

date in the amount of \$2,123.24 payable to Peters, Williams and Kubota. It was moved by Mr. Whitenight that these requests for payment be approved with the payment to B. A. Green Construction being from the Judicial Bond Fund and to Peters, Williams, and Kubota from revenue sharing funds, seconded by Mr. Heck, and carried.

*Discussion -
Court system
legislation*

District Judge Frank Gray discussed with the Board the various ramifications of recent legislation relative to the unified court system.

*Extension Bldg.
add'l cost
to Walter J.
Hicks.*

Walter J. Hicks, architect for the extension building project, further discussed with the Board plans and costs relative to building identification signs and parking lot-drainage control development. Following this discussion it was moved by Mr. Whitenight that Mr. Hicks be authorized to prepare change order in amount of \$203 as an added cost to provide identification signs and change order in amount of \$11,623.65 as an added cost to provide completed parking lot and drainage control as set out in architects drawing dated May 20, 1976, seconded by Mr. Heck, and carried.

*Grant appl.
GCCA - declined*

*Employment -
Mike Bryant
when termin-
ated, program
(intern) also
terminated*

Probate Judge Mike Elwell reported to the Board that the grant application to the GCCA for continuance of the probation and parole intern program for the period July 1, 1976 thru June 30, 1977 had been disapproved by GCCA. Judge Elwell recommended the temporary employment of Mr. Mike Bryant to direct this program for the months of June, July, and August of this year at a salary of \$500 per month effective June 7, 1976. Judge Elwell recommended that at the termination of Mr. Bryant's employment the probation and parole program be also terminated with the intent being that the ongoing corrections and volunteers in court programs would absorb the probation and parole intern program. It was moved by Mr. Whitenight that the recommendations of Judge Elwell be approved, seconded by Mr. Heck, and carried.

No further business, the Board adjourned to meet on Monday, June 7, 1976.

ATTEST:

D. E. Mathia
D. E. Mathia County Clerk

Arthur A. Heck
Arthur A. Heck Chairman

June 7, 1976

The Board of County Commissioners of Douglas County met in regular adjourned session with all members of the Board present.

Approved the minutes of the meeting of June 3, 1976.

*Comm Order
#1529*

The Board approved Commissioners Cancellation Order No. 1529. Order is on file in the office of the County Clerk.

*Comm Order
#64*

The Board approved Commissioners Cancellation Order No. 64 to the Sheriff, Clerk of District Court, and Treasurer.

*Roadway -
appli - private
road - approved
Bruce Snodgrass,
per - Conditions*

Mr. Richard Zinn and Mr. Bruce Snodgrass appeared before the Board to further discuss the application dated May 13, 1976 to the Board of Commissioners for approval of a certain described private roadway in a proposed development in the northwest one-fourth of Section 26, Township 14 S, Range 19 E. Following complete discussion of the matter it was moved by Mr. Stoneback that this private roadway be approved as described on survey dated February 23, 1976, by surveyor, Robert E. Chamberlain, and on file in the commission office subject to the following conditions:

1. That the roadway as designed shall be constructed on a right-of-way 70 feet in width.
2. In the event the owners of tracts, as shown on the diagram attached to the application for approval of the private road, should seek to have the road maintained by Willow Springs Township or by Douglas County, they must first cause the road to conform to such standards as the Douglas County Commission might then require without cost to either Willow Springs Township or Douglas County. The cost for bringing the road up to such standards as the County Commission may then reasonably require shall be borne by the owners of tracts adjoining the private road. This condition shall be included in the restrictive covenants to be imposed upon the tracts adjoining the private road.
3. Tracts B, C, D, and E as shown on the diagram attached to the application for approval of the private road shall be redesigned so that vehicular access will be onto the private road rather than onto U.S. Highway 59.