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Comments on the East Far Beltway and East Middle Beltway.

This selection of the Far East Beltway will not solve any of Lincoln's internal traffic problems. While this is being considered as a new truck route around the city, I can tell you from a trucker's standpoint, it will not be used by trucks.

The present truck traffic coming from the southeast on Highway 2 will not go north to Waverly to catch I-80 as this is a 25 mile trip to end up in Lincoln on one block north at West 'O' St.

Thru traffic will use a south bypass and end up going 15 miles to end up one block north on West 'O' St.

In today's environment, 10 miles out of the way between the two routes would incur a cost of \$20.00 to the individual trucker.

Traffic coming from northeast on US-6 or I-80 has no benefits of either of the far east or middle bypass, as they are already on the closest route westbound thru Lincoln.

If they are going south on US 77 they will not get off of US-6 or I-80 to use either the far east or middle bypass as they can continue to the west bypass and US 77. Those companies pulling off the pipeline on Saltillo Road already use this route to and from the Omaha area.

In the amendments 94-63 of the comprehensive plan East Far Beltway in Paragraph 12.B, they agree that this route will not significantly reduce the traffic on 84th street on any other inside Lincoln.

Also, in the planning of putting an access intersection at Pine Lake road is a very poor choice as it dead-ends at 148th Street, one and one half miles east of the structure.

In the amendment #94-64 East Middle Route Comprehensive Plan, Paragraph 11-B they also agree that this route would have relative minor impact on 84th Street traffic. Even their assumption that traffic on 148th street would have a significant reduction. We use 148th street now with our trucks and would not consider going west to either of the beltways, as it would increase our trips to Waverly by 2 and 4 miles respectively.

Your apparent selection of the East Middle Beltway is the best of the three options presented. However, I personally believe the fourth option of "No East Beltway" is the appropriate solution.

This is based on the cost of land; disruption of the rural area and high cost of construction, including 14 over passes and intersections.

Sincerely,


Dean L. Petersen
CEO

Exhibit 15
July 11, 2001