property.

I would like to know about my fire protection and should a medical problem arise. How about the school route? Will the city or county take care of the road?

You all know that 14th street is a flood plane and 14th street has flooded several times over the years and I have seen water over 14th for 3 days unusable and closed. What would we do if we had any kind of emergency such as fire or medical?

you the City of Lincoln allowed Wilderness Ridge Golf development, Dahlberg farm and Southwest school area to fill about 5 foot of earth in the flood plane. That means there will be that much more water to come my way. When you build the interchange on Saltillo and 77 what kind of water deterrent are you putting up. I would like to say what a

hardship it will be to travel with farm machinery up 14th to Saltillo then west and north back east to my farm ground. Many other farmers use Rokeby Rd. also to get to their farm ground.

Please reconsider and not close Rokeby Rd.

Harold Oelschlager and family

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

Name: Harold Oelschlager

PO Box: _____

Street Address: 1201 Rokeby Rd.

City, State, Zip Code Lincoln., Ne. 68512

Phone: 402- 423-0724

4/15/04

Mrs. Anderson
3210 Shelley St.
Lincoln, NE 68516

Mrs. Anderson telephoned regarding the Lincoln West Bypass, Saltillo and Pioneers, after reading a news story in the Lincoln Journal-Star about last night's public hearing.

She spoke in support of the closing of Old Cheney at N-77. She said the closure will help prevent increased traffic volume on Old Cheney and benefit the community.

Mrs. Anderson has lived in her current residence for about 15 years. During that time she said she has seen an increase in multi-family residential housing in the area, related traffic increase, and the widening of Old Cheney from a two-lane to a four-lane street.

"The traffic on Old Cheney has just increased unbelievably," she said. "It will get worse if you don't close it."

If Old Cheney is not closed at Nebraska Highway 77, the city street itself will become a "bypass" for the city and that will be detrimental to the community as a whole, she said. She acknowledge the closure will have a negative impact on some people.

She said construction of the proposed South Bypass, in combination with Nebraska Highway 2 through Lincoln, will provide sufficient cross-town east-west routes to serve the community.

"I don't believe we need to increase traffic on Old Cheney," she said.

Kevin Dugan 
Public Hearings Officer
Nebr. Dept. of Roads



Citizen Comments

Please submit your written comments and questions by: April 26, 2004

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94750
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us
Fax: (402) 479-3080

NH-77-2(156), Lincoln Bypass, Saitillo & Pioneers Interchanges, C.N. 12552A

The following are changes that I feel need to be made to this project so that it is more compatible to the future needs of the Lincoln area:

1. Expand the freeway an additional 3.0 miles south to the N-33 interchange. This segment of U.S. 77 has a current traffic volume of 13,186 vehicles per day and it is expected to increase to 21,758 vehicles per day by 2033. That high of traffic volume will require freeway status for safety purposes.

2. Expand the freeway to 6 lanes between the I-80 and N-2/West Van Horn Street interchanges. This would include lengthening the Kals Street interchange overpass so that as many as 8 lanes can be constructed underneath it when traffic volumes warrant them and constructing positive separating barriers in the median for safety purposes.

3. Lengthen the proposed interchange overpass bridges at Pioneers and Warlick Boulevards so that as many as 8 lanes can be constructed underneath them when traffic volumes warrant them.

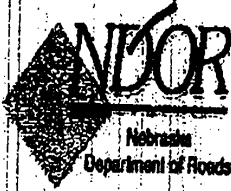
4. Construct an overpass for through traffic at Old Cheney Road.

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

Name: Kevin Knuth
PO Box: 105
Street Address: 1147 CO. RD. K
City, State, Zip Code: Mead, Ne. 68041-4044
Phone: 402-624-2055

Kevin Dugan • Hearings Officer • Communication Division • (402) 479-4271



Citizen Comments

Please submit your written comments and questions by: April 26, 2004

Nebraska
Department of Roads

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

5. Construct an interchange 1.50 of a mile north of the current U.S. 77 / Saltillo Road intersection. This would require relocating Saltillo Road along both sides of the freeway to provide access to the current businesses at the U.S. 77 / Saltillo Road intersection.

6. Designate this freeway as I-180 / U.S. 77 and redesignate the current I-180 as the U.S. 34 Antelope Valley Freeway.

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

(Please print)

Name: Kevin Knuth

PO Box: 105

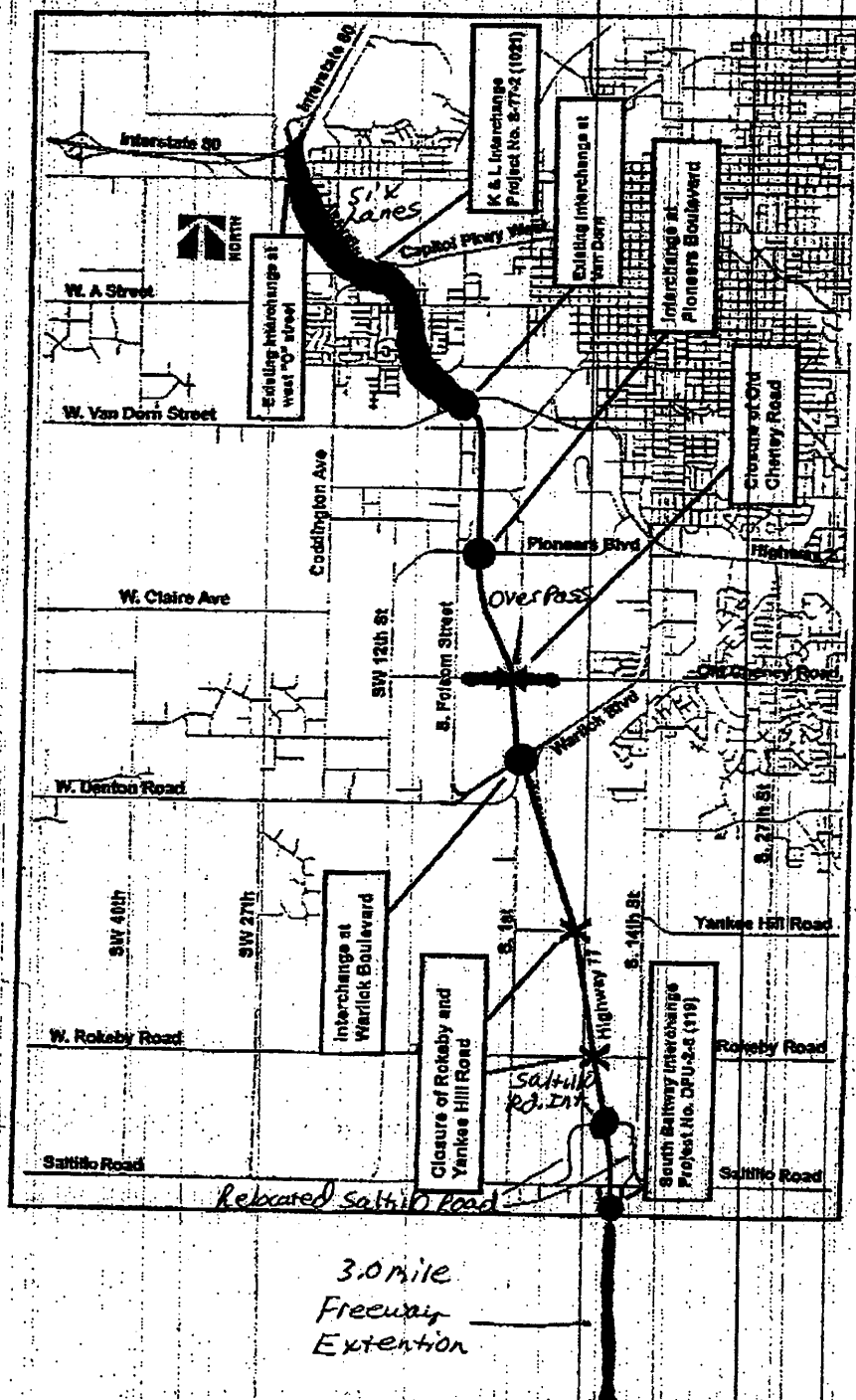
Street Address: 1147 GO RD E

City, State, Zip Code: MEAD, NE 68041-4044

Phone: 402-624-2055

Kevin Dugan • Hearings Officer • Communication Division • (402) 479-4871

SR-180 / US 77 Corridor, Saltillo Road to I-80



6

PULSON ASSOCIATES
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS

NEBOR
Nebraska
Department of Energy

TOTAL P.04

April 23, 2004

Kevin Dugan
Hearing Officer
NDOR Communication Division
PO Box 94759
Lincoln, Ne 68509-4759

Old Cheney Road should not be closed, it is a street that starts at the east edge of Lincoln and goes all the way to SW12. Old Cheney is a major traffic carrier street for the west part of Lincoln and the Yankee Hill area, it is the most traveled street during the use of the YMCA and the Optimists Ball Fields. Old Cheney Road needs to have a traffic volume study done and it will show you that this street is used 3 times more than Pioneers Street. If you close Old Cheney you will cut us off from going directly to South 14 and the new library and Y. Nobody wants to go backwards to get across town and thats what we would have to do. Pioneers Street has 2 sets of railroad tracks before you get to Highway 2, one set of tracks is not even ½ block from Highway 2, at this intersection you can only get 2 cars between the tracks and the highway, sometimes you have to wait 2 or 3 lights before you can get through. If the object of building a bypass around Lincoln, why do you want to dump more traffice at that intersection when it's a major obsticle now? I enjoy driving through Wildernes Park each day, and looking at the trees, this is the only road I take to get to town, I don't want to drive another 3 miles out of my way to get to the south part of town to shop.

Sharon Meints
4220 S. Folsom
Lincoln, Nebr. 68522
402-423-5294

RECEIVED
APR 26 2004
COMMUNICATION DIVISION

April 22, 2004

Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln, Ne 68509-4759

The property located at Highway 77 and West Pioneers know as Park Ridge Heights First Addition is a subdivision of four properties. LeRoy & Sharon Meints at 4220 S. Folsom and Tony & Lora Curtis 600 Tower Road. When this was subdivided the City of Lincoln made the requirements that trees had to be planted along Highway 77 and West Pioneers to Folsom, this was required for sound barrier for the subdivision. We as property owners were assessed for the trees when we bought the property. We do not want the trees removed along either street, the trees are about 30 feet tall and cannot be moved without killing them. We need all these trees to stay in place as a noise barrier along Highway 77 and also along Pioneers between Highway 77 and S. Folsom Street.

Sharon Meints
423-5294

LeRoy Meints
4220 S. Folsom
Lincoln, Nebr. 68522

Tony & Lora Curtis
600 Tower Road
Lincoln, Nebr. 68522

RECEIVED
APR 26 2004
COMMUNICATION DIVISION



Citizen Comments

Please submit your written comments and questions by: **April 26, 2004**

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

NH-77-2(156), Lincoln Bypass, Saitillo & Pioneers Interchanges, C.N. 12552A

I am writing concerning the proposed highway 77 project.

My wife and I are avid bicyclists. As you may not be aware Highway 77 is the major route in and around Lincoln for road cyclists. There are few other areas for us to ride. The trails, although commendable, are not designed for road bikes. In the city, it is not safe to have a bicyclist traveling at speeds over 20 mph trying to share the roadway with pedestrians walking dogs, or families with toddlers. The crushed limestone surface outside of Lincoln is not safe for road bikes. The increased traffic on two lane roads makes cycling on these terrifying and dangerous. For safety reasons, we need to ride on a paved shoulder. Unfortunately, there are few of these around Lincoln, and Highway 77 is the best.

You might question why the Dept of Roads should be concerned with the needs of bicyclists. As you know our country suffers from an epidemic of inactivity induced disease, including obesity, diabetes, heart disease, etc. It should be the charge of all governmental agencies to improve the health of their citizens when they have the opportunity to do so. Maintaining an opportunity for safe cycling should be a priority for your agency.

I am asking you to consider the following requests.

1. During the construction process, that adequate, safe access to and passage through the construction zones be maintained for bicycles.
2. At the conclusion of the project that changes be implemented to allow continued access to all of highway 77 for bicycles.

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

Name: Alan S. Marion, MD, PhD
PO Box: Janet Marion
Street Address: 2821 Sheridan Blvd
City, State, Zip Code: Lincoln, NE 68502
Phone: (402) 435-4050



Nebraska

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Citizen Comments

Please submit your written comments and questions by: April 26, 2004

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Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. *Thank you for participating in our public involvement process.*

Name: Ben J. Volz

PO Box:

Street Address: 5520 Wilderness View

City, State, Zip Code Lincoln NE 68512

Phone:

CITIZEN COMMENTS
FOR: KEVIN DUGAN, HEARING OFFICER

Concern # 1

The entrance street off of Old Cheney that leads to Warlick Boulevard, I feel should be a four lane street. Maybe I don't know the numbers. But, if people can't turn North out of the East entrance of Salt Valley at peak times of the day, the majority of the traffic will be existing on the exit street to Warlick. **The rest of the project, I see as a plus for Salt Valley residents and better movement of the intersection for everybody in the area.**

Concern # 2

If the powers to be feel its in the best interest in closing Old Cheney at the West By Pass, I am for that closure. My concern for the future is two fold. 1. Kids may start to use that as a 1/4 of a mile race track, from the West end of Old Cheney (at the closure) up to the rail road tracks and/or as a private place to have parties, etc. 2. The volume of trains will increase from the proposed 60 a day and the street (Old Cheney to Wilderness Park) will become more of a hazard than a haven. **I feel the closure on both sides of the Rail Road tracks would be in the best interest of the railroad, the City of Lincoln and safety for the community.** Another concern is if more trains per day are scheduled (60 per day, plus). Besides the safety issues, having the noise of the train itself is a factor that will not go away. Getting rid of 300 train whistles per day is something that can go away, if organizations work together. Good example, the improvements that the railroad did on 3rd & F Street in Lincoln, access for pedestrians/bikes, under the railroad tracks.

As the project evolves. I would like to see the Fire/Rescue, Railroad representatives, City representatives and Department of Roads have an informal meeting with the public concerning the reasons why to keep open access over the railroad tracks, if the access from the West By Pass is being closed and there is still access to Wilderness Park from 1st Street from Pioneers Street.

CASE IN POINT

I think people need to look at some numbers. Find out the weakness and the strong points of having both sides of the rail road tracks closed on Old Cheney, if access is closed at the West By Pass. **Any emergency team (fire/rescue, police) team having to come to Salt Valley or Wilderness Park would they want to rely on an open (24/7 entrance) or take a change of having to be stopped for 10 minutes or longer for a passing train to save somebody's life, when that subject is located not far, on the other side of the railroad tracks.**

I would think that any emergency team would like to know before leaving their station or receiving a call, the best reliable route to use, knowing that an additional 30-45 seconds of road time will ensure them of arriving to their destination to assist somebody in the first 3-5 minutes of a life and death situation.

NEXT BEST SOLUTION

The railroad does approve of a alarm system for on-going trains that is located in the street (both sides of the tracks), more residential friendly. The alarm system is triggered a 1/4 of a mile away from the intersection by the on-coming train and the arms of the crossings then come down. This system is approved by railroad for in all 50 states.



Citizen Comments

Please submit your written comments and questions by: **April 26, 2004**

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

NH-77-2(156), Lincoln Bypass, Sallito & Pioneers Interchanges, C.N. 12552A

I am writing concerning the proposed highway 77 project.

My wife and I are avid bicyclists. As you may not be aware Highway 77 is the major route in and around Lincoln for road cyclists. There are few other areas for us to ride. The trails, although commendable, are not designed for road bikes. In the city, it is not safe to have a bicyclist traveling at speeds over 20 mph trying to share the roadway with pedestrians walking dogs, or families with toddlers. The crushed limestone surface outside of Lincoln is not safe for road bikes. The increased traffic on two lane roads makes cycling on these terrifying and dangerous. For safety reasons, we need to ride on a paved shoulder. Unfortunately, there are few of these around Lincoln, and Highway 77 is the best.

You might question why the Dept of Roads should be concerned with the needs of bicyclists. As you know our country suffers from an epidemic of inactivity induced disease, including obesity, diabetes, heart disease, etc. It should be the charge of all governmental agencies to improve the health of their citizens when they have the opportunity to do so. Maintaining an opportunity for safe cycling should be a priority for your agency.

I am asking you to consider the following requests.

1. During the construction process, that adequate, safe access to and passage through the construction zones be maintained for bicycles.
2. At the conclusion of the project that changes be implemented to allow continued access to all of highway 77 for bicycles.

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

Name: Alan S. Marion, MD, PhD
PO Box: Janet Marion
Street Address: 2821 Sheridan Blvd
City, State, Zip Code: Lincoln, NE 68502
Phone: (402) 435-4050



Citizen Comments

Please submit your written comments and questions by: **April 26, 2004**

Nebraska
Department of Roads

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us
Fax: (402) 479-3989

NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

My Name is Dave Shoemaker with Shoemaker's
Truck Station. We own the Shell Station
on Hwy 77 & Saltillo. Please put me on the
mailing list & send me a diagram of that
intersection & of the bypass intersection.

Thank you.

Dave Shoemaker

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APR 19 2004

COMMUNICATION DIVISION

We, at the Department of
Roads, appreciate your input.
Your comments and questions will
be reviewed by appropriate
department engineers and staff.
Thank you for participating in our
public involvement process.

Name:

(Please print)
DAVE SHOEMAKER

PO Box:

Street Address:

4700 WEST "D" ST

City, State, Zip Code

Lincoln, NE 68528

Phone:

402-474-1771



NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges, C.N. 12552A

Citizen Comments

Please submit your written comments and questions by: **April 26, 2004**

Return To: Kevin Dugan
Hearings Officer
NDOR Communication Division
PO Box 94759
Lincoln NE 68509-4759

E-mail: kdugan@dor.state.ne.us

Fax: (402) 479-3989

Keep old Cheney open. Wilderness Park is a major detriment going East & West in the south part of Lincoln. Don't give up the old Cheney access thru Wilderness Park. Remember it was more than 25 years before the building of the West Bypass mostly because of litigation over Park property Wilderness Park.

I have marked in red on the map what appears to be a very accomplishment. Move the W Bypass to the West at old Cheney and Bridge old Cheney. moving to the West would allow enough room and there is already a high approach from the West on old Cheney.

Please work with the city and County officials to make this South-East and West street facility beneficial to all of Lincoln and the surrounding area.

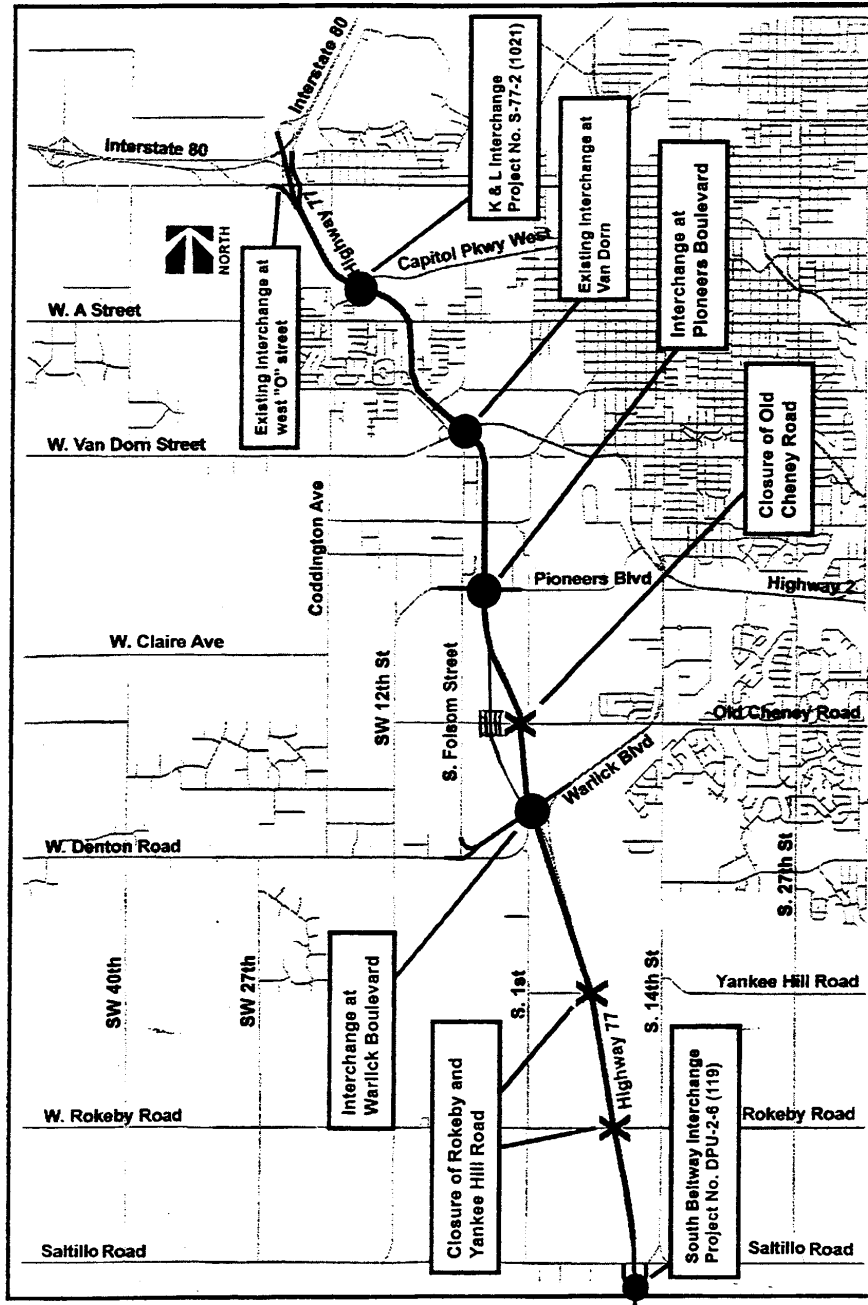
Thank you!

(Please print)

We, at the Department of Roads, appreciate your input. Your comments and questions will be reviewed by appropriate department engineers and staff. Thank you for participating in our public involvement process.

Name: WAYNE GIEBELHAUS
PO Box: _____
Street Address: 5921 BERKELEY DR.
City, State, Zip Code: LINCOLN, NE 68512
Phone: 423-4697

US 77 Corridor, Saltillo Road to I-80



A KFOR Perspective

By

Roger Larson

“Old Cheney Access”

11-25-03

The State Highway Department is planning to upgrade the West Bypass, which is Hiway 77, to the status of an Expressway, which means limiting crossings and allowing removal of streetlights. The goal is to speed up traffic and attract more traffic onto the high-speed bypass. I believe the plan is seriously flawed as it exists today. The community already has a problem of east-west access caused by Wilderness Park. Now the State plan is to close the crossing of Old Cheney Road at the West Bypass. This would create a four-mile stretch from Rokeby Road to Pioneers Blvd with only one crossing.

The result would be three new problems, which outweigh any benefits of the plan.

First, this would make it even more difficult for the thousands of residents south of Highway 2 to go to their worksites which generally are in the downtown area, including state, city and county governments, and the University or the employment centers in the northwest. Some of these people use the bypass to reach Interstate access to Omaha.

Neither Pioneers Blvd nor Warlick Road offers the straight access to the bypass that Old Cheney Road does.

Second, the same is true for all of the residents on the west side of the bypass trying to reach the Southpointe area, including Southwest High School, the YMCA and the library, as well as downtown.

Third, this would create real access problems for the heavily used Youth Sports complexes on the west. The YMCA's Wright Field and the Optimist Club ball fields draw thousands of users, and I would guess that virtually all of them come from east of the bypass.

Two other reasons to keep Old Cheney open are the blockage of Pioneers Blvd when a train is on the track north of the Penitentiary, and the fact that we are trying to encourage growth to the southwest part of our community.

The closing would cause tremendous additional traffic on the already crowded 27th Street, as south Lincolniters would use that street to reach downtown.

I believe the closing of West Old Cheney Road at Hiway 77 is a horrible mistake, and will cause so much inconvenience and increased traffic on smaller streets that it will have to be re-opened. But plans can still be changed. It's up to all of us to let the State Hiway Department know that this plan is unacceptable.

I'm Roger Larson, and that's the way I see it.

This has been a KFOR Perspective, by Roger Larson. We would like to hear your views. If you would like to respond, send Roger a fax at 467-4095, or e-mail a response to perspective@threeeagles.com Listen Tuesdays and Thursdays for a KFOR Perspective, by Roger Larson, on KFOR 1240.

Let's not close Old Cheney Rd

The information I have is that the Nebraska State Department of Roads wants to upgrade the Highway 77 Bypass to a Expressway, to do this they say Old Cheney must be closed at the Bypass intersection. In my opinion this would be a major catastrophe to the citizens of Lincoln, especially those living in the Southwest quadrant and also the people in the Yankee Hill area. I feel the Lincoln Citizens need to know the negatives of what is being considered.

The Comprehensive plan calls for development of the area West of the Bypass South of West Pioneer.

Old Cheney is a major carrier of traffic to the Bypass.

A new high school, YMCA and public library were built on South 14th street and the closest access from the West would be removed.

Lincoln Memorial Cemetery and Wilderness Park do not allow for much access from East to West in the Southwest area of Lincoln.

More new housing and development is coming fast to the Southwest area of Lincoln, which will make matters much worse.

When a train runs on the South side of highway 2 it blocks all the crossing from 56th Street to 14th Street, it is a half hour before the crossings clear. Old Cheney to the Bypass gives people a way to get around this to the North, including of course emergency vehicles.

With the widening of 14th and closing of Old Cheney the traffic at Highway 2 & 14th will be astronomical.

People use Old Cheney to the Bypass to get North to the interstate to go to Omaha and to points West.

If Old Cheney is closed another road will never be allowed across Wilderness Park to the West.

Traffic congestion from YMCA Wright Fields and from the Optimist Youth Sports Complex will only have Pioneer Blvd to go East on.

Much traffic will funnel thru the Yankee Hill area on Folsom Street

People using these youth facility will have a much more dangerous atmosphere to travel in.

When the Optimist Sports Complex on South Folsom was proposed a traffic signal was required on Old Cheney Rd and the Bypass with a proposal of a future interchange at this intersection.

If a street needs to be closed to meet Expressway requirements maybe we should consider closing West Pioneer East of the Bypass and installing the interchange at Old Cheney Rd. This would allow for less traffic thru the Yankee Hill Area. West Pioneer is not a thru Street to the East from the Bypass. There are more on grade railroad crossings on West Pioneer then Old Cheney. Old Cheney is a thru access from East to West in the South quadrant of the Lincoln.

I urge the decision making officials to do their utmost in publicizing and receiving input from the citizens of Lincoln-Lancaster County on this important matter.

Wayne Giebelhaus
5921 Berkeley Dr.
Lincoln, NE 68512
423-4697

Star City OPTIMIST YOUTH FOUNDATION

Serving the youth of our Community

Bob Grundman
President
7412 Karl Drive
Lincoln, NE 68516
489-9171

Roger Simmons
Secretary
2970 South St.
Lincoln, NE 68502
488-6544

Tom Shriner
Treasurer
1501 N. 57th
Lincoln, NE 68505
464-7443

April 14, 2004

TO: Nebraska Department of Roads
State Highway Commission

FROM: Bob Grundman, President, for the Star City Optimist Youth Foundation (SCOYF),
a 501©3 organization coordinating the joint activities of Lincoln's Optimist Clubs.

RE: Opposition to the closing of Old Cheney Road at U.S. Highway 77 in
Project NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers.

SCOYF has been in the process of developing a Youth Sports Complex at 5300 S. Folsom since May 1996 and opened our first four baseball fields in May 2003. Currently, we can play only 4 games each evening due to our lack of lights though multiple daytime games are being held on the weekends. Still, in our initial season, 177 games and numerous practices were held at our complex. This translates to over 350 teams involving over 5,000 players. The majority of players access our facility via Old Cheney Road since our entrance is just ¼ mile north of that street. It was in anticipation of that fact that we were required to contribute \$35,000 towards a stoplight at the Old Cheney/U.S. 77 intersection.

When completed, our complex will consist of 8 lighted baseball fields capable of hosting 16 games each evening. We envision this to be the only complex of its size in the area and, when combined with the 4 fields of Densmore Park, could make an excellent location for attracting regional tournaments which could bring additional revenue dollars to Lincoln and Lancaster County.

We feel that the closure of Old Cheney Road at Hwy 77 will hinder access to our complex and make travel between it and Densmore Park more difficult. We currently have paved access from both north and south. To maintain paved access from the south, should Old Cheney be closed, will require the paving of S. Folsom between Old Cheney and West Denton. While the 25 year Comprehensive Plan shows that being a 4 lane roadway, it would be a county project. That project is not currently listed in the County's Six Year Plan and may not be completed concurrently with a closure of Old Cheney.

When considering the traffic generated by both our Optimist Sports Complex as well as the YMCA's neighboring Wright Field during evenings and weekends in addition to the morning and evening traffic exiting and entering Old Cheney at U.S. 77, we feel closing Old Cheney would be a disservice to the public. Forcing that traffic onto other existing roadways would simply create additional problems and safety hazards.

Our Foundation requests consideration be given to alternatives other than the closing of Old Cheney at U.S. 77.

SUPPORT FOR STATE PROPOSAL REGARDING OLD CHENEY AND HIGHWAY 77 SITE:

A) Closing that intersection as the state proposes is ideal.

1. It eliminates heavy, and sometimes speeding traffic through a neighborhood. That is good from a safety standpoint.
2. Proposed interchanges at Pioneers Boulevard and Warlick Boulevard handle issues of Highway 77 accessibility.
3. A basic, necessary, and expensive piece of infrastructure is currently in place on Warlick Boulevard; namely an overpass to traverse the high-traffic rail line.
4. Access to areas west of Highway 77 will be available via state proposed interchanges at Pioneers and Warlick.

B) The city/county may, in the future, propose an overpass at Highway 77 and Old Cheney Road. I believe this idea to be poorly considered. Why? It can be demonstrated that such a project would be redundant, expensive, unnecessary, and of dubious benefit.

1. Convenience. Is this the attempted gain? What do we gain access to? Perhaps a shortened route to soccer and ball fields, or a route to undeveloped land? We must remember the increased contention for right-of-way on this road. The rail line there already averages over 40 trains per day across Old Cheney Road (See Nebraska Department of Roads report: Highway 77 and Warlick Boulevard Traffic Analysis and Conceptual Design (Final Report) February 2003, Page 47). So one gains a short route across Highway 77, only to be impeded by train traffic. This leads to,

2. Cost. Not only is one overpass needed, but in fact two. One over the rail line, and one over Highway 77. This is not nearly as cost effective as employing an already existing overpass to carry traffic. Other costs associated with potential construction at this site include: water/runoff studies, park impact, environmental consideration and utility impacts.

C) In conclusion, a winning proposal emphasizes the Warlick interchange as a superior alternative to any Old Cheney throughway. It reigns in costs, while moving traffic along safely, by using existing infrastructure. An Old Cheney/Highway 77 overpass provides marginal benefits at high cost. In short, there is no need for an overpass at Highway 77 and Old Cheney Road in the foreseeable future. (See Nebraska Department of Roads/Olsson Associates report to the City of Lincoln/Lancaster Commons of 8JUL03 for safety considerations and time study reports.)



Lincoln Independent Business Association

P.O. Box 5784 • 709 No. 48th St. • Lincoln, NE 68505
Phone: 466-3419 • Fax: 466-7926 • www.liba.org

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PAC

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Public Relations

Phil Young

School Liaison

Dan Alberts

Tax Efficiency

Joe Hampton

Youth

Larry Anderson

Old Cheney Road Must Remain Open

Position Statement

LIBA Board of Directors

November 13, 2003

LIBA expresses a high level of concern with the proposed closure of Old Cheney Road on both sides of the west bypass. For many years Lincoln has experienced a serious problem with a less than adequate arterial street system. There are too few arterials that allow the safe and efficient flow of traffic from one side of Lincoln to the other. Old Cheney is one of those limited few that does allow this.

The community has spent \$55+ million along South 14th with the development of Southwest High School, the new Library and the YMCA. The closure of Old Cheney would eliminate one more access to this large community investment from the proposed large growth areas as called for in the Comprehensive Plan in the southwest quadrant of the city. Closing Old Cheney would just make it more difficult to traverse the city, a task already quite difficult.

LIBA understands the decision to not build a full interchange at this location. However, we strongly recommend that an overpass be built to accommodate the needs of our growing community. We believe an overpass would be a wise investment for the long-term needs of an orderly and efficient traffic system for the future.

LIBA's objective is clear. We must create an easier flow of traffic across Lincoln, not close the few arterials we have and generate more difficult traffic patterns.

Cc County Board
City Council
Mayor Coleen Seif

December 3, 2003

Mr. Eldon Poppe
Roadway Design Engineer
Nebraska Department of Roads
1500 Highway Nebraska 2
Lincoln, NE 68502

Thank you for spending some time explaining the State Department of Roads plans and solutions relative to the west by-pass.

At this point in time, the only reasonable request I can make is for you to incorporate into your plans a provision for a future overpass at Old Cheney and Rokeby Road. I do believe that this could be of value in the future when the city understands the need to cope with the double barrier of Wilderness Park, and the ever-growing traffic of the railroad tracks in the area exacerbated by the increasing coal traffic.

Thank you for your willingness to discuss your needs and my concern for the lack of an adequate arterial system in Lincoln which enables a vehicle to travel from one side of town to the other side in a safe and efficient manner and on a continuous route. Old Cheney is the only one in Lincoln, south of O Street, where this can occur.

Sincerely,

Joseph R. Hampton
Chairman of the Board

Cc: Duane Acklie
Bruce Bohrer

STATE OF NEBRASKA

DEPARTMENT OF ROADS

John L. Craig, Director
1500 Highway 2
PO Box 94759
Lincoln NE 68509-4759
Phone: (402) 471-4567
FAX: (402) 479-4325
<http://www.dor.state.ne.us>

March 12, 2004



Mike Johanns
Governor

Jeff White, President - Elect
Lincoln Independent Business Association
P.O. Box 5784
Lincoln, NE 68505

RE: Nebraska Department of Roads Project NH-77-2(156)
CN#12552A
Lincoln Bypass, Saltillo & Pioneers

Dear Mr. White:

I am writing this letter in response to your organization's position letter dated November 13, 2004.

We appreciate your taking the time to understand the situation and your thoughtful response. Let me clarify the Department's position on Old Cheney Road and US-77. We are not opposed to closure of Old Cheney Road itself. We are willing to work with the City of Lincoln, or Lancaster County to build an overpass at this location. Hopefully with their cooperation, this overpass can be provided.

We will be holding a public information meeting and hearing on this project on April 14, 2004. This will be held at the Lincoln Firefighters Reception Hall located at 241 Victory Lane. At 3:00pm you can view the plans and talk with us informally. At 7:30pm, we will hold a hearing where you may comment as you wish on public record. We invite any interested members of your organization to attend our meetings.

We, at the Department, appreciate your thoughts and concerns regarding this project. Please be assured that the Department will continue to work with the community in any way possible as we progress with design. Once again, thank you for your participation in the public involvement process. If you have any further questions, you may reach me at (402) 479-4449.

Sincerely,

A handwritten signature in dark ink, appearing to read "Noel Salac".

Noel Salac
Project Engineer
Roadway Design Division

xc: File

Dink JOHNSON

From the:

Yankee Hill Neighborhood Association

April 14, 2004

The Yankee Hill Neighborhood Association had a quarterly meeting on the night of April 13, 2004. In the meeting we addressed that the Highway 77 upgrade to an interstate/express way. Our understanding of this project has proposed **closure of Old Cheney at HWY 77.**

The Yankee Hill Neighborhood Association is AGAINST this aspect of the project.

The major reason for this stance is because of traffic. At present, the project calls for an exchange at Pioneers Boulevard and at Warlick Boulevard. We are in favor of these exchanges. The Associations concern is that without an overpass at Old Cheney there will be a large amount of traffic using Pioneers Boulevard and the neighborhood, adding to congestion and the possibility of more danger on the road than at this present time.

At the corner of Pioneers and Folsom Street, the neighborhood has a large amount of traffic because of the **YMCA Wright Fields** on the west side of Folsom and on the East side of Folsom we have the **Optimist Youth Sports Complex**. At this time, it is also our understanding that a **new church** will soon be built north of the Optimist Complex which will only add to the traffic congestion. With the proposed closure of Old Cheney Road, most of the traffic will travel to Pioneers and through the neighborhood on Folsom street. The neighborhood enjoys these faculties and listening to the kids enjoying themselves but as these facilities grow, so will the number of travelers to and from these locations along with the danger of forcing all of the traffic to use only one or two access points.

There have been traffic studies of the area which state that these roads can take the added load. The Association would challenge those studies results. It has also been stated that it only takes somewhere around 1.9 seconds longer to travel to Warlick Boulevard to or from the area of the complexes. Although this information sounds logical, the perception is not. People will not travel what they see is an added distance; they will travel the route they feel is the shortest distance which will be to Pioneers Boulevard or through the neighborhood.

Another concern that we would like to address is the City of Lincoln Comprehensive Plan for the development of the Southwest area. Within a short amount of time there will be a large amount of housing development West of HWY 77. These new members of our community will be faced with the consequences of purchasing a

home with limited access to the southeast side of town and traffic congestion which will be an added danger to daily driving to and from their home.

There are a large number of travelers who use Old Cheney to access the southwest areas of town and HWY 77. With that said, the reverse is also true. To not put an overpass on HWY 77 and Old Cheney at this location would hurt not only the southwest Lincoln but the entire South side of Lincoln for accessibility. The Yankee Hill Neighborhood Association would respectfully ask for a review of this decision to close Old Cheney. We feel that an overpass on Old Cheney and HWY 77 is a wise investment for the people of the South side of Lincoln, the City of Lincoln, Lancaster County and the State of Nebraska.

Sincerely,

A handwritten signature in cursive script that reads "Tony Curtis".

Tony Curtis
Yankee Hill Neighborhood President



"Gregg Fusselman"
<Gregg.Fusselman@rexnord.com>

04/29/2004 11:03 AM

To <kdugan@dor.state.ne.us>

cc

bcc

Subject HWY 77

Kevin

I just received an email pointing out the proposed changes with HWY 77 and I hope my comments are still welcome. I have been riding (bicycle) HWY 77 south of Lincoln for years and do so... weather permitting, 3-5 times per week. I have found riding here a safe and pleasant alternative to two lane, shoulderless area roads. I currently access 77 from the intersection west of 14th and Old Cheney; riding southwest out to the bypass.

It is my hope that any changes made will still provide for quick and safe access for bicyclists to HWY 77 south of town. An unpaved route would not be considered safe for a road style bicycle.

Sincerely,

Gregg Fusselman
3901 s. 39
Lincoln, NE 68506

402 304 2563



biciguy
<biciguy@yahoo.com>
04/28/2004 04:21 AM

To kdugan@dor.state.ne.us
cc
bcc
Subject South Lincoln Bypass Issue

Dear Sir,
As a Lincoln resident for over 15 years, I'm deeply concerned about the proposed closures of intersections along U.S. 77. As an avid cyclist I have ridden all local highways extensively. I have always used the Pioneer's Park, Old Cheney, Yankee Hill, and Rokeby Road intersections for safe access to these roads and also as safe ways to cross U.S. 77. I hope that you consider that the fewer intersections along U.S. 77 will only increase the danger we cyclists encounter in our use of these roads. One bicyclist on the highway translates to one less car that contributes to congestion. Please consider bicyclist's use of the highways in all your future plans.

Cordially,
Conrad Castaneda

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<http://hotjobs.sweepstakes.yahoo.com/careermakeover>



ewooster@lps.org
04/26/2004 03:17 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject South Lincoln Bypass

Kevin,

I wanted to write with my concerns about the plans for Hwy 77. I am an Early Childhood Teacher with LPS and an avid cyclist. My husband and I ride Hwy 77 at least three times per week. There are a number of reasons why Hwy 77 is our first choice when riding.

1) The shoulders give us the room to be able to ride side by side and talk (three hour rides get a little long if you don't get to talk), & the security that we won't be hit. Being a woman I don't feel safe, especially riding alone or with another female friend, on the country roads. If I have a breakdown and have to change a tire or work on my bike I'd much rather be out in the open on Hwy 77.

2) Hwy 77 is bike friendly. Both my husband and I have very expensive Italian bikes. (as much as some cars) The route is smooth enough and clean enough not to cause damage to them. With the extra wide shoulders there is room to get around any road kill or garbage. On a country road, I risk having to go off the road. With tires pumped to 130 psi it only takes one time going off and into a divit to cause some real damage to rims, tires, etc. (Keep in mind that tires alone cost \$57 a piece, rims \$450)

3) The location of Hwy 77 is such that we can be out there within 10 minutes, and get in a good ride without having to worry about lights, stops, ect. Hwy 77 is also choice because the wind tends to blow in a direction that we can either ride into the wind when we are fresh having it to help push us back, or so that we have a slight cross wind.

These may seem like minor reasons, but they are what gives me the security to feel safe. If we aren't able to ride Hwy 77, from Lincoln, I will either be forced to stop riding, or load my bike up in my car and drive out to where I can legally get on it. We have three cars between the two of us and do pay taxes. I know you have to look at what's best for the majority, but please consider adding a bike lane, paved path, or other means for cyclists to go South out of town.

Thanks for you time,
Beth



<ksoden@alltel.net>

04/26/2004 02:53 PM

To <kdugan@dor.state.ne.us>

cc

bcc

Subject South Lincoln Bypass [NH-77-2(156)]

Greetings,

I am a cyclist in the Lincoln area and have recently read about proposed changes to Highway 77 that will limit access to cyclists. I ride my bicycle about 10,000 miles per year in and around Lincoln. This includes a 15-mile daily roundtrip commute to work year round and a large number of miles on state and county roads spent training for racing.

Given the alarming number of recent cyclists' deaths on shoulder-less county roads in the area and being the father of 3 small children, I tend to choose roads that have a paved shoulder because they are safer. The shoulder on Highway 77 south of Lincoln makes it one of the safer routes for cyclists in the area. I understand that the proposed solution is for cyclists to use county roads to get to highway 77 south of the bypass. However, forcing cyclists to use one of these shoulder-less county roads will create an unsafe situation.

My father has worked for the Dept of Roads nearly 30 years so I understand some of the challenges your organization faces in maintaining a road system able to handle the ever-increasing volume of car and truck traffic. It is my opinion that cycling should be regarded as part of the solution to our traffic problem and considered in the design of new roads. I do not claim to have all the answers, however I do ask that you please keep the interests of cyclists in mind as you design our state roads.

Thank you,

Kelly Soden



Marie Chelikowsky
<mchelik@lps.org>
04/26/2004 01:53 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject South Lincoln Bypass

Kevin-

As a fast recreational cyclist, occasional racer, who often uses Hwy 77, I have to urge you to consider a different alternative than the one currently being considered.

As an avid cyclist it is difficult to find safe places to ride in and around Lincoln. The bike paths are not viable alternatives, as the speeds the group I ride with are typically in the 20-25 mph range.....Obviously this is not safe for the cyclists or the pedestrians using the paths.

We often try to ride county roads, but due to the lack of courtesy and respect from SOME drivers, it is often a dangerous place to ride as well. We need only look at the recent deaths of several law abiding cyclists to see that this is true.

The most viable and safe alternative for both cyclists and motorists, is having a relatively wide shoulder to ride on so that we can be far enough away from traffic. Perhaps an option might be a shoulder that's specifically designated as a place for cyclists to ride.....not only might we feel safer, but if it were specifically designated as such, we might also receive a small amount more respect that we currently receive.

Thanks for "listening" to my "2 cents!!"

Respectfully,

Marie Chelikowsky



"Alan Wickman - GPBC
webmaster"
<webmaster@greatplainsbik
eclub.org>

04/26/2004 12:55 PM

To <kdugan@dor.state.ne.us>

cc

bcc

Subject South Lincoln Bypass, Hearing NH-77-2(156)

As a bicyclist that uses Highway 77 regularly (from Warlick south), I want to voice my concern with the proposed changes to Highway 77 which involve the closing of the highway to bicyclists.

I have seen the DOR's exhibit which projects a substantial traffic volume increase for this stretch of road. I can appreciate that this may warrant an engineering response something like that which you have proposed. The problem that bicyclists have, however, is that there is a near-complete lack of safe routes for bicyclists heading south out of Lincoln. In fact, Highway 77 is currently the only north-south route of a paved road with a shoulder available to bicyclists in Lincoln. There isn't any other route that I use.

Yes, there are some paved mile roads heading south, and one would expect that more of these roads will be paved in the future, and that they will go south of Saltillo Road. Yet Lancaster County paves these roads without any shoulder on them, which makes them very intimidating for a bicyclist when combined with a significant traffic volume (plus accidents involving bicyclists on these roads, in spite of the fact that many bicyclists avoid them). It strikes me that it would be much safer for bicyclists, as well as safer for motorists generally, if the county were to have wider paved mile roads with at least modest shoulders.

You might also point to the Jamaica North Trail (which is still in need of some more money), but that will be a wandering rail-trail with a crushed rock surface. It will be suitable for recreation, but won't be good for the tires of many road bikes and can't be cleared during the winter because of its surface. Plus, any trip on it will involve a significant detour to go just about anyplace.

My plea is that the needs of bicyclists be taken into account within the total state-county-city response to a projected tripling of north-south traffic along this corridor. If there are going to be that many more people living south of Lincoln (which is perhaps not an unreasonable projection), then some accommodation needs to be made for modes of transportation other than just private passenger automobiles.

Thank you --

Alan Wickman
Ride Director & Webmaster
Great Plains Bicycling Club



"Rich Rodenburg, Bike
Pedalers"
<rich@bikeped.com>

04/26/2004 12:31 PM

To "Kdugan@Dor. State. Ne. Us" <kdugan@dor.state.ne.us>

cc

bcc

Subject hearing NH-77-2(156) West HWY 77 bypass

Kevin,

Please consider this written testimony on hearing NH-77-2(156).

I own two Lincoln area bicycle shops, and the main topic of concern the last few years, is how few roads can be ridden to get out of town to get exercise by bicycle. From what I hear about plans for the new bypass, the most popular remaining safe route would go away. Cyclists are very concerned.

Although the new West Lincoln Bypass would not actually be part of the Interstate system, the new roadway would be built to the same standards as an interstate, so even if cyclists are allowed on the shoulder, the onramps, off ramps, will make it unsafe or inaccessible. Also, the plans call for the elimination of most of the east/west roads, further complicating cycling in the area. Two pedestrian and bicycle crossings are being planned. One is to be included with the future Pioneers Blvd. overpass and the second is the abandoned Rock Island RR right of way that goes under the highway south of Warlick Blvd. This second crossing will be able to connect directly to Wildemess Park but is separated from the Jamaica by Salt Creek and the Rock Island Trail and Colonel Densmore Park by the BN Railroad tracks.

With the current roadway designs, the first opportunity a cyclist can access US-77 to the south is at Wittstruck Road (2 miles south of Saltillo Road). This is a gravel surface road. The Homestead Trail (Jamaica Trail extended south through Beatrice) will provide access at Hickman Road and at the Village of Princeton.

Designers feel that the proposed Jamaica North Trail will give cyclists access to Hwy 77 south of Saltillo, but as this trail is planned to be crushed limestone (same as the MoPac East), it would not be embraced by road cyclists with skinny tires. Lynn Johnson, Parks and Rec Director, did some quick figuring, and calculates that paving Jamaica North would add about \$900,000 to the project.

I served on the transportation task force for the new 25 year comp plan, and don't remember this being on the radar screen at this time.

I am also on the Mayor's Pedestrian/Bicycle Advisory Committee, and these plans have not yet come before that committee.

Please consider bicyclists' needs as this process is carried forward.

Rich Rodenburg

Bike Pedalers / Walton Trail Co

33rd & B 118th & A

Rich Rodenburg, owner

www.bikeped.com

rich@bikeped.com

402-474-7000

800-728-0856



"Dick Railsback"
<dick3760@hotmail.com>
04/26/2004 10:17 AM

To kdugan@dor.state.ne.us
cc
bcc
Subject South Lincoln Bypass

Dear Mr. Dugan,

In reference to the South Lincoln Bypass, Hearing NH-77-2 (156), I respectfully request you keep in mind the number of bicyclists who regularly use the access roads and Hwy 77 for great recreational purposes. The trails in and around Lincoln are great but Hwy 77 allows those of us who enjoy road biking for longer distances the opportunity to "go long". Please keep the access roads and Hwy 77 open to the bicyclists!!!

Thank you for your understanding in this matter!

Dick Railsback

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"Kevin Johnson"
<KJDDRP@msn.com>
04/26/2004 11:31 AM

To <kdugan@dor.state.ne.us>
cc
bcc
Subject Highway 77 reconstruction

Please add my name to the list of those concerned that this construction project will adversely affect cyclists who wish to use highway 77 for training or who need to access or cross it at areas north of Saltillo Road. This is an important asset to the community of Lincoln for cycling and this access is one of the intangibles that makes our community a unique progressive community in our state.

Thank-you

Kevin Johnson



Tim Farnham
<tifarnham@cox.net>

04/26/2004 11:23 AM

To kdugan@dor.state.ne.us

cc

bcc

Subject NH-77-2(156)

Kevin Dugan:

Regarding the South Lincoln Bypass, [hearing NH-77-2(156)] as a citizen and taxpayer I ask that the project be sensitive to the many bicyclists who regularly ride Highway 77, including myself. Many Lincolmites and Nebraskans do not recognize that cycling is not just a form of recreation that can be reserved for trails and State Parks but is actually a form of transportation and a lifestyle choice.

Thank you for your consideration of the significance of this project to cyclists in the greater Lincoln area.



jadams@gdatp.com
04/26/2004 09:23 AM

To kdugan@dor.state.ne.us
cc BIKELINC@crcvms.unl.edu
bcc
Subject Hwy 77 project

Good morning,

My name is Jim Adams. I was the Director for the State Games Cycling events from 1998-2002. I am an amateur CAT4 racer, and a USCF Official. I've helped at local grade school bike rodeos. I'm ridden many tours to raise money for our trail system, like Easy Pickens' and the Hyland Hundred.

I ride and race locally, and ride about 7000 miles a year on the county roads. Probably a quarter of those miles are on HWY 77. I live by Pioneers Park. We often ride to Sprague, Cortland, Crete, Wilber, even Beatrice and back.

After my visit to see the maps, I rode out to Sprague and back on Hwy 77. Many of the area cyclists ride 77 because it has shoulders and we feel safer. Especially after recent cyclist "killings" on our roads.

We average 20-25 MPH on the county roads to train for events. Our speeds are much too fast for city trails.

We ride on the county roads, so as not to unsafely interrupt city trail traffic. The tires on a road racing bike are 23mm wide and 120PSI. They are not normally ridden on limestone or dirt trails.

Most of the touring and racing bikes cost between \$1500 and \$4000 dollars.

I stopped down to speak with the engineers before the forum.

I suggested that they put a bike trail on the Hwy 77 shoulder, similar to what Colorado does.

I also pointed out that the Hwy 77 bridge over the rail yard is currently the only way for peds/cyclists to get over the tracks to West "O" street.

Otherwise we have to go down town and wind through heavy traffic, or over to Emerald.

With your current plan, the only paths East and West across 77 for cyclists, would be the W. "A" bridge, the Buffalo Trail at W. Van Dorn,

and a proposed bike /ped bridge at Pioneers.

We need a bike path on, or near, Hwy 77 south, otherwise we have to go to Denton, or Bennet, to go south.

None of us will ride 56th Street south to Hickman since the Jim Derr accident, and since my friend Marc Walter was hit from behind out there.

Those detours seem pretty ridiculous to us.

I have heard many cyclists say they will get on Hwy 77 at Satio RD and ride south regardless of the laws.

I would never condone that, but will that be the only reasonable option for us?

My opinion is representative of most area cyclists..

Remember....we won't be taking your parking spot, or contributing to traffic jams.

Please consider enviro-friendly cyclists when designing your road systems.

Many of us commute by bikes to work.

More safe bike routes, less traffic congestion?

Thank you for your time

James M. Adams
Senior CAD Specialist
General Dynamics
Lincoln Operations
Tel 402 464-8211 X4315
Fax 402 464-2247
jadams@gdatp.com



Carol Packard
<cpackard@lps.org>

04/26/2004 09:03 AM

Please respond to
cpackard@lps.org

To kdugan@dor.state.ne.us

cc

bcc

Subject Access to Highway 77

Kevin,

I am contacting you to express my concern of the change of access to highway 77. I enjoy road riding, and feel that highway 77 provides a safer choice in comparison to other roads. Because of the lack of shoulders on other roads, 77 is safer of bikers and drivers. I know we are not always easily seen and drivers aren't always aware of us on the road. The highway provides a wider shoulder, benefiting both groups. I am a conscientious rider and observe lights and sign along the roadway.

In this day and age when the concern of national obesity is at an all time high, why not have some concern for those of us exercising in this way. We aren't using fuel, only trying to stay fit and enjoy some time on the road. I pay my fair share of taxes, and feel this should be used to benefit everyone, including those not causing a lot of wear and tear on the roadways. Please consider the access issue from all points of view, not just one side, that of the motorist.

Carol Packard
Secretary, CEOE
Bryan Community
cpackard@lps.org



"Richard Slama"
<dkllama@prodigy.net>

04/26/2004 07:22 AM

To "Editor Lincoln Journal Star" <oped@journalstar.com>

cc "Kevin Dugan" <kdugan@dor.state.ne.us>

bcc

Subject Hwy 77 and Old Cheney

Dear editor:

Our community leaders need to consider another option for Hwy 77 and Old Cheney Road.

There is a story about a boy who was told that it was shorter to walk around the hill than go straight over the top. The boy didn't believe this could be true until he struggled to the top of the large hill where he sat down to rest and saw how much easier it would have been to go around. Maybe that is what some people are trying to tell us by saying that the intersection at Hwy 77 and Old Cheney should be closed. Maybe the straight line on Old Cheney isn't the best answer.

There are many reasons for wanting to close the intersection such as decreasing the traffic on Old Cheney in a residential neighborhood, decreasing the impact on Wilderness Park, and decreasing the cost of another bridge over the BNSF railroad tracks. However, the most important reason is to relieve the traffic from the intersection of Warlick Blvd and Old Cheney. Too many people have been injured or killed at this intersection to suggest that something can be done to the intersection to make it safe enough to handle more Old Cheney traffic.

Instead of the community fighting the State on this closing, maybe Lincoln and Lancaster County should be talking to the State about designing the intersection at Warlick Blvd and Hwy 77 so that a new road could be built that would extend northwest to West Pleasant Hill Road or West Old Cheney Road or both. If such a road were built, there would be no reason to have Old Cheney cross Hwy 77. If we don't start considering this now, it may be very expensive to try and develop later. Straight roads and square sections had their place when this country was getting started but those days are gone. Designing with nature is more important today.

Having traveled Warlick and Old Cheney thousands of times, I soon learned it was a lot easier, safer, and almost as quick (a few seconds longer) to take Warlick Blvd than Old Cheney. (At least it was quick before the signal light was installed at Hwy 77 and Old Cheney.) Maybe it's time to take the signal light down and build a road around this intersection and the intersection at Warlick Blvd and Old Cheney.

Richard Slama
4930 Larkwood Rd
Lincoln, NE 68516
Day phone: 441-8032

Cell: 432-3915
Home: 423-9029



Abbegail@aol.com
04/25/2004 11:29 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject US 77 Corridor, Saltillo Rd. to I-80

With the closing of Old Cheney Rd. at Hwy. 77 and the planning/designing of an interchange at Hwy. 77 & Pioneers Blvd, has the increased traffic congestion been considered as to the ramifications that it will cause on the businesses that are along Pioneers Blvd. as well as the businesses that are behind the grain mill due to no other access to that area? Could a connecting street be planned/designed to bring in the traffic from Van Dom St. instead? What about the possibility of making the Old Cheney Rd. and Pioneers Blvd. intersections that are currently there into just overpasses for the housing areas to the west of Hwy. 77? That would control the amount of traffic coming through those streets to just the housing areas. Has the proposed interchange at Pioneers Blvd. also considered the railroad tracks that are currently there? That will make a bigger traffic congestion problem for that area as well as the businesses that are in that area. There are already interchanges at Van Dom St. and the redesign of the Warlick Blvd. interchange that could handle the extra traffic that the closure of Pioneers Blvd. and Old Cheney Rd. would create, and there would not be necessary to have to purchase more property from the land owners to complete the problem. By using the already existing interchanges at Van Dom St. and Warlick Blvd., the time and expense for this project could dramatically be reduced or used in other areas for this project. I believe that these suggestions would warrant some consideration if they had not been considered already. If you would care to reply, I would like to be informed as the process continues and any answers to my comments and questions.

Thank You,

James J. Zak
Abbegail@AOL.com



"Tammy Duff"
<tduffe@neb.rr.com>

04/25/2004 11:00 PM

To <kdugan@dor.state.ne.us>

cc

bcc

Subject Hwy 77/Pioneers Blvd/Old Cheney project

We are writing in response to the April 14th hearing concerning the Freeway Project for Highway 77. We live near the proposed Highway 77 and Pioneers Boulevard interchange at 4201 SW 2nd. We have reviewed the current plans for this interchange and find it much more appealing than some of the original plans. We do still have some concerns that we would like to make known.

After considering the information given for this project, we question the need for a full interchange to be installed on Pioneers Boulevard. Pioneers Boulevard is not a through street; it leads only to Highway 2 and Highway 77, and connects a neighborhood that is split by Highway 77. While this connection is necessary for us as residents, access to Highway 77 is much less of a concern because of the location of the Van Dom/Hwy 77 interchange. Why not divert the traffic intended for Pioneers to Van Dom, where there are no train tracks and little to no residential impact. There is already an interchange there, and it should be sufficient for the expected traffic flow. A simple overpass on Pioneers would serve the residents of Yankee Hill and West A, users of Wright Field, Optimists, Churches, and the Regional Center traffic – this includes local traffic, but excludes drivers simply going from Highway 2 to Highway 77 with no local interest in the area in which they are driving. It would help us maintain our community and would serve the needs of Wright Field and the Optimist's property. It would save the State of Nebraska the trouble and expense of purchasing the property on Pioneers. I wonder if it's really necessary to funnel the traffic between Highway 2 and Highway 77 in this particular area when there is already a much less obtrusive route on Van Dom, only one mile north of Pioneers. The current amount of traffic on Van Dom will decrease greatly after the south beltway is in place, and this section of road will become less traveled at that time due to the number of trucks using Highway 2 right now. These trucks will no longer be a major factor on Van Dom, and it should be able to handle the traffic traveling to Highway 77.

We've also considered the impact of closing Old Cheney. I believe there will be a large amount of traffic re-routed to Pioneers due to the closing of Old Cheney, if it is closed and an interchange is installed at Pioneers Boulevard. An overpass at Old Cheney would greatly relieve the burden on Pioneers. I understand why the residents living on Old Cheney would love to have this intersection closed, but also consider the impact on thousands of drivers each week. The residents on that street chose to live on a street that runs from one edge of town to the other, a choice that was made with the full knowledge that this street was a main traffic route. While we are being assured that much of this diverted traffic will use Warlick, I simply cannot believe that human nature will change and people will go south to go north. We were told that the difference between using Old Cheney and Warlick is one minute. Regardless of the amount of time involved, it's simply not something that people will do, and those people will end up using Pioneers Boulevard because it is the shortest distance from point A to point B. I can understand someone traveling north into Lincoln using Warlick, but many of the Lincoln residents will not because of the direction toward the southwest.

If there were a simple overpass rather than an intersection installed on Pioneers, this would force the drivers to use Warlick and Van Dom as they are intended to be used. I do not see the need to integrate the city traffic with Highway 77 at so many intersections that are so close to one another. Warlick is

about 3 miles from Van Dorn. That is not unreasonable for distance between intersections on a freeway, and may be safer than having two intersections one mile apart – Van Dorn and Pioneers. The convenience of placing another interchange on Pioneers, just one mile south of Van Dorn, is far outweighed by the impact this would have on the residents of South West Lincoln.

Consider what this additional traffic will encounter as they travel on Pioneers Boulevard. Three sets of train tracks. One leading to a grain elevator, blocking traffic for very large amounts of time due to the slow nature of the trains traveling this set of tracks. This track is not used often, but when it is blocked, it is for a long period of time. Has the state studied the amount of time spent at the railroad crossing on Pioneers Boulevard compared to the time spent on Old Cheney? The closer the road is to the trainyard, the longer the intersection is blocked. Pioneers is one mile closer to the trainyard than Old Cheney – this is about the length of a train. There is a huge difference in time for drivers when you compare the two crossings. I rarely travel Pioneers Boulevard because of this; the trains even stop periodically while blocking Pioneers Boulevard. I've never seen a train stopped on Old Cheney, though I encounter trains on a regular basis; as a driver, waiting for 3 – 4 minutes on Old Cheney is much less obtrusive than sitting on Pioneers Boulevard for 10 minutes.

In summary, the ideal situation for the western residents of Lincoln may be to simply install an overpass at either or both Old Cheney and Pioneers Boulevard. Let Warlick and Van Dorn carry the traffic to and from Highway 77, as they are already built for. This would spare the residents of Old Cheney and Yankee Hill Neighborhoods the decrease in their value and use of their properties. It would also save the state the expense of purchasing private land for a project that may go too far in trying to provide access to Highway 77.

Assuming the interchange at Pioneers goes through, we have considered the idea of having a drainage holding area in the area next to our property on the corner of SW 2nd and Pioneers. We would like to know the expected levels of water in this area. Assuming normal rainfall, would this be expected to be wet at all times? Will this be similar to a pond and be able to support living creatures, like fish, frogs, turtles, and aquatic plants, or will this be a stagnant wet/dry cyclic holding area? Will this create a larger number of mosquitoes? Have these issues been considered? We would like to make sure this does not become a garbage catch-all full of stagnant water. We wish to avoid an unappealing area full of mosquitoes that smells bad, especially one located right next to our property.

The access to the property west of us, Nemaha Nursery, is still of some concern. The driveway has been moved further away from our south property line, which is a vast improvement over the original placement. However, the Nemaha property will be completely surrounded by residential homes and county/city property. It will be located right in the middle of nowhere, and access to it will be limited to an area frequented by residential traffic. To locate the driveway so near a residential area is a concern; the less exposure we as residents have to a commercial business, the better. We will have exposure to this business on two sides of our property, a very unappealing situation. However, if this project does happen, we wish to make known our desire to obtain ownership of the property between our south property line and this new driveway. This would allow us some extra room between our home and the driveway to a commercial business; we would be able to better control the noise and privacy issues, and would also relieve the county or city from maintaining this area.

The interchange at Pioneers will have a major impact on the use and value of the property located near

it. Among the issues listed above, we are concerned about the decrease in the value of our property, which is inevitable with a project like this. We ask that you reassess the need for this particular interchange, and consider the alternatives mentioned above.

Thank you for your consideration.

Andrew and Tammy Duff

4201 SW 2nd

Lincoln, NE 68522

(402) 420 – 9143



"Christopher Hansen"
<topher55@earthlink.net>

04/25/2004 10:49 PM

Please respond to
topher55@earthlink.net

To kdugan@dor.state.ne.us

cc

bcc

Subject South Lincoln Bypass

Kevin:

I am very concerned at the course of events with regard to the development of the highway 77 bypass into an interstate-like system that would provide limited, if any, access to bicyclists. This roadway has been the primary path for innumerable riders for many years and, in fact, is one of the few relatively safe roadways available to riders in Lincoln. Ironically, Lincoln has developed into a much more sensitive environment in its trail system, recognizing that this kind of development adds to the quality of the citizenry and the environment. It is ironic because the same enlightenment does not exist with roadways that are developed on the perimeter of Lincoln or elsewhere in Lancaster County.

I urge you to insist that this roadway be developed as multi-modal, including bicycles, and that it be built with the transportation needs of today in mind as well as the environment we hope to have tomorrow.

Topher Hansen
Topher Hansen
topher55@earthlink.net



Valerie
<valeriegortmaker@yahoo.com>

04/25/2004 06:52 PM

To kdugan@dor.state.ne.us

cc

bcc

Subject Hwy 77 cyclist use

Dear Kevin Dugan:

This letter is in regards to the South Lincoln Bypass, [hearing NH-77-2(156)]. I am a cyclist who regularly rides Highway 77 for commuting and training. Highway 77 is one of the few roads that has big enough shoulders for cyclists to feel safe during thier daily rides. Plus, it is impossible for cyclists to train and/or commute solely on limited miles of trails and state parks.

Thank you for your consideration.

Valerie Gortmaker

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Tom and Teresa Miller
<taspml@bloomnet.com>
04/25/2004 12:14 PM

To <kdugan@dor.state.ne.us>
cc
bcc
Subject Kevin Dugan, South Lincoln Bypass, and hearing
NH-77-2(156).

I am disappointed to hear the the South Lincoln Bypass does not adequately address the concerns of cyclists and pedestrians who regularly ride or walk in the areas impacted by the proposed South Lincoln ByPass. Im writing to join those who are asking that the project be sensitive to the many bicyclists who regularly ride Highway 77, and/or cross it.

I often am one who brags about the trails and access to roads like #77 in Lincoln. While in many ways Lincoln does not live up to the status of "Bicycle friendly city" (mostly because of the attitude of motorists) it does have extensive opportunities for riding trails and roads. Especially important is the access to highway 77, and some areas beyond.

To limit access, which the propaosal will do, will greatly set back the strides Lincoln as a whole has made in bicycle access. And to limit the crossing of #77 will be a detriment to the many who want to cross--even by vehicle--#77.

Please, add my name to those seeking more than consideration, but action, in designing the bypass to accomodate the needs of cyclsings and pedestrians who use #77 or need to cross it.

Thanks
Tom Miller
Cross State Cyclist
Advocate



"REBECCA HANNAGAN"
<hannagan1@msn.com>

04/24/2004 08:15 PM

To kdugan@dor.state.ne.us

cc

bcc

Subject South Lincoln Bypass

Kevin Dugan:

Regarding the South Lincoln Bypass, [hearing NH-77-2(156)] as a citizen and taxpayer I ask that the project be sensitive to the many bicyclists who regularly ride Highway 77, including myself. Many Lincolmites and Nebraskans do not recognize that cycling is not just a form of recreation that can be reserved for trails and State Parks but is actually a form of transportation and a lifestyle choice.

Thank you for your consideration of the significance of this project to cyclists in the greater Lincoln area.

Rebecca Hannagan

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SARGE507@aol.com
04/24/2004 03:04 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject SOUTH LINCOLN BYPASS

Hearing nh-77-2(156) I HOPE YOU CAN BE SENSITIVE TO THE CONCERNS OF THE MANY ROAD CYCLISTS WHO USE HWY 77 SOUTH TO TRAIN ON. THANK YOU . LARRY HERGERT



Stephen Stein
<sstein@neb.rr.com>
04/24/2004 09:16 AM

To kdugan@dor.state.ne.us
cc Bike Pedalers Rich Rodenburg <rich@bikeped.com>
bcc
Subject South Lincoln Bypass

Re: Hearing NH-77-2(156)

Kevin Dugan

I am against any changes in Highway 77 that would reduce or limit BICYCLE access. This is for purely selfish reasons - I am a bicyclist.

Professionally, 5 years in Career Services, Financially - able and about to retire, and as National Traveler I am really unhappy to hear that any government entity in Nebraska would propose something anti-BICYCLIST.

For 5 years while acting as the Career Resources Library Manager I had the opportunity to screen and view almost all job postings sent to the University of Nebraska Lincoln. I was amazed at what major NATIONAL companies considered important when choosing a limited number of words to describe their company or why a prospective employee should consider applying: Besides salary, benefits, clean air, etc., etc., etc. more and more frequently the mention of BICYCLE TRAIL ACCESS and AVAILABLE TRAILS OR ROUTES IN THE COMMUNITY. BICYCLE FRIENDLY or other such related terms and concepts started to creep into the limited text to try and lure UNL GRADUATES. Put simply, some of the biggest and best companies in America used the lure of BICYCLE RIDING access as an enticement to come join them! They didn't talk about golf courses, tennis courts, jogging paths, theaters, profession sports teams, or even great airport travel access. I wonder if they know something we don't?

Nebraska has had 2 (two) golden opportunities (make that 3) in the past few years - and has resisted each time!

The trail linking LINCOLN TO OMAHA via the Platte River Bridge - this proposed trail has not met with the kind of enthusiasm that would attract people to consider moving to this area. 2 local Omaha area elected officials (who lost their positions shortly thereafter) were opposed to the trail after all the money had been allocated - "Why would anyone want to ride a bicycle from Lincoln to Omaha?"

The Jamaica trail or the Homestead trail from Marysville Kansas (home of the "black squirrel") to just south of Lincoln has not had an overwhelming acceptance either. Another question of "Why anyone would want to ride from Lincoln to Beatrice or Marysville?"

And lastly - the Cowboy Trail, possible the longest route / trail in North America, possibly another fizzle?

Why would I waste your time telling you about these trails? Because I have ridden on a small part of the Cowboy, and dream of the Lincoln to Omaha and Lincoln to Marysville trail. I have ridden the Wabash Trace from Council Bluffs to Clarinda Iowa and spent a weekend riding the Katy Trail from Clinton to Jefferson City Missouri - both trails much

better suited for tourists and visiting riders than our NEBRASKA offerings.

I also did a week long ride along the Columbia River Gorge from Portland Oregon to Spokane Washington - which brings me to my next point. Why can't bicyclists ride on the the INTERSTATE? They can out west! And that was a ride of a lifetime.

Lastly, I am approaching the time in my life where I can financially consider retiring - so I am viewing the options of staying here in Nebraska or moving? My main criteria is that the new location be BICYCLE FRIENDLY.

To quote Lance Armstrong, "It's not about the bike", it's about the kind of people, their education level, their skills, their health oriented life-styles, and about what they enjoy doing - these are the kinds of people that employers are trying to attract. These are the kinds of people that produce ideas, not pollution. These are the kinds of people that Nebraska should want to attract, and in many cases try to retain after they graduate. But an unfriendly, hostile, non-supportive BICYCLE HIGHWAY USE policy will not.

Thank you for your time,

Stephen J. Stein



"Corey Godfrey"
<coreycycle@hotmail.com>
04/24/2004 08:22 AM

To kdugan@dor.state.ne.us
cc info@kolnkgin.com, 8@klkntv.com
bcc
Subject HW 77

I am writing this email as a concerned cyclist who has for the past four years enjoyed the wide and smooth shoulder along 77 for safe recreational cycling. The possibility of losing that route for cycling will be a tragic loss to myself and hundreds of other area cyclists. If the Interstate is built and cyclists are unable to access 77 until south of Sattilo, I plead for a paved route to the 77 access point for cyclists. Not doing so will only frustrate area cyclists and possibly discourage cycling in Lincoln or damage Lincoln's bicyclist friendly reputation.

Lincoln has long been known as a cycling friendly community. In fact, the reputation of Lincoln's cycling community tempted me to move here from Cleveland, Ohio. I have not been disappointed. In the past four years since my move I've seen many great community activities for area cyclists and families (Tour de Lincoln, Fat Tire Festival, and the many races held in Lincoln and the surrounding areas including the race around the state capital). Lincoln also has one of the best and most extensive city bike path systems in the United States! Commuting anywhere in Lincoln is quick, easy and SAFE. Lincoln has embraced the local cycling community and I am thankful.

Please consider the local cyclists who also pay taxes and utilize 77 as much as motor vehicles when designing the new interstate system. Feel free to contact me if you have any questions, comments or concerns. I would be glad to help out in anyway.

Sincerely,

Corey M. Godfrey M.S.
1510 D street
Lincoln, Nebraska 68502
(402) 730-0912
email: CoreyCycle@hotmail.com

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"Renee Johnson"
<rjohnson5@neb.rr.com>

04/24/2004 06:39 AM

To <kdugan@dor.state.ne.us>

cc

bcc

Subject

Dear Kevin,

Thank you in advance for hearing my concerns. I know that 900,000 is a lot of money but it should really be considered. As a long distance rider and a road bike rider I use Hwy 77 South to train. Although it is very busy and more than a little scary it is about all we have around here (except Hwy 2 which seems to have far more semi's) to get any training miles in. As a member of GPTN for several years now I have given thousands of dollars to the trails networks. They are wonderful but they do not meet the needs of a dedicated biker. They are wonderful for walkers, joggers, roller bladers, baby carriages and a means to get out of town safely for us who need long stretches to ride. I told my husband the other day while riding 77 south it was going to be shame that when the trail goes in to Nebraska we will be riding next to it on the hwy.

Because I can't come up with the 900,000 to do it I'm not going to complain much but thought I would voice my concern. I would rather it be done in limestone if it would get use than not be done at all.

Sincerely,
Renee Johnson
402-474-7909



sutliff roger
<rs13449@navix.net>

04/23/2004 06:54 PM

Please respond to
rs13449@navix.net

To kdugan@dor.state.ne.us

cc

bcc

Subject hwy 77

kevin,

please, it sounds like there will be elimination of one of the most traveled (by bicycle) south routes out of lincoln. we both know (i am assumming you are from nebraska) that the wind primarily blows from the south during the warm months, hence we ride south first, out on hwy 77. how will we safely get south out of lincoln?. what about those of us who ride on skinny tires, are we expected to ride gravel or limestone?. i think you would be suprised (i hope you have gotten alot of emails) by how many people use this road for recreation and serious training (yep, some of us do this as our second job).

maybe it would be possible to pave the remainder of sw 12th out to hwy 33?. i think its only a couple of miles. just an idea. or leave us room to travel out on 77.

thanks for your time
a taxpayer
craig schmidt



Sam Shaw
<sshaw66@yahoo.com>
04/23/2004 05:44 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject hwy 77 project concerns

Kevin:

I received your e-mail from Rich Rodenberg, of Bike Pedaler's in Lincoln. I am deeply concerned about the nature of this project, as well as the various roads projects which obviously do not take into consideration the needs and safety of bicyclists on the Nebraska highways. I am concerned because I am a triathlete (one of many in the Lincoln area) who is now training for an Ironman competition. The nature of these events requires me to ride for 6 hours or more to train for the race. Obviously, this takes me out of the Lincoln area and onto rural roads. Frequently, these have no shoulders whatsoever. I would ask that the department of roads (for once) take these needs into consideration when planning it's projects and improvements.

With the recent death of Jim Derr (who was struck while riding near Hickman), I am concerned about the lack of safe riding routes and must ask that the safety of cyclists be taken into consideration. Limestone trails are not practicle for riding road racing bicylces. Mountain bikes, yes, but not road bikes.

Take a look sometime around the local highways (especially highway 77), and you will see that the Lincoln area is a mecca for the cycling community. With the recent "tour de Lincoln" sculpture and interest, I would hope that the area continues to be cycling-friendly. This includes planning and action by the department of roads.

Thank you in advance for you consideration.
Sam Shaw
sshaw66@yahoo.com

Do you Yahoo!?
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BIKEFAR@aol.com
04/23/2004 05:32 PM

To kdugan@dor.state.ne.us
cc
bcc
Subject South Lincoln Bypass

Dear Sir,

This email is in reference to hearing NH-77-2(156). As an avid bicyclist in the Lincoln area for over 20 years I have seen the health benefits, the community friendships, and the positive attitudes provided by cycling and cyclists in the local area. We have struggled as more and more roads become inaccessible due to traffic and/or lack of shoulders. We have chosen to be a responsible community and attempt to respect the rights of all groups using the roadways.

The changes proposed to Highway 77 at the hearing NH-77-2(156) will severely disrupt a major portion of one of the few safe riding areas left in the local area. Lincoln has a long and respected history of cycling, which many of us work to maintain, it would be a shame for this to be destroyed by the loss of such a significant part of the riding area.

I understand that many considerations come into play when making a decision such as this one. But, the significance of the impact on the local cycling community would be severe. At this time, we cannot afford to lose such a valuable riding area. This is a primary recreation and training route for the serious cycling community in Lincoln.

With all of the respect and cooperation provided to the Lincoln Marathon and the running community, cyclists are often overlooked, or seen as a problem on busy roads. This section of Highway 77 helps to remove cyclists from the traffic flow, and no one would consider removing a major section of training available for the local runners (we have actually been building more and more trails for them). Serious road cyclists do not "train" on the bike trails (it would be unsafe), and would prefer to avoid busy roads, Highway 77 is the perfect location. Please do not remove this roadway from the local cycling community.

Sincerely,
Randall Farmer
(402) 420-3076



Pat Bracken
<pbracken@neb.rr.com>

04/23/2004 05:20 PM

To kdugan@dor.state.ne.us

cc

bcc

Subject South Lincoln Bypass (NH-77-2(156))

Kevin Dugan

I was not able to attend the 4/14 hearing, but I would like to express my concern about the proposed project's lack of accommodation for road cyclist. Despite being in a winter state, Lincoln has a very large group of cycling enthusiast. For some, riding the bike trails within the city provides them with sufficient riding opportunities. I do enjoy the bike trails. Others seek the opportunity to engage in longer rides outside the city. Hwy 77 South is one of the primary options for road cyclists. I also enjoy the opportunity for the long rides as I will do tomorrow on 77 south.

I am quite dismayed that the planning for the South Lincoln Bypass has not included any viable solutions that would accommodate road cyclist accessing 77. In a day when the health and fitness of Americans young and old is declining, I hate to see "progress" in highway and roads be done in a way the puts up barriers to cycling which is an excellent form of exercise.

I encourage the designers of this project to work with the cycling community on a solution for access that is win-win for all.

Thank you

Pat Bracken
2111 Sewell St.
Lincoln, NE 68502



"Schmidt, Marcus"
<marcus.schmidt@piusx.net
>

04/23/2004 04:41 PM

To "kdugan@dor.state.ne.us" <kdugan@dor.state.ne.us>
cc
bcc
Subject South Lincoln Bypass hearing NH-77-2(156) - Keep it open
to bicy clists

Good evening,

I need to express the need to keep 77 open to bicyclists, not just south of Saltillo road. After work today I will ride my road bike out in the southwest of Lincoln like I do almost every other night of the week. 90% of the time I use the part of the 77 that might not be accessible to bicyclist because it will be considered part of the interstate system. Closing 77 to bicyclists would hinder the progress bicycling has made in Lincoln by closing the main route most bicyclist use most often. Please reconsider.

Thanks

Marcus Schmidt

Science Instructor

Pius X High School

40-488-0931



"Dave Beynon"
<db42937@alltel.net>

04/21/2004 03:21 PM

Please respond to
"Dave Beynon"
<djb@ovgc.com>

To "Kevin Dugan" <kdugan@dor.state.ne.us>

<rstevens@co.lancaster.ne.us>,

cc <commish@co.lancaster.ne.us>, "Dave Beynon"
<djbeynon@ieee.org>

bcc

Subject NH 77-2 (156), C.N. 12552A, Lincoln Bypass, Saltillo And
Pioneers.

To: Mr. Kevin Dugan

Attached is my "Citizen Comments" regarding the subject project. The Word and PDF are the same. You can use the format that works for you.



David Beynon NE DOR letter 042104.doc NE DOR letter 042104.pdf

April 21, 2004

Mr. Kevin Dugan, Hearing Officer
NDOR Communications Division
PO Box 94759
Lincoln, NE 68509-4759

kdugan@dor.state.ne.us

Fax: 402-479-3989 Ref: NH-77-2(156), Lincoln Bypass, Saltillo & Pioneers Interchanges

Dear: Mr. Dugan

If Lincoln were a computer game such as SimCity, closing Old Cheney Road might be rationale, but probably not.

I am the land owner of the quarter section at the southwest corner of Lincoln's First Street and Old Cheney Road. Back when, the NDOR purchased part of the farm for the "West Bypass" my mother owned the farm. The land was sold with the understanding that there would be an Old Cheney Road crossing and access to the "West Bypass". She agreed to a price based on that. What a judge and jury would decide can only be guessed; but, it seems to me, the closing Old Cheney Road must be considered an additional 'taking' or 'burden' on the farm. In addition, the closing will make the land I own on the east side uneconomical to use. This is land separated from the remainder of the quarter section by the "West Bypass".

The NDOR plans show the south bound exit for Denton Road will take acreage from the farm at the southeast corner. The design appears to accommodate vehicle deceleration from higher speeds than anticipated. I am requesting that the exit should be redesigned to avoid any more impact on the farm. Further taking will cause the farm to be too small to be an economic farming unit.

Closing Old Cheney Road will not only inconvenience me but also ~~hundreds~~ **thousands** of others. Being delayed by the BNSF RR does not seem to dissuade motorists from using Old Cheney Road. Old Cheney Road carries more traffic than Pioneers Road and Warlick Boulevard. NDOR traffic studies ~~should may~~ indicate this. Drivers generally, like electricity, will take the route or path of least resistance. This natural characteristic helps to reduce fuel consumption and air pollution. It also saves the motoring public money, raising their standard of living.

When the South Bypass is complete with possible interchanges at 14th, 27th, 40th, 56th and 70th streets the Warlick Boulevard interchange will fall out of use. The Pioneers Road interchange never will get much use. Both will **only** see use as an overpass of the West Bypass.

The proposed closing of Old Cheney Road makes me wonder if NDOR studied the impact on emergency response times. As I started home from the farm, recently, I watched a Lincoln Fire Department EMT ambulance, with warning lights and siren on, turn west on Old Cheney Road from the south bound lane of the "West Bypass". A minute earlier an LES line truck had taken the same route.

Is all of this just for interstate, long haul trucks or do the people of Lincoln-Lancaster County count?

Old Cheney Road requires an overpass of the West Bypass if a grade level crossing is removed. It is needed, now.

(Bold type indicate a change from the letter sent in November, 2003.)

Sincerely, David Beynon



"Mary Furnas"
<mfurnas@nebraska.org>
04/15/2004 03:17 PM

To <kdugan@dor.state.ne.us>
cc
bcc
Subject Citizen Comments

Hi Mr. Dugan:

I was out of town and unable to attend the hearings. Is there anywhere on a website that I can access the minutes from the public hearings? Also, I live at 5601 Hunts Drive, just off Old Cheney before you go over the RR tracks to enter Hwy 77. Who should I speak to regarding the train blaring their horns beyond what is necessary for the safety of drivers? I had hoped that 1) a warning light such as the ones located now on Highway 77 could be placed a block up from the track on both sides to warn the drivers of the RR crossing. This could eliminate the need for the horns to honk during the night. I also hope that during the construction period, no parking will be allowed on Old Cheney between Warlick and Hwy 77. Parking there is such a hazard now and with the re-routing of cars from other areas during construction, this will make things even more hazardous.

One last question: I was not quite sure when this work would begin based on the materials my neighbor shared. Is it 5 years out??? If so, that is much to far out. The traffic is very dangerous there on Old Cheney going to 77 now. There are days it takes me 5 minutes to get out of our dead end road because no one obeys the "do not block the roadway" at the end of Hunts drive.

Thanks!

Mary Furnas
Services Development Manager
Applied Information Management Institute (AIM)
118 S. 19th Street, Suite 1A
402-345-5025 ext 154
402-345-5028 fax
402-770-8967 cell
mfurnas@nebraska.org

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