

**Logan County Commissioners Work Session**  
**August 5, 2025**

Present: Mike Brownell, Jim Yahn, Jim Santomaso, Alan Samber, Mike Burri, Josilyn Lutze, Rick Cullip, Debbie Unrein, Marilee Johnson, and Jennifer Crow.

Chairman Brownell called the meeting to order at 9:00 a.m.

**APPROVAL OF MINUTES FROM PREVIOUS SESSION** - Commissioner Yahn moved to approve the minutes of the July 29, 2025 Work Session. Commissioner Santomaso seconded, and the motion carried 3-0.

**REVISIONS TO THE WORK SESSION AGENDA** – Commissioner Yahn added discussion of the Ambulance. There will be a meeting next Monday.

**REVIEW OF THE BUSINESS MEETING AGENDA** – There was no discussion.

**EMS POTENTIAL OF ADDITIONAL STAFF** – Commissioner Yahn opened discussion on the Ambulance. The group was discussing the potential of adding some additional staff, because the ambulance staff is running pretty ragged over there. They were also hoping that they would have the new billing up and going, although that is not quite ready, they are making progress. They are supposed to start September 1<sup>st</sup>.

Chief Ritter is to talk to the new City Manager today. Previous discussions were to add three additional people to the Ambulance staff. It was never decided how those three additional staff would be paid for. Currently there are nine paramedics, the county pays for six of them and the City pays for three. If we go on that kind of schedule, the County will pay for two additional staff, and the City would pay for one additional. After today, Commissioner Yahn will get in touch with Chief Ritter and see what he was able to find out. Commissioner Yahn will then reach out to the City Manager and see what he is thinking. The Ambulance is pretty anxious to try to get some additional help because it has been pretty tough, with sometimes three or four ambulances out at one time.

The Board has officially approved hiring one employee. The IGA has not been changed. It was extended for one year, because they were trying to work these details out. An EMS Captain also must be hired according to new state law. Funding for that position needs to be determined as well. The County budgets \$250,00 to transfer from the General Fund to the Ambulance Fund if necessary. Last year \$150,000 was transferred to the Ambulance Fund. Debbie Unrein said that the Ambulance Fund is running tight right now.

The EMS Captain would be hired later in the year, possibly in October as the new rules and regulations are taking effect in January.

**RAILROAD CROSSINGS** – Mike Burri of the Logan County Road and Bridge Department met with the Board. The BNSF railroad representative reached out to him and is starting to push to close several railroad crossings. One is on County Road 26, and another is on County Road 32.2. The problem is that Chambers Drive is pretty narrow and if you try to put any truck traffic on it, you would be moving the problem down there. The way the CR 26 crossing is set up, trucks have to swing out and around to try to make the crossing and turn back to get on to CR 26. The whole crossing is a problem, it is narrow, and you can't have two cars going over it at the same time, so one car is always waiting. Chambers Drive is actually a nice crossing and it's only one railroad track. At the CR 26 crossing there are multiple tracks.

The BNSF rep. was thinking of taking all the crossing arms out at Edith Avenue and building the Chambers Drive crossing better and then buying land from the people at the east end of Chambers Drive to build a road

over to Edith Avenue. It may not work because it's down by the river. There may be an irrigation ditch along the side of it that would limit what can be done to widen it, in addition to people's driveways and mailboxes.

The only other way is to close the crossing and build the cul-de-sac. People would have two ways out. Right now, they have three ways out. That would eliminate truck traffic. Right now, there is a lot of truck traffic that crosses there. Another option suggested was to purchase land along the railroad from CR 26 to Wickham Tractor. This would be a better truck route. The railroad has placed concrete barricades at the CR 26 crossing next to Highway 6 because truck trailers were coming too close to their railroad signals and ripping the arms off. The railroad often has that crossing blocked and it is also blocked across Chambers Drive as well. Burri said he was told if the CR 26 crossing is closed, Chambers Drive would never be blocked.

Commissioner Santomaso asked if CR 26 could be straightened and improved by purchasing a small amount of land. He stated that he is not in favor of closing the crossing.

The biggest problem is the Union Pacific (UP) track. All of the UP Railroad tracks would have to be fixed all the way back (north), just to get everything to funnel properly at the crossing. The BNSF representative already said that he could literally just move one crossing arm to the north, and widen their crossing out, but it's the UP Railroad track that's fouling this up. Burri wanted to have the railroads fix that crossing and then pave that whole loop. However, UP does not even want to look at it and that's the track that you actually bounce across. The UP Railroad doesn't work with anybody. They want money just to start a conversation. There are no crossing planks on there, because we're encroaching on that switch. There is no choice but to widen the crossing except to the south but there is a house there.

**FEEDLOT CROSSING COUNTY ROAD 32.2** – There are still a few discussions about closing the crossing at CR 32.2 to the feedlot. The BNSF Railroad representative said that he was willing to build a really nice road going north out of the feedlot, which would be CR 43.5 that was discussed earlier this year. He would fix it up and pave it and then close the crossing at CR 32.2. The railroads always have that crossing blocked. This is doable, they might have to remove some trees and possibly purchase a little bit of farm ground. Damian Mitchek has been open to suggestions on that. This would stop his problem with the traffic trying to beat the train through the feedlot. The railroad's starting offer to close the crossing is \$200,000. There are other options that the County can negotiate.

**COUNTY ROAD 32 ASPHALT** – Burri discussed CR 32 with the Board. He would like to tear out the asphalt and put in a base course mix in. This is the same thing that they did on CR 31 going in to the feedlot. It's a hard packed material that does not produce a lot of dust. It does not have to be bladed all the time, and it doesn't get wash boards in it. It does take some money to do it. Right now, they use dust control on CR 24 going to the feedlot and on CR 32 which Commissioners got a call on yesterday.

Burri said that if they were to take the money that they utilize the dust control on and build the roads with the hard packed base material, they would never have to do the dust control. If the public was notified that the dust control was not going to be applied this year and the road was going to be rebuilt, they should be happy with that.

The dust control material is costly, and it does not make a nice base and does not stay put. The more you drive on it, the worse it gets and then it turns into washboards. Burri just received a call saying that he can get all the hard base material they want from Kimball, Nebraska for \$10.50 a ton. Kimball is a lot closer than Wyoming if the Board did want to do this. Since they did the hard pack material on CR 31, they have not bladed it in three months except to knock the weeds down and pull the shoulder, and that's all that has been done to it. The Board agreed that it is a good option.

Burri said that the amount budgeted for dust control is \$90,000 a year. If they can use one year's budget for dust control to build these roads that he does the dust control on, they wouldn't have to do them for a long time. Maybe in 5-10 years' time, the roads might have to be done again. Every year they are not done, they save \$90,000 on dust control.

**CR 26 HARD PACK BASE** - The Board discussed using the hard pack base course on CR 26 along with a small amount of dust control material just in front of the area where there are houses. Burri said it would just take a little bit of time to get the trucks and excavators over there and dig it all out, get the material stockpiled at the shop and get it all mixed. They can tear the asphalt out within a few days and get it built up with the base material within a few days. They could also use some millings like they used on Red Lion Road. They would probably need to close the road to the public for a couple of days.

The Board thanked Rick Cullip and his crew for the work they did during fair and also Rob Kasper and Mike Burri of the Road and Bridge Department were there most of the night one night and at least and maybe more than that. Cooperation between the departments was excellent.

There being no further business to come before the Board, the meeting adjourned at 9:32 a.m.