

May 28, 1981

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and throughout its history to, in the words of his resolution, tell the Department of Roads to finalize land acquisition, begin bid letting and speed the completion of the North Freeway in the most expeditious manner possible. I have a letter which I just had delivered to me by hand Saturday from a man who is in the path of the Freeway and his parking lot for his used car business is to be taken, and I have copies of the letter which I will get around to you if any of you are interested, where the threat of eminent domain is used. They said, you can reject the offer if you want to, but we want you to know this project is not going to be delayed and we'll use eminent domain. And then a subsequent letter, or later in that letter they wrote about him having the right to come to court if he wanted to, then left him with the distinct impression, and this is what upset him, that he needn't really come because the issue was foreclosed and it was a mere formality and the ruling in court would go against him. So there are activities by the Department of Roads which are questionable. But since there is not enough time...and to be frank, I don't think there is enough interest here, to go through all of those matters. If you would look at the two letters that I gave you as handouts, one from the Nebraska Department of Planning, the other from the U.S. Department of Transportation, you will see that the conclusion drawn by the Nebraska Department of Planning, in looking at this project, that the wide alternatives for route placement confirm that present demand by commerce and industry is not the reason for building. And the alternatives that we're talking about were existing streets in that area. There is not enough population in the area affected or the area to the north of it to justify sinking \$63 million into a project which is a little less than two miles long. I also handed out to you, and remember, that conclusion I read to you was from the Department of Planning, and the final comment, the need for any of the alternative routes is unsubstantiated and the resulting impact is unjustified. Some of you may wonder what would become of the land that has been taken to date. Well, under federal programs when land is taken for highway purposes, if the project is abandoned, then title of the land is turned over to the municipality, and if there is no municipality involved, whatever political subdivision will be in charge of the land. There is a law on the books right now which has been used by Boys Town which allows private development to occur on this type of land. It can be consolidated, cleared and prepared for use and then turned over for private development, whether it be residential, light

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