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## Plaintiffs...

Continued from Page 1

Gary Welch, a Nebraska assistant attorney general, said the Department of Roads' computer fabricated over 2,000 routes for the bypass. But after reviewing the routes, four were picked as having the least social, environmental and financial problems.

The four routes as described in Urbom's decision are:  
— The route approved by Urbom or the East Line, which would go north from U.S. Highway 77 where it bends east just south of town. The West Bypass would bend to the northwest just north of Van Dorn Street, shave off about six acres of the west edge of Wilderness Park just south of Van Dorn Street. Although earlier statements said an additional 20 acres of Wilderness Park would be taken at the point where the bypass intersects U.S. Highway 77, the design has since been changed to miss Wilderness Park at that point.

The East Line would intersect Van Dorn at about Folsom Street, bend to the northwest crossing the Burlington railroad tracks south of O Street at the Coddington Bridge and tie into Interstate 80 near N.W. 27th Street.

### West Line

— The West Line would branch off U.S. Highway 77 at about Old Cheney Road, move northwest across Folsom Street and Pioneers Boulevard, go nearly straight north across Calvert Street, through Regional Center property, across Van Dorn, then angle northeast across South Street and join the approved route just south of South Street.

— The Southwest Sixth Street alternative would be similar to the approved route. However, where it shaves off a portion of Wilderness Park, the roadway would be moved slightly west to a point on the border of the park or just west of the park.

— The East of Salt Creek alternative would intersect U.S. Highway 77 at an existing junction just south of Old Cheney Road and proceed north along Salt Creek, intersecting the approved route between Van Dorn and A Streets.

Urbom wrote in his decision that the West Line was not acceptable because it ran through the State Regional Center and the Regional Center administrators expressed concern about the noise and safety factors.

### Increase travel time

Also, he wrote, the West Line would increase travel time, increase the cost of the roadway, split the Yankee Hill School District, damage aesthetic amenities of Pioneers Park and encounter design problems at an interchange and a railroad crossing.

The Southwest Sixth Street alternatives, of which there are two, would move the roadway to a point west, which would put the right-of-way partly in and partly out of Wilderness Park, or would move the highway beyond the west boundary of Wilderness Park.

The first version, Urbom wrote, would take 17 single family dwellings, two duplexes and one commercial storage facility. The later version would remove 30 houses, two duplexes and two commercial establishments.

"Substantial sociological impact of the former (the Sixth Street alternatives) is obvious," he wrote.

About the East of Salt Creek alternative, Urbom wrote, "The rapidly developing residential area, Salt Valley View, located west of 14th Street and north of Old Cheney Road, together with the extensive complex of railroad tracks to the north make this alternative highly expensive. In addition, Sawyer Snell Park, Sherman Field and Van Dorn Park lie to the north between 1st and 11th streets making this an undesirable location since the damage to developed park land would be extensive."

## Contributions to PACE fund decline; scholarship office to publicize project

By Jeff Goodwin

To boost low contributions to the university's PACE program, the Office of Scholarships and Financial Aids plans to publicize the program when tuition statements are sent out second semester.

Debra Lasich, assistant director of the Office of Scholarships and Financial Aids, said lack of information is probably one reason contributions have fallen off.

"Students just aren't willing to contribute \$3.50 to something they know nothing about," Lasich said.

PACE, which stands for Plan Assuring College Education, is a program where students can check a box on their tuition statements, donating \$3.50 to the program.

The money goes to help students who need financial aid. Only students who have filed a Financial Aid Form with the financial aids office are eligible.

The first year PACE went into effect, the 1971-72 school year, contributions were an all-time high of \$52,535. Since then contributions have dropped consist-

ently and averaged between \$8,000 and \$9,000 during the last three years.

In the 1980-81 school year, \$20,750 was awarded to 74 students, according to the financial aids office. The average is \$280 per student.

Lasich said only \$8,034 was collected last year, but money left over from previous years was distributed, accounting for the \$20,750 figure.

"If a student drops out, the money he would have received is carried over to the next year," Lasich said.

Lasich said PACE would survive despite its dwindling revenue.

"I don't see it dying out," Lasich said. "We have to make students more aware of what they're contributing to. Most students are not sure of what PACE is."

Lasich said the financial aids office plans to work with ASUN to publicize the PACE program.

Lasich said another possible reason for the decline of PACE funds is the added hardship students are facing.

"I think a lot of them aren't contributing because they can't," Lasich said.

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