

18 July 2001

Lincoln/Lancaster County Planning Commission

I am Rodney Otley, a farmer and property owner living at 140<sup>th</sup> and Adams Street.

I support the recommendations by the Planning and Public Works Department to use the East Middle route for the beltway.

The EM1 route has the least impact of the three alternatives in many ways.

1. It has the best cost/benefit ratio.
2. EM1 is the least disruptive for current residents in terms of number involved plus visual and noise impacts. As a farmer, the closer a beltway is to Lincoln, the less I have to cross it with machinery and grain trucks.
3. EM1 impacts fewer historical properties than EF1.
4. EM1 does not create a narrow "island" of land between to major roads, as EF1 and 148 street would do.
5. EM1 removes the least farmland from production of any of the East routes and this does not include farmland that would be lost indirectly due to lack of access. This problem of orphaned land becomes much larger for EF1 and EC1 due to the meandering of these routes to avoid obstacles. This, and the other land that will be indirectly affected, has not been dealt with at all in relation to the Farmland Policy Act (Agriculture and Food Act of 1981).
6. EM1 has less impact on remnant tallgrass prairies.
7. EM1 would be a multiple use corridor, and since sections of the route are in the flood plain, it seems that parks, power lines and beltways are reasonable compatible uses of that area. The Lower Platte South NRD has not expressed any preferences or objections to any of the proposed routes in a statement by their manager Glen Johnson.

Testimony at the July 11 public hearing erroneously stated that LES was NOT in favor of the EM1 route.

**Exhibit 31**  
**July 18, 2001**

Lincoln Electric System has not advocated any preference for an east beltway route in the letter dated June 20, 2001 to Jim Linderholm.

In closing, I feel the Planning and Public Works Department has done a fine job in providing you with the best recommendations for a beltway. I agree with Joe Hampton, when he said, " A decision on the beltway needs to be made NOW".

Rodney Otley

3700 Adams Street

Lincoln, NE 68527

# Staff Finds Natural, Historical Wonders Along New MoPac Segment

June 21 was another of those 75-degree days when fluffy cottonball clouds drift lazily and refreshing breezes blow from the south. Someone around here had

the foresight to make that the day the NRD staff explores the Elmwood to Wabash segment of the



General Manager Glenn Johnson, NRD East Trail, and staff members including Paul Zillig, Assistant Manager, and Kathy Spence, Assistant Manager, are seen exploring the trail.

It was the first time in the history of the trail that it had been named after a person.

For a map of the MoPac East Trail, go to [www.lpsnr.org](http://www.lpsnr.org) and click on "Recreation" or contact the NRD.



A "Mulberry Tree Alert" captures everyone's attention!

Large snapping turtle ignores the antics of Assistant Manager Paul Zillig as Administrator Assistant Kathy Spence (right) and Lower Platte River Corridor Alliance Coordinator Greg Fetterman look on.

## NRD Neutral on East Beltway Choice

Regardless of which of three routes the City of Lincoln selects as its East Beltway Corridor, any eventual roadway will have to go under or over the Mopac East Trail. "An at grade crossing," according to LPSNRD General Manager Glenn Johnson, "is not likely." The NRD has not taken a stand on the beltway corridors and Johnson said he sees no reason it should.

Besides the trail, "the only other NRD project that could be affected is our Stevens Creek Flood Control project," said Johnson. The NRD is in the process of

designing and building a system of ten flood control ponds in the Stevens Creek Watershed. Johnson said, "Throughout the planning process we've been careful to coordinate the locations of ponds with the beltway possibilities." If a city road project interferes with flood storage, according to Johnson, the city would have to replace that storage somewhere else. Johnson said if a beltway road does come close to any of the flood control structures, "we could certainly discuss modifying our plan and utilizing the road as a dam."

# Hello, Wabash!

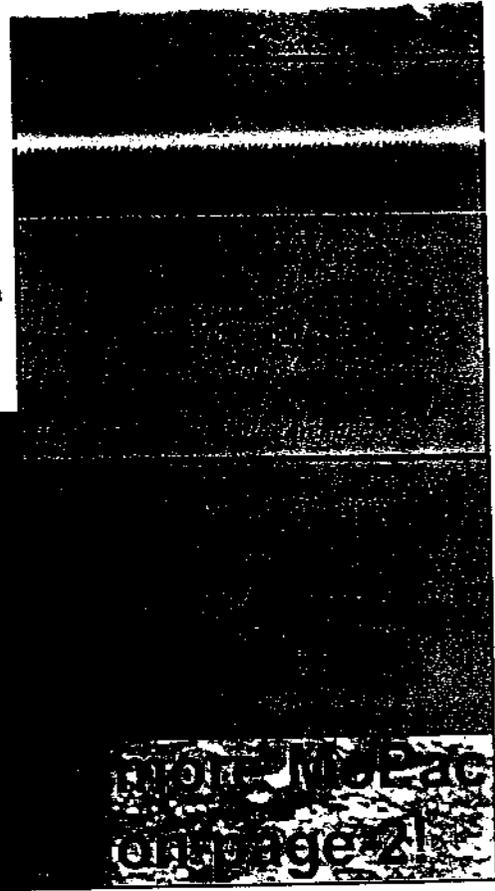
Wabash first appeared on maps in 1886. By 1890, nearly 700 settlers had decided Wabash was the object of their westward dreams and their long journey from the east ended there. They'd made it a lively, bustling frontier town. William Jennings Bryan was once the July 4th orator. According to

in a book titled Cass County History, Bryan even brought his staff along and they made the day a special outing in Wabash Park, which featured a mile long, spring fed lake.

Today's maps, if they include Wabash at all, list the population at 25. Many descendants of the 1890 settlers were lost to the legendary lure westward even during the

1900s. But there's a different mentality about populations now. The fewer settlers an area has, the more visitors it seems to attract. No one stays very long; just long enough to soak-in some fresh air and solitude. It seems to recharge their batteries so they can tolerate life in

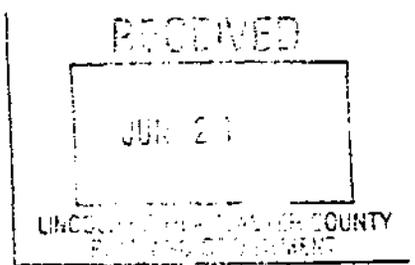
A four-mile extension of the MoPac East Recreational Trail from Elmwood, once again, has visitors, if not settlers heading for Wabash. Given the areas rich farmland, vibrant creeks and hearty woodlands, it's no wonder that this time the visitors have been west and decided to come back.



More MoPac on page 2!



*The general purpose of the Lower Platte South Natural Resources District shall be to conserve, develop and manage the water and land resources of the District for the common good of all people.*



June 20, 2001

Mr. Jim Linderholm  
HWS Consulting Group, Inc.  
P.O. Box 80358  
Lincoln, NE 68501-0358

Subject: East & South Beltways' Meeting of 5/30/01

Dear Jim:

I wish to thank you and your staff for taking time to come to the LES Service Center on May 30<sup>th</sup> to visit with us about alignment issues related to the East and West Beltways. I appreciate the time you spent to further understand the implications of specific routing alignments can have on the need for relocation of LES facilities particularly related to the East Beltway.

I feel the concerns we have are adequately understood by your staff. I am confident the final alignment design will adequately address conflicts with LES facilities with an awareness of the overall project costs involved.

As we discussed when we met, LES is not advocating any corridor preference for the Beltways. Our goal is to provide information to you regarding potential LES conflicts that can be objectively considered in your final alignment design.

If there is any additional information we can provide, please let me know.

Sincerely,

A handwritten signature in black ink that reads "Dan Pudenz".

Dan Pudenz  
Manager, Engineering Services

DP/nh

- c: Roger Figard/City Engineer
- Steve Henrichsen/City Planning
- Edward Kosola/FHA
- Art Yonkey/NDOR
- Jim Mannel
- Steve Hanks
- Terry Bundy