

2010 Legal and Public Notices

not responding to written correspondence.

Water Superintendent Report

Water Superintendent Scherschligt received several residential complaints regarding low pressure. B-Y's pressure reading was below normal so Scherschligt will contact B-Y's office. Discussion followed on future water/sewer projects using another contractor as MAK Construction will end business on July 31st. Scherschligt volunteered to make several calls and report to the Board at the August meeting.

Finance Officer Report

Finance Officer Ellinger will provide a six-month financial report in August. She is continuing her work on the new program with the assistance of Trustee Pratt. Ellinger reviewed the town's umbrella liability policy and provided copies to the Board. Mayor Bloch will contact the individual who sustained a head injury due to a foul ball at the July 2nd meeting.

OLD BUSINESS:

Vacant Lots

Board approved mowing of railroad right-of-way and 309 Jackson Ave. No timeframe from the Yankton County Auditor on the property sale of 309 Jackson Ave.

Dog Licensing

Letters were sent to all dog owners to purchase 2011 tags and provide vaccination updates. Joe James, Animal Control, will be documenting information and selling tags in July and August. All animals must be licensed by the September 1st deadline.

Ballpark Project

Mayor Bloch updated Board members on the ball park restroom project. The project will be completed by July 21st, the start of the district tournaments.

August Meeting Date

The August Board meeting is scheduled for Saturday, August 13th at 9:30 a.m. A notice will be posted in the Press & Dakotan.

Unlicensed Vehicles

Trustee Pratt presented a new list of unlicensed vehicles. Several of the residences listed are repeatedly out of compliance and instructed Finance Officer Ellinger to contact the town's attorney for suggestions.

NEW BUSINESS: none

OTHER:

*Trustee Frank noted that Northwestern Energy will try to replace the pole at the intersection of Jackson Ave & 2nd Street by the end of July.

ADJOURNMENT:

Motion Pratt, second Frank to adjourn the Lesterville reorganization meeting at 8:05 p.m. Motion carried. Next meeting of the Lesterville Town Board is scheduled for Saturday, August 13th at 9:30 a.m. in the fire hall meeting room. Roxanne Ellinger Finance Officer

Safety

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dogs in situations like this should be put somewhere they have a fan on them so the air is circulating. If you can get them out of the outdoors and into a garage or basement where they are able to have air circulating, they will do a lot better than being directly outside."

Janette Kadatz and Jenni Giedd of Yankton's Heartland Humane Society also warned owners not to leave animals in cars, even for short periods of time.

"They say when it is 85 degrees outside, the temperature inside a car — even with the windows cracked — can get to 102 degrees in 10 minutes and 120 degrees in just half an hour," Giedd said. "I warm my taco shells in the oven at 120 degrees. You are literally cooking your animals in a car, and we have been way warmer than 85 degrees lately."

Giedd said if you are going someplace where you face leaving your animal in the car, choose to leave your pet at home.

Kadatz also said owners should be aware of when and where they are walking their pets.

"When it is this hot outside, don't forget how hot cement sidewalks and roads can be," she

warned. "It literally can burn the pads on their feet. Consider going early in the morning or late at night, then walk in a grassy area."

Franklin said cats are not in quite the same position as dogs.

"I would tell people, if they have indoor/outdoor cats, to keep them confined in the house from 10 a.m. until 7 p.m. at night," she said. "They can still go out at night when it has cooled down enough, and to be perfectly honest, cats are nocturnal and prefer to be outside at night. Indoor/outdoor cats do not mind being indoor relaxing in the coolness of the home during the day."

Franklin said strictly outdoor cats can be confined in garages with fans just like dogs, but she said most outdoor cats are better able than dogs to find a cool place during the heat of the day.

If a dog owner does find one of his/her pets in crisis, Franklin said they should:

- take their temperature. (The normal body temperature for a dog falls within the range of 100.5-102.5 degrees. A temperature of 104 degrees indicates an emergency);
- offer the animal water;
- mist the animal down;
- see if the dog drinks the water, then call your veterinarian for further instruction. If the animal does not drink water, immediately take them to the veterinarian for care.

Heat 'Dome' Makes Much Of U.S. Feel Like A Steam Bath

BY TAMMY WEBBER

Associated Press

CHICAGO — If the extreme heat and humidity lingering over much of the nation feels like a steam bath, it's because the same principles are at work in the atmosphere.

Vast amounts of warmth and moisture have become trapped under a huge "heat dome," bringing record-breaking temperatures and thick, topical air to scores of cities from the Plains to the Ohio Valley. Now the system is moving east to spread the misery to some of the country's most densely populated areas through the weekend.

With temperatures hovering around 100, Jeff Grembocki and other construction workers prepared Wednesday to pour concrete for a walkway improvement project near downtown Kansas City. Empty Gatorade bottles lay strewn across their job site.

Grembocki said the heat saps his energy so much that he falls asleep soon after getting home. He only rouses for a couple of hours to watch TV before going back to bed.

The heat dome forms when a high pressure system develops in the upper atmosphere, causing the air below it to sink and compress because there's more weight on top. That raises temperatures in the lower atmosphere, said Eli Jacks, a meteorologist with the National Weather Service in Silver Spring, Md.

The dome of high pressure also pushes the jet stream and its drier, cooler air, farther north — it's now well into Canada — while hot, humid air from the Gulf of Mexico circulates clockwise around the dome, traveling farther inland than normal.

The cruel result: eye-popping heat index readings measuring temperature combined with humidity. In Newton, Iowa, it was 98 degrees Wednesday with a

heat index that made it feel like 115. A day earlier, Newton's heat index hit 129 degrees.

In Indianapolis, the thermometer read 98 degrees but it felt like almost 114. Chicago's Midway Airport recorded a high of 99 degrees, which felt like 108. Humidity levels in some of the hottest cities ranged from 40 to 60 percent.

The formation of the dome also explains why conditions in, say, North Dakota aren't much different this week than in Houston. The big difference is that people in Houston are accustomed to hot weather. Those in the north are not.

What's more, because of the humidity, even nighttime brings little relief.

Humidity makes the weather feel far hotter because the body, which cools itself by perspiring, has to work harder when the air is already moist.

Although heat domes are not rare, this one is unusually large and long-lasting.

On Wednesday, it had begun moving out of Texas and the Dakotas, headed east and northeast. By Thursday, temperatures in Washington were forecast to hit 100, and the heat could linger for days along the Atlantic seaboard.

Thunderstorms can develop around the perimeter of the dome — called the "ring of fire" — bringing temporary relief to some areas. But this dome is so large that the heat rebuilds quickly, said Kevin Birk, a National Weather Service meteorologist in Illinois.

No widespread deaths have been reported, but the heat sent dozens of people to hospitals and disrupted many routine activities.

Relief is on the way. Cooler air should begin moving into the Plains states this weekend, as a strong pool of air from the jet stream begins to push hot air out of the way in the Dakotas and into Minnesota before making its way east.

Signal

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as they're making their left-hand turns."

The intersection is the first in Yankton to use the new signal.

Yankton Public Services Director Kevin Kuhl said the main reason the location was chosen was because of the large amount of turns being made.

"This intersection has a predominant left-hand movement with the northbound traffic turning to go west, and that's because that's the main route being followed out to the lake," he said.

Kuhl said that while the change has caught some drivers off guard, he has received many positive comments.

"I think everyone has been a little bit surprised when they have pulled up to a blinking yellow, but drivers have been doing a good job of assessing what's going on and proceeding with caution," he said. "For the people who drive it routinely, they kind of like it. That's the feedback I've gotten."

The new signal system is part of a larger construction project on west Eighth Street. The asphalt surfacing portion of the project is scheduled to be completed by Aug. 1. Traffic will be maintained through the project and at the Eight and Summit intersection for the duration of the project.

While this is the first use of the signal in Yankton, flashing yellow arrows have already been installed in

Sioux Falls and many other states across the country.

"As we move forward, I think we'll see more of these in South Dakota and other states," Kuhl said. "This is the new standard. This is the modernization of our signal systems."

Kuhl said the implementation of the signal around the nation is a result of a concerted effort by the Federal Highway Administration (FHWA) to update the Manual for Uniform Traffic Control Devices, which defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways and private roads open to public traffic.

"They have undertaken a major rewrite of that manual, and it was adopted about two years ago," he said. "We're starting to see the new aspects of that manual come into play, and one of those is the flashing yellow."

The change to flashing yellow arrows is the result of a national study conducted for the FHWA which demonstrated that the new signals help prevent left turn crashes by 35 percent.

Peterson added that the change also helps with traffic management.

"You can time that flashing yellow to accommodate those peak hours a little better," he said. "It should add in more flexibility in handling varying volumes of traffic, as opposed to the old red-yellow-green."

To see how the new traffic signal works, a video made by the Michigan Department of Transportation can be viewed at <http://www.youtube.com/watch?v=ulkanxT72KI>.

Business

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"We get to spend the next 15 months having a conversation on if we want to spend our limited resources on senior citizens and kids or if we want to spend it on corporations," state Democratic Party Chairman Ben Nesselhuf told the *Argus Leader* newspaper.

The Republican-controlled Legislature passed a bill this year at Daugaard's urging to refund construction taxes to industrial projects that cost at least \$5 million.

The program has existed for years, but the Legislature last year had reduced the size of refunds and scheduled the program to end in December 2012. The change approved this year extends the program. It would put 22 percent of the contractor's excise tax — which typically brings in \$16 million annually — into a fund that would provide grants to large projects.

Opponents say the money would be better spent on such things as education and Medicaid. Supporters say the program will promote business expansion and increase the property tax base to benefit local schools.

A member of Daugaard's cabinet defended HB 1230 in a *Press & Dakotan* interview.

Pat Costello, commissioner for the Governor's Office of Economic Development (GOED), also attended the Yankton ribbon-cutting ceremony this week. He noted HB 1230 represents only a partial tax refund and only for qualifying businesses.

"Eighty percent of this refund will go to ethanol and wind projects, which mostly benefit agricultural areas," he told the *Press & Dakotan*.

HB 1230 will benefit the entire state and not just a certain few, Costello said. "We need to create jobs and opportunity for our citizens. This (law) isn't corporate welfare," he said.

The Associated Press contributed to this report.

Roads

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'scenic route' rather than 'detours' for a more positive way of looking at it."

The Nebraska Department of Roads (NDOR) placed sandbags along Highway 12 at the Santee spur as a precaution against Bazile Creek flooding, but the sandbags haven't been needed, Hintz said.

Nelson said his environmental review exemption bill would help Highway 12 and other flood-damaged roads and bridges.

Currently, regulations place undue burdens on re-opening infrastructure, Nelson said.

"It might seem odd, but probably not surprising, that just fixing a road, highway or bridge at the same place — that has often gone through an environmental review process when it was built — would now be subject to a new round of red tape involving lengthy and expensive review," he said. "But that's the case, and it just doesn't make sense. By exempting eligible projects from cumbersome environmental reviews, we're just speeding up reconstruction."

Restoring these projects to pre-flood conditions does not change the impact of the original road, highway or bridge, Nelson said. The senator's bill would exempt them from an extensive environmental review process.

Nelson said he got involved in

the issue after officials at the Nebraska Department of Roads (NDOR) raised it. According to Nelson, NDOR officials noted that federal red tape has delayed about three dozen road and bridge repairs from flooding that occurred last year, mainly in northeast Nebraska.

Federal emergency funds have been approved to get them back in shape. But a full year later, none of these roads, bridges or highways have been fully repaired, despite the fact they underwent the federal review process when they were

constructed. "My common-sense bill would help get last year's flood-damaged roads and bridges fixed, and it will help those now submerged get re-opened so Nebraskans can travel where they need to go," Nelson said.

Knox County has seen road projects remain tied up in red tape for as long as 11 years, Hintz said. Any effort to get Highway 12 open as soon as possible would be tremendous, she said.

In the meantime, Nebraska Gov. Dave Heineman requested July 13 a major disaster declaration for 29 counties, in-

cluding Knox County, through the Federal Emergency Management Agency (FEMA), Hintz said.

The governor's request included Knox and Cedar counties for public assistance (mainly infrastructure) and Knox and Dixon counties for individual assistance (private property).

"After the water recedes, they will begin assessing the damages and starting to clean up," Hintz said. "We are waiting for the president to decide whether to issue a federal disaster declaration for Knox County."

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