

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Joel Ludwig"
<jjl1963@atttel.net>
10/19/2006 09:42 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject Support: County Special Permit No. 06051, Danish
Cemetery

Opponents say that there is a straight shot for sound to travel to the cemetery.

Look at the plans for the race track again. There is a building on the left (west) side of the starting line area. After that the cars will pass behind spectator seating and an earthen berm. The sound actually will not have such a clear shot to the cemetery.

That plus the distance to the cemetery will bring the typical sound level down to the level that the cemetery already experiences from normal highway traffic.

Joel Ludwig
219 4th Street
Garland, NE 68360

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Version: 7.1.408 / Virus Database: 268.13.7/488 - Release Date: 10/19/2006



"Joel Ludwig"
<jjl1963@atttel.net>
10/19/2006 09:22 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>, <council@lincoln.ne.gov>
cc "LIBA" <coby@liba.org>, <rogerlarsen@klin.com>, <KSvoboda@ci.lincoln.ne.us>, "Carol B" <carolserv@hotmail.com>

bcc

Subject FW: Planning for Lincoln's Future

-----Original Message-----

From: Joel Ludwig [mailto:jjl1963@atttel.net]
Sent: Thursday, October 19, 2006 9:20 PM
To: 'online@journalstar.com'
Subject: Planning for Lincoln's Future

I was watching the planning commission meeting on the Lincoln Channel 5 website again. After witnessing the activities regarding the commercial development at 84th and Adams, and the proposed Drag Strip application the situation is clear. I feel the planning department is broken.

People at the hearing kept referring to the comprehensive plan. The lack of imagination demonstrated by Mr. Krout and others in the planning department make the term comprehensive inappropriate. I hope the guidance of the Planning Commissioners can straighten out the mess that the planning department keeps bringing to them.

Surely the new comprehensive plan can be more forward looking and open to new options as they arrive. The Comprehensive Plan needs to be a fluid document. A guideline to allow flexibility for future growth. Instead, it is used as an excuse to block economic development in the Lincoln area.

The frustration of the people involved in bringing the development to 84th and Adams was visible, and understandable. Everyone involved in the neighborhood wants it. The Planning department keeps pointing out why something can't be done. They appear to be a deterrent for growth. Shouldn't they be working on solutions? Why would any sane person want to try to develop anything in Lincoln?

Next up, the drag strip issue. Mr. Krout started to sound apologetic as he spoke at the start of the proceedings, but then placed all the blame on the applicant for the drag strip. He admitted mistakes have been made by the department in the process, but continued to evade responsibility. He failed to properly advise the planning commission. He has handled his role and department in an unprofessional manner. I believe he is not the appropriate person for that position.

If a person wishing to invest in the area must rely on the imagination or vision of people like Mr. Krout, then we won't see the growth that the people of Lincoln really want. Who does Mr. Krout report to? What are the terms of his employment? How and when can he be replaced?

We need to make Lincoln attractive for investment and industry. How can we do that? We need a planning department that is working for solutions. One that works with business to develop the means for growth. We need the Chamber of Commerce, the County Board and the City Government to work together to bring new business to Lincoln. New business that will create the jobs for growth. People that make products as well as sell products. You must have people that make it, mine it or grow it. Everyone else doesn't have a livelihood unless those people have jobs. Lincoln cannot grow by relying only on government or university jobs.

We have to prepare to bring the new business here. The Highway 77 corridor north of I-80 should be set

planned as the future business growth area for Lincoln. Compare planning in Lincoln to Nebraska's other large city, Omaha. The other guys appear to have planned pretty well. Look at the area from around 60th street, between I-80 to L Street, all the way out to Oak View mall at 144th street. That area is primarily industrial with some retail mixed in. That is about 6 miles of space that was set up for industrial and commercial growth. We can also consider the space along I-80 between Millard and Gretna. Now look at Lincoln. The space along Highway 77 from I-80 north to Davey Road needs to be set up for industrial, commercial and retail development for our future.

Lack of planning now will limit the ability to develop the commercial or industrial areas which will bring the good jobs in the future. There are so many acreages around the county. What space is available to develop into an industrial or commercial area? You won't be able to develop anything without creating controversy. All this will come because of a lack of imagination and planning. We can fix this now and prepare for what lies ahead.

What is the future? Lincoln is destined to become the largest city in the state. Omaha has filled out almost 2/3 of Douglas County. It will be locked in on all 4 sides at some point in the future. Lincoln is located in the middle of Lancaster County which is much larger than Douglas County.

It is time to start planning and seize the destiny that is coming for this community.

Joel Ludwig
219 4th Street
Garland, NE 68360
402-588-2280

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"shannon mcgovern"
<midwestminichoppers@hotmail.com>

10/21/2006 02:20 PM

To angi_guenther@hotmail.com, mdekalb@lincoln.ne.gov,
JWalker@ci.lincoln.ne.us, commish@lancaster.ne.gov,
commish@lincoln.ne.gov, council@lincoln.ne.gov,

cc

bcc

Subject Special permit No.06051

Mark Ottemann is Nebraskas Utilities/ Noise and Air Studies Engineer. Has anyone consulted with him concerning Noise levels. He had to make sure that Hwy 77 between Davey and Branched Oak Rds could be widened and this area could handle a 4 lane Hwy. Visit web site to e-mail or call him. Thanks

The message is ready to be sent with the following file or link attachments:

Shortcut to:

<http://www.nebraskatransportation.org/environment/index.htm#noise>

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



index.url

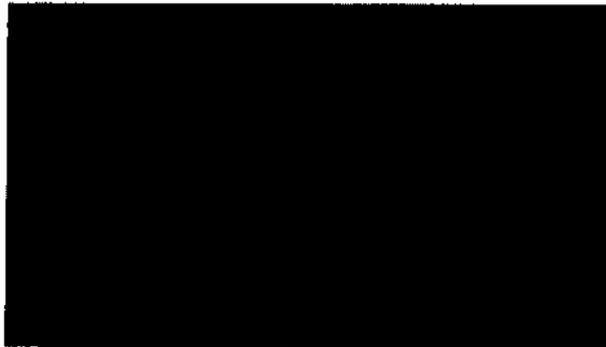
Official Nebraska Government Website

**Nebraska's Environment
NDOR's Commitment to Conservation**



NDOR Services & Staff 

NDOR Divisions/Districts 



Contacts

Environmental Home

Wetland Mitigation

Historic Preservation

**Archaeology
and Paleontology**

Research

**Roadside Wildflower
Guide**

Seeding Handbook

Noise & Air

**Return to Project
Planning & Development
Pages**



**Text Only
Contact the NDOR Webmaster**

Background

In 1972, the U.S. Department of Transportation Federal Highway Administration directed highway departments across the nation to develop procedures which would assure that proper consideration of environmental values were incorporated into the planning and design of highway projects.

Nebraska was one of three pilot states to develop an Action Plan for the full consideration of the economic, social and environmental effects of highway projects, thus insuring that decisions made on such projects were made in the best overall public interest. Nebraska's Action Plan was accepted and approved by the U.S. Department of Transportation Federal Highway Administration on June 13, 1973.

In the 33 years since the implementation of the Action Plan, NDOR has been addressing environmental issues, which have expanded considerably, and which today present numerous challenges. NDOR continues to meet the challenges. On this website, we'll examine significant accomplishments and new/ongoing programs in several environmental areas.

Environmental Section Responsibilities

The NDOR Environmental Section is part of the Project Planning and Development Division, and is responsible for:

- Evaluation of social, economic and environmental impacts of construction projects. Obtaining project approvals from the Highway Administration on projects with federal involvement.
- Preparation of environmental studies and evaluation documents for road construction projects, in compliance with the National

Environmental Policy Act (NEPA). Providing liaison between Department, government agencies, consultants and the public on environmental issues.

- Providing liaison with the Paleontological and Archaeological Highway Salvage Program. Coordination between the Nebraska State Historical Preservation Office and the Nebraska Department of Roads, regarding preservation of historic bridges.
- Coordinating with the U.S. Corps of Engineers and other agencies for permit acquisition when projects involve waterways, wetlands, and floodplains. Identification and development of wetland mitigation sites, including establishment of wetland mitigation banks.
- Preparing seeding, erosion control and landscaping plans and specifications for roadside and Departmental property ground improvement and maintenance.

Noise and Air Section Responsibilities

Noise Policy

The Noise & Air Section is responsible for:

- Performing noise and air quality studies to determine the environmental impact of projects.
- Preparing final noise reports.
- Designing noise abatement solutions.
- Conducting public hearings to address noise and air impact



Contacts

Contact Name	Phone
Cindy Veys, Environmental Section Manager	402-479-441
Len Sand, Highway Environmental Program Manager	402-479-441
Mark Ottemann, Utilities/Noise & Air Studies Engineer	402-479-468
Jason Jurgens, Highway Environmental	

Programs Manager (Environmental Permits Unit)	402-479-441
Ronald Poe, Highway Environmental Programs Manager (Roadside Stabilization)	402-479-449
Art Thompson, Landscape Architect	402-479-483

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



Jean L Walker/Notes

10/23/2006 05:38 PM

To

cc Marvin S Krout/Notes, Michael V Dekalb/Notes, Mark
Hunzeker, Greg Sanford,

bcc

Subject Support: County Special Permit No. 06051

Dear Commission Members:

Please be advised that on October 11, 2006, the applicant submitted petitions in support of County Special Permit No. 06051 The petition states: "My signature below documents support of a Motorsports Facility in Lancaster County, Nebraska, at the proposed site location of Davey Road to Branched Oak Road on the East side of Hwy 77 North."

The petition contains approximately 304 pages and approximately 2,017 signatures. These petitions were not numbered and were somewhat difficult to read, so these numbers are "estimates only". The petitions are on file in the Planning Department office.

--Jean Walker, Administrative Officer
City-County Planning Department
441-6365



JEFF ATKINSON
<jladavey@yahoo.com>
10/24/2006 12:47 AM

To plan@lincoln.ne.gov
cc
bcc

Subject Support of NHRA race track #06051 Please forward to all
planning commission members

PLANNING COMMISSION MEMBERS

I am sending this letter in support of the proposed race track 06051.

I sincerely hope that you are aware of the tremendous opportunity with what a NHRA drag strip could provide to our community and what a economic impact that it could provide to bring the much needed revenue into Lincoln.

Some observations you should consider on approving this application:

ECONOMIC IMPACT It is proven thru various studies that NHRA drag racing provides revenue to cities and states where these facilities are located.

TOURISM Tourism is Nebraska's 3rd largest generator of revenue, this facility will bring out of state dollars to Nebraska.

NEW BUSINESS A race track is a spring board for new business. Look at Kansas with the new businesses around the new Kansas Speedway. Look at other NHRA facilities around the country, a race track promotes new businesses to develop in and around a race facility.

NOISE It is not a factor around other racetracks. In fact a lot of facilities are located in close proximity of major metropolitan cities and yet they don't have any sound studies. Could this be because noise is not an issue. Again a lot of NHRA race tracks are located in close proximity of major metropolitan cities, if noise was a problem, wouldn't you think they would have closed all of these racetracks. In fact a lot of race tracks are in the planning stages for more metropolitan areas including New York City. I rec'd an Email from Jeff Byrd from Bristol Dragway and this was his comments about noise at his drag racing facility.

Thanks for the email. Unfortunately, we have absolutely no information on noise at either of our facilities. We are in a relatively rural area and the fact of the matter is that our neighbors (including Volunteer Baptist Church) make so much money off the races at Bristol, that they don't complain about the noise. The dragstrip is located between two small mountains and that mitigates the noise problem to a certain extent. I would guess that if you are going to run bracket cars most of the time, that noise won't be a huge issue.

LOCATION This is the ideal location for a race track. The NHRA division director was excited about the central location and its location to a major metropolitan city. This facility will draw visitors and racers to Nebraska.

CHURCHES Bristol Dragway in Bristol TN is a good example how race tracks provide revenue to its neighboring businesses. Avoca Christian Church is 1.5 miles from the track and they receive 50,000 dollars in donations for racers and fans using their property and all the money received is given as donations. This is from Bristol's website.

At Avoca we love race fans! We are located about 1.5 miles north of the speedway on the right and offer weekend services at our church. Our Church hosts a campground and

participates in Raceway ministries on our campground. We also offer parking on our Church property for the races. All donations for parking go to help fund our youth mission trips. You will find more information at our website. Please contact Bobby Shelley at bshelly@avocachristianchurch.org for more information. Thanks and have a great time!

REAL ESTATE VALUES Real Estate values will not go down. In fact a recent house was sold in Davey to a person who wanted to live in the area because of a future race track planned in this area. According to Lancaster County Assessor, this house was purchased in the year 2000 for 72,000 and sold for 115,000 in August 2006. In fact it is a proven fact that commercial property is worth more than ag land. Property all along HWY 77 should be rezoned for commercial property so that economic expansion can help promote growth to Lincoln.

DAVEY AREA SUPPORT There is a lot of people including many farmers that are for this facility including myself and surround neighbors that are 1 to 3 miles from the proposed facility.

MOTORSPORTS TASK FORCE This task force identified this location as a location for the applicant to build such a facility. This is a government appointed task force and their recommendations were used for the purchase of the land and its future use.

OPPOSITION TO TRACK These people will be against any type of development in this area. Their ideas and concepts as illustrated on their website cprlife.org would not allow for any commercial development. Our city planners can not allow acreage owners to landlock our county for future development. These same group of people will be against ethanol plants, manufacturing, industry and other commercial growth. Will this set a precedence for all small acreage owners that they can limit future growth by just sending a few non factual emails?

HOUSING DEVELOPMENTS DO NOT SPUR THE ECONOMY Housing projects and acreages do not provide economic impact. They only increase our tax basis, it does not spring board new business, it does not create revenue, it does not create new jobs, and it does not promote new business. How do you promote tourism on housing developments?

NEW ECONOMIC GROWTH What has our planning department done to promote economic growth? What tourism businesses have been created in the last 10 years to bring tourists and visitors to Lincoln, very little, can you think of any businesses that could create this much impact a NHRA facility could provide in the last 5 to 20 years?

COMPREHENSIVE PLAN A comprehensive plan should be a fluid document that allows flexibility for the future. It should not be used to block economic growth.

ENTERTAINMENT This will provide an entertainment venue for thousands of people and bring visitors to Nebraska.

EDUCATION Other race tracks including this facility can be used for education purposes for local university engineering departments, vocational schools and high schools for educational purposes. There is already support from the UNL engineering dept to use this facility for future research.

Planning commission members, I hope you have done your research and homework on what other NHRA facilities have done for the cities and states that these facilities are located in. Its time for Nebraska to have this same opportunity to bring in the much needed revenue to help our community. Please look at the facts.

We are centrally located in the United States and right off I-80, lets take advantage of these opportunities which will bring motorsports enthusiasts to Nebraska. This facility will benefit our community by keeping dollars in Nebraska and more importantly bring revenue from surrounding states.

People of Lincoln, Lancaster County and Nebraska are watching, lets not lose another opportunity to surrounding states. The taxpayers need a much needed break, let this facility bring in the much outside tourism dollars to help our community.

The decision is yours planning commissioners and planning commission members, are you all prepared to tell our community that we don't need this facility and say no to the economic impact and entertainment venue it could bring....again, it's your decision, the people of Nebraska are watching.

Jeff Atkinson
1800 Branched Oak Rd
Davey NE 68336

How low will we go? Check out Yahoo! Messenger's low PC-to-Phone call rates.

SUPPORT

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"Joel Ludwig"
<jjl1963@alltel.net>
10/19/2006 07:21 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>, <council@lincoln.ne.gov>
cc "Carol B" <carolserv@hotmail.com>, <KSvoboda@ci.lincoln.ne.us>, "LIBA" <coby@liba.org>, <rogerlarsen@klin.com>, <online@journalstar.com>
bcc

Subject RE: Support: Proposed Changes to Text Amendment CZ # 06065 and Conditions of Approval for SP # 06051



I do have one correction for my letter below. Sound levels are NOT additive. Sorry for the typo.

Joel Ludwig
219 4th Street
Garland, NE 68360

-----Original Message-----

From: Joel Ludwig [mailto:jjl1963@alltel.net]
Sent: Thursday, October 19, 2006 7:19 PM
To: 'plan@lincoln.ne.gov'; 'commish@lancaster.ne.gov'; 'council@lincoln.ne.gov'
Cc: 'Carol B'; 'KSvoboda@ci.lincoln.ne.us'; 'LIBA'; 'rogerlarsen@klin.com'; 'online@journalstar.com'
Subject: Support: Proposed Changes to Text Amendment CZ # 06065 and Conditions of Approval for SP # 06051

Where do we start? I am responding to a letter that was submitted by an individual allegedly named Leni Skaar, with no address. How many inaccuracies are there in this person's letter? I won't count, but I'll try to correct some information on the issues raised.

One observation is this person obviously knows next to nothing about noise or the FAA regulations they are trying to quote. Some simple research on the internet can be very valuable.

Aircraft by nature are a noise source that is "in the air". Since it is sky above you, one can't limit the sound travel with ground structures such as earthen berms, walls, or vegetation as you could with a racetrack. To use aviation as a basis for reviewing a race track sound impact doesn't appear valid.

From information on the Dayton Ohio Airport site: The FAA only requires the consideration of "significant" noise levels, aircraft noise levels of DNL 65 to 75 in the environs of airports. DNL means day-night average sound level and is a 24 hour average of sound levels on the A scale.

The referenced Skaar letter tries to quote a 40 decibel level as the goal of the FAA, but it doesn't mention what weighting scale they mean. I haven't found the 40 decibel level that was referenced in the letter, or support for their claiming it as a goal in the Federal Aviation Regulations. I have read several references of a 65 DNL as a threshold of interest. I have found reference to areas that are impacted by approach and takeoff areas of airports where the government adds sound insulation to homes. The goal in those cases appears to be achievement of a 45 DNL inside residential rooms. Those are areas that have aircraft over-flight. I don't think any race cars will be flying OVER any property in the area around the race track. (Now that would be a sight, wouldn't it?)

The Federal Government, and therefore the FAA, does not have control over land use. Local zoning regulations control land use, and therefore noise ordinances are the governing

mechanism. So their claim of FAA holding a standard of 40 decibels, 24 hours a day, 365 days a year, simply appears false and ridiculous.

You typically can't measure that low (40 dba) of a sound level in your house if you have anything turned on like the furnace, TV, dishwasher, refrigerator, etc.. Wind through the trees will register over 50 dba.

The noise along Highway 77 will measure peak levels of over 80 dba, and average in a range from mid 60 decibels to mid 70 decibels on the A scale from the typical traffic flow.

I have taken sound levels in Wyuka cemetery that peak at around 79 dba along O Street.

A top fuel race car may be as high as 140dba, but a stock car is definitely NOT. The typical sportsman drag racing car will produce sound levels at 50 feet from the car of 85 to 105 dba. The typical street driven car that also race on weekend events will register 75 to 90 dba at 50 feet. Top fuel cars only run at national meets, or during special exhibition runs at local events during daytime hours.

When comparing noise from a source at 50 feet, you can estimate the sound drop at other distances. One rule of thumb that I have read, and confirmed for myself from simple sound measurement studies over the last few weeks, is as follows. At 100 feet, that will drop by about another 6 dba. At 200 feet it will drop by another 6dba, and at 400 feet, it will drop by another 6 dba. In other words, A 100 dba sound at 50 feet will measure about 76 dba at 800 feet. That is about what the highway noise measures when trucks are passing on Hwy 77.

A dirt berm can cut 10 to 15 dba from the sound level, based on observations that I have taken. Trees will cut more. Concrete noise walls can be added where necessary to reduce more sound.

Sound levels are NOT additive. If you are speaking at 64 dba, and I am speaking at 64 dba, we will only produce a sound level of 64 dba together (not 128 dba). One car or two cars on a drag strip won't affect the sound level. The sound level will set by the peak source at that moment.

You can recognize the individual sounds, but at distance they are not measurable as different from the background noise if you are around any other sources, such as highways, farm machinery, air conditioners, appliances, wind through the trees, etc.

It would seem that it is best to disperse the sound sources in the Lincoln area. That would make the proposed site much better than a site near the airport or railroads as some have suggested. Any impacts it may have will affect the smallest number of people. And as the sound level information indicates, the sound impact to the area surrounding the race track will be about the same as the sound from the highway that is already there.

Oh, and I believe I heard that the Danish cemetery only held 3 or 4 funerals during the last year. How many funerals were on weekdays when no racing would have been occurring anyway? I don't think the cemetery can be claimed to have a disruption when you compare the noise levels to Wyuka or other cemeteries in the Lincoln area.

Joel Ludwig
219 4th Street
Garland, NE 68360



"Joel Ludwig"
<jl1963@alltel.net>
10/19/2006 09:42 PM

To <plan@lincoln.ne.gov>
cc
bcc
Subject Support: County Special Permit No. 06051, Danish
Cemetery

Opponents say that there is a straight shot for sound to travel to the cemetery.

Look at the plans for the race track again. There is a building on the left (west) side of the starting line area. After that the cars will pass behind spectator seating and an earthen berm. The sound actually will not have such a clear shot to the cemetery.

That plus the distance to the cemetery will bring the typical sound level down to the level that the cemetery already experiences from normal highway traffic.

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"Joel Ludwig"
<jjl1983@alltel.net>
10/23/2006 10:38 PM

To <plan@lincoln.ne.gov>
cc <commish@lancaster.ne.gov>, <council@lincoln.ne.gov>,
<online@journalstar.com>
bcc

Subject Support for dragstrip: County Change of Zone No. 06065

It is interesting how this can be produced rather quickly, but leading up to the application for the drag strip, the planning department, Mr. Nauman, and other city employees were constantly dragging their feet.

I assume this map is produced based on the ridiculous proposed ordinance that was presented a few weeks ago.

Please take this for what it is. A document produced after the fact. The location at Highway 77 and Branched Oak Road is an ideal site for the race track.

I urge you to recommend the proposed changes to allow the construction of the drag strip.

Joel Ludwig
219 4th Street
Garland, NE 68360

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Version: 7.1.408 / Virus Database: 268.13.11/493 - Release Date: 10/23/2006 RaceTrack.pdf



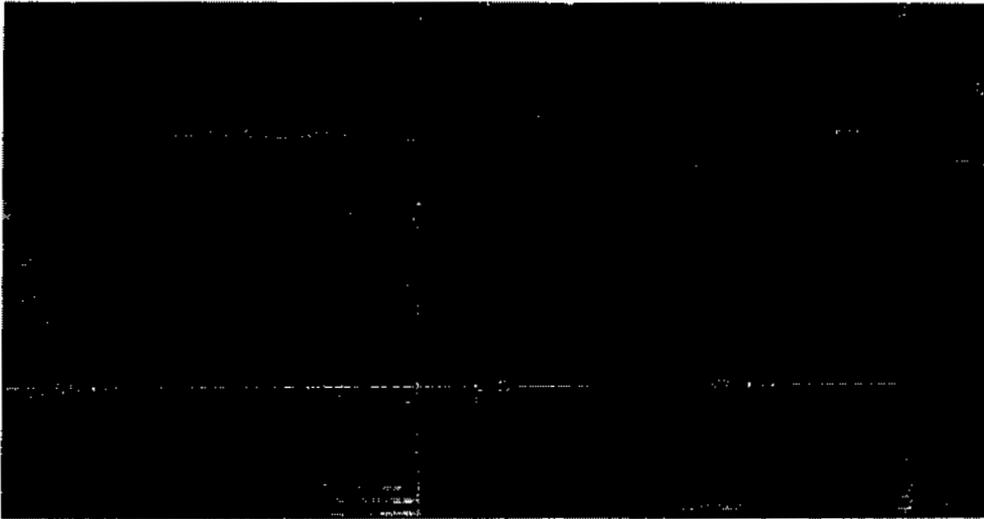
"Joel Ludwig"
<jjl1963@alltel.net>
10/23/2006 10:07 PM

To <plan@lincoln.ne.gov>
cc <online@journalstar.com>, <council@lincoln.ne.gov>, <commish@lancaster.ne.gov>
bcc
Subject Support for Drag Strip. Similar location issues in another city.

Planning Department Director Marvin Krout came to us from Wichita 4 years ago.

<http://maps.google.com/maps?oi=map&q=Wichita,+KS>

Here is the satellite view of the drag strip northeast of Wichita. Click on the Google Maps link. Zoom in. Then Zoom out. You can turn the satellite view or map view on and off. Look at the distance to the city and the acreages around it.



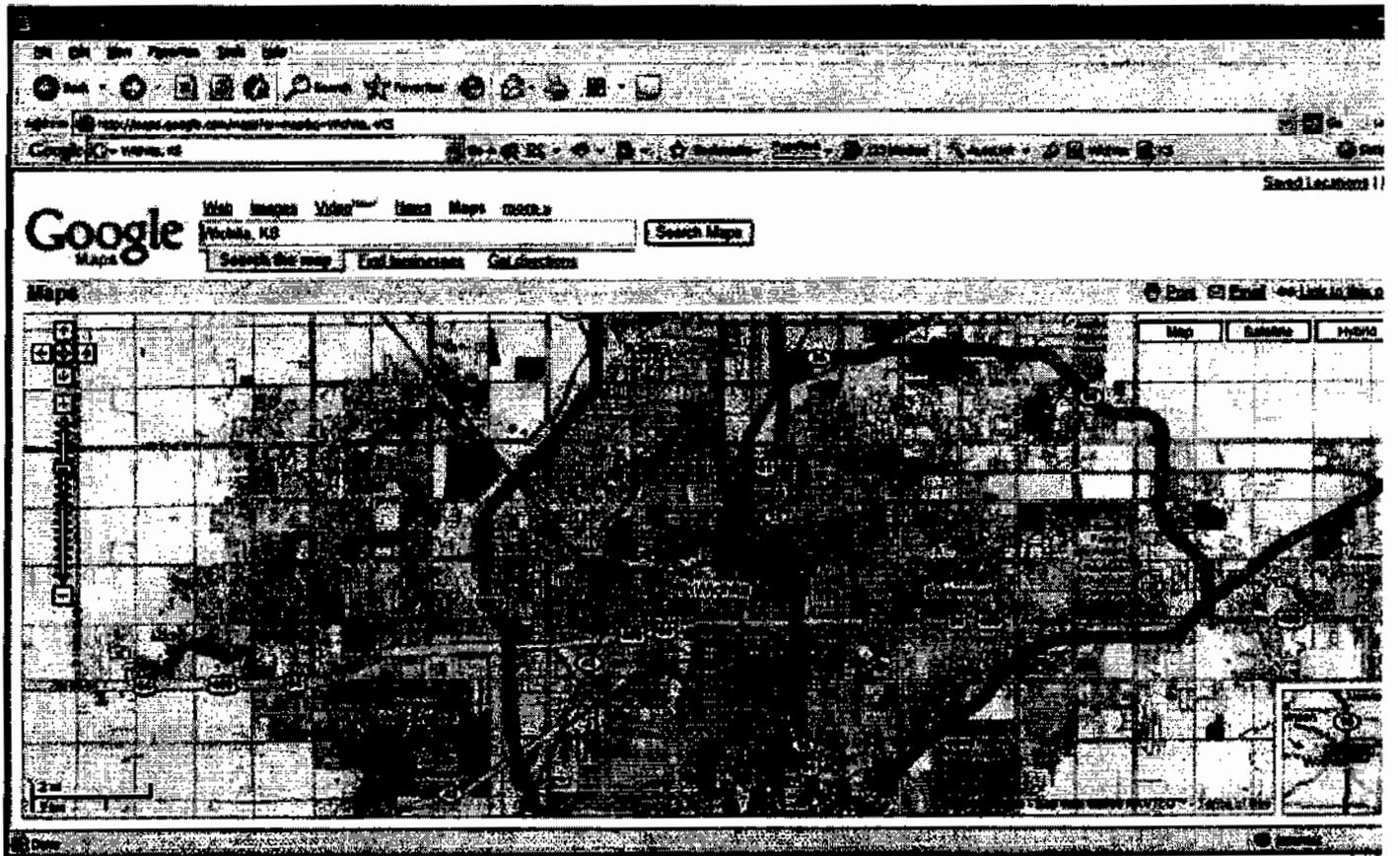
The drag strip has been there for decades. <http://www.teamwir.com/>

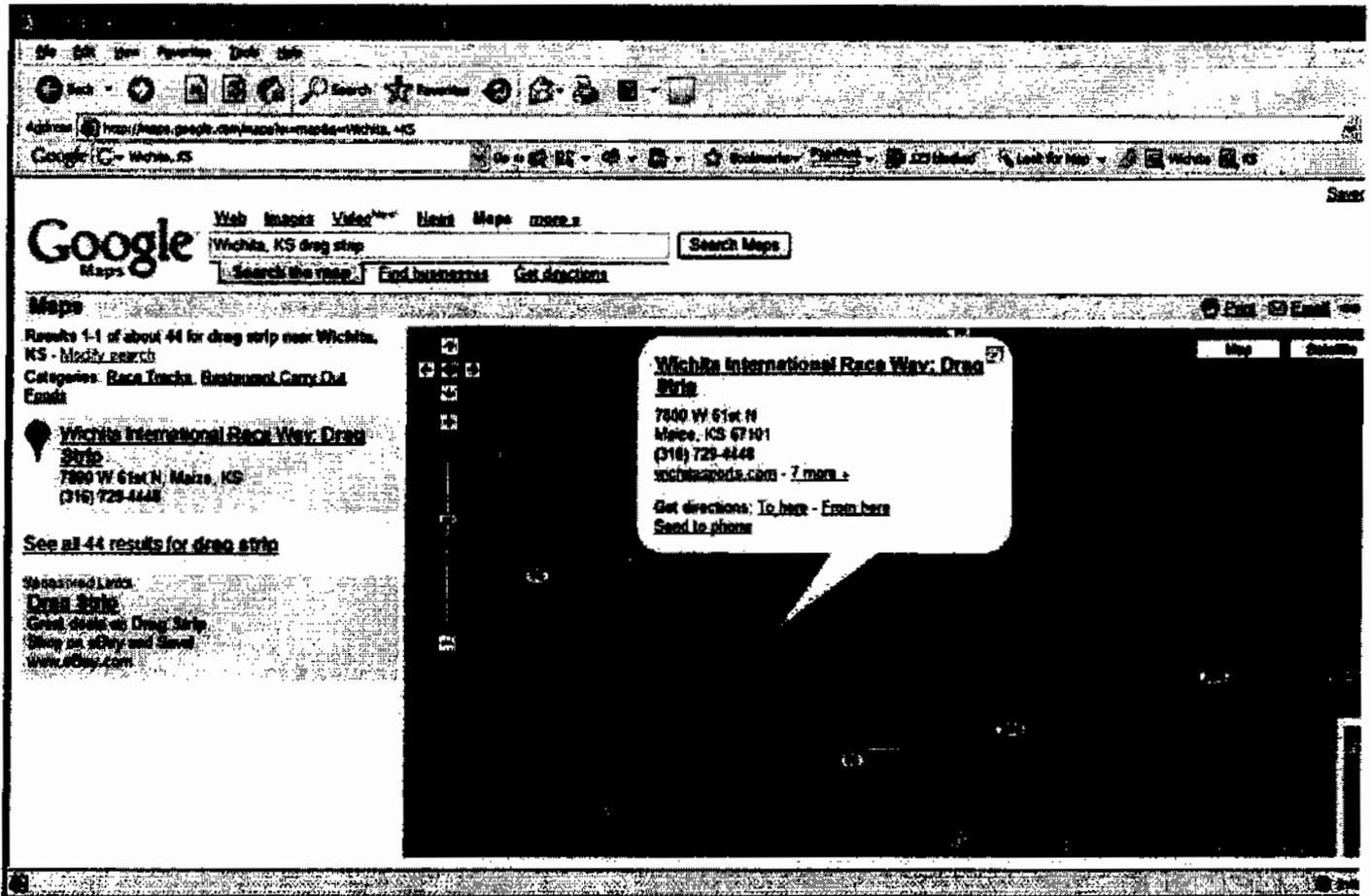
Mr. Krout must have some experience from his time in Wichita. Did you notice all the airports and air strips around the city of Wichita? McConnel AFB, Cessna, Beech, Boeing, Jabara airport, Wichita Mid-Continent. These all around the east and south side of the city. And yet, there is an airstrip and the dragstrip on the northwest side of the city, with a small lake and a river nearby.

The location at Highway 77, between Branched Oak Road and Davey road is a very suitable location. It is a great place to begin development of a top quality track.

The sportsman events are what get the track started. A season or two of successful operation is what will bring in the even BIGGER events. You must have the facility to get the big national events. I believe Lincoln is poised at the right time and the right location in our country.

This is an exciting opportunity.





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"Ken Halvorsen"
<khalvorsen@lincolncomposi
tes.com>

10/24/2006 03:12 PM

To <plan@lincoln.ne.gov>, <council@lincoln.ne.gov>,
<mayor@lincoln.ne.gov>, <commish@lincoln.ne.gov>
cc "JEFF ATKINSON" <jladavey@yahoo.com>

bcc

Subject Dragstrip Support

Commissioner Members,

Tomorrow you will meet to discuss the proposed dragstrip again and I would like to share some data I gathered regarding potential economic income related to the events at the dragstrip. I collected hard data because so much of the discussion I feared would occur about the track would be based on feelings and not facts. Feelings are important but you can't put a financial benefit or loss on feelings.

One week after Americruise this year I visited several hotels along North 27th Street to see how many rooms in these hotels were occupied by people visiting Lincoln for Americruise. I chose this event for several reasons. First of all the quantity of out of town people that Americruise brought to Lincoln will be similar to the quantity of people expected at a major race at the proposed dragstrip. Note that I said similar here. I have been to both Americruise and several intermediate and large drag racing and automotive events in the Midwest and around the country as well as the world and I am confident that the intermediate sized events at the proposed dragstrip will draw many more people than Americruise. Being an engineer, I would not present this data unless I felt it was valid and would show a trend in the economic impact to our community. The data is as follows:

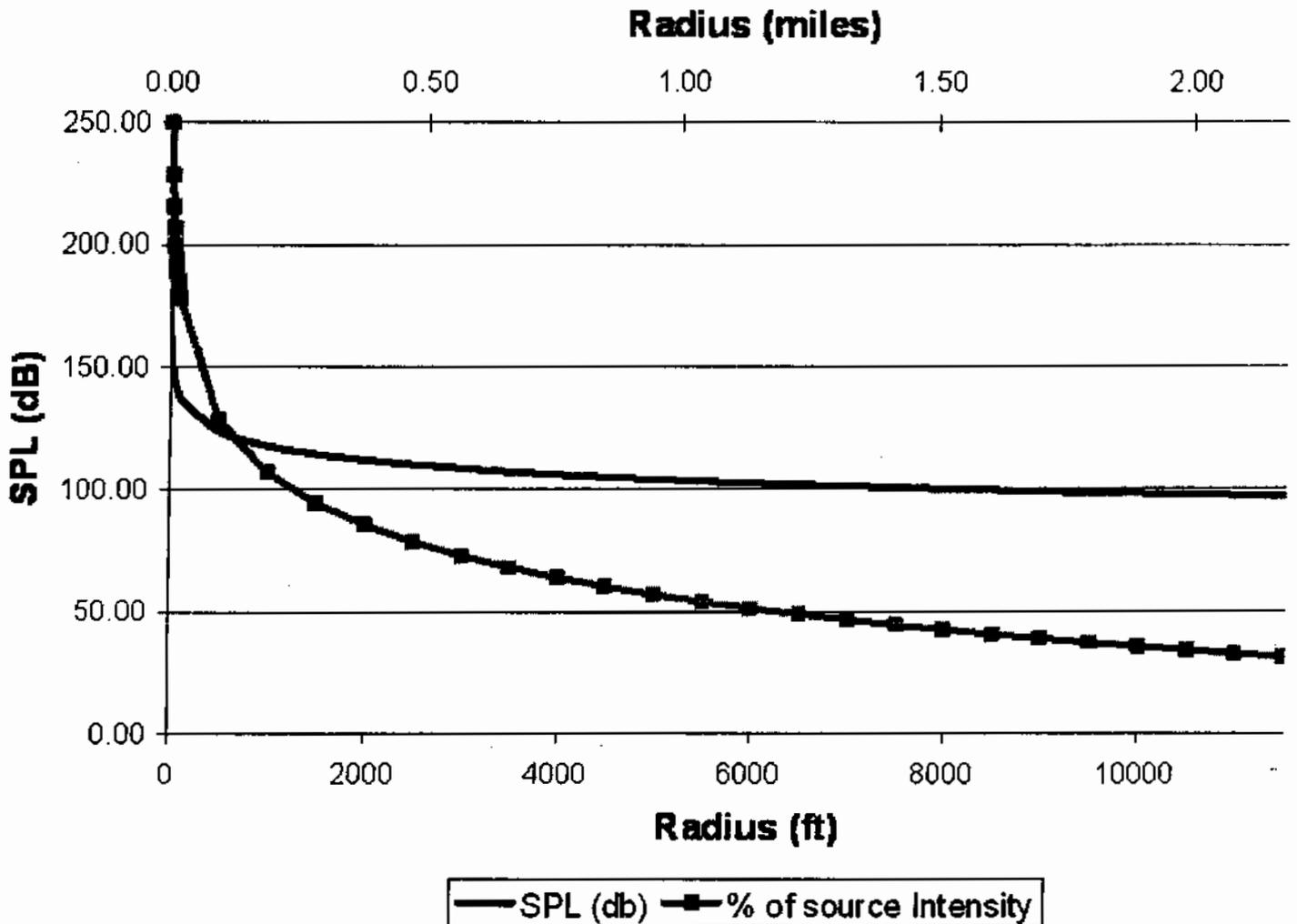
Hotel	Total Rooms	Rooms for Americruise	% Utilization
Ramada Limited	62	15	24
Comfort Suites	60	20	33
Best Western	64	58	91
Settle Inn	70	35	50
Americinn	54	50	93
Average			58

As you can see there is a 58% utilization of the hotel rooms at the 5 hotels which were able to offer me data. There are many more hotels along North 27th street and I am confident they all had 58% utilization of their facilities as well. That's a 58% increase in the hotel economy in Lincoln each day for a four day period. I do not have any further data to make predictions of what this means to Lincoln so I will not, but I will say it is not an insignificant number. It is important to note that these events may only occur once a year at the dragstrip until the usefulness of the location is realized by other automotive organizations. Then there will be an increase in the number of events. I can only speculate the increase so I will not mention the numbers.

I realize much of the communities concern and surrounding neighbors to the proposed track are concerned about the noise and not the economic benefits. I can sympathize with their concerns, however I have crunched the numbers on this aspect as well and I can tell you definitively that the noise they hear will not be an intense noise at any distance beyond the racetrack property. The graph below is a plot of the sound intensity of 1000 HP of acoustic noise at increasing radii from the noise source. The choice of 1000 HP is purely subjective however it is about the maximum level of power any engine will have at a regular event at the proposed dragstrip. You should also note that 1000 HP is the acoustic power utilized for the chart below. This is far beyond the actual power from an engine that is lost due to noise, but for discussion purposes it is useful and the overall effect is the same if 6000 or 20 HP is used. The only

difference is the sound intensity and decibel levels near the noise source. It is important to note the rapid decay in acoustic power as the radius from the noise source decreases. You will also note relatively high decibel levels. This means that, yes in fact the noise will be heard which is no surprise, but the fact that there is low power intensity means it will have little to no effect on the human ear. Also keep in mind that the NHRA mandates the use of mufflers to reduce the noise levels to 95 dBA within 50 feet of the noise source. This mandate will drastically lower the sound level curve and virtually eliminate any intensity effects of the noise to the surrounding environment. The resulting noise level will be near 50 dBA at 2 miles from the noise source when using mufflers on a 1000 HP of acoustic noise.

Sound Pressure Level Vs. Radius from Source of 1000



Thank you for taking the time to look through this data and I hope you can use this data to make your decision.

Regards,

Ken C. Halvorsen, P.E.

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd public hearing - 10/25/06)



"shannon mcgovern"
<midwestminichoppers@hotmail.com>

10/24/2006 11:25 AM

To mdekalb@lincoln.ne.gov, JWalker@ci.lincoln.ne.us,
commish@lancaster.ne.gov, commish@lincoln.ne.gov,
council@lincoln.ne.gov, mayor@lincoln.ne.gov,

cc

bcc

Subject Sound readings

I talked with the current owner of Wichita, Kansas Dragstrip today. They had no history or records of ever doing sound test. He refered me to Rob Parker from NHRA and said he could help. This just goes to show That the noise is not an issue. So many Dragstrips across the country in rual areas. None of them had ever had to do sound surveys. The info is not out there because it has not been an issue. Most normal human beings respect Drag racing and how family and community freindly it is. I hope we get the chance to Prove IT! All I here on radio and see on tv from election campianing is Lincoln needs to grow and bring in new jobs to support all of the housing that going up. Greg Stanford is offering a start 100% investment. If it is turned away buisness will not want to come to Lancaster county.

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"shannon mcgovern"
<midwestminichoppers@hotmail.com>

10/24/2006 11:58 AM

To: angi_guenther@hotmail.com, mdekalb@lincoln.ne.gov,
JWalker@ci.lincoln.ne.us, commish@lancaster.ne.gov,
commish@lincoln.ne.gov, council@lincoln.ne.gov,

cc

bcc

Subject: Drag strip New info

Please take a moment to see the damages that were done to Greg Stanford's Dragstrip in Schibner. I cannot beleive that this was done. I hope that he is given the chance to build a new track. All Greg is trying to do is help the town he is from grow and bring in what so many people want and this is how he is treated. I am very sick to my stomach about this situation. Please approve special permit #06051 now that schribner location is not an option for us racers.

----- Message from "huskerdent" <huskerdent@ALLTEL.net> on Tue, 24 Oct 2006 11:32:09 -0500 -----

To: <knownos500hp@yahoo.com>

Subject: Emailing: schibner tower.JPG, schribner consession bathrooms.JPG

The message is ready to be sent with the following file or link attachments:

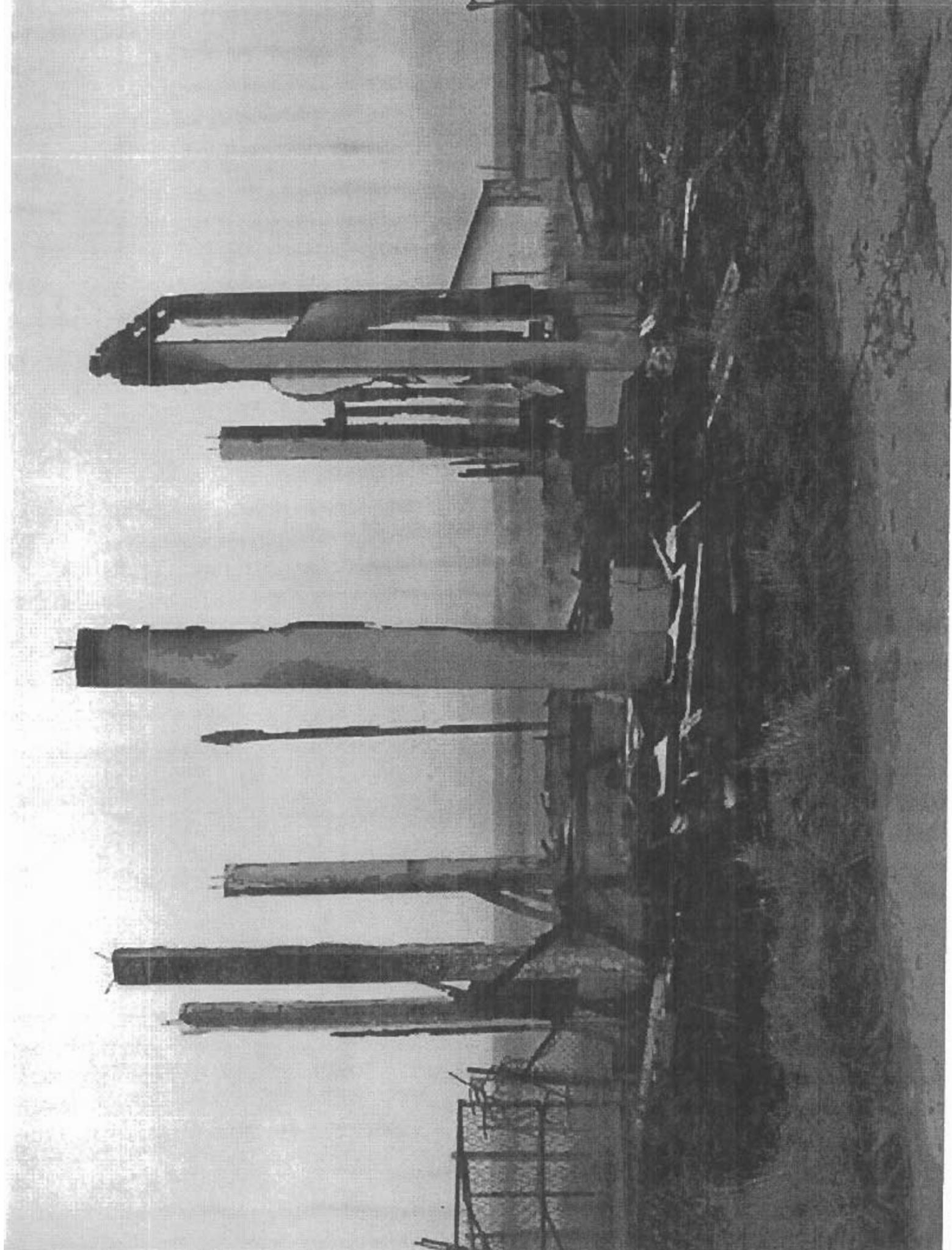
schibner tower.JPG

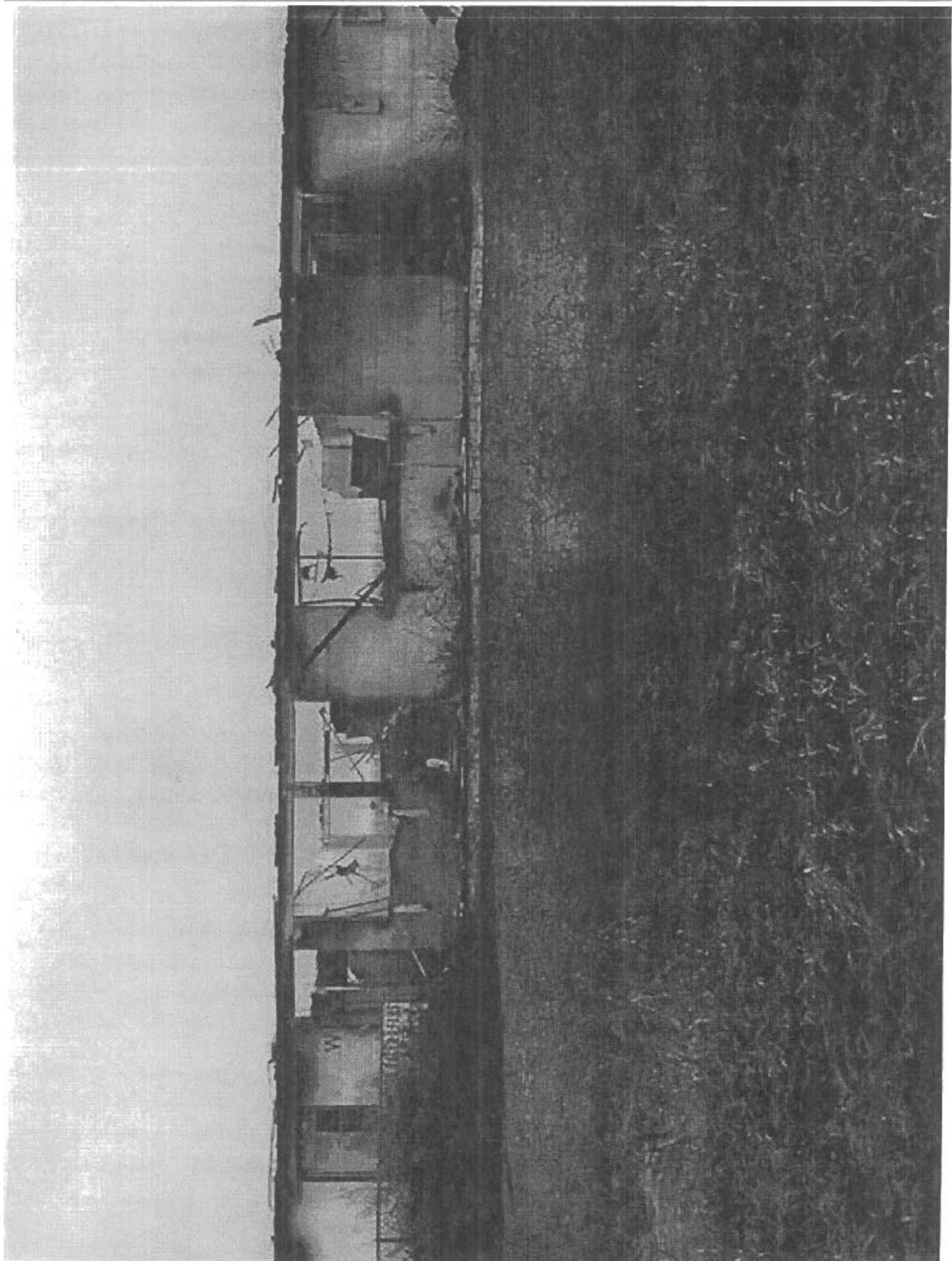
schribner consession bathrooms.JPG

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how



attachments are handled. schibner tower.JPG schribner consession bathrooms.JPG







Gregg Pickens
<gregg@ddsine.com>

10/24/2006 04:20 PM

Please respond to
Gregg Pickens
<gregg@ddsine.com>

To <JWalker@ci.lincoln.ne.us>

cc

bcc

Subject Re: ***SPAM*** County Change of Zone No. 06065 and
County Special Permit No. 06051 - Hwy77 and
Branched Oak Road - Continued Public Hearing

Please forward to all Planning Board Members.

My name is Gregg Pickens and I live in Omaha Nebraska. That should make my comments important to you since I would be one of the potential racers that would travel to Lancaster County to race at the proposed Drag Strip. I am the past President of MVTA (Missouri Valley Timing Association). That organization was originally formed in the 1950's as a group of eastern Nebraska and western Iowa drag racers that wanted to safely promote the sport of Drag Racing. In 1980 after several years of not having a drag racing facility in eastern Nebraska the membership took on the task of creating our own facility. The members of MVTA found the Scribner Nebraska location, secured leases from the land owners and built from scratch a drag strip on what was an old US Air Force runway.

I bring this up because during the September 11th Planning Meeting there was testimony given that Nebraska does not "Need" a drag strip and that it is more of a want than a need. I disagree with that statement and so does history. There was a need, so much so that the racers themselves sought out and built a facility completely with volunteers and donated funds and equipment. That facility operated successfully for 25 years, another sign that not only is there a need but a sustained need. As with all ventures there comes a point where it is time to take the steps necessary to go to the next level. Greg Sanford recognized that need and also came to the realization that in order to continue to successfully draw racers to a facility in Nebraska many upgrades were needed to compete with other larger venues. He was faced with a choice, spend that money on a facility that was born out of necessity with no fore thought to future growth and limited accessibility or take a bold step and relocate to a location where there are no barriers that will limit it's ability to draw racers from a large geographic area. In my opinion as the past President of the organization that built the most successful drag racing facility in Nebraska history Mr. Sanford is right. It is the right location adjacent to a major highway close to the busiest Interstate Highway in the nation.

I am asking you to support him in his efforts. Work with Mr. Sanford to build a facility that will benefit all us by providing a tourism location to continue to draw drag racers to Nebraska. I am also asking you to listen carefully to the opposition as I have. Some have legitimate concerns but many have taken a no compromises position. It is those that I would like to direct my next comments to. I listen to prior testimony where these individuals and some claiming to be groups made many slanderous comments that I find personally offensive. As a Drag Racer I was called a polluter and a drunkard, that I have no respect for public or private property, that my actions have injured livestock and destroyed wildlife, that I have no concern for the well being of families and children, that I am Godless and mindless and that my pursuit of my past time brings no value to society and should be dismissed as a wasteful wretch. All of the "facts" presented to support these statements came from un-named third parties i.e.; I know someone who raises cattle near the old Scribner facility and he said he found one with a broken leg and another with a broken back after a day of racing. Or I know someone who lived

8 miles from the race track and they told me they could hear the race cars in their house with all of the doors and windows closed. What concerns me most is that these comments were made in a public meeting and are now part of the public record and not even one member of the Planning Board asked any of these speakers to provide legitimate support for their comments. I sincerely hope that your silence was a blank dismissal of those statements for what they were, the rantings of extremists trying to prop up their straw house of false claims.

The no compromises crowd seeks to to sway opinion that they should be allowed to enjoy their property as they see fit all the while denying Mr. Sanford that same opportunity. I see no reason why reasonable people on both sides of this issue can't come together to find a workable solution. After all MVTA did it 25 years ago. As a Drag Racer I can say that all I want is a safe location to enjoy my sport. I am willing to make concessions and work with others to make that happen.

On final point as to noise. Race Cars are noisy and that is a fact. Having recognized that there are many ways to control and manage that noise. Facilities can be built that help to contain it, race cars can be built or modified to reduce it, agreements can be reached to make for reasonable hours of operation. The National Hot Rod Association has been out in front of this issue for years. I refer you to the NHRA 2006 and rule book which has specific guide lines for noise control of race cars. This was done so that everyone would have a published set of rules to work from. Review those guide lines and adopt them so we can all have a point of reference to work from in regard to noise.

There is hard work ahead but I firmly believe that reasonable people can come to reasonable solutions that can benefit everyone in the long run. But this can't happen if you vote to deny this permit. Keep it alive and keep everyone talking and good things will happen.

Please let me know if I can help in any way. Thank you for your time and attention.

Sincerely,

Gregg Pickens

--

Gregg Pickens
Digital Dot Systems, Inc.
13213 F St
Omaha, NE 68137
402-408-0115
gregg@ddsine.com

On Tuesday, October 24, 2006 4:04 PM, JWalker@ci.lincoln.ne.us wrote:

>

>Dear Interested Parties:

>

>Thank you for all of the comments and information which you have submitted
>on the above referenced applications.

>

>As you may know, these proposals are scheduled for continued public hearing
>before the Lincoln-Lancaster County Planning Commission tomorrow,
>Wednesday, October 25th. The purpose of the continued public hearing is to
>receive only new information from the staff and/or applicant in response to

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"shannon mcgovern"
<midwestminichoppers@hotmail.com>

10/24/2006 06:18 PM

To mdekaib@lincoln.ne.gov, JWalker@ci.lincoln.ne.us,
commish@lancaster.ne.gov, commish@lincoln.ne.gov,
council@lincoln.ne.gov, stork540@aol.com,

cc

bcc

Subject Drag strip of Feed lot?

If Greg Stanford will not be able to construct an operate a Drag strip on proposed land. I beleive that he will no longer need the property. Therefore I have put together an offer to purchase the land. I have family out west that would like to expand there buisness. I beleive this land would be a great location for a feed lot with 1500 head of cattle. Since it is not commercial land for expanding ecconomical growth. So you tell me Drag strip or feed lot? One way or another something is going to be there. If the neighbors want to controll this land they should have purchased it. I want to control who lives next door to me so I just bought my neighbors house as soon as he said he was moving. I support a drag strip at this location!

SUPPORT

ITEM NO. 5:2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Scott Cornish"
<twocorns@msn.com>
10/25/2006 12:43 AM

To plan@lincoln.ne.gov
cc secornish@speedwaymotors.com
bcc
Subject drag strip

I grew up in Valentine in the 60's and 70's. The "Hot Rod" car culture of the day was incredible. Mustangs in the movies, GTO's on T.V. Batmobiles, Munster Mobiles, Hot Wheels, Mag wheels, Two Lane BlackTop, American Graffiti, The Indy 500, and on and on. The impact of fast cars even reached the fields in Western Nebraska. The school parking lots were full of Camaro's, Roadrunners, Mach 1's, and the like. The inevitable question of who's fast car is the fastest has been the topic of debate for nearly a 100 years. Kearney was a long way to drive to find a real racetrack. Oh, we went when we could, but the vast majority of those inquisitive encounters of speed took place on the backroads of Cherry County, and Every County USA.

After a hitch in the Military I took residence in larger communities that had ready access to motorsports facilities. In some cases you may have 2 or 3 race tracks within an hours drive. When I drove my hopped up Camaro into town, and became accustomed to those communities I found fewer challenges on the highways and byways. It wasn't anything written or spoken, you could just tell. Nobody wanted to "play". You didn't see people revving their engines, or squeeling their tires at the stoplight. What I found was, that people just "took 'em to the track". Once I got involved at the drag strip I finally "got it". This is the way to enjoy the exhilaration of speed. Just you, your car, and the time clock in a safe, controlled environment. No more looking down the road for a cow or a tractor, or looking in the mirror for a Trooper. It's great to just concentrate on the car and enjoy the speed without the guilt or fear of doing harm fogging your mind. The camaraderie and competition of the fellow racers keeps you on the track, and off of the street. I have been a racer for more than 20 years. I have toured throughout the midwest and made many friends. I have not had a speeding ticket nor an accident in 20 years. I now get my "fix" at the track.

If you hadn't noticed, the fast car culture is alive and well today. 8 year olds and 80 year olds have their favorite NASCAR driver. There are Blockbuster movies about animated race cars and "How to build a Hot Rod" shows on cable. Today's T.V. commercials not only tempt your teen with faster commutes, but also dear old dad, subtly suggesting that a BMW would be faster than a Lexus. It's doubtful that the quest for speed will fade in the near future. It's unreasonable to think that everyone will drive 2 to 4 hours to a facility somewhere else in order to "see what she'll do". As with most things, lacking a proper venue-people will improvise. That was the original charter of the NHRA in the 1950's; to get the kids off of the streets of southern California. In addition to the obvious safety implications, it frees up the courts and law enforcement officers to pursue more serious crimes.

We don't want to make criminals out of hobbyists who have no other options. It is prudent for city and / or county government to provide a venue for enthusiasts of this legitimate sport, if they have a reasonable expectation of reducing the problems associated with "street racing". Given the option, the VAST majority of "street racers" would much rather go to a nearby drag strip with a bleacher full of "witnesses" than to blast down some dark, deserted road. If not at this time, or in this place, the community still needs a drag strip. The Planning Commission must not sweep this issue under the rug. Challenge the Motorsports Taskforce to find an equitable resolution, soon.

The economic impact of this type of facility has also been of some debate. While it may not bring in \$30 million a year like a venue in Topeka or St Louis (unless it matures into a national level facility), it would still be of benefit to the community from many aspects. The larger shows will support hotel's, motel's and other entertainment venues. The weekly racers will bolster the sales of local gas stations, convenience stores, and restaurants. There are also other aspects to consider. As local racers modify or build more cars it also creates business opportunities for machine shops, tire sales, chassis shops, component manufacturing, parts stores, etc. I am employed here in Lincoln by the Worlds Oldest Speed Shop. Started as a way to supply parts and support for the fledgling local circle track racers, it now supplies race and hot rod parts to customers around the globe. I can testify that local race oriented businesses provide tens of millions of dollars in revenue, and hundreds of local jobs. Expanding into drag racing would only increase these numbers. The NHRA marketing group have completed many economic and environmental impact studies concerning drag race facilities. I regret if Greg did not provide you with specific information, perhaps the taskforce could take advantage of this resource. They could be contacted @ www.NHRA.com.

Finally, concerns over excessive noise levels have been voiced. I can not dispute the close proximity of a drag strip with a church. Both groups manifest their passion on the same day. One group cherishes peace and solitude, the other creates noise and commotion. It would seem the two groups are mutually exclusive. Yes, given enough distance and utilizing sound dampening techniques a drag strip can be a "good neighbor" but, I am not sure if that can be achieved at this location, I have not seen the exact layout of the facility. Some points were made at the public hearing that I would like to expand on.

Yes, the top fuel dragsters that run in Topeka and like venues are very loud. It could be likened to an airplane or rocket launch (in fact, the origins of "Nitro" date back to WWII German rocket fuel). It surely could be in the 125 db range (although a "run" in a fuel car takes only 4 seconds). The simple truth is that these cars are not the cars that will be running regularly. They may never run there. The overwhelming majority of cars that will be running at the track are the NHRA sportsman racers and street legal drag racers, not the loud top fuel dragsters. If the local racers and community support can create a National Event level facility, and if the NHRA would choose to host a national event there, then we would see top fuel, but it would only be one time per year. And probably not for several years in the future. (And it could be a great thing for the local economy.)

NHRA sportsman racers are limited to 95db, street legal drag cars require mufflers. Many of us in the faster classes already run mufflers, even though we do not exceed that 95db. Most cars that run the weekly shows would be well below 85db. In simplified terms, the faster the car, the louder. 95db is also a common standard used by circle track venues that have muffler rules (such as our State Fair). A restriction to 45db is probably not realistic. Standing beside I-80 on gameday or by a combine in the the corn field would likely exceed that level. The Wednesday or Friday night Street Drags are almost universally comprised of fully muffled, street legal cars. Excessive noise on school nights should not be an issue.

A point was made of how many local small communities managed to co-exist, even flourish, with circle tracks a mile down the road. While it is apples and oranges, it does pose an interesting comparison. Based on vehicle weight, horsepower requirements and basic engine components (type of fuel used, exhaust headers, etc.) required to obtain those horsepower levels, a sprint car would be equivalent to an 8 or 9 second drag car. A modified would be equivalent to an 11 or 12 second drag car. So, for this example let us say that a stock car is as loud as a 10 second drag car. Circle track races are contested by a group of cars (6 to 20) all running several laps.

The duration of these "heat" races can range from 10 to 30 minutes. Think of the noise of 20 cars running non stop for 30 minutes. By contrast, a drag race is an elimination race between 2 cars. In a normal 32 car field half of the contestants are eliminated each successive round: 32-16-8-4-2. That makes a total of 62 passes down the strip to contest an eliminator class. For the 10 second drag car in this example that equals 10.33 minutes (620 seconds). That's about the same as 1 circle track car running for 20 laps. Drag racing is not like circle track racing. It is not constant, long duration noise from multiple sources. Drag racing is short spurts of noise from 2 cars which occurs frequently throughout the day. If there were some magical meter that could measure "total db per hour" drag racing would come in a distant second.

Planes, Trains, Automobiles, all are noisy. Each also a very large part of our history and culture. Our society is always moving forward, it's getting harder to find solitude. I moved from Lincoln to P Dale for a little peace and quiet, the airplanes still fly over my head at night. That's the cost of living in a civilized society. It is unreasonable to expect fingertip conveniences and peaceful isolation.

Thank You,
Scott Cornish

SUPPORT

ITEM NO. 5.2b: COUNTY SPECIAL PERMIT NO. 06051
(p.127 - Cont'd Public Hearing - 10/25/06)



"Joel Ludwig"
<jjl1963@alltel.net>
10/25/2006 09:44 AM

To <plan@lincoln.ne.gov>
cc <council@lincoln.ne.gov>, <commish@lancaster.ne.gov>,
<online@journalstar.com>
bcc

Subject Support for Drag Strip: Additional new sound information

I just stepped onto my front porch here in Garland. This is a quiet little town. The only businesses in town are a tavern, a bar & grill, CO-OP, post office and a small auction house.

The dryer at the grain elevator down the street is running, as it usually will during harvest season. This is a common event in small towns all over our state.

The sound level on my porch is averaging 60 decibels (dba) and peaks at 72 decibels. Inside my house it averages less than 50 decibels, but peaks at 60 decibels. The peaks are from the TV sound, or an appliance running in another room.

Inside I can hear cars drive by, or the grain dryer running a couple of blocks away, but unless I'm trying to listen for them, I don't notice them. I can't measure their sound level on the meter from inside the house. They don't affect me.

The same can be extended to the sound from a race track. Sound drops as distance increases. Barriers do cut some of the sound. It can be dropped down to the level of the surrounding sounds. It simply becomes some of the background sound. That won't affect a person's ability to go about their normal life.

Joel Ludwig
219 4th Street
Garland, NE 68360

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No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.1.408 / Virus Database: 268.13.11/496 - Release Date: 10/24/2006