

C. Typical Costs

Cost estimating – it is important to understand the cost of the planned trail system and relate that cost to available resources. At the planning stage, an approximation of the cost will accomplish this. The cost information included in this plan is a starting point. Typical costs will vary over time and from segment to segment depending on design standards used and required work items for route selected.

Based on recent past efforts with CNPPID completing site preparation work, the construction cost of an 8-foot wide, 5 inch thick concrete trail cost \$100,000 per mile.

Estimated base costs for federal aided projects in Nebraska are presented in the following table.

ITEM	UNIT	2011 BASE
Earthwork	CY	\$6.00
Remove Pavement	SY	\$9.00
Subgrade Preparation	SY	\$1.50
6" Concrete Trail	SY	\$36.00
Crushed Rock Trail	TON	\$28.00
Detectable Warnings	SF	\$35.00
Crosswalk Marking	LF	\$12.00
Reinforcing Steel	LB	\$1.50
Pedestrian Bridge	SF	\$150.00
Modular Block Wall	SF	\$25.00
Adjustment of Fixtures (minor)	Each	\$165.00
Adjustment of Fixtures (major)	Each	\$1,650.00
12" CMP	LF	\$30.00
12" RCP	LF	\$45.00
18" CMP	LF	\$40.00
18" RCP	LF	\$60.00
24" CMP	LF	\$45.00
24" RCP	LF	\$70.00
Install Sign & Post	Each	\$200.00
Bollards	Each	\$300.00
Seeding (turf)	Acre	\$3,000.00
Silt Fence	LF	\$3.00
Erosion Control Mat	SY	\$3.00
Large Tree Removal	Each	\$450.00
Mobilization		5% of total bid
Contingency		5% of total estimate
Environmental Review		10% of bid estimate
Engineering Design		10% of bid estimate
Construction Observation		9% of bid estimate
State/Local Representative		4% of bid

D. Potential Funding Options

There are a variety of potential funding sources including local, state and federal programs that can be used to construct trails. The state and federal programs are competitive; involve completion of applications with clear documentation of needs, costs and benefits; and require compliance with post award rules and regulations for acquisition, environmental review, engineering design and construction that have scheduling and cost implications.

Recreational Trail Program – Funded by the Federal Highway Administration and administered by the Nebraska Game & Parks Commission. Eligible Activities include acquisition and development of trails with a recreation function. Historically, \$900,000 has been awarded annually. Maximum Grant is \$150,000. Minimum match is 20%.

Transportation Enhancement Program – Funded by the Federal Highway Administration and administered by the Nebraska Department of Roads. Eligible Activities include acquisition and development of trails with a transportation function. Historically, \$6 million has been awarded annually. Maximum Grant is \$1,000,000. Minimum match is 20%.

JLDI was successful in obtaining a Transportation Enhancement grant and raising matching funds privately. The Tri-Basin NRD sponsored the application for the Larry Roper Trail through the property leased by NGPC.

No federal or state grants for Johnson Lake trails are anticipated at this time. Trail construction funding will be pursued from: individual contributions, Central's lake improvement fund and in-kind trail bed preparation, corporate sponsorships, Tri-Basin NRD, foundation grants, fund raisers, sale of donor bricks, benches, trees, and support from Dawson and Gosper counties.

Central Nebraska Public Power and Irrigation District – District sets aside \$100,000 annually for lake projects, including trails. CNPPID has provided earthwork and sub-grade preparation of the Matson trail projects.

Donations – provided by community members. Sponsorship of specific sections of the trail by individual persons, corporations, and foundations can be encouraged. To help beautify the trail, trees can be purchased to recognize family or business, or placed in memory of a loved one. Decorative memorial bricks can be found at each rest area along the trail.

Lexington Community Foundation offers an avenue to generate funding. Donations to the trails fund are tax deductible. Anyone wishing to contribute to the Johnson Lake Trail project, you can do so by mailing a contribution to: Lexington Community Foundation.

Peter Kiewit Foundation – entities of local government and 501 (c) (3) organizations are eligible for funding. Applications and required attachments for specific, defined projects are accepted quarterly.

E. Addressing Landowner Opposition

Experience suggests that most trail uses have little impact on surrounding properties and that the expectation of problems far exceeds reality. However, this does not mean that the potential for problems and the concerns of landowners should be ignored. Instead, landowners, like other constituents, have legitimate concerns and expectations from a trails planning and development program. These include:

- **Communication.** Too often, landowners and trail advocates view each other as implacable adversaries. Instead, they must establish informal lines of communication, including one-on-one meetings where advance information is provided and concerns are shared. This process can identify and resolve landowner concerns before they harden into opposition and litigation. In addition, informal meetings can create alliances and reduce the number of people who oppose the project based on partial information or assumptions.
- **Involvement in Trails Planning.** The current planning process has made an effort to avoid polarization into pro- and anti-trail groups. Instead, adjacent owners have been, and will continue to be, invited to participate in trails planning. Many trails development experiences suggest that potential opponents often help solve problems if they are involved at the beginning of the process.
- **Problem Resolution.** Landowners deserve to have their concerns identified, addressed, and resolved. For example, if privacy is a concern, the trail design should include provisions for screening or fencing. Good project design can prevent trespassing and illegal parking problems. Trails that pass through sensitive areas should have strict controls on noise. An atmosphere of conciliation, created by good communication, can go far to resolve problems before they create chasms between groups.

5. Trail Types and Maintenance

- A. Off-Street Multi-Use Trails. These are the most desired trail facilities, accommodating a wide variety of users, including bicyclists, walkers, hikers, runners and joggers, cross country skiers, and others. Multi-use trails may include either paved surfaces (generally concrete or asphalt) or improved surfaces (such as granular stone). Hard surfaces are generally most appropriate where user volumes are higher.
- B. Paved Shoulders. These shoulders, designed primarily for road safety and emergency use along busy routes, also accommodate shared roadway use by bicycles or pedestrians. They provide relatively wide, well defined spaces along heavily travelled roads. Users are preferably separated from motor vehicles by paint strips, recessed rumble strips, or other well defined separations.
- C. Share the Road. These segments include designated routes on paved roads with relatively light to moderate traffic. Pedestrians may be accommodated off the paved surface within the right of way.
- D. Design Standards
- General Design Standards: Trails should comply with American Association of Street and Highway Transportation Officials (AASHTO) standards and Uniform Federal Accessibility Standards and the “Americans with Disabilities Act Accessibility Guidelines.”
 - Surface: Concrete is the preferred standard for Nebraska. Asphalt may be used in some situations, but is less durable in freeze/thaw situations.
 - Width: Varies depending on situation. Typical standard is 10-foot minimum. In intense use areas, a 12-foot width may be preferred. For lighter use or when right-of-way is limited, 8-foot width may be adequate.
 - Maintain a two-foot minimum clear recovery zone adjacent to both sides of trail with bicycle uses.
 - Grades and Grade Changes: Establish a 5% overall maximum grade. Individual segments may include grades up to a maximum of 8.33%. Ramps, bridges, and landings adjacent to abrupt grade changes must include 32-inch high handrails, designed to meet AASHTO recommendations. In areas with slopes over 5%, consider an alternate accessible route with reduced grades if possible, even if this route requires a grade crossing.
 - Subsurface and Drainage: Typically 4 to 8-inch compacted, smooth, and level. Trail cross-section should provide adequate cross-drainage and minimize debris deposited by run-off. Typically, this involves a maximum cross slope of 2%. Emphasize use of open drainage solutions whenever possible. When trails are adjacent to or cut into a bank, design should catch drainage on the uphill side of the trail to prevent slope erosion and deposits of mud or dirt across the trail.
 - Sight Distance and Intersection Design: Provide 150-foot sight distance standard. Provide 20 mph minimum design speed for bicycle use. Provide intersection design with gravel roads that prevent coarse gravel from encroaching on trail surface. When bollards or gateway

barriers are used, provide a minimum opening of five feet, adequate to permit adequate clearance for all bicycles. Avoid poorly marked cross barriers that can create hazards for entering bicyclists, particularly in conditions of darkness.

- **Vertical Clearance:** 8 feet minimum, 10 feet desirable for all user groups.
- **Grade Crossings:** Use clearly marked crosswalks where a trail crosses an intersecting roadway or street. Provide appropriate trail crossing signage to notify motorists of intersecting trail.
- **Design for Maintenance:** Provide adequate turning radii and trailhead access to maintenance and emergency vehicles. Provide for regular winter plowing in urban areas; in rural areas, maintain a surface usable for winter recreation.
- **Signage:** Provide regulatory and warning signs consistent with the Manual of Uniform Traffic Control Devices (MUTCD). Provide an informational sign system consistent with the MUTCD including: identifying trail name, pictographs identifying permitted uses, trail maps at regular intervals, mileage markers, interpretive signage, directional indicators (with distances to campsites, services, points of interest), safety rules (including advisories on helmets, right-of-way rules, passing and announcement etiquette), use regulations and prohibitions including prohibitions against motorized vehicles such as scooters, recreation liability warnings and disclaimers.
- **Support Facilities:** Provide periodic minor rest stops, including benches, shaded areas, picnic areas, and informational signing. Provide trailheads at major access points and periodic major rest areas, incorporating parking facilities, maps and trail information, water, restrooms, telephone, and shelter. As a general standard, major support facilities should occur at ten-mile intervals.

E. Maintenance

Clearly, maintenance is as important to a trail's success as is good initial construction practice. A strong management program, assuring that a trail is an asset to neighboring property can allay fears of adjacent property owners and minimize potential opposition.

Trail maintenance depends on the type of materials used. The state standard of 6" concrete requires very little maintenance once installed, while loose material trails require considerably more maintenance. While maintenance of the trail system may be the responsibility of CNPPID, other arrangements can be made for maintenance. Adopt-a-trail programs are a good method of securing trail maintenance with little expense.

SAMPLE MAINTENANCE PLAN Non-Motorized LAKE TRAIL

The maintenance of the proposed Lake Trail System will be the responsibility of the _____. Specifically, the _____ staff will be assigned to maintain the trail. At times, if the situation arises, we will encourage trail user groups, non-profit organizations and individuals to assist us in maintaining the trail. However, we will not rely solely on them to keep the trail in good condition.

Since the trail will be a new concrete surface, the maintenance will be primarily mowing around the trail during the growing season, spraying for weeds as needed, trash pick-up along the trail, and any periodic repairs to the surface and signage that may arise throughout the anticipated life expectancy of the trail. Trail maintenance includes the trail itself as well as the trailhead parking lot.

The costs of the trail maintenance will be absorbed into the _____'s annual budget and there are sufficient funds available to do so. The anticipated budget increase should be minimal since the _____ already maintains the lake area.

Below is a list of items that _____ will complete and incur the costs of. This does not include major items that could come up in any given year.

Maintenance Activities: Trash Removal, Mowing, Trimming trail edges, Trailhead, Inspections, Surface repairs, Repair/replace signage

Total Anticipated Annual Costs \$_____

6. Appendices

- A.** Meeting Agendas, Minutes, Attendance
- B.** Survey Form, Results, Trail Route Options Map
- C.** Memorial Weekend Trail Use Log

Appendix A

Meeting Agendas, Minutes, Attendance



Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan

Kick-Off/Steering Committee Meeting #1 – Notice & Agenda

Medo's Resort, 20 Bullhead Expressway, Drive #28

August 18, 2011 – 7:00 p.m.

1. Introductions
2. Trail Plan Purpose
3. Trail Plan Process & Tentative Schedule
 - a. Kick Off/Steering Committee Meeting #1 - August
 - b. Open House # 1 – September ??
 - c. Steering Committee Meeting #2 – October ??
 - d. Open House # 2 – April ??, 2012
 - e. Steering Committee Meeting #3 – June ??, 2012
4. Steering Committee Responsibilities
 - a. Guide plan process
 - b. Provide background information
 - c. Identify potential trail corridors
 - d. Assist public participation efforts
 - e. Identify and coordinate with local entities to develop feasible Master Trail Plan
5. Discuss/Collect Relevant Information/Maps/Studies/ Plans
6. Prepare Base Map(s)
 - a. Attractions/Points of Interest/Destinations
 - b. Existing/Potential Trail Corridors/Segments/Issues (opportunities or obstacles)
 - c. Existing/Potential Trail Facilities
7. Open House Planning/Responsibilities
 - a. Date, time, location
 - b. Press release, newsletter, posters . . .
 - c. Special Notice, agencies, individuals . . .
 - d. Flyers, handouts, maps, opinion survey
8. General Comments/Questions
9. Adjourn – No later than 9:00

Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan

Kick-Off/Steering Committee Meeting #1 – Minutes

Medo's Resort, 20 Bullhead Expressway, Drive #28

August 18, 2011 – 7:00 p.m.

Present: Bruce Hanson, Linda Anderson, Claire Boroff, Tim Boyle, Charles Brooks, Arlin and Jean Edeal, Sheila Egenberger, Ron Fowler, Jim Hain, Peg Hastings, Heidi High, Dick Hove, Dianne Jeffrey, Allan McClure, Linda Obermiller, Chuck Olsen, Sam Reno, Tempie Roberts, Bonnie Roland, Stan Vodehnal, Joann Wieland and Tim Anderson.

1. Introductions, everyone introduced themselves
2. Trail Plan Purpose, Anderson and Zubrod described the plan purpose is to build on past efforts and identify opportunities for additional trails and support facilities around the lake. Anderson emphasized that it is the intent of CNPPID that development of the plan be a Johnson Lake resident driven project.
3. Trail Plan Process & Tentative Schedule, Zubrod outlined a proposed plan process and tentative schedule.
 - a. Kick Off/Steering Committee Meeting #1 – August 18, 2011
 - b. Public Information Meeting # 1 to be scheduled in September for the purpose of providing information, obtain public input, evaluate existing and potential trail corridors and support facilities, identify opportunities and constraints.
 - c. Steering Committee Meeting #2 to be scheduled in October or November to evaluate public input, opportunities and constraints, refine trail alignment and support facility preferences, provide comment for Draft Plan.
 - d. Public Information Meeting # 2 to be scheduled for April 2012 to obtain input on Draft Plan, recommended improvements, and implementation.
 - e. Steering Committee Meeting #3 to be scheduled in June 2012 to provide review and comment for Final Plan.
 - f. Submit Final Plan to Central Nebraska Public Power & Irrigation District.
4. Steering Committee Responsibilities
 - a. Guide plan process
 - b. Provide background information
 - c. Identify potential trail corridors
 - d. Assist public participation efforts, advertise & notice methods, distribution, obtain feedback
 - e. Identify and coordinate with local entities to develop feasible Master Trail Plan

5. Discuss/Collect Relevant Information/Maps/Studies/ Plans

- a. Potential trail users were identified as pedestrians, joggers, in-line skaters, bicyclists, cross-country skiers, seniors, children, families, people with disabilities, local residents and visitors. No motorized vehicles, such as ATV's or snowmobiles, would be allowed.
- b. The Johnson Lake Trails Working Plan developed in 2010 would provide valuable information to prepare base maps for potential trail corridors.
- c. CNPPID is working to provide a potential bridge across the inlet channel. CNPPID and Gosper County are working to construct a new bridge across the outlet channel that would include a 10 foot wide trail lane on the west side. No other road or trail or facility improvement plans were known.
- d. CNPPID will provide AutoCad or Micro Station maps to Kirkham Michael for use to plot potential trail segments
- e. Future maintenance of trail system should be discussed.

6. Prepare Base Map(s)

- a. Residential Areas/Attractions/Points of Interest/Destinations were identified and plotted.
- b. Existing/Potential Trail Corridors/Segments/Issues were identified and plotted.
- c. Existing/Potential Trail Facilities for parking and lack of signs were identified

7. Public Information Meeting Planning/Responsibilities

- a. September 22, 2011 at 7:00 p.m. at the Chapel of the Lake was scheduled.
- b. There were no mailings or newsletters that would be made in time for the September meeting. The draft flyer was reviewed and when final could be posted or delivered by Steering Committee members to advertise upcoming meeting.
- c. Special Notice could be made as appropriate to governing bodies, potential trail supporters, potentially affected property owners or persons potentially opposed to trail.
- d. The draft opinion survey was discussed and suggestions made to better describe the trail segments with a map or narrative identifiers. Public Information meeting attendants would be asked to complete the survey. Since many lake residents do not have access to the internet, posting the survey to a website was discouraged. Prior to the meeting, Tim Anderson offered to mail the flyer, map and survey to lake residents to give those not attending the September 22 meeting another chance to participate.

Johnson Lake – Master Trail Plan

Public Information Meeting – September 22, 2011

Project Description

Central Nebraska Public Power & Irrigation District is providing funding for the development of a master trail plan for the Johnson Lake area. The purpose of the plan is to build on past efforts and identify opportunities for additional trails and support facilities around the lake.

The benefits of a trail system include increasing recreational opportunities and physical activity which lead to improving the quality of life and better health for a wide variety of users including pedestrians, joggers, in-line skaters, bicyclists, skiers, seniors, children, families, people with disabilities, local residents and visitors. Additional benefits of a trail system include improved community image, safe alternative transportation, economic development, and increased property values.

Currently there are approximately three miles of hard surfaced trails along the southeast and southwest shorelines. Pedestrians, bicyclists and motorists share the road around other portions of the lake. The goal of the planning effort is to create a trail system that will provide a safe, accessible and convenient non-motorized transportation option for residents and visitors from the residential and recreation areas to various attractions and destinations.

Steering Committee

To guide the August 2011 to June 2012 planning process, to assist public participation and to assess needs and priorities, a steering committee of residents from around the lake has been created. Members of the Steering Committee include:

Bruce Hanson, Linda Anderson, Tyson Atwood, Claire Boroff, Tim Boyle, Charles Brooks, Gary Buehler, Karla Denker, Arlin & Jean Edeal, Sheila Egenberger, Anne Eilers, Ron & Kathy Fowler, Jim & Jeanette Hain, Nancy Hancock, Scott & Kristy Hanchera, Peg Hastings, Heidi High, Dick Hove, John Ivey, Dianne Jeffrey, Diane Jurgens, Allan McClure, Brian Miller, Tom & Rhea Musil, Stan & Linda Obermiller, Chuck Olsen, Sam Reno, Tempie Roberts, Bonnie Roland, Stan Vodehnal, and Joann Wieland.

Public Participation

During the initial Steering Committee meeting, a draft map was prepared to identify residential neighborhoods, attractions and destinations, existing and potential trail corridors. This draft map will be available for public review and discussion during a public information meeting scheduled for:

September 22, 2011 at 7:00 p.m. in the Chapel of the Lake

Please plan to attend this meeting, your input is important during development of the Master Trail Plan. Following the public information meeting, comments will be incorporated into a draft plan and presented during a second public information meeting to be scheduled in early 2012.

JOHNSON LAKE MASTER TRAIL PLAN - PUBLIC INFORMATION MEETING
September 22, 2011

NAME	AREA ASSOCIATION
Ron & Kathy Fauden	Mallard Cove
Joe Jeffray	Bass Bay
Joe Jaff	Perch Bay
Bonnie Hahn	Mallard Cove
Shelly Jorgensen	East Shore
Frank Koch	Day Bay
Pat & Mary Tingo	NORTH COVE
Ellen McVane	Mallard Beach
Bruce Hanson	East Shore
Karen Decker	Windy Bay
Rene Wenzel	Perch Bay
Tom Wenzel	Perch Bay
Christy Hamblen	
Debra Ziegl	Mallard Beach
Jim Anderson	CNPPD
Kara Spaine	North Pond
Kris & Rick Haines	L. View Acres
Bill & Sharon Horst	Perch Bay
Debra Boye	East Shore
	NEPC

JOHNSON LAKE MASTER TRAIL PLAN – PUBLIC INFORMATION MEETING
September 22, 2011

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Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan

Steering Committee Meeting #2 – Notice & Agenda

Johnson Lake EMS Building

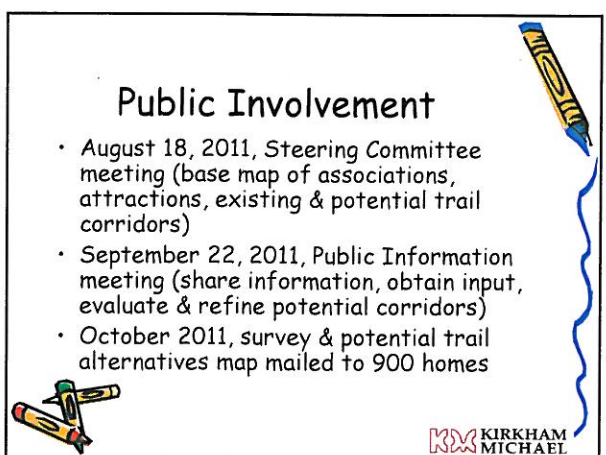
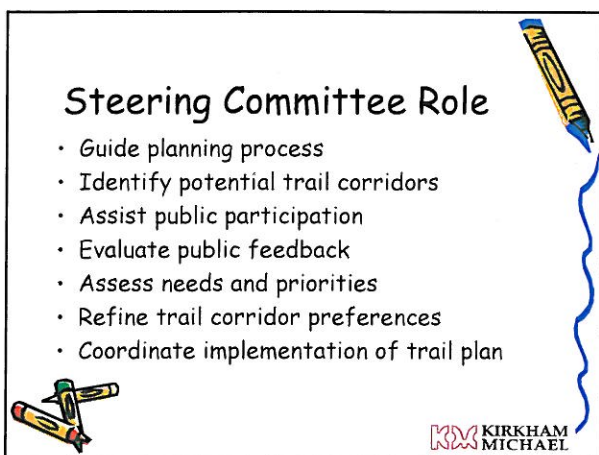
November 9, 2011 – 7:00 p.m.

1. Discuss Trail Plan Survey Results (Issues, Obstacles, Suggested Improvements – summary to be sent to you after Oct 28 closing date)
2. Refine Trail Corridors & Potential Facilities Map
3. Outline Trail Plan Draft
 - a. Goals/Purpose
 - b. Needs Analysis (existing facilities, opportunities & constraints, public participation)
 - c. Recommended Improvements
 - d. Implementation (phasing, typical costs, potential funding options)
 - e. Trail types and Maintenance (off street, paved shoulders, share the road, support facilities)
 - f. Appendices (meeting agendas, minutes, survey results, maps)
4. Organize for Public Information Meeting #2 (content, date, time, location, advertising)
5. How to enhance the Give Big Lex Trails fund raiser scheduled for Nov 17
6. General Comments/Questions
7. Adjourn

Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan
Steering Committee Meeting #2 – Notice & Agenda
Johnson Lake EMS Building
November 9, 2011 – 7:00 p.m.

Present: Jean & Arlin Edeal, Dianne Jurgens, Linda Andersen, Allan McClure, Jon Ivey, Joe & Dianne Jeffrey, Peg Hastings, Karla Denker, Stan Voedehal, Bruce Hanson, Chuck Olsen, Rick Zubrod.

1. Discussion of Trail Plan Survey Results – A Summary of 80 survey responses was sent to committee for review prior to meeting. All neighborhoods responded except Perch Bay. Committee members shared thoughts and other feedback from neighbors on each trail segment. Chuck Olsen presented a written analysis of the General Comments section, mostly positive comments with the majority relating to safety and aesthetics.
2. Refine Trail Corridors & Potential Facilities Map - using above feedback, committee members revised trail segment and option alignments on maps and listed the KEY benefits, concerns/obstacles, improvements/alternatives/resolutions to concerns/obstacles.
3. Outline Trail Plan Draft - discussed electronic distribution of draft to steering committee members in February 2012 for review prior to Public Info Meeting #2; committee members expressed desire to keep Master Plan concise but thorough. Master Plan to include:
 - a. Goals/Purpose - Plan is guidance document for long term implementation; off-road trail benefits for safety, convenient access, encourage active lifestyle.
 - b. Needs Analysis – Brief description of existing off road and share road trails, opportunities & constraints from survey feedback, public participation.
 - c. Recommended Improvements - to include prioritization from steering committee and public input.
 - d. Implementation – 1) Phasing, highest priorities as opportunity, readiness, local support, ROW control, and funds become available; 2) typical costs; and 3) potential funding options (i.e. Federal, State, Local).
 - e. Trail Types and Maintenance - off street, paved shoulders, share the road, support facilities; routine maintenance for mowing, trash removal, vegetation trimming, sweeping, etc.
 - f. Appendices (meeting agendas, minutes, survey results, maps)
4. Organize for Public Information Meeting #2 (content, date, time, location, advertising)
Purpose: present the preferred trail routes and solicit additional public feedback; Review Master Trail Plan draft and receive comments; Priority system (steering committee to recommend preferred routes for additional public input).
Date preferred would be late April. Meeting time, location and announcement to be determined. JLDI and Neighborhood associations could spread word at early April meetings.
5. Adjourn



Public Involvement (cont'd)

- Survey Results (positive comments): trail has been a wonderful addition to the lake, finish around the lake, trail keeps hikers & bikers off the main road, could save someone's life, excited about the expansion, anxious to have safe route around lake



KM KIRKHAM
MICHAEL

Public Involvement (cont'd)

- Survey Results (concerns): keep trail away from main road, trail system great if people use it, prefer not to cross Johnson Lake Drive, assurance that trash and animal waste is taken care of



KM KIRKHAM
MICHAEL

Public Involvement (cont'd)

- November 9, 2011, Steering Committee meeting (evaluate survey results, identify & refine preferred trail corridors)
- February 2012, (preliminary recommendations for preferred corridors & phasing)
- April 23, 2012, Steering Committee meeting (evaluate & refine recommendations)



KM KIRKHAM
MICHAEL

Public Involvement (cont'd)

- May 7, 2012, Public Information meeting (present recommendations of preferred corridors and priorities, obtain additional public feedback)
- June 2012, Steering Committee meeting (evaluate feedback, recommend improvements and phasing)



KM KIRKHAM
MICHAEL

Preferred Routes

- Segment 5 safety cage or new bridge
- Segment 6 combination of A and B
- Segment 7 alternate A
- Segment 8 alternate B
- Segment 9 with JLD crossover
- Segment 10 alternates A, B & C



KM KIRKHAM
MICHAEL

Potential Implementation Schedule

2012

- Segment 8, one mile, takes bikes off high traffic road, four associations served
- Segment 5 to Bass Bay Rd, one half mile, eliminates two dangerous bridge crossings, connect 49 to Matson trail



KM KIRKHAM
MICHAEL

Potential Implementation Schedule

2013

- Segments 9 & 10 to East Shore Dr 1A, 1.85 miles, crossover JLD at county road and East Shore Dr 1A, eight associations served



KM KIRKHAM
MICHAEL

Potential Implementation Schedule

2014

- Segment 10 from East Shore Dr 1A to outlet bridge and Larry Roper trailhead, .6 miles
- Segment 10 B, .4 miles, could be fine rock surface to save costs
- Segment 10 C, could be grass surface
- Segment 6, .45 miles



KM KIRKHAM
MICHAEL

Potential Implementation Schedule

2015

- Segment 7, 1.2 miles, currently safest segment for shared roadway
- Dam Road Improvements, 1 mile, lined bike lanes on shoulder, parking/view area, plan with Gosper County



KM KIRKHAM
MICHAEL

Potential Implementation Schedule

2012 - 2016

- Identify rest areas and construct gazebos or benches
- Some may require short spur



KM KIRKHAM
MICHAEL

Implementation Considerations

- Surrounding Property Owner concerns and expectations
- Corridors/Schedule may change as opportunity and funding become available, changing priorities, to avoid unforeseen obstacles or constraints, etc.
- Safety, eliminating problems or improving existing conditions
- Connectivity to neighborhoods & destinations



KM KIRKHAM
MICHAEL

Questions and Comments

- Trail Plan Purpose
- Steering Committee/Role
- Public Involvement
- Preferred Trail Routes
- Potential Implementation Schedule
- Other



KM KIRKHAM
MICHAEL

JOHNSON LAKE MASTER TRAIL PLAN – PUBLIC INFORMATION MEETING
May 7, 2012

NAME	AREA ASSOCIATION
Dianne Jurgens	Merriweather
Barb Graham	Lakeview Acres Dr
Dick Hollinger	Lakeview Acres
Paul Anderson	Mallard Beach Dr 196
Bill Horst	Perch Bay
Bob & Stephanie	North Cove
Don McCune	Mallard Beach
Tim & Rhonda Mersel	Perch Bay
BUTCH HOGAN	LEX
Ron & Kathy Foulser	Mallard Cove
Chuck & Joyce Olsen	East Shore
Jean & Arlin Edsall	North Shore
Jim & Jeanette Haini	Cropper Corner
N. J. Perkins	Bullhead Pt.
Paul & Cammie	MERRIWEATHER
Dianne Jeffries	Bass Bay
Kala Grace	North Point
Steve & Vicki	North Point
Greg & Beth	Mallard Beach Dr. 20
Sheila Egenberger	Lakeview Acres #116

JOHNSON LAKE MASTER TRAIL PLAN – PUBLIC INFORMATION MEETING
May 7, 2012

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Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan

Steering Committee Meeting #3 Agenda

Johnson Lake EMS Building

May 30, 2012 – 7:00 p.m.

1. Report on Memorial weekend trail information sites
2. Discuss proposals for three segment map changes
 - Segment 11 East Shore by Bruce Hanson
 - Segment 8 by Bob Cummins
 - Segment 6 by Chuck Olsen
3. Discuss/Accept narrative text from March draft and from 3,650 days
4. Adjourn

Central Nebraska Public Power & Irrigation District – Johnson Lake Master Trail Plan
Steering Committee Meeting #3 Minutes
Johnson Lake EMS Building
May 30, 2012 – 7:00 p.m.

Present: Bruce & Carol Hanson, Chuck & Joyce Olsen, Jon Mooberry, Claire Boroff, Ron Fowler, Dianne Jurgens, Allan McClure, Frank & Vickey Koehn, Dianne Jeffrey, Karla Denker, Jon Ivey, Sam Reno, Jeanette Hain, Margy Ortegren, Joann Wieland, Rick Zubrod.

1. Report on Memorial weekend trail information sites. Chuck Olsen thanked the 16 volunteers that staffed the two trail sites for 30 hours over the three day weekend. Information on the Master Trail Planning process and Maps of the preferred trail corridors were on display at both the Roper and Matson trails. There were a total of 410 visitors and residents logged in at the two sites. Appreciative and encouraging comments were provided by numerous persons. In addition to the people walking and biking, there were 17 dogs and 13 skaters recorded. Photos taken show the various trail users, singles, families, youth and seniors.
2. Discuss proposals for three segment map changes
 - Segment 11 East Shore revisions were described by Bruce Hanson. Comments were made during the May 7, 2012 Public Information meeting to move the gazebo to the point of the outlet canal for a more scenic view of the lake and a property owner has suggested a trail alignment along the north side of the outlet canal. As a result, it is recommended that the preferred trail corridor be moved from JL Drive at Dr 1A to meander through the triangular field to a midpoint at the south side, through the dirt mound, then west to the lake point and also east along the north side of the canal to the bridge.
 - Segment 8 revisions were described by Bob Cummins. Comments from Merriweather property owners suggest the trail corridor be moved slightly west of Alternate B and cross east to Alternate C through a vacant lot slightly south of Alternate B.
 - Segment 6 revisions were described by Chuck Olsen. There is a high volume of vehicles traveling at relatively high rates of speed and there is a steep embankment along part of this segment making the shoulder unsafe for hikers and bikers. Constructing an attractive bridge over Dry Bay with a trail midway between the 500 feet separating houses would make the safest and most scenic route and avoid an adverse affect on designated wetlands. Homeowners in Dry Bay opposed the bridge option citing concerns over privacy and obstructing their view. After much discussion, Chuck Olsen made a motion, seconded by Dianne Jeffrey, to accept an alternative reading for Segment 6 that recommends Option (A) Dry Bay Bridge route while also noting Option (B) JL Drive Berm Route. After additional discussion, Ron Fowler offered a friendly amendment, accepted by Chuck and Dianne, to delete the Gazebo from the rest area located at Dry Bay. By a show of hands, the motion passed with seven (7) voting in favor and four (4) opposed.
3. Discuss/Accept narrative text from February and March Master Trail Plan drafts and from Around the Lake in 3,650 Days. Copies of each had been emailed to all Steering Committee members prior to the meeting, additional copies were available at the meeting. It was agreed that the trail segment recommendations from the 3,650 narrative, including the alternative noted in the above discussion, be incorporated into the March draft for the final Master Trail Plan to CNPPID.
4. Adjourn