
City of Grand Island



Tuesday, March 12, 2013
Council Session Packet

City Council:

Linna Dee Donaldson
Scott Dugan
John Gericke
Peg Gilbert
Chuck Haase
Julie Hehnke
Vaughn Minton
Mitchell Nickerson
Bob Niemann
Mike Paulick

Mayor:

Jay Vavricek

City Administrator:

Mary Lou Brown

City Clerk:

RaNae Edwards

7:00 PM
Council Chambers - City Hall
100 East 1st Street

Call to Order

This is an open meeting of the Grand Island City Council. The City of Grand Island abides by the Open Meetings Act in conducting business. A copy of the Open Meetings Act is displayed in the back of this room as required by state law.

The City Council may vote to go into Closed Session on any agenda item as allowed by state law.

Invocation - Pastor Steve Warriner, Abundant Life Christian Church, 3411 West Faidley Avenue

Pledge of Allegiance

Roll Call

A - SUBMITTAL OF REQUESTS FOR FUTURE ITEMS

Individuals who have appropriate items for City Council consideration should complete the Request for Future Agenda Items form located at the Information Booth. If the issue can be handled administratively without Council action, notification will be provided. If the item is scheduled for a meeting or study session, notification of the date will be given.

B - RESERVE TIME TO SPEAK ON AGENDA ITEMS

This is an opportunity for individuals wishing to provide input on any of tonight's agenda items to reserve time to speak. Please come forward, state your name and address, and the Agenda topic on which you will be speaking.



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item C1

Recognition of the Grand Island Northwest Girls Basketball Team for Class “B” State Championship

The Mayor and City Council will recognize the Grand Island Northwest High School Girls Basketball Team and their Coach Mike Herzberg for the Class "B" State Girls Basketball Championship held on March 2, 2013 in Lincoln. Congratulations Vikings for a job well done.

Staff Contact: Mayor Jay Vavricek

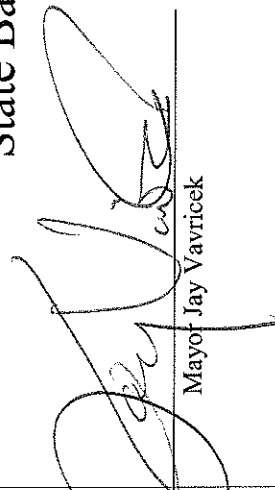


Certificate of Recognition

Awarded to the

“Viking Girls Basketball Team”

at Grand Island Northwest High School and Coach Mike Herzberg for the Class “B”
State Basketball Championship on March 2, 2013.


Mayor Jay Vavricek


City Administrator Mary Lou Brown


City Clerk RaNaë Edwards



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item C2

Proclamation “Go Guard Week” March 18-24, 2013

Ten years ago, Grand Island became the home of a new National Guard aviation facility. This facility houses OH-58, Black Hawk and Chinook helicopters. It will soon be the site of a state of the art National Guard Readiness Center, currently under construction. The Mayor will acknowledge Travis Karr and CCC's Veterans achievement of being Ranked #2 in the Nation for Veteran Service and a Top 15% Military Friendly School. The Mayor has proclaimed the week of March 18-24, 2013 as "Go Guard Week". See attached PROCAMATION.

Staff Contact: Mayor Jay Vavricek

THE OFFICE OF THE MAYOR
City of Grand Island
State of Nebraska

PROCLAMATION

- WHEREAS, the request for Grand Island to make a proposal to be the home of a new National Guard aviation facility was received on December 10, 2002; and
- WHEREAS, the entire Grand Island community supported the preparation of such a proposal; and
- WHEREAS, a presentation was made to Colonels Schurman and Peterson on February 14, 2003; and
- WHEREAS, Grand Island was chosen to be the home of the facility which was first used to house Apache helicopters in support of the 3rd Armory Division at Fort Hood in Texas; and
- WHEREAS, the facility today houses OH-58, Black Hawk and Chinook aircraft; and
- WHEREAS, the facility positively impacts our local economy and provides a place to welcome loved ones returning safely from their service to our country; and
- WHEREAS, the aviation facility is soon to be joined by the National Guard Readiness Center; and
- WHEREAS, the community is celebrating the 10 year anniversary of the announcement made on March 7, 2003 that Grand Island would become the home of the aviation facility.

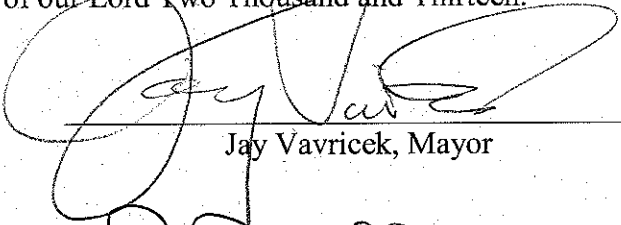
NOW, THEREFORE, I Mayor of Grand Island Jay Vavricek proudly acknowledge the anniversary date of the decision to house the National Guard aviation facility in Grand Island in concert with the city's other military related facilities – former Cornhusker Ammunition Plant, Western Nebraska-Iowa Veterans Hospital, World War II Hero Flights, support for the Vietnam Memorial Traveling Wall and the first 125 years as the home for the Grand Island Veterans Home, do hereby proclaim the week of March 18, 2013 as

“GO GUARD WEEK”

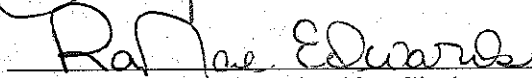
in the City of Grand Island.

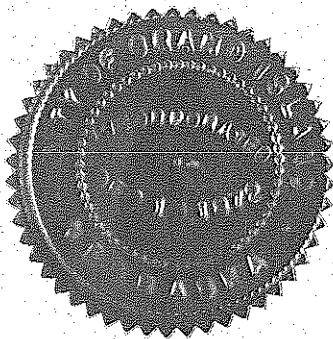
It's with special appreciation we thank Nebraska's former U.S. Senators Hagel and Nelson, Congressman Osborne, Governor Johanns and Appropriations Committee Chair Texas U.S. Senator Kay Bailey Hutchinson for their support.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the City of Grand Island to be affixed this twelfth day of March in the year of our Lord Two Thousand and Thirteen.


Jay Vavricek, Mayor

Attest:


RaNae Edwards, City Clerk





City of Grand Island

Tuesday, March 12, 2013

Council Session

Item C3

Presentation of Downtown Revitalization Plan by Alley Poyner Macchietto

Staff Contact: Marco Floreani

Council Agenda Memo

From: Marco Floreani, Community Development Administrator

Meeting: March 12, 2013

Subject: Downtown Revitalization Plan

Item #'s: C-3

Presenter(s): Marco Floreani, Community Development Administrator
Alley Poyner Macchietto Architecture, Lead Consultants

Background

The City of Grand Island received a Downtown Revitalization Phase 1 Pre-Development Planning Grant for the amount of \$30,000 from the Nebraska Department of Economic Development for a planning project that meets the CDBG national objective of aiding in the elimination conditions related to slum and blight. A combination of matching funds and in-kind services of were committed from City of Grand Island Program Income Reuse Funds and from Business Improvement District #8 for a project cost of \$50,000, including general administration.

The developed Downtown Revitalization Plan has been prepared by lead consultants Alley Poyner Macchietto, an architecture firm from Omaha. In addition to the consultant's expertise, the plan incorporates information gathered during a November 14, 2012 public forum and several focus group discussions. The Downtown Revitalization Plan will be used as a resource for future downtown development and includes suggestions for funding Community Development Block Grant projects within the boundaries of Business Improvement District # 8.

On March 29, 2013, the City of Grand Island will be submitting a Community Development Block Grant Application to the Nebraska Department of Economic Development for Downtown Revitalization Phase II funds. The anticipated award is \$350,000 with a local match of 25%. A public hearing will be held on March 26, 2013 to approve the Phase II CDBG grant application.



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item E1

Public Hearing on Acquisition of Utility Easement - 2703 East Highway 30 - CMJ Rentals

Staff Contact: Tim Luchsinger, Utilities Director

Council Agenda Memo

From: Robert H. Smith, Asst. Utilities Director

Meeting: March 12, 2013

Subject: Acquisition of Utility Easement – 2703 East Highway 30 - CMJ Rentals

Item #'s: E- 1 & G-3

Presenter(s): Timothy Luchsinger, Utilities Director

Background

Nebraska State Law requires that acquisition of property must be approved by City Council. The Utilities Department needs to acquire an easement relative to the property of CMJ Rentals located at the southwest corner of the Lazy V Apartments at 2703 East Highway 30, in the City of Grand Island, Hall County, in order to have access to install, upgrade, maintain, and repair power appurtenances, including lines and transformers.

Discussion

This easement will be used to deliver electrical power closer to the load. Lazy V has reconstructed one building and is adding a larger service. Extending the overhead line and relocating the transformer will improve the service.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

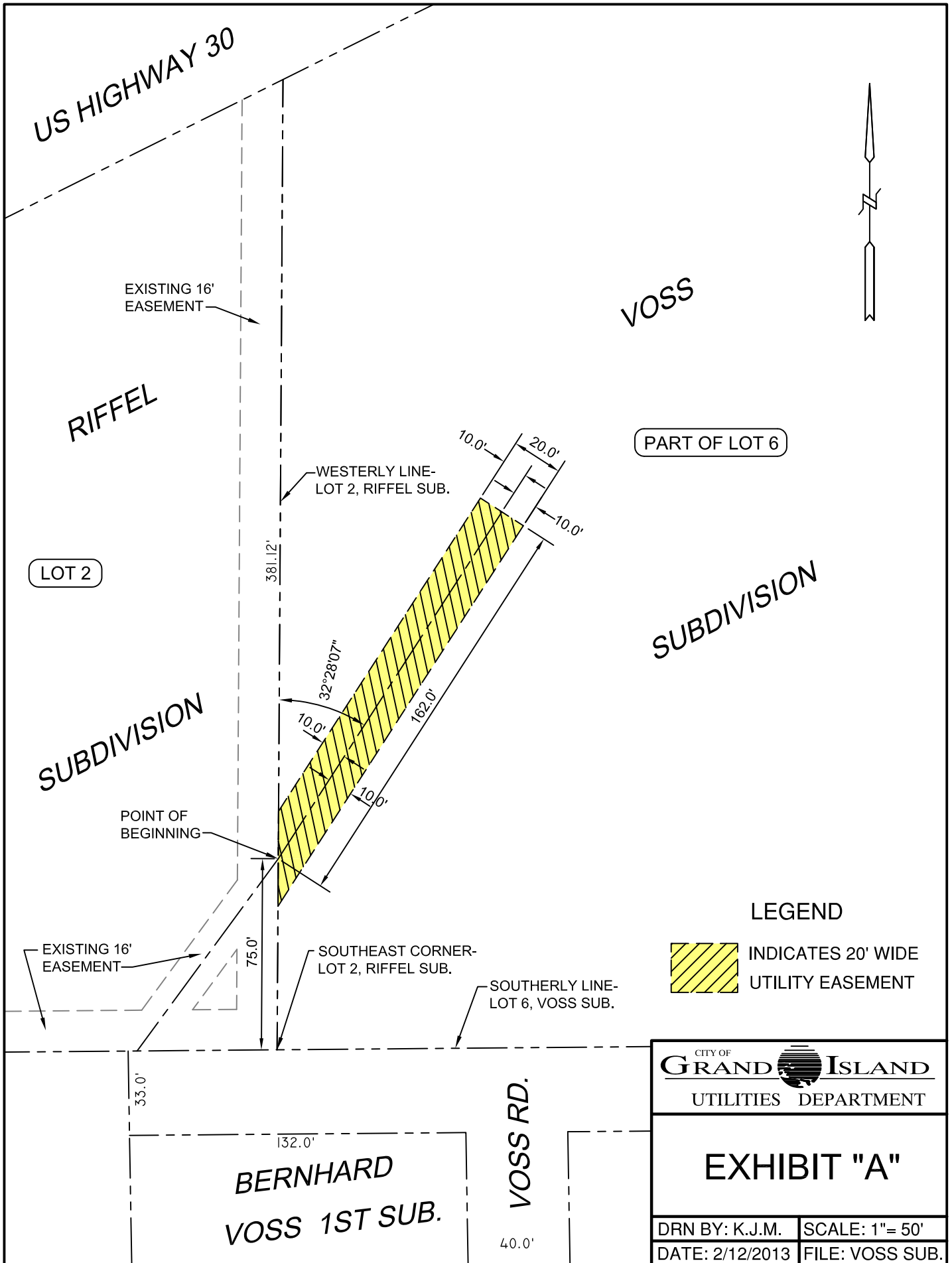
1. Make a motion to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the resolution for the acquisition of the easement for one dollar (\$1.00).

Sample Motion

Move to approve acquisition of the Utility Easement.





City of Grand Island

Tuesday, March 12, 2013

Council Session

Item E2

Public Hearing on the One & Six Year Street Improvement Plan

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Shannon Callahan, Street Superintendent

Meeting: March 12, 2013

Subject: Public Hearing on the One & Six Year Street Improvement Plan

Item #'s: E-2 & I-1

Presenter(s): Terry Brown, Interim Public Works Department

Background

Adoption of a One & Six Year Street Improvement Plan is mandatory by State Law as part of the requirements to receive approximately three million dollars of state gas tax funds each year. The Public Works Department develops this program through a process to prioritize street projects taking into consideration many factors such as:

- Availability of funds
- Condition of the street
- Traffic counts
- Eligibility for State/Federal funds
- Redevelopment patterns
- Public/Council input

The City engages in a public process to assure input into the policy making process. The proposed One & Six Year Street Improvement Plan resulted in the following steps:

- Tuesday, January 22, 2013 – City Council referred the plan to the Regional Planning Commission
- Wednesday, February 6, 2013 – Regional Planning Commission conducted a Public Hearing and forwarded the recommendation to the City Council
- Tuesday, February 12, 2013 – City Council heard presentation from Staff, conducted a Public Hearing and passed a Resolution adopting the plan
- February 26, 2013 – One & Six Year Street Improvement Plan due at the Nebraska Department of Roads

The Notice of Public Hearing for the One & Six Year Street Improvement Plan was published in the Grand Island Independent on January 30, 2013. Approval of the plan is being brought before City Council again out of concern that the City did not fully comply with legal notice requirements by not posting notice in three public places.

The proposed Council action will not result in a loss of funding from the Nebraska Department of Roads.

Discussion

A Public Hearing was conducted, testimony received and discussion held on the One & Six Year Street Improvement Plan at the Grand Island/Hall County Regional Planning Commission meeting on February 6, 2013. The commission forwarded the One & Six Year Street Improvement Plan to the City Council with a recommendation for approval.

The projects listed in the One & Six Year Plan for calendar year 2013 are considered definite projects. These projects were in the approved fiscal year 2013 budget. Many of the projects listed in the One & Six Year Plan for 2014 through 2018 are included in the City's budget, but are subject to schedule changes depending upon coordination and approval of State and Federal funding.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council conduct a Public Hearing and approve the One & Six Year Street Improvement Plan.

Sample Motion

Move to approve the One & Six Year Street Improvement Plan.

2013

**ONE AND SIX YEAR
STREET IMPROVEMENT PLAN**

GRAND ISLAND, NEBRASKA



Board of Public Roads Classifications and Standards
Form 11 Report of Previous Year
Highway or Street Improvement

Year Ending: December 31, 2012

Sheet 1 of 1

County:	City: GRAND ISLAND	Village:
---------	-----------------------	----------

PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	PROJECTED COST <i>(Thousands)</i>	CONTRACT PROJECT	OWN FORCES	DATE COMPLETED <i>(Actual or Estimated)</i>
M-310 (89)	1.2	MILE				Delayed, Construction in 2015
M-310 (411)	2.0	MILE	2,794	X		Est. June 2013
M-310 (508)	0.7	MILE				Delayed to 1-Year Plan
M-310 (515)	0.2	MILE	248	X		July 2012
M-310 (537)	300.0	FEET				Delayed to 1-Year Plan
M-310 (578)	1.9	MILE	1,144	X		October 2012
M-310 (579)	4.5	MILE				Delayed to 1-Year Plan, construction completed in
M-310 (591)	100.0	FEET				Delayed to 1-Year Plan
M-310 (593)	1.3	MILE	603	X		August 2012
M-310 (267)	220.0	FEET				Delayed to 2014
M-310 (459)						Deleted, not street improvement project
M-310 (461)						Deleted, not street improvement project
M-310 (544)						Deleted, not street improvement project
M-310 (595)						Deleted, not street improvement project
M-310 (596)						Deleted, not street improvement project
M-310 (447)						Deleted, not street improvement project
M-310 (572)						Deleted, not street improvement project
M-310 (590)						Deleted, not street improvement project
M-310 (597)	0.0	MILE	102	X		June 2012

Signature:	Title: Street Superintendent	Date:
------------	---------------------------------	-------

NBCS Form 11, Jul 96

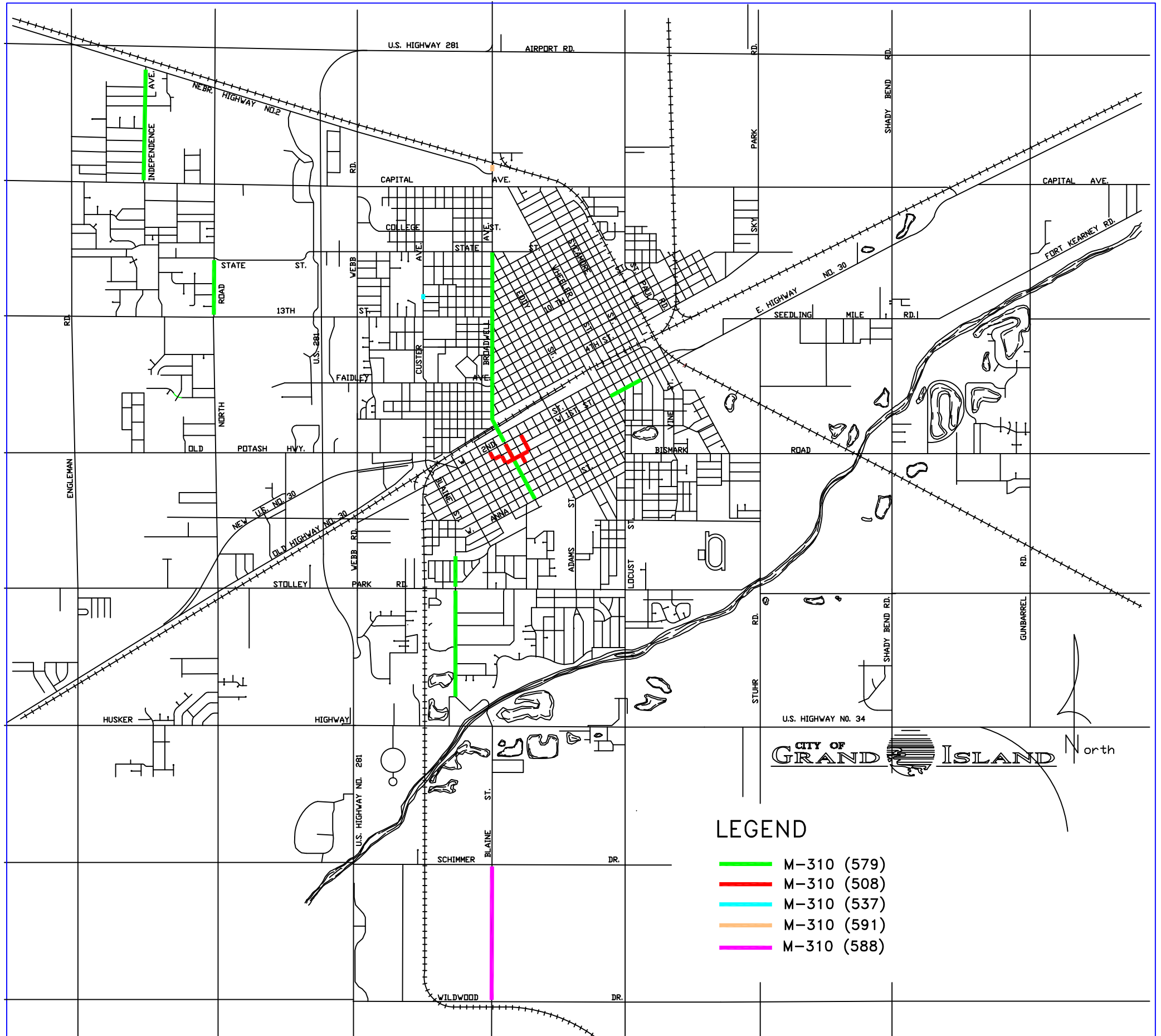
Form 8 Summary of One-Year Plan

Sheet: 1 of 1

County:	City: GRAND ISLAND	Village:
---------	---------------------------	----------

PRIORITY NUMBER	PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	ESTIMATED COST <i>(Thousands)</i>	REMARKS
1	M-310 (579)	4.5	MILE	3,413	Federal Aid Project
2	M-310 (508)	0.7	MILE	1,495	Federal Aid Project
3	M-310 (537)	300.0	FEET	384	Federal Aid Project
4	M-310 (591)	100.0	FEET	40	Shoulder Imp @ BNSF
5	M-310 (588)	1.0	MILE	1,200	Blaine Street Paving
Signature:			Title:		Date:
			Street Superintendent		

NBCS Form 8, Jul 96



2013 ONE-YEAR PLAN

LEGEND

- M-310 (579)
- M-310 (508)
- M-310 (537)
- M-310 (591)
- M-310 (588)

CITY OF GRAND ISLAND

PUBLIC WORKS DEPARTMENT

DATE: 02/14/13

DRAWN BY: TY

APPVD. BY

PLAN

2013 ONE-YEAR PLAN

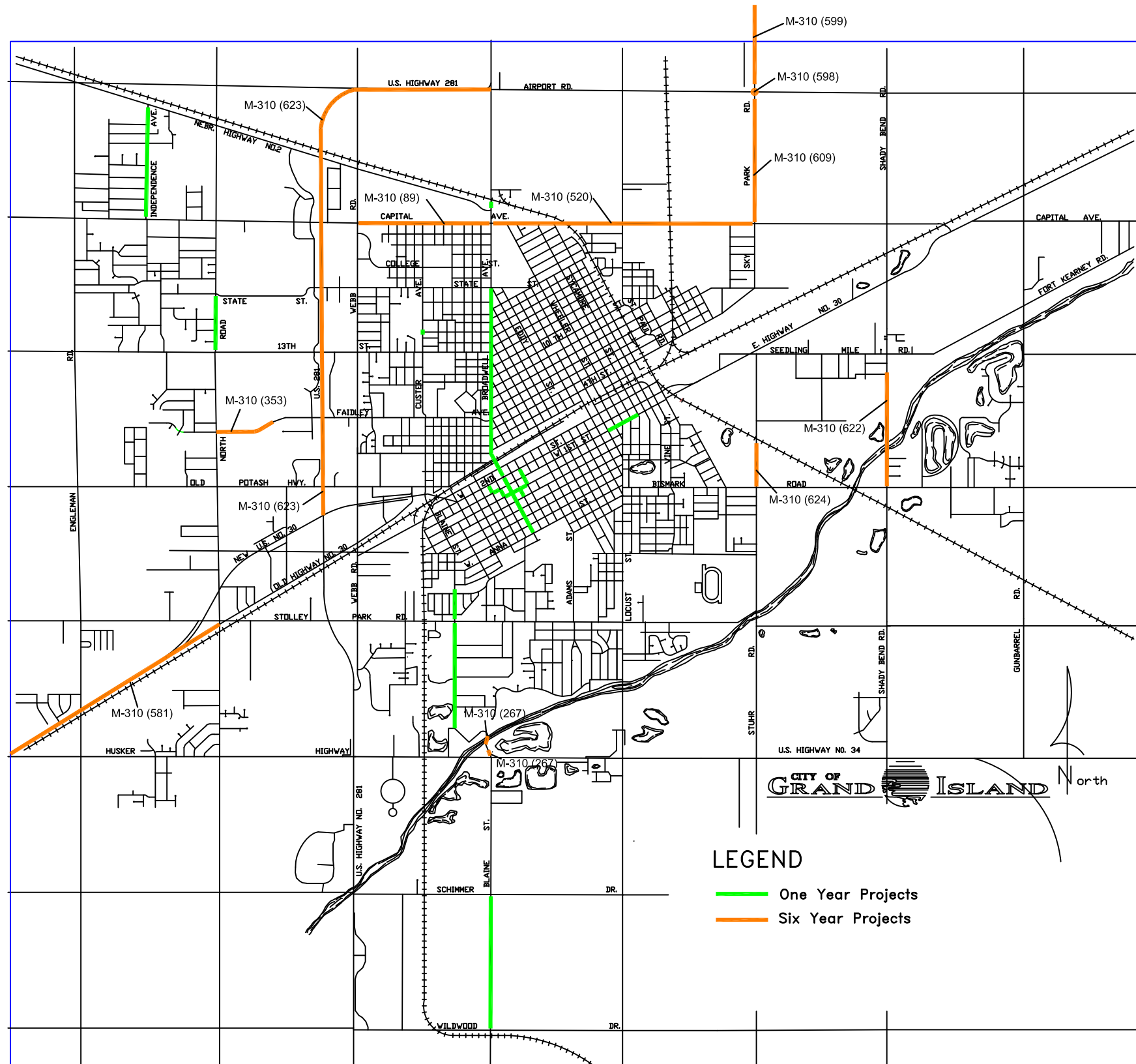
Form 9 Summary of Six-Year PlanSix-Year Period Ending: December 31, 2012Sheet: 1 of 1

County:	City: GRAND ISLAND	Village:
---------	-----------------------	----------

PRIORITY NUMBER	PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	ESTIMATED COST <i>(Thousands)</i>	REMARKS
1	M-310 (579)	4.5	MILE	3,413	Various Location Resurfacing - FED AID
2	M-310 (508)	0.7	MILE	1,495	US Hwy 30 Drainage Improvements - FED AID
3	M-310 (537)	300.0	FEET	384	Custer & 15th - Realign Dwy/Traffic Signal Install - FED AID
4	M-310 (89)	1.2	MILE	8,151	Capital Avenue Widening - Webb to Broadwell
5	M-310 (581)	12.2	MILE	5,745	Hwy 30 Resurfacing - NDOR
6	M-310 (623)	9.6	MILE	6,019	Hwy 281 in GI & North - NDOR
7	M-310 (591)	100.0	FEET	40	Broadwell Ave Shoulder Improvement @ BNSF Crossing
8	M-310 (267)	220.0	FEET	200	Blaine St Bridges
9	M-310 (624)	0.4	MILE	160	Stuhr Rd Concrete Overlay
10	M-310 (622)	0.8	MILE	250	Shady Bend Rd - Mill & Resurface/Bridge Repair
11	M-310 (588)	1.0	MILE	1,200	Blaine St Paving from Schimmer to Wildwood - CDBG
12	M-310 (598)	600.0	FEET	45	Skypark & Airport Intersection Improvements
13	M-310 (353)	0.4	MILE	820	Faidley Ave extention to North Rd
14	M-310 (609)	1.0	MILE	800	Skypark Rd Improvements - Capital to Airport
15	M-310 (599)	1.0	MILE	700	Skypark Rd Improvements - Airport to Abbott
16	M-310 (520)	2.0	MILE	1,500	Capital Ave Widening - Broadwell to Skypark

Reasons for major changes in the Six-Year program are as follows: Leadership change in the City of Grand Island Public Works Department recognizing the need to revise and edit the projects being listed on the annual One- and Six-Year Plan. A list of the deleted projects, as well as, projects that have been removed until they are programmed/funded are attached.

Signature:	Title: Street Superintendent	Date:
------------	---------------------------------	-------



2013 Six-Year Plan

**Deleted & Removed Projects
City of Grand Island - 2013**

DELETED PROJECTS

M-310 (447)	Trail along Moores Creek Drain - State to Capital Connector
M-310 (459)	Southwest Drainage Project (CCC to Wood River)
M-310 (461)	Construction of NW GI Flood Control Project
M-310 (485)	PVIP Drainage Project - Phase I (Design)
M-310 (507)	Independence - Construct Culverts & Fill in West Ditch
M-310 (511)	Moores Creek - Old Potash to Edna
M-310 (544)	Concrete Lining of Drainage Ditches
M-310 (559)	Concrete Lining of Drainage Ditches
M-310 (563)	Concrete Lining of Drainage Ditches
M-310 (565)	Trail along Locust from US Hwy 34 to Stagecoach
M-310 (568)	Update Moores Creek Drainage Plan
M-310 (572)	Annual Sidewalk Projects
M-310 (576)	Misc. Major Drainage Development
M-310 (590)	Third & Wheeler Downtown Historical Lighting Project
M-310 (595)	Highway 281 Drainage Project - Phase I
M-310 (596)	Storm Cell Improvements
M-310 (600)	Annual Asphalt Resurfacing Project
M-310 (601)	Storm Cell Improvements
M-310 (602)	Highway 281 Drainage Project - Phase II
M-310 (603)	Comprehensive Drainage Plan
M-310 (605)	Trail along Broadwell Ave - Capital Ave to Eagle Scout Park - PE
M-310 (611)	Annual Asphalt Resurfacing Project
M-310 (612)	Highway 281 Drainage Project - Phase III
M-310 (613)	Storm Cell Improvements
M-310 (616)	Annual Asphalt Resurfacing Project
M-310 (617)	Storm Cell Improvements
M-310 (619)	Annual Asphalt Resurfacing Project
M-310 (620)	Storm Cell Improvements
M-310 (621)	Annual Asphalt Resurfacing Project
M-310 (499A)	Broadwell Ave/UPRR - Environmental Study/Preliminary Engineering
M-310 (507A)	Independence Avenue Drainage - Design
M-310 (584A)	Stolley Park Corridor Improvements (Design)

**Deleted & Removed Projects
City of Grand Island - 2013**

REMOVED PROJECTS

M-310 (352)	Hwy 30 Relocation - US 281 West
M-310 (458)	Signal @ US Highway 34/281 and Wildwood Rd
M-310 (497)	Lighting on US Highway 281 from Stolley Park Rd to Old Potash Hwy
M-310 (499)	Broadwell Ave/UPRR - Construction
M-310 (502)	Shady Bend Rd @ UPRR -E Bypass
M-310 (518)	Quiet Zone - UPRR Corridor - Lincoln, Broadwell & Blaine/Custer
M-310 (521)	Swift Rd - WWTP to Stuhr Rd
M-310 (527)	Misc. Safety Projects - TBD
M-310 (528)	State/Diers Intersection Improvements
M-310 (533)	Husker Hwy W of US Hwy 34/281 Intersection
M-310 (535)	Barr Middle School Traffic Circulation Improvements
M-310 (538)	Capital Ave & North Rd Intersection Improvement
M-310 (539)	3rd St Widening - Adams to Eddy
M-310 (540)	North Rd & 13th St Intersection Improvements
M-310 (545)	Signal @ US Hwy 34/281 and Rae Rd
M-310 (546)	Annual Paving Program (Assessment Districts) - W Stolley Park Rd & Westwood Park Sub
M-310 (550)	Left Turn Lane - North Rd @ NWHS
M-310 (551)	Stolley Park Rd & North Rd Intersection
M-310 (552)	Left Turn Lane on Husker Hwy @ HLHS
M-310 (553)	Left Turn Lane on 13th @ Redwood/Mansfield
M-310 (554)	Resurface Wildwood from US Hwy 281 to Locust St
M-310 (556)	North Rd over UPRR
M-310 (564)	Stolley - Fonner/HEC/Fair Entrance to Stuhr Rd
M-310 (574)	Misc. Signals - TBD
M-310 (580)	Highway 281 Southbound Repair
M-310 (583)	North Rd & Old Potash Intersection Improvements
M-310 (585)	State Street - Webb Rd to Broadwell Ave Safety Improvement
M-310 (586)	Broadwell Ave - Capital to Airport Rd
M-310 (587)	Webb Rd - UPRR to south of Stolley Park Rd
M-310 (599)	Sky Park Improvements - Airport Rd to Abbott Rd
M-310 (604)	Highway 281 Safety Enhancement Improvement Project
M-310 (606)	Webb Rd & State St Intersection (Geometrics)
M-310 (607)	Diers Ave & State Street / US Hwy 281 - Design (Geometrics)
M-310 (608)	Locust St & Anna St (Geometrics)
M-310 (610)	Sycamore St Underpass - Complete Rebuild/Rehab (drainage/pavement) - Phase I
M-310 (618)	Eddy Street Underpass Complete Rebuild/Rehab (drainage/pavement) - Phase I
M-310 (535A)	Barr Middle School Traffic Circulation Improvements (Design)

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Capital Avenue from Webb Road to Broadwell Avenue																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2011 = 8,749, 2031 = 11,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 62'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Double 12'	Rise: 4' Length: 50' Type: Concrete																
Culvert	Diameter: 48"	Length: 175' Type: Concrete																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen roadway to from 2 lanes to 5 lanes with curb & gutter. Federal Aid Project No. URB-5436(5)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		1,630		6,521		8,151												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.2 Mile				Project No.: M-310(89)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:				
Location Description: Blaine Street N of Hwy 34 at Wood River crossing						
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> 2 (two) Bridges - See bridge inventory data attached for existing attributes U104513905 - South Structure U104513910 - North Structure						
Average Daily Traffic: <div style="text-align: center;">2011 = 2815, 2031 = 6,000</div>		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Collector</div>				
PROPOSED IMPROVEMENT						
Design Standard Number: <div style="text-align: center;">Municipal (HL93)</div>	Surfacing	Thickness: <div style="text-align: center;">varies</div> Width: <div style="text-align: center;">18' or 25'</div>				
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"><input checked="" type="checkbox"/> Grading</div> <div style="width: 50%;"><input checked="" type="checkbox"/> Concrete</div> <div style="width: 50%;"><input type="checkbox"/> Right of Way</div> <div style="width: 50%;"><input type="checkbox"/> Lighting</div> <div style="width: 50%;"><input type="checkbox"/> Aggregate</div> <div style="width: 50%;"><input type="checkbox"/> Curb & Gutter</div> <div style="width: 50%;"><input type="checkbox"/> Utility Adjustments</div> <div style="width: 50%;"><input type="checkbox"/></div> <div style="width: 50%;"><input type="checkbox"/> Armor Coat</div> <div style="width: 50%;"><input checked="" type="checkbox"/> Drainage Structures</div> <div style="width: 50%;"><input type="checkbox"/> Fencing</div> <div style="width: 50%;"><input type="checkbox"/></div> <div style="width: 50%;"><input checked="" type="checkbox"/> Asphalt</div> <div style="width: 50%;"><input checked="" type="checkbox"/> Erosion Control</div> <div style="width: 50%;"><input type="checkbox"/> Sidewalks</div> <div style="width: 50%;"><input type="checkbox"/></div> </div>						
Bridge to Remain in Place	Roadway Width:	Length: Type:				
New Bridge	Roadway Width:	Length: Type:				
Box Culvert	Span: 12' Rise: 6' Length: 48'	Type: Concrete				
Culvert	Diameter: 42" Length: 48'	Type: Arch RCP				
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending					
Other Construction Features: Bridge U104513910 to be replaced by two box culverts of the same size. Bridge U104513905 to be replaced by two Arch RCP culvert pipes. Hydraulic Analysis was conducted in 2002 and will be double checked before final design is approved.						
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
		200				200
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">220 Feet</div>				Project No.: <div style="text-align: center;">M-310(267)</div>		
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>			Date:	

NBCS Form 7, Feb 07

BIRX010

BRIDGE INVENTORY AND RATING SYSTEM
STRUCTURE INVENTORY DATA QUERY - FIELD USE

03/25/11
15:59:31

FUNCTION: Q Q=QUERY

8-STRUCTURE NUMBER U104513910 00
5-INVENTORY ROUTE 151054050
202-COUNTY BRIDGE NUMBER

3-COUNTY CODE..... 40
4-URBAN/MUNICIPAL CODE..... 1045
19-DETOUR LENGTH (MILES)..... 01
20-TOLL CODE..... 3
21-MAINTENANCE RESPONSIBILITY..... 04
22-OWNER..... 04
27-YEAR BUILT..... 1970
29-AVERAGE DAILY TRAFFIC..... 002815
30-YEAR AVERAGE DAILY TRAFFIC..... 2008
37-HISTORICAL SIGNIFICANCE..... 5
106-YEAR RECONSTRUCTED..... 0000
109-PERCENTAGE TRUCKS..... 00
201-PROJ NO

44-STRUCTURE TYPE APPROACH SPANS 000
45-NO. OF SPANS MAIN UNIT..... 003
46-NO. OF SPANS APPROACH UNIT 000
47-INV ROUTE TOTAL HORIZ. CLEAR 25.6
48-LENGTH OF MAXIMUM SPAN..... 0048
49-STRUCTURE LENGTH..... 000089
50-CURB OR SIDEWALK WIDTH LEFT 00.0
RIGHT 00.0
102-DIRECTION OF TRAFFIC..... 2
107-DECK STRUCTURE TYPE..... 9
108-WEARING SURFACE/PROTECTIVE SYSTEM
A. TYPE WEARING SURFACE 1
B. TYPE OF MEMBRANE..... 0
C. TYPE OF DECK PROTECTION 0
203-POSTED WEIGHT LIMIT (TONS) 210000

6-FEATURES INTERSECTED.....
A N CH PLATTE RIVER
B

7-FACILITY CARRIED BY STRUCTURE
BLAINE ST/FAU 5405

9-LOCAT. GRAND ISLAND BLAIN 3 US34

28-LANES ON/UNDER STRUCTURE.. 0200
32-APPR. ROADWAY WIDTH..... 030
33-BRIDGE MEDIAN..... 0
34-SKEW..... 00
35-STRUCTURE FLARED..... 0
42-TYPE OF SERVICE..... 15
43-STRUCTURE TYPE MAIN..... 302

PF3=MAIN MENU PF07=BKWD PF10=OFFICE INV
PF6=PRNT SCRN PF08=FWRD
QUERY COMPLETE

10-INV ROUTE MIN VERT. CLEAR.FEET 99
INCHES 99
51-BRG ROADWAY WIDTH(CURB-CURB) 025.6
212-BRIDGE RAIL.....
52-DECK WIDTH (OUT TO OUT)..... 026.0
53-MIN VERT. CL. OVER BRIDGE ROADWAY
FEET 99
INCHES 99
54-MIN VERT. UNDERCLEARANCE
REF N
FEET 00
INCHES 00
55-MIN. LATERAL UNDERCLEARANCE RIGHT
REF N
FEET 00.0
56-MIN. LATERAL UNDERCLEARANCE LEFT
FEET 00.0

PRT ADDR: 2286
REQD. BY: WAHLGREN

NORTH
STRUCTURE

BIRX020

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE INSPECTION QUERY

03/25/11
15:59:42

8-STRUCTURE NO U104513910
8A-STRUCTURE SEQUENCE NO 00
-INSPECTOR TC1513
90-DATE 11-10-2008
91-INSPECTION FREQ 24
36-TRAFFIC SAFETY.....
41-OPEN.....
58-DECK.....
59-SUPERSTRUCTURE.....
60-SUBSTRUCTURE.....
61-CHANNEL PROTECTION.....
71-WATERWAY ADEQUACY.....
72-APPROACH ALIGNMENT.....
113-SCOUR CRITICAL BRIDGE.....
345-BRIDGE CROSSING CANAL.....
2B-DISTRICT 4
3-COUNTY 40
43AB-BRIDGE TYPE 302
343-SNOOPER N
301-PCT OF DEFECTIVE DECK.....
303-BRIDGE JOINTS.....
306-ASPHALT/GRAVEL ON DECK.....
306a-A=ASPHLT G=GRVL O=OTHR OR BLNK
311-BEARING DEVICE AND ANCHOR.....
316-CONDITION OF ABUTMENTS.....
317-CONDITION OF PIERS.....
320-CONDITION OF PILING.....
321-TYPE OF PILING.....
322-MSE EARTHWALL.....
342-TOTAL NUMBER OF PINS.....

PROPOSED IMPROVEMENTS

75A-TYPE OF WORK PROPOSED.....
75B-WORK DONE BY.....
76-LEN OF STRUCT. IMPROVEMENT....
94-BRIDGE IMPROVEMENT COST.....
95-ROADWAY IMPROVEMENT COST.....
96-TOTAL IMPROVEMENT COST.....
97-YEAR OF IMPROVEMENT COST EST..
PF3=MAIN MENU PF07=BKWD PF10=SPECIAL INSPECT
PF6=PRNT SCRN PF08=FWRD PF11=COMMENT
QUERY COMPLETE

PRT ADDR: 2286
REQD. BY: WAHLGREN

probably 50%
DEFECTIVE!

conc PATEA

Asph SURFACT

10 years

conc PATEA
non LOCATIONS

then OVERLAY ← 1000
RATING

then PROGRAMS
IN 6 years

15-2016 CHIP HAMMERS

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:00:23

STRUCTURE NUMBER: U104513910 00
INSPECTION DATE: 11-10-2008 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TC1513

The steel on this bridge was repainted in 1981. Today the paint shows about 50% loss, but steel section loss is not apparent. The concrete deck on this bridge has reached the serious condition. The leave in place corrugated sheet metal deck forms are rusting away and falling off due to the amount of moisture coming through the deck. There is a large amount of patching that has been completed on the deck. Some of the patching is full depth concrete with some being only partial depth asphalt. At the time of inspection there is a small hole thru the depth of the deck at the North end in the South bound lane. This bridge is on the list for replacement, but not within the next year. It is recommended that full depth patching be done as soon as possible.

PAGE 1

PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
QUERY COMPLETE, PRESS (PF5) TO RESET THE SCREEN

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:00:35

STRUCTURE NUMBER: U104513910 00
INSPECTION DATE: 12-06-1988 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TOM CARLSON
APPR ALGN DEF HORIZONTAL CURVE AT NORTH END OF BRIDGE

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

BIRX023 BRIDGE INVENTORY AND RATING SYSTEM 03/25/11
 BRIDGE LOAD RATING ITEMS QUERY 16:01:02
 8-STRUCTURE NUMBER: U104513910 00
 31-DESIGN LOAD..... 0 63-OPERATING RATING METHOD..... 1
 380-% OF STRESS REDUCTION... 00 64-OPERATING GROSS TONS..... 49
 381-RATING PROGRAM USED..... 15 65-INVENTORY RATING METHOD..... 1
 386A-TYPE 3 POSTING RATING... 28 66-INVENTORY GROSS LOAD..... 29
 386B-TYPE 3S2 POSTING RATING.. 45 41-OPEN/POSTED/CLOSED..... P
 386C-TYPE 3-3 POSTING RATING.. 59 203A-POSTED WEIGHT LIMIT TYPE 3... 21
 70-BRIDGE POSTING..... 5 203B-POSTED WEIGHT LIMIT TYPE 3S2. 00
 LOAD RATING DATE..... 02-23-2009 203C-POSTED WEIGHT LIMIT TYPE 3-3. 00
 RATER NAME.. ENCHAYAN, R. HS RATING(Operating)..... 27
 PF3=MAIN PF07=BKW PRT ADDR: 2286
 PF6=PRNT PF08=FWRD REQD. BY: WAHLGREN
 QUERY COMPLETE

BIRX028

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE SUFFICIENCY RATING TEST QUERY

03/25/11
16:02:27

INFORMATION ITEMS:

STRUCTURE NO.	U104513910	SEQUENCE NO.	00
SUFFICIENCY RATING	041.2	STATUS	STRUCTURALLY-DEFICIENT
ITEM 67 4	(RELATED ITEMS 29,59,60,66)		
ITEM 68 2	(RELATED ITEMS 26,28,29,51,53)		
ITEM 69 N	(RELATED ITEMS 26,54,55,56)		

TEMPORARY UPDATE ITEMS:

(19) BYPASS, DETOUR LENGTH	01			
(26) FUNCTIONAL CLASSIFICATION	17			
(280) LANES ON	02			
(29) AVERAGE DAILY TRAFFIC	002815			
(32) APPROACH ROADWAY WIDTH	30			
(36) TRAFFIC SAFETY FEATURES	1NNN			
(43) STRUCTURE TYPE - MAIN	302			
(51) ROADWAY WIDTH	0256			
(53) MIN. VERT. CLEARANCE	99	FT 99	IN	
(54) MIN. VERT. UNDERCLEARANCE	N	RF 00	FT 00	IN
(55) MIN. LAT. UNDERCL. - RIGHT	N	RF 000	FT	
(56) MIN. LAT. UNDERCL. - LEFT	000	FT		
(58) DECK	3			
(59) SUPERSTRUCTURE	4			
(60) SUBSTRUCTURE	4			
(62) CULVERTS	N			
(66) INVENTORY RATING	229			
(71) WATERWAY ADEQUACY	6			
(72) APPROACH ROADWAY ALIGNMENT	4			
(100) DEFENSE HWY. DESIGNATION	0			

PF3=MAIN MENU PF07=BKWD
PF6=PRNT SCR N PF08=FWRD
PRESS ENTER KEY TO TEST RECORD

PRT ADDR: 2286
REQD. BY: WAHLGREN

8-STRUCTURE NUMBER U104513905 00
5-INVENTORY ROUTE 151054050
202-COUNTY BRIDGE NUMBER

FUNCTION: Q Q=QUERY

3-COUNTY CODE..... 40
4-URBAN/MUNICIPAL CODE..... 1045
19-DETOUR LENGTH (MILES)..... 01
20-TOLL CODE..... 3
21-MAINTENANCE RESPONSIBILITY 04
22-OWNER..... 04
27-YEAR BUILT..... 1935
29-AVERAGE DAILY TRAFFIC..... 002815
30-YEAR AVERAGE DAILY TRAFFIC 2008
37-HISTORICAL SIGNIFICANCE... 5
106-YEAR RECONSTRUCTED..... 0000
109-PERCENTAGE TRUCKS..... 00
201-PROJ NO

44-STRUCTURE TYPE APPROACH SPANS 000
45-NO. OF SPANS MAIN UNIT.... 001
46-NO. OF SPANS APPROACH UNIT 000
47-INV ROUTE TOTAL HORIZ. CLEAR 18.0
48-LENGTH OF MAXIMUM SPAN.... 0049
49-STRUCTURE LENGTH..... 000050
50-CURB OR SIDEWALK WIDTH LEFT 00.0
RIGHT 00.0
102-DIRECTION OF TRAFFIC..... 2
107-DECK STRUCTURE TYPE..... 1
108-WEARING SURFACE/PROTECTIVE SYSTEM
A. TYPE WEARING SURFACE 6
B. TYPE OF MEMBRANE... 0
C. TYPE OF DECK PROTECTION 0
203-POSTED WEIGHT LIMIT (TONS) 223644

6-FEATURES INTERSECTED.....
A STREAM

B
7-FACILITY CARRIED BY STRUCTURE
BLAINE ST/FAU 5405

9-LOCAT. GRAND ISLAND BLAIN @ US34

28-LANES ON/UNDER STRUCTURE.. 0200
32-APPR. ROADWAY WIDTH..... 030
33-BRIDGE MEDIAN..... 0
34-SKEW..... 00
35-STRUCTURE FLARED..... 0
42-TYPE OF SERVICE..... 15
43-STRUCTURE TYPE MAIN..... 303

10-INV ROUTE MIN VERT. CLEAR.FEET 99
INCHES 99
51-BRG ROADWAY WIDTH(CURB-CURB) 018.0
212-BRIDGE RAIL.....
52-DECK WIDTH (OUT TO OUT)..... 019.2
53-MIN VERT. CL. OVER BRIDGE ROADWAY
FEET 99
INCHES 99
54-MIN VERT. UNDERCLEARANCE REF N
FEET 00
INCHES 00
55-MIN. LATERAL UNDERCLEARANCE RIGHT
REF N
FEET 00.0
56-MIN. LATERAL UNDERCLEARANCE LEFT
FEET 00.0

PF3=MAIN MENU PF07=BKWD PF10=OFFICE INV
PF6=PRNT SCRIN PF08=FWRD
QUERY COMPLETE

PRT ADDR: 2286
REQD. BY: WAHLGREN

*SOUTH
STRUCTURE*

3/28/11 NOTES w/WES WAHLGREN

- WES SUGGEST 3 48" CULVERT
- COUNTY COULD TAKE THE BRIDGE AND
KEEP GILDER
- SE CORNER - RUSTED AND BRACKETS
BEING CONC.
PENALTY & FOUR BEAMS AT MAIN
GILDER, LET IT BEAR ON ADJUTMENT

BIRX020

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE INSPECTION QUERY

03/25/11

16:04:48

8-STRUCTURE NO U104513905

2B-DISTRICT 4

8A-STRUCTURE SEQUENCE NO 00

3-COUNTY 40

-INSPECTOR BL2811

43AB-BRIDGE TYPE 303

90-DATE 01-22-2010

343-SNOOPER N

91-INSPECTION FREQ 24

36-TRAFFIC SAFETY.....	1NNN	301-PCT OF DEFECTIVE DECK.....	00
41-OPEN	CLOSED.....	303-BRIDGE JOINTS.....	N
58-DECK.....	5	306-ASPHALT/GRAVEL ON DECK.....	03
59-SUPERSTRUCTURE.....	4	306a-A=ASPHLT G=GRVL O=OTHR OR BLNK	—
60-SUBSTRUCTURE.....	5	311-BEARING DEVICE AND ANCHOR.....	4
61-CHANNEL PROTECTION.....	6	316-CONDITION OF ABUTMENTS.....	5
71-WATERWAY ADEQUACY.....	6	317-CONDITION OF PIERS.....	
72-APPROACH ALIGNMENT.....	6	320-CONDITION OF PILING.....	N
113-SCOUR CRITICAL BRIDGE.....	5	321-TYPE OF PILING.....	N
345-BRIDGE CROSSING CANAL.....	N	322-MSE EARTH WALL.....	N
		342-TOTAL NUMBER OF PINS.....	00

PROPOSED IMPROVEMENTS

75A-TYPE OF WORK PROPOSED..... 34

75B-WORK DONE BY..... 1

76-LEN OF STRUCT. IMPROVEMENT.... 000050

94-BRIDGE IMPROVEMENT COST..... 000137

95-ROADWAY IMPROVEMENT COST..... 000013

96-TOTAL IMPROVEMENT COST..... 000205

97-YEAR OF IMPROVEMENT COST EST.. 2011

PF3=MAIN MENU PF07=BKWD PF10=SPECIAL INSPECT

PF6=PRNT SCR N PF08=FWRD PF11=COMMENT

QUERY COMPLETE

PRT ADDR: 2286

REQD. BY: WAHLGREN

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11

16:09:02

STRUCTURE NUMBER: U104513905 00

INSPECTION DATE: 01-22-2010 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: BL2811

The paint on this bridge is about 80% intact. Areas of major rust through out girders and floor beams Top flange and areas of bottom flange of f all floor beams are rusted. FB1-FB3 have rusted through the web.

Both girders have major rust at the support. Major rust in bottom flange of G2. Concrete deck is deteriorated and chunks broken off outer approximate 6 , each side. Deck through driving lanes in good shape.

Abutments at supports/wings have some cracks. Posting signs have been updated 11T, 19T, 19T. Collision damage to NE 8 of railing.

PAGE 1

PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
SCREEN IMAGE WAS ROUTED TO THE PRINTER SPECIFIED

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:05:59

STRUCTURE NUMBER: U104513905 00
INSPECTION DATE: 07-10-2007 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: MS1245
90% PAINT REMAINING. LEFT GIRDER HAS RUST ON TOP FLANGE 5' FROM ABUTMENT N
O. 2. SOME FLOORBEAMS HAVE RUST ON TOP AND BOTTOM FLANGES AT VARIOUS LOCAT
IONS. PACK RUST BETWEEN DOUBLE ANGLE STIFFENERS AT MID-SPAN. GIRDER TO FL
OORBEAM CONNECTIONS ARE RUSTED. SOME NEAR ABUTMENT ENDS ARE BADLY RUSTED.
WEB OF FB1-FB3 AT RIGHT GIRDER ARE RUSTED THROUGH. INSIDE OF BOTTOM FLANG
E IS BADLY RUSTED. SECTION LOSS VARIES FROM 10%-50%. OUTSIDE HALF OF BOTT
OM FLANGE IS OK. RUST AT BEARING LOCATIONS. SECTION LOSS TO WEB AT ABUTMEN
T NO. 2 END IS UP TO 1/4". PACK RUST BETWEEN STIFFENER AND GIRDER WEB AT AL
L STIFFENER LOCATIONS. PACK RUST AT GIRDER TO FLOORBEAM CONNECTIONS. PACK
RUST IS 0"-1/8" THICK. SOME LOCATIONS HAVE 1/8" SECTION LOSS TO GIRDER W
EB. KEEP GIRDERS CLEAN] BRIDGE NOT PROPERLY POSTED.

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:06:04

STRUCTURE NUMBER: U104513905 00
INSPECTION DATE: 12-05-1990 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TOM CARLSON
AL DEF = 14' 0"

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

```

BIRX023          BRIDGE INVENTORY AND RATING SYSTEM          03/25/11
                   BRIDGE LOAD RATING ITEMS QUERY             16:06:32
8-STRUCTURE NUMBER: U104513905 00
  31-DESIGN LOAD..... 0          63-OPERATING RATING METHOD..... 1
  380-% OF STRESS REDUCTION.... 00      64-OPERATING GROSS TONS..... 09
  381-RATING PROGRAM USED..... 15      65-INVENTORY RATING METHOD..... 1
  386A-TYPE 3 POSTING RATING.... 11      66-INVENTORY GROSS LOAD..... 05
  386B-TYPE 3S2 POSTING RATING.. 19      41-OPEN/POSTED/CLOSED..... 8
  386C-TYPE 3-3 POSTING RATING.. 19      203A-POSTED WEIGHT LIMIT TYPE 3... 22
  70-BRIDGE POSTING..... 0          203B-POSTED WEIGHT LIMIT TYPE 3S2. 36
LOAD RATING DATE..... 09-01-2008      203C-POSTED WEIGHT LIMIT TYPE 3-3. 44
RATER NAME.. 10909          HS RATING(Operating)..... 05
PF3=MAIN PF07=BKW          PRT ADDR: 2286
PF6=PRNT PF08=FWRD          REQD. BY: WAHLGREN
QUERY COMPLETE

```

BIRX028

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE SUFFICIENCY RATING TEST QUERY

03/25/11
16:04:05

INFORMATION ITEMS:

STRUCTURE NO.	U104513905	SEQUENCE NO.	00
SUFFICIENCY RATING	018.0	STATUS	STRUCTURALLY-DEFICIENT
ITEM 67 3	(RELATED ITEMS	29,59,60,66)	
ITEM 68 2	(RELATED ITEMS	26,28,29,51,53)	
ITEM 69 N	(RELATED ITEMS	26,54,55,56)	

TEMPORARY UPDATE ITEMS:

(19) BYPASS, DETOUR LENGTH	01		
(26) FUNCTIONAL CLASSIFICATION	17		
(280) LANES ON	02		
(29) AVERAGE DAILY TRAFFIC	002815		
(32) APPROACH ROADWAY WIDTH	30		
(36) TRAFFIC SAFETY FEATURES	1NNN		
(43) STRUCTURE TYPE - MAIN	303		
(51) ROADWAY WIDTH	0180		
(53) MIN. VERT. CLEARANCE	99	FT 99	IN
(54) MIN. VERT. UNDERCLEARANCE	N	RF 00	FT 00 IN
(55) MIN. LAT. UNDERCL. - RIGHT	N	RF 000	FT
(56) MIN. LAT. UNDERCL. - LEFT	000	FT	
(58) DECK	5		
(59) SUPERSTRUCTURE	4		
(60) SUBSTRUCTURE	5		
(62) CULVERTS	N		
(66) INVENTORY RATING	205		
(71) WATERWAY ADEQUACY	6		
(72) APPROACH ROADWAY ALIGNMENT	6		
(100) DEFENSE HWY. DESIGNATION	0		

PF3=MAIN MENU PF07=BKWD
PF6=PRNT SCR N PF08=FWRD
PRESS ENTER KEY TO TEST RECORD

PRT ADDR: 2286
REQD. BY: WAHLGREN

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Faidley Avenue from North Road to East end of Faidley Ave.																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> None (new construction)																		
Average Daily Traffic: <div style="text-align: center;">2011 = 0, 2031 = 2,000</div>		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Collector</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Local</div>	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: New construction - Design has not been completed. Form 7 will be updated as the design is finalized. Noted on 2004 Comprehensive Transportation Plan.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY <div style="text-align: center;">800</div>	★ STATE	★ FEDERAL	★ OTHER	TOTAL <div style="text-align: center;">800</div>												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">0.4 Mile</div>				Project No.: <div style="text-align: center;">M-310(353)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

6.2 East / West Traffic Flow Improvements

Widen US Highway 30 on 2nd Street between Grant and Greenwich Streets: As shown in the appendix, this proposal would involve widening US Highway 30 in order to provide a center left turn lane through a heavily commercialized area, west of the downtown district. Typically, a facility of this type would have a capacity of about 16,700 vpd. However, it carries upwards of 20,000 vpd between Grant and Greenwich Streets, which shows that the functional usefulness of this roadway is being taxed. It is forecasted to carry about 22,000 vpd in 2020 with V/C ratios of about 1.2. Thus a 4 lane cross section would be inadequate to serve future traffic. Adding a center left turn lane in this location would increase the capacity of the facility by approximately 30%. The center left turn lane would increase the safety in the corridor by removing turning movements from the through traffic flow. Moreover, the existing level of access to businesses and residences adjacent to the highway would be maintained but the access points may need some relocation. Because of the operational improvements, widening of US Highway 30 would be expected to attract an additional 2000 vpd. The widening of this roadway would have adjacent land use impacts. The minimum travel way for a 5-lane section would be approximately 64 feet. The typical existing cross section is about 44 to 50 feet. Construction of an additional roadway width would require removal of a number of adjacent trees and the relocation of existing sidewalks. The 1990 Comprehensive Plan also recommended this project in light of the capacity deficiency identified on this roadway.

Restripe Stolley Park Road between Webb Road and Locust Street: As shown in the appendix, this proposal would involve striping Stolley Park Road between Webb Road and Locust Street from 2 lanes to 3. Stolley Park Road between Webb Road and Locust Street has a typical capacity between 8,400 and 10,900 vpd and carries about 10,000 vpd. Widening this roadway would help alleviate some of the congestion associated with this roadway in the present and in the future. It is forecasted to carry about 12,000-13,000 vpd between Webb Road and Locust Street in 2020 in the absence of any improvements. This results in a V/C ratio between 1.0 and 1.4. Widening Stolley Park Road from 2 to 3 lanes (to provide a capacity approximately 12,500 vpd) from Webb Road to Locust Street would draw an additional 1500-3000 vpd on Stolley Park Road, on the average, and a reduction in V/C ratios to between 1.0 and 1.2. This project was also recommended in the 1990 Comprehensive Plan to alleviate the capacity deficiencies identified on this roadway.

Extend Faidley to North Road: This project involves the extension of Faidley to North Road. This roadway would serve as an east/west collector and would likely carry 2,000 vpd in 2020. This project was not incorporated in the 1990 Comprehensive Plan.

Widen Husker Highway between Route 30 and Stuhr Road: This project involves the widening of Husker Highway from 2 to 4 lanes between US Highway 30 and Stuhr Road. Husker Highway currently has a capacity on the order of 9,000-13,700 vpd. Husker Highway currently carries the following traffic volumes:

- 1,500 vpd west of Grand Island between US Highway 30 and US Highway 281
- 5,000 vpd south of Grand Island between US Highway 281 and Locust Street
- 4,000 vpd east of Grand Island between Locust Street and Stuhr Road

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: US Hwy 34 from US Hwy 281 to South Locust St		
Project Description: Nebraska Department of Roads Project No. STP-34-4 (126). Concrete repair, add turn lanes at Blaine Street, and bridge repair.		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2012	2032	Major Arterial

PROPOSED IMPROVEMENT							
Design Standard Number: Municipal			Surfacing			Thickness:	Width:
X	Grading	X	Concrete	X	Right of Way	X	Lighting
	Aggregate		Curb & Gutter		Utility Adjustments		
	Armor Coat	X	Drainage Structures		Fencing		
	Asphalt	X	Erosion Control		Sidewalk		
Bridge to Remain in Place:			Roadway Width:		Length:	Type:	
New Bridge:			Roadway Width:		Length:	Type:	
Box Culvert			Span:	Rise:	Length:	Type:	
Culvert			Diameter:		Length:	Type:	
Bridges and Culverts Sided	X	YES		N/A		Hydraulic Analysis Pending	
Other Construction Features:							
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL		*County:	*City:	*State:	*Federal:	*Other:	*Total:
			124	3,882			4,006
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 2.0				Project No.: M-310(411)			
Signature:				Title: Street Superintendent		Date:	

NBCS Form 7, Feb 07

NEBRASKA DEPARTMENT OF ROADS NOTICE OF HIGHWAY PUBLIC INFORMATION MEETING

Thursday, January 5, 2011; 4:00 – 6:00 PM

Information Open House Public Meeting

**Central Community College, 3134 W. US Highway 34, Grand Island, NE
STPD-34-4(126), US-281 to Locust St., Grand Island; CN 41994**

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the refurbishment of U. S. Highway 34 (US-34) from the intersection of U. S. Highway 281 (US-281) to South Locust Street, in Grand Island. The meeting will be held at Central Community College in Grand Island, Thursday, January 5, 2012, 4:00-6:00 P.M.

Identified as **STPD-34-4 (126), US-281 to Locust St., Grand Island, C.N. 41994**, the proposed project would be constructed entirely within Hall County, Nebraska, mostly within the city limits of Grand Island. This proposed project would resurface the existing two-lane asphalt roadway and shoulders, including refurbishment of two bridge structures.

The project consists of concrete repair as needed, plus milling and overlaying the existing US-34 roadway and surfaced shoulders with new asphalt.

At the Blaine Street intersection, US-34 would be widened to add left-turn lanes. A short raised island on the north leg of Blaine Street would be added to better direct southbound traffic as it approaches the intersection. New roadway lighting will be provided at the intersection.

Just east of Wortman Drive, the Union Pacific Railroad crossing approaches would be improved.

The Wood River Bridge, between Garland and Blaine Streets, would be widened from 30-feet to 44-feet and refurbishments include a new roadway overlay, new approach sections, and new guardrails installed. The Wood River overflow bridge, just west of Blaine St., would be removed and replaced with a concrete box culvert. Two existing culverts east of Blaine would also be extended.

The proposed construction is scheduled to commence in the summer of 2012 and take approximately five months.

The construction will require the project to be built with detouring of US-34 traffic, using Interstate 80 (I-80) and South Locust Street. US-34 in Grand Island will be open to local traffic except during construction of the bridge, box culvert and widening for the left-turn lanes at Blaine Street. It is estimated US-34 would be closed to local traffic between Blaine Street and Catfish Avenue for three weeks and between Garland Street and Blaine Street for three months. The remainder of the project will be constructed "under traffic" with appropriate traffic control.

Detour maps and information will be available at the meeting.

Acquisition of a total of 0.16 acres of new right-of-way (ROW) will be required for this project from three tracts located adjacent to US-34 at the Blaine Street intersection; negotiations are in progress. The existing Control of Access along US-34 at the Blaine Street intersection will be perpetuated.

Wetlands have been delineated along portions of this project. There will be minimal impacts resulting from construction activities, however no wetland mitigation will be required.

The public meeting is being held to provide information and receive input regarding this project. All citizens are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOR will be present to answer questions and receive comments. The information "open house" format allows the public to come, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. All materials will be presented in both English and Spanish. A translator will be present.

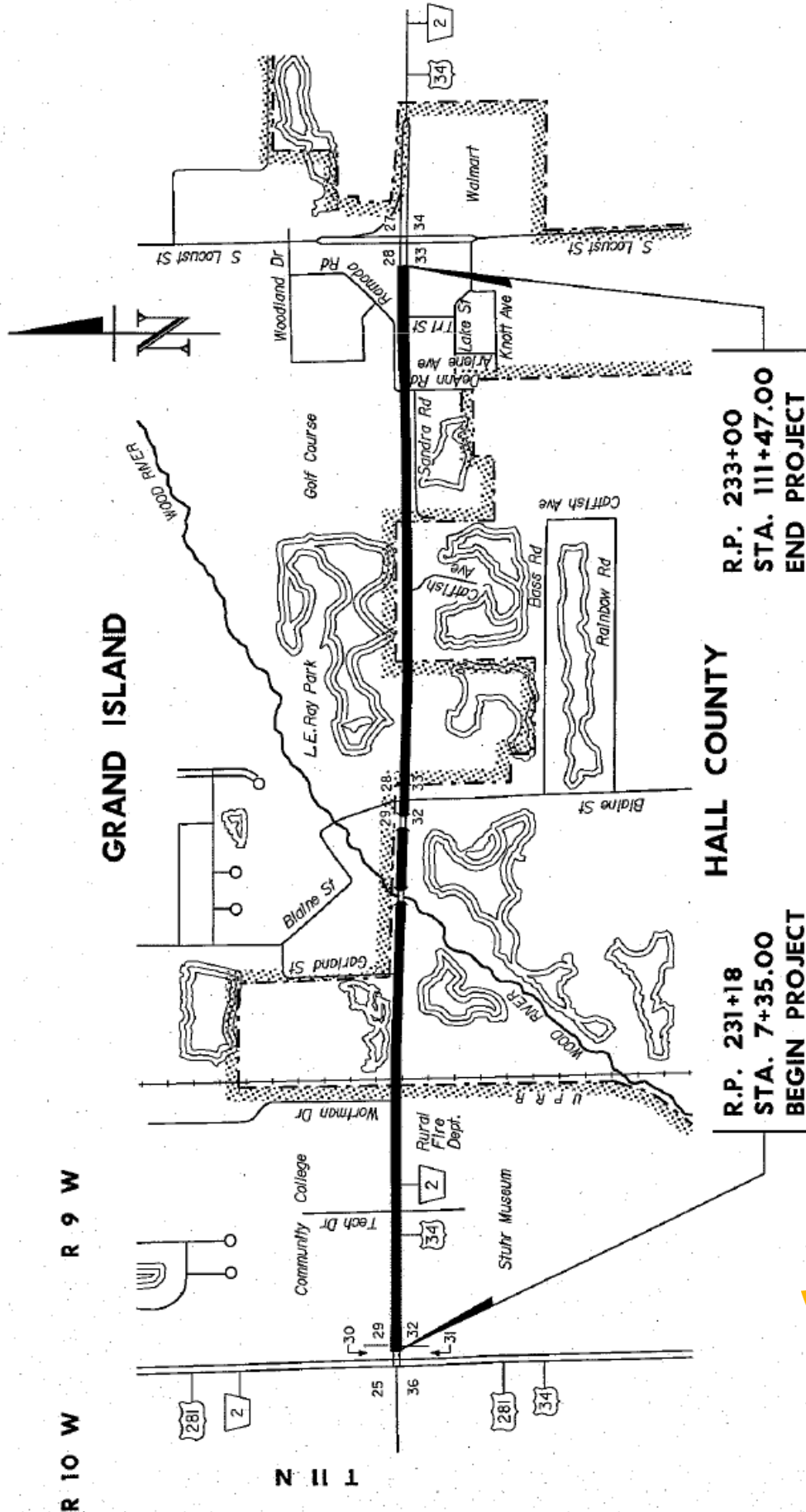
NDOR will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English proficiency (LEP) will be made if the Department is notified by December 22, 2011. Notification should be submitted to: Greg Weinert, Public Hearings Officer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; greg.weinert@nebraska.gov; voice telephone (402) 479-4871, TDD telephone (402) 479-3834, Fax (402) 479-3989.

Information regarding the proposed project will be available after the meeting on the NDOR website at www.transportation.nebraska.gov/projects/ by clicking on the "US-34 GI" link.

For further information, contact Don Turek, NDOR Roadway Design, (402) 479-4441, don.turek@nebraska.gov; or Wes Wahlgren, NDOR District Four Engineer, (308) 385-6265, wes.wahlgren@nebraska.gov.

STPD-34-4(126) US-281 to Locust St., Grand Island C.N. 41994

NEBRASKA DEPARTMENT OF ROADS



Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Logan St from 2 nd St to 1 st St; Harrison St from 1 st to Division St; Broadwell Ave from 2 nd St to Division St; Monroe St. from Division St to Koenig St Madison St from 2 nd St to Division St; 1 st St from Logan St to Harrison St; & Division St from Harrison St to Madison St																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete and/or concrete with bituminous overlay, storm sewer																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Aterial/Local Roads																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Underground storm drainage pipe construction, PCC pavement removal & replacement, landscaping and seeding. Federal Aid Project																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 542	★ STATE	★ FEDERAL 953	★ OTHER	TOTAL 1,495												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.7 Mile				Project No.: M-310(508)														
Signature:		Title: Street Superintendent		Date:														

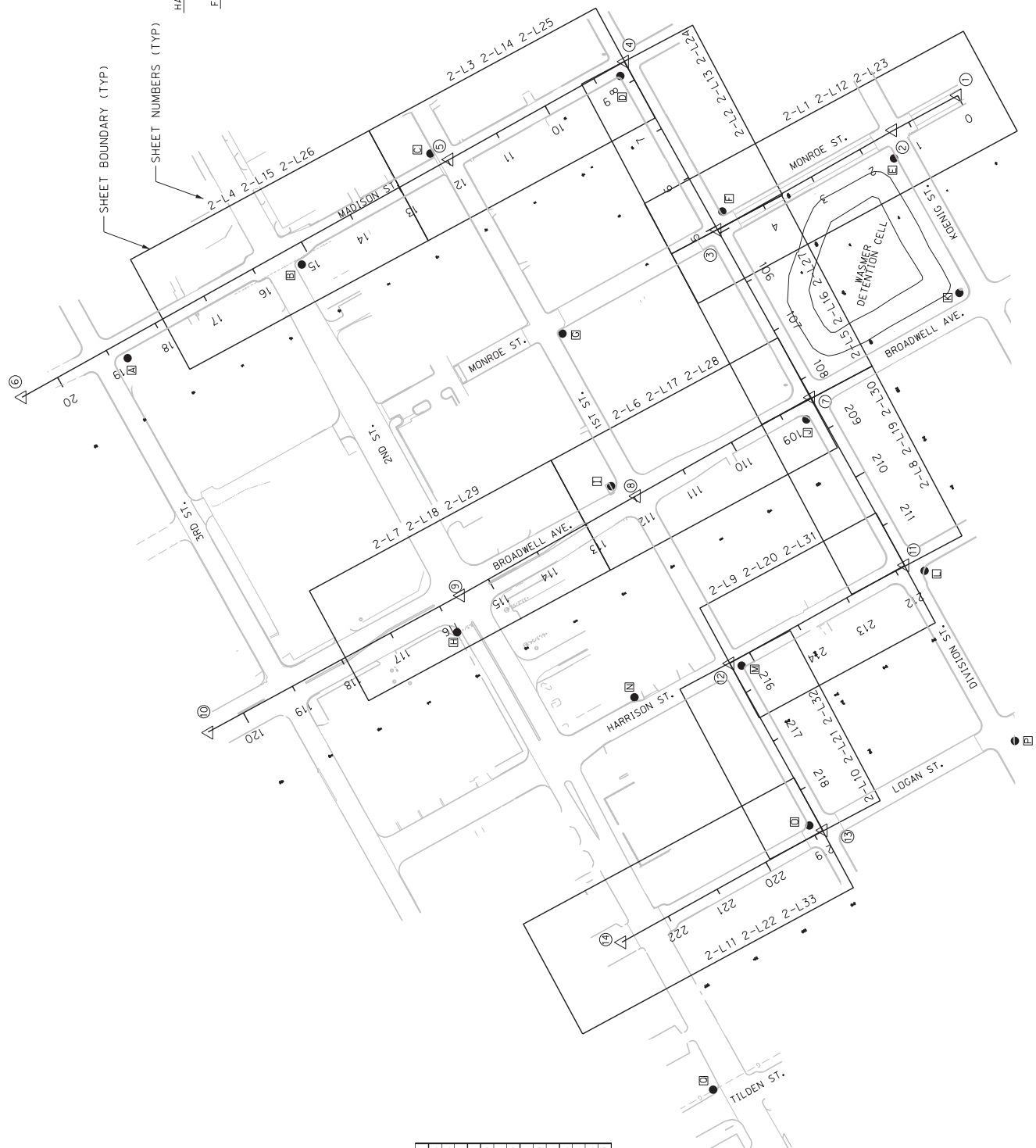
NBCS Form 7, Feb 07



HALF SIZE SCALE:
1"=200'

FULL SIZE SCALE:
1"=100'

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ID VERTICAL CONTROL

Easting	Elevation	Monument
16,795.506	1866.982	60 D NAIL
16,970.947	1867.420	60 D NAIL
17,170.286	1868.080	PK NAIL
17,309.530	1867.730	PK NAIL
17,161.564	1868.205	60 D NAIL
17,065.282	1868.750	60 D NAIL
16,847.697	1868.640	60 D NAIL
16,312.664	1867.720	60 D NAIL
16,575.072	1869.050	PK NAIL
16,694.116	1869.290	60 D NAIL
16,921.054	1868.530	PK NAIL
16,222.882	1869.610	60 D NAIL
16,253.046	1868.890	PK NAIL
16,196.176	1868.661	60 D NAIL
15,967.384	1868.970	PK NAIL
16,119.021	1870.270	PK NAIL
15,694.046	1869.000	NAIL IN SIDEWALK

ALIGNMENT

Sta.	Northing	Easting
0+00	457,041.66	2,317,273.88
1+54	457,157.40	2,317,211.38
104+92.86	457,471.93	2,317,033.55
17+52	457,639.19	2,317,334.92
36+89	457,952.87	2,317,159.39
72+85	458,718.42	2,316,733.84
2+08+35.44	457,304.38	2,316,733.49
95+40	457,617.40	2,316,957.44
57+26	457,932.49	2,316,379.50
72+08	458,384.97	2,316,133.93
90+95	457,136.62	2,316,432.68
40+18	457,450.08	2,316,257.23
92+82	457,283.00	2,315,958.08
95+11	457,643.31	2,315,757.70

SHEET INDEX

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: 2012 Program will be for the construction of "quite zones" along the UPRR																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Varies from concrete, asphalt and brick depending on location.																		
Average Daily Traffic: 2011 = 2,500, 2031 = 5,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Arterial/Local Roads																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input checked="" type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input checked="" type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Specific locations for quite zones in 2009 are the Walnut, Elm, Pine and Oak Street crossings with the UPRR																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 107																
	★ STATE	★ FEDERAL																
	★ OTHER 140	TOTAL 247																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> N/A		Project No.: M-310(515)																
Signature:		Title: Street Superintendent Date:																

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Capital Avenue from Broadwell Avenue to Sky Park Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: <div style="text-align: center;">2011 = 8,616, 2031 = 12,500</div>		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Other Arterial</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal</div>	Surfacing	Thickness: <div style="text-align: center;">8"</div>																
Width: <div style="text-align: center;">24'</div>																		
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen to three-lane section add pipe to connect existing culverts.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		1,500				1,500												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">2.0 Miles</div>				Project No.: <div style="text-align: center;">M-310(520)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Custer Avenue and 15 th Street																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete																		
Average Daily Traffic: 2011 = 6,000, 2031 = 12,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: New Traffic Signal installation Federal Aid Project No. STRS-40(57)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 67																
	★ STATE	★ FEDERAL 317																
	★ OTHER	TOTAL 384																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 300 Feet		Project No.: M-310(537)																
Signature:		Date: Street Superintendent																

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

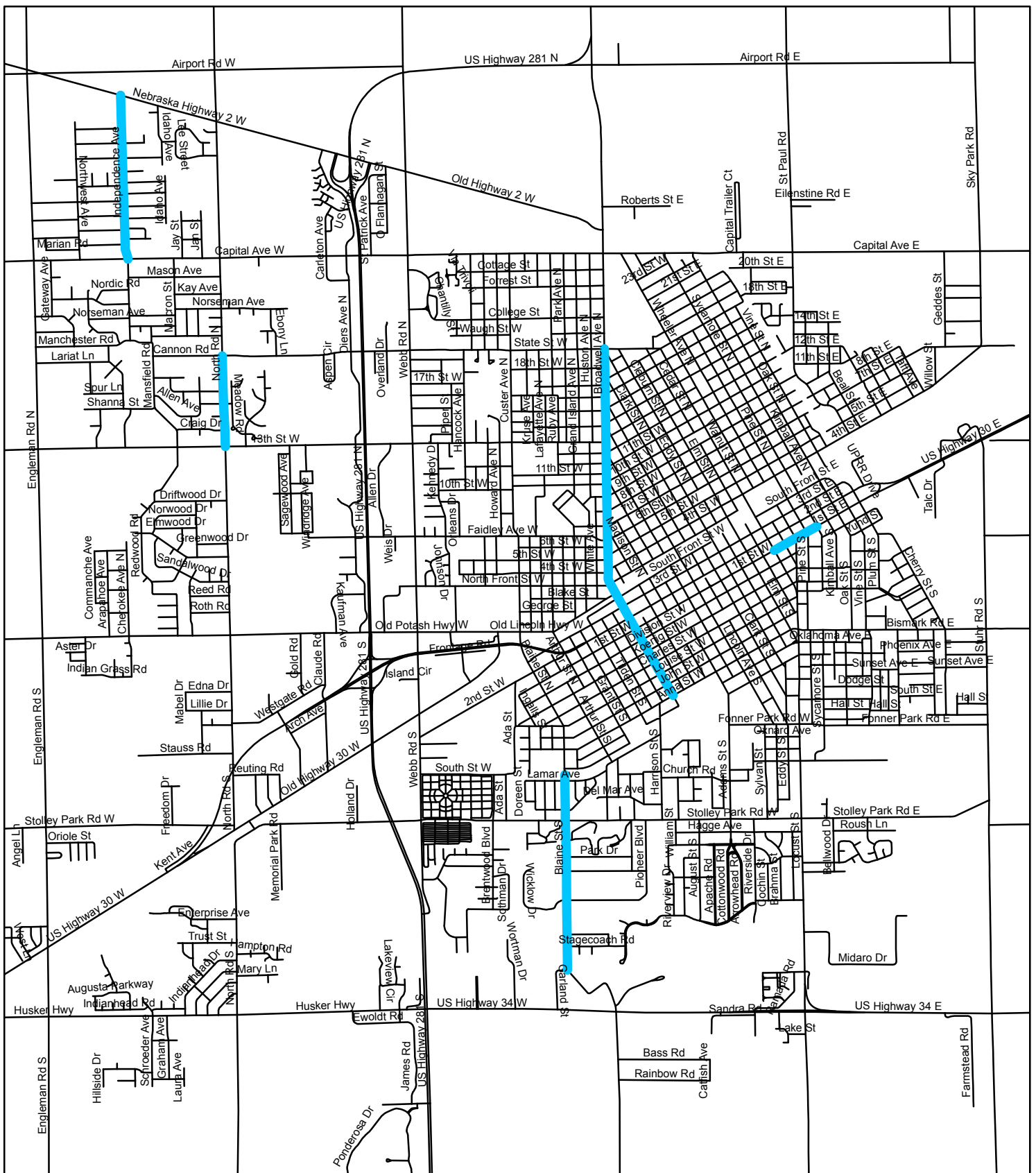
County:	City: Grand Island	Village:																
Location Description: Highway 30 - Grant St to Claude Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> N/A																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: _____ Width: _____																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width: _____	Length: _____ Type: _____																
New Bridge	Roadway Width: _____	Length: _____ Type: _____																
Box Culvert	Span: _____ Rise: _____	Length: _____ Type: _____																
Culvert	Diameter: _____	Length: _____ Type: _____																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Full-depth concrete repair and diamond grinding. This is a NDOR project with city financial contributions.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		572	572			1,144												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.6				Project No.: M-310(578)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Various Locations - Resurfacing 1. Blaine St from Garland to Stolley Park; 2. Blaine St from Stolley Park to crossing with Bike Trail; 3. 1 st St from Walnut to Sycamore; 4. North Road from 13 th to State; 5. Independence Ave from Capital to Hwy 2; 6. Broadwell Ave from Anna to 2 nd ; & 7. Broadwell Ave from 2 nd to State																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphaltic Concrete																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Various</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal</div>	Surfacing	Thickness: <div style="text-align: center;">Width:</div>																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Asphalt resurfacing for various federal aid routes within the City. Received Relaxation of Standards for shoulder width from the NBCS at October 19, 2012 meeting.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		683		2,730		3,413												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">UNK</div>				Project No.: <div style="text-align: center;">M-310(579)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07



FEDERAL AID PROJECTS

BLAINE ST. - Garland to Stolley Park Rd

BLAINE ST. - Stolley Park Rd to Bike Trail

1st ST - Walnut to Sycamore

NORTH ROAD - 13th to State

INDEPENDENCE AVE. - Capital Ave to Neb. Hwy #2

BROADWELL AVE. - Anna to 2nd

BROADWELL AVE. - 2nd to State



PUBLIC WORKS DEPARTMENT

PLOT 01-25-2011----FED-Aid-Overlay-2013.mxd

STATE OF NEBRASKA
Minutes of the
Board of Public Roads Classifications and Standards
October 19, 2012
Hastings City Council Chamber, City Hall
220 North Hastings Avenue, Hastings, Nebraska

Meeting and Hearings Notices:

- Statewide news release emailed and posted on Nebraska Department of Roads' website October 12, 2012.
- Event posted on State of Nebraska website (Public Meeting Calendar) October 12, 2012.
- Tentative agenda emailed to each board member and interested persons October 12, 2012.
- Invitations mailed October 3, 2012 to County and Municipal Officials in Adams, Buffalo, Clay, Franklin, Hall, Hamilton, Kearney, Nuckolls and Webster Counties.
- Meeting agenda kept current and on public display in Liaison Services Section, Room 202, Nebraska Department of Roads, 1600 Highway 2, Lincoln, Nebraska.
- Meeting agenda posted on the City Hall main entrance bulletin board October 19, 2012.
- Relaxation of Standards hearing notice emailed October 12, 2012 to Burt County and the City of Grand Island.

Board members present:

Roger A. Figard, Lincoln, Chairman
James A. Litchfield, Wakefield, Vice Chairman
LeRoy G. Gerrard, Stromsburg
John M. Hynes, Holstein
Barbara Keegan, Alliance
Mick Syslo, Lincoln (*arrived at 9:21 a.m.*)
David L. Wacker, Hastings
Timothy W. Weander, Omaha
Edward R. Wootton, Sr., Bellevue

Board member absent:

Darold E. Tagge, Holdrege

Staff present:

LeMoyne D. Schulz, Board Secretary and Highway Local Liaison Coordinator, NDOR, Lincoln
Barbara Hasterlo, Secretary II, Liaison Services Section, NDOR, Lincoln

Others in attendance:

Andy Cunningham, Government Affairs Office, NDOR, Lincoln
Erich Strack, Government Affairs Office Legislative Coordinator, NDOR, Lincoln
Barry Rubendall, Street Commissioner, City of Franklin
Wesley Wahlgren, District IV Engineer, NDOR, Grand Island
Keith Meyer, District IV Construction Engineer, NDOR, Grand Island
Larry Legg, Secondary Roads Engineer, Local Projects Division, NDOR, Lincoln

Scott Gripenstrom, Project Manager, Public Works Department, City of Grand Island
Tim Golka, Olsson Associates, Grand Island
Shannon Callahan, Grand Island Street Superintendent
Terry Brown, Grand Island Public Works
Dawn Miller, Adams County Highway Superintendent
Dan Cady, Director, NE LTAP, University of Nebraska, Lincoln
Dennis Smith, Coordinator, NE LTAP, University of Nebraska, Lincoln
Matt Rief, Olsson Associates, Grand Island
Michael Ingram, Franklin County Highway Superintendent
Lee Saathoff, Adams County Board of Supervisors, Hastings
Steve Riehle, Hall County Engineer
Clarence Trumble, Hamilton County Board of Commissioners
Greg Davis, Aurora
Senator Les Seiler, Legislative District 33, Hastings
Rick Tessman, Street Water Department, City of Clay Center
Kim Jacobitz, Engineering Department, City of Hastings
Ryan Kavan, Olsson Associates, Hastings, representing self
David Garrett, City of Hastings
Richard Douglas, Street Superintendent, City of Hastings

* * * * *

Chairman Figard called the meeting to order at 9:00 a.m. The meeting was open to the public.

* * * * *

Ms. Kaleena Fong, Executive Director, Adams County Convention and Visitors Bureau, welcomed the board members to the City of Hastings. Chairman Figard thanked her for the welcome.

* * * * *

Chairman Figard made the following announcements in compliance with the Open Meetings Act.

- A copy of the Open Meetings Act is available for inspection and is posted by the entrance to this room.
- The Meeting Agenda and a copy of all materials that were provided to the Board Members, prior to the start of this meeting, are available on the table by the entrance to this room.
- A sign in sheet is available. Visitors are not required to sign, but are encouraged to do so.

* * * * *

Mr. Schulz noted the following changes from the originally published agenda:
Additional 2012-2013 municipal annual reports received. Added request for discussion of sidewalks under "Other Business." Added receipt of the City of Omaha relaxation request under "Correspondence and General Information."

* * * * *

Mr. Gerrard moved to approve the September 21, 2012 meeting minutes. Mr. Wacker seconded the motion. Members Gerrard, Hynes, Litchfield, Wacker, Weander, Wootton and

Figard voted YES. Member Keegan abstained. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Final Report on the status of the submission of the 2011 - 2012 Standardized System of Annual Reports.

1. All 93 county, 530 municipal and the Nebraska Department of Roads' Reports have been received.
2. 93 county, 529 municipal and the Nebraska Department of Roads' Reports were accepted by the Board at previous meetings.
3. The municipality of Royal, which was cited to the State Treasurer for suspension of its Highway Allocation Funds, submitted a complete report on September 25, 2012. The State Treasurer should be advised to cease the suspension and restore the suspended funds.
4. The Liaison Services Section has completed a review of Royal's report and recommends acceptance.

Mr. Wootton moved to accept the Status Report of the Standardized System of Annual Reports as presented. Mr. Hynes seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

Mr. Wootton moved to lift the suspended Highway Allocation funds to the Village of Royal. Ms. Keegan seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Initial Report on the status of the submission of the 2012 - 2013 Standardized System of Annual Reports.

1. A total of 62 county, 6 Municipal the Nebraska Department of Roads' Reports have been received and are being held pending review.

Mr. Wacker moved to accept the Status Report of the Standardized System of Annual Reports as presented. Mr. Wootton seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Initial Report on the status of the submission of the 2013 One- and Six-Year Plans.

1. A total of 1 municipal (City of Lincoln) One- and Six-Year Plan has been received and is being held pending review.

Mr. Wootton moved to accept the Status Report of the One- and Six-Year Plans as presented. Mr. Litchfield seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Buffalo County One- and Six-Year Plan revision adding Project C-10(932) to the One-Year Plan. The project consists of replacing a wood structure with a culvert on a Local road. The total estimated cost is \$15,000.

Mr. Wotton moved to accept the Buffalo County One- and Six-Year Plan revision. Mr. Gerrard seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wotton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Sheridan County One- and Six-Year Plan revision adding Project C-81(140) to the One-Year Plan. The project consists of replacing a wood structure with a culvert on a Minimum Maintenance road. *(Note: In addition to the revision, a Relaxation of Standards is required.)* The total estimated cost is between \$5,000 and \$10,000.

Mr. Wootton moved to accept the Sheridan County One- and Six-Year Plan revision. Mr. Hynes seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Village of Chapman One- and Six-Year Plan revision adding Project M-199(13) to the One-Year Plan. The project consists of grading and asphalt surfacing on a Local street. *(Note: The project will be done in conjunction with a Merrick County project.)* The total estimated cost is \$46,000.

Mr. Gerrard moved to accept the Village of Chapman One- and Six-Year Plan revision. Mr. Wootton seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the City of Beatrice One- and Six-Year Plan revision delaying One-Year Plan Projects. 1-1 through 1-8, Federal Aid Project No. URB-6108(1), C.N. 13086, to the 2013 One-Year Plan. The projects consist of mill and asphalt overlay with curb ramps at intersections on Collector and Other Arterial streets. The total estimated cost is \$1,134,000.

Mr. Wootton moved to accept the City of Beatrice One- and Six-Year Plan revision. Ms. Keegan seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Member Syslo Abstained. Member Tagge were absent. The motion carried.

* * * * *

At 9:23 a.m. the board heard the Burt County request for a Relaxation of Standards for Construction of a Culvert on a Minimum Maintenance road, County Project No. C-11(410), as

specified in its September 19, 2012 Letter and Burt County Resolution No. 2012-24. *(The hearing was held in an informal format, Burt County having declined the option of a formal hearing.)* No one was present to present the request. No one appeared in opposition. The hearing concluded at 9:24 a.m. The board then considered the request. *(NOTE: The project was added to the One-Year Plan at the September meeting.)*

Mr. Wootton moved to grant the Burt County Relaxation request. Mr. Hynes seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Syslo, Wacker, Weander, Wootton, and Figard voted YES. Member Tagge was absent. The motion carried with the requisite majority.

* * * * *

At 9:30 a.m. the board heard the City of Grand Island request for a Relaxation of Minimum Design Standards for Project No. URB-5409(2), C.N. 42706, Various Locations in Grand Island, City Project No. M-310(579). *(The hearing was held in an informal format, the City of Grand Island having declined the option of a formal hearing.)* The request is for a decrease in Shoulder Width on Collector and Other Arterial streets as specified in its October 10, 2012 Letter and City of Grand Island Resolution No. 2012-178. Ms. Callahan, Mr. Griepenstrom and Mr. Brown presented the request. NDOR has approved the relaxation request. No one appeared in opposition. The hearing concluded at 9:59 a.m. The board then considered the request.

Mr. Wootton moved to grant the City of Grand Island Relaxation request, in view of the peculiar, special or unique local situation presented, whereby the application of the specific Minimum Design Standard would work a special hardship, and with the stipulation that no shoulder be less than 2' in width. Mr. Weander seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Syslo, Wacker, Weander, Wootton and Figard voted YES. Member Tagge was absent. The motion carried with the requisite majority.

* * * * *

Other business:

- Request for discussion on Sidewalks, Curb ramps, and Crosswalks, received October 13, 2012. Mr. Legg presented the request. The under current regulations a county or municipality must request a relaxation of standards for existing standard deficiencies when constructing ADA ramps and sidewalks. An alternative would be that new construction or reconstruction of sidewalks and/or ADA ramps outside of the roadway and the replacement of existing cross walks within the roadway be considered a maintenance activity. Following discussion the Board directed staff to develop language for presentation at a future meeting.
- Board members received a proposed schedule of meetings for 2013 and a tentative schedule for 2014. *Members were requested to evaluate the proposed dates for action at the November meeting.*

* * * * *

Mr. Schulz reported the following correspondence and general information:

- City of Omaha Relaxation of Standards request received October 16, 2012, possible agenda item for the November 16 2012 meeting.

- Board members received the agenda for the 27th Annual Regional Local Road Conference to be held October 24-25, 2012, in Rapid City, South Dakota.
- Board members received a copy of the Board of Examiners for County Highway and City Street Superintendents, August 24, 2012, meeting minutes.

* * * * *

Chairman Figard invited public comment and thanked everyone for attending the meeting and the workshop following the meeting, with special thanks to board member Wacker and his assistant, Kim Jacobitz for hosting the meeting and the previous afternoon's tour of the city.

Chairman Figard recognized State Senator Les Seiler.

The next regular meeting will be held November 16, 2012, at 9:00 a.m., in the Nebraska Department of Roads' Central Headquarters Building Auditorium, Room 139A, 1500 Highway 2, Lincoln, Nebraska.

* * * * *

There being no further agenda items, Chairman Figard adjourned the meeting at 10:24 a.m.

* * * * *

LeMoyne D. Schulz
Secretary for the Board

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: US Highway 30 - Wood River to Grand Island																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt (3R Project)																		
Average Daily Traffic: 2010 = 5300, 2030 = UNK		Classification Type: <i>(As shown on Functional Classification Map)</i> Major Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: 001.03	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: US Highway 30 resurfacing, NDOR Project with City financial contribution. NDOR Project No. STPD-30-4(149)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		584	5,161			5,745												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 12.2 Mile				Project No.: M-310(581)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: Blaine Street from Schimmer Dr. to Wildwood Dr.		
Project Description: Concrete paving for industrial development site partially funded through Community Block Development Grant and LB-840 Funds.		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2012	1,326	2032 2,000 Local
PROPOSED IMPROVEMENT		
Design Standard Number: Municipal		Surfacing Thickness: 8 IN. Width: 28 FT.
X	Grading	X Concrete
	Aggregate	Curb & Gutter
	Armor Coat	X Drainage Structures
	Asphalt	X Erosion Control
Bridge to Remain in Place:		Roadway Width: Length: Type:
New Bridge:		Roadway Width: Length: Type:
Box Culvert		Span: Rise: Length: Type:
Culvert		Diameter: Length: Type:
Bridges and Culverts Sized	YES	N/A
Other Construction Features: Funding: 575,000 - LB840 and 382,000 - CDBG		
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City: 243
		*State: *Federal: 957 *Total: 1,200
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 MILE		Project No.: M-310(588)
Signature:		Title: Date:

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Broadwell Avenue from 45' South of BNSF Crossing (north of Hwy 2) to BNSF Crossing.																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphaltic Concrete, Dirst Shoulder																		
Average Daily Traffic: 2008 = 5,135, 2028 = UNK		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Other Arterial</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal</div>	Surfacing	Thickness: <div style="text-align: center;">6"</div>																
Width: <div style="text-align: center;">27'</div>																		
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Shoulder Widening: 8' Concrete shoulder through the crossing, both sides of roadway.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		52				52												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">100 Feet</div>				Project No.: <div style="text-align: center;">M-310 (591)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Annual Asphalt Resurfacing Project - various areas throughout the City																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt - Maintenance Project																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> Various																
PROPOSED IMPROVEMENT																		
Design Standard Number: Maintenance	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features:																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 603																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 750																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.3		Project No.: M-310(593)																
Signature:		Title: Street Superintendent																
		Date:																

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Various locations throughout the City																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete or Asphalt																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> N/A																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Install ADA compliant handicap sidewalk ramps in various areas of the City - this program follows the City's previous year asphalt resurfacing project																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		125				125												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> UNK			Project No.: M-310(597)															
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Airport Rd & Sky Park Rd Intersection Improvements																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2011 = 1,550, 2031 =		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: UNK Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen turning radii at intersection																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		45				45												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 600 Feet				Project No.: M-310(598)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Sky Park Road Improvements - Airport Rd to Abbott Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2008 = 1,550, 2031 = TBD		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen roadway and add lighting to improve safety and accommodate higher traffic volume for increased Airport usage.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 700	★ STATE	★ FEDERAL	★ OTHER	TOTAL 700												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 Mile				Project No.: M-310(599)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Sky Park Road from Capital Avenue to Airport Road																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2008 = 1,280, 2031 = TBD		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Improve roadway for potential Truck Route.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 800																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 800																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> UNK		Project No.: M-310(609)																
Signature:		Date:																
Street Superintendent																		

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:													
Location Description: Shady Bend Rd just north of Gregory Ave to Bismark Rd.															
Project Description: Resurfacing project to restore roadway to structually sound state and to accommodate increasing truck traffic. Minor bridge repair and box culvert repair as will be determined.															
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt, bridge, box culvert, guardrail															
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>													
2013	2,420	2033 TBD Other Arterial & Local													
PROPOSED IMPROVEMENT															
Design Standard Number: Municipal		Surfacing Thickness: 8" Width: 24'													
X	Grading	Concrete Right of Way Lighting													
	Aggregate	Curb & Gutter Utility Adjustments													
	Armor Coat X	Drainage Structures Fencing													
X	Asphalt	Erosion Control Sidewalk													
Bridge to Remain in Place:		Roadway Width: 40' Length: 40' Type: Concrete Box Culvert													
New Bridge:		Roadway Width: Length: Type:													
Box Culvert		Span: Rise: Length: Type:													
Culvert		Diameter: Length: Type:													
Bridges and Culverts Sized	YES	N/A Hydraulic Analysis Pending													
Other Construction Features:															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="2" style="width: 15%;">ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL</td> <td style="width: 10%;">*County:</td> <td style="width: 10%;">*City:</td> <td style="width: 10%;">*State:</td> <td style="width: 10%;">*Federal:</td> <td style="width: 10%;">*Other:</td> <td style="width: 10%;">*Total:</td> </tr> <tr> <td></td> <td>250</td> <td></td> <td></td> <td></td> <td>250</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:		250				250
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:		*State:	*Federal:	*Other:	*Total:								
		250				250									
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.8 MILE		Project No.: M-310(622)													
Signature:		Title: Street Superintendent Date:													

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:																
Location Description: Hwy 281 from mile post 68.90 to Ref. Post 78.5; In GI City Limits from Viaduct over Old Hwy 30 to Airport Road (3.7 Miles)																		
Project Description: Full Depth Concrete Repair and Resurfacing; NDOR Project No. NH-281(127) with City participation																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete																		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>																
2012	2032	Major Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: 3R on Municipal State Hwy		Thickness: Width: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Grading</td> <td style="width: 15%;">Concrete</td> <td style="width: 15%;">Right of Way</td> <td style="width: 15%;">Lighting</td> </tr> <tr> <td>Aggregate</td> <td>Curb & Gutter</td> <td>Utility Adjustments</td> <td></td> </tr> <tr> <td>Armor Coat</td> <td>Drainage Structures</td> <td>Fencing</td> <td></td> </tr> <tr> <td>Asphalt</td> <td>Erosion Control</td> <td>Sidewalk</td> <td></td> </tr> </table>	Grading	Concrete	Right of Way	Lighting	Aggregate	Curb & Gutter	Utility Adjustments		Armor Coat	Drainage Structures	Fencing		Asphalt	Erosion Control	Sidewalk	
Grading	Concrete	Right of Way	Lighting															
Aggregate	Curb & Gutter	Utility Adjustments																
Armor Coat	Drainage Structures	Fencing																
Asphalt	Erosion Control	Sidewalk																
Bridge to Remain in Place:		Roadway Width: Length: Type:																
New Bridge:		Roadway Width: Length: Type:																
Box Culvert		Span: Rise: Length: Type:																
Culvert		Diameter: Length: Type:																
Bridges and Culverts Sized	YES	N/A Hydraulic Analysis Pending																
Other Construction Features:																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL</td> <td style="width: 15%;">*County:</td> <td style="width: 15%;">*City:</td> <td style="width: 15%;">*State:</td> <td style="width: 15%;">*Federal:</td> <td style="width: 15%;">*Other:</td> <td style="width: 15%;">*Total:</td> </tr> <tr> <td></td> <td></td> <td>1,166</td> <td>4,853</td> <td></td> <td></td> <td>6,019</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:			1,166	4,853			6,019		
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:												
		1,166	4,853			6,019												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 9.6 (Total)		Project No.: M-310 (623)																
Signature:		Title: Street Superintendent																
		Date:																

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: Stuhr Rd from just south of BNSF crossing to Bismark Rd		
Project Description: Concrete overlay with shoulder widening		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2008	5,010	Other Arterial
PROPOSED IMPROVEMENT		
Design Standard Number: Municipal		Surfacing
X	Grading	Concrete
	Aggregate	Curb & Gutter
	Armor Coat	Drainage Structures
	Asphalt	Erosion Control
Bridge to Remain in Place:		Roadway Width:
New Bridge:		Roadway Width:
Box Culvert		Span:
Culvert		Diameter:
Bridges and Culverts Sized		YES
Other Construction Features:		
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL		*County:
		*City:
		*State:
		*Federal:
		*Other:
		*Total:
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.4 Mile		Project No.: M-310(624)
Signature:		Title: Street Superintendent
		Date:

NBCS Form 7, Feb 07



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item F1

#9422 – Consideration of Correcting Ordinance #9419 Relating to Chapter 36-102 of the Grand Island City Code

Staff Contact: chadn

Council Agenda Memo

From: Chad Nabity, AICP

Meeting: March 12, 2013

Subject: Consideration of Correcting Ordinance #9419 Relating to Chapter 36-102 of the Grand Island City Code

Item #'s: F-1

Presenter(s): Chad Nabity, Hall County Regional Planning Director

Background

On January 22, 2013 the Grand Island City Council approved Ordinance #9419 approving changes to Chapter 36 of the Grand Island City code relative to Accessory Building and Uses and Landscaping Requirements. The section of that ordinance changing Section 102 Landscaping were copied from an old version of the Section of Chapter 36 and inadvertently made more changes to the code than intended. In order to correct that error staff has prepared a new ordinance that reflects only those changes that were supposed to be made.

Discussion

The proposed ordinance will change confirm that the only changes made to Section 102 of Chapter 36 on January 22, 2013 are the changes to landscaping regarding the Airport overlay zone.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the correction to Ordinance #9419.

Sample Motion

Move to approve Ordinance #9422.

ORDINANCE NO. 9422

An ordinance to amend Chapter 36 of the Grand Island City Code; specifically, to amend Section 36-102 Landscaping Requirements; to repeal any ordinance or parts of ordinances in conflict herewith; and to provide for publication in pamphlet form and the effective date of this ordinance.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF
GRAND ISLAND, NEBRASKA:

SECTION 1. Section 36-102 of the Grand Island City Code is hereby amended to read as follows:

§36-102. Landscaping Requirements

(A) Purpose: The landscaping and screening regulations are intended to improve the physical appearance of the community; to improve the environmental performance of new development by contributing to the abatement of heat, noise, glare, wind and dust; to promote natural percolation of storm water and improvement of air quality; to buffer potentially incompatible uses from one another; and, to protect and enhance the value of property and neighborhoods within the city.

(B) Applicability:

- (1) The provisions of this section shall apply to the following zones: Medium Density Residential Zone, High Density Residential Zone, Residential Office Zone, Light Business Zone, General Business Zone, Arterial Commercial Overlay Zone, Heavy Business Zone, Industrial Estates Zone, Light Manufacturing Zone, Heavy Manufacturing Zone, Commercial Development Zone, Residential Development Zone and Travel Development Zone. Landscaping of lands within districts such as the Central Business District and Fourth Street Business District, as defined in this code, shall be subject to Streetscape Improvement Projects where applicable. In the absence of such projects, the provisions of this section shall apply.
- (2) The provisions of this section shall apply to the Airport Overlay Zone with the exception that three shrubs may be substituted for each required shade or ornamental tree to conform to standards of wildlife management required near an airport.
- (3) The provisions of this section shall apply to all new development, including surface parking, on each lot or site upon application for a building permit, except as follows:
 - (a) Reconstruction or replacement of a lawfully existing use or structure.
 - (b) Remodeling, rehabilitation or improvements to existing uses or structures which do not substantially change the location or building footprint of existing structures, or the location and design of parking facilities or other site improvements. However, additions or enlargements of existing uses or structures, which increase floor area or impervious coverage, shall be subject to the provisions of this section, which shall only apply to that portion of the lot or site where the new development or use occurs.
 - (c) Residential structures containing three dwelling units or less shall be exempt from the requirements of this section.
- (4) Landscaping which exists on any property shall not be altered or reduced below the minimum requirements of this section, unless suitable substitutions are made which meet the requirements of this section, pursuant to a site plan approved by the city.
- (5) Any conflict between this section and another section of this chapter shall be resolved in favor of the more restrictive provision.

(C) Nonconforming Status: Any property or use of property, which as of August 1, 2004 or any amendment hereto is lawfully nonconforming only as to the regulations relating to landscaping, may be continued in the same manner as if the landscaping were conforming.

Approved as to Form	<input type="checkbox"/>	_____
March 4, 2013	<input type="checkbox"/>	City Attorney

ORDINANCE NO. 9422 (Cont.)

(D) Definitions: The following definitions shall be used for terms contained within this section:

Buffer yard: A landscaped area provided to separate and significantly obstruct the view of two adjacent land uses or properties from one another.

Canopy tree: A deciduous tree having a minimum mature height of 30 feet and a minimum caliper of 1 inch at the time of planting. One canopy tree equals two understory/ornamental or evergreen trees.

Evergreen tree: An evergreen or conifer tree having a minimum mature height of 20 feet and a minimum 2 gallon container size or bare root/ball equivalent at the time of planting.

Landscaped area: That area within the boundaries of a given lot consisting primarily of plant material, including but not limited to grass, trees, shrubs, flowers, vines, groundcover and other organic plant materials (this does not include plant materials typically used as a cash crop). Tall varieties of native and ornamental grasses may be planted and left in their natural state in selective and limited locations, deemed appropriate by the city. Inorganic materials such as brick, stones, aggregate, ponds or fountains may be used within landscaped areas, provided that such materials comprise no more than 35 percent of the required landscaped area. Flat concrete or asphalt, other than walkways five feet or less in width, may not be used within a required landscaped area.

Minimum equivalent street landscaping: The minimum landscaped area which must be provided in a street yard, expressed as a percent of the total area contained within that street yard.

Shrub: A deciduous or evergreen plant having a minimum height of 18 inches at the time of planting, with a maximum mature height of less than 10 feet.

Street yard:

(1) The area of a lot or parcel which lies between any street property line and the fronting walls of any building or buildings on the parcel. The street yard shall follow all irregularities or indentations in the front wall of the building, excluding minor projections or indentations such as steps or unenclosed porches. For the purposes of defining the street yard area, the front wall shall be extended from the outermost corners of the building, parallel with the fronting street, until intersecting with the side property line [see Attachment B hereto]. Street yard depth shall not exceed 100 feet for the purposes of calculating the minimum equivalent street landscaping area requirement.

(2) On lots or parcels with multiple buildings, the street yard area shall be defined by all building front walls having direct, visual frontage onto the street. Any space between buildings equal to 15 percent of the length of such frontage, but in no case more than 100 feet, shall be considered an extension of the continuous building front wall for the purpose of delineating the street yard.

Understory/ornamental tree: A flowering or non-flowering deciduous tree having a maximum mature height of 30 feet and a minimum caliper of 2 inch at the time of planting.

(E) Street Yard Landscaping Standards:

(1) Street yard landscaping shall be provided adjacent to each street property line and within street yards, as set forth below, in accordance with an approved site landscaping plan.

(2) Minimum equivalent street landscaping area:

ORDINANCE NO. 9422 (Cont.)

(Minimum Equivalent Street Landscaping Area)		
Zoning District	Percent of Street Yard (%)	Minimum Landscaping Depth of Street Yard*** (ft.)
R3	65	20
R4	60	10
RO	30	10
B1	25	10
B2	20*	10*
AC	20	20*
B3	20	10*
ME	20	20
M1	20	20
M2	20	10
M3	20	10
TD	30	30
CD	**	30
RD	**	10 or 30

*Unless otherwise established in an approved Streetscape Improvement Project.

**As determined by approved plan

(3) When a lot contains more than one street frontage, the area of all street yards and the proposed street yard landscaped areas may be combined for the purposes of determining compliance with this section.

(4) Any required street yard landscaping shall include the following minimum shrub and tree plantings (or an appropriate equivalent as determined by the city) for every 100 feet (any fraction of .5 or less rounded to the next lowest number; any fraction exceeding .5 rounded to the next highest number) of property line adjacent to a public street right-of-way: 1 canopy tree; 1 understory/ornamental or evergreen tree; 3 shrubs. Existing trees or shrubs approved for preservation shall be counted toward satisfaction of this provision.

(F) Buffer Yard and Parking Landscaping Screening Standards:

(1) Buffer yard landscaping shall be installed and maintained adjacent to the affected common side or rear property line(s), when a use is established in a more intensive zoning district located adjacent to a less intensive zoning district, as set forth below:

More Intensive Zoning District	Required Buffer Yard Width (ft.)*	Less Intensive Zoning District
RO, B1, B2, AC, B3, CD, TD	10	TA, LLR, R1, R2, R3, R4, RD
ME, M1, M2, M3	20	TA, LLR, R1, R2, R3, R4, RO, RD, CD, TD, B1, B2, B2, AC, B3

*When an alley, street or railroad R.O.W. separates adjacent districts requiring a buffer yard, the buffer yard width shall be halved.

(2) Buffer yard landscaping is intended to provide screening of loading docks, refuse collection points, truck/equipment parking, sources of noise, glare, light, dust, or other negative impacts. Buffer yard landscaping shall include hedges or screens of evergreen or approved deciduous plant material, capable of providing a substantial opaque barrier, and attaining a minimum height of 6 feet within three years of planting. Opaque fencing may also supplement the vegetative plantings, but shall be installed no closer to the property line than the width of the required buffer yard.

(3) Buffer yard landscaping and parking landscaping screening strips shall not be placed on an easement.

(4) A parking landscaping screening strip, having a Minimum Landscaping Depth of Street Yard as identified above, shall be installed along any parking area adjacent to a public street right-of-way. No parking area shall contain more than 100 spaces except as allowed within these regulations. If a greater number of parking spaces is required, separate parking areas shall be provided, and shall be separated from other parking areas by landscaped dividing strips, having a minimum width of 6 feet. These strips shall include trees, shrubs, grasses and other vegetative coverings for a creative aesthetic appearance. A parking

ORDINANCE NO. 9422 (Cont.)

landscaping screening strip shall also count towards meeting any requirements associated with minimum equivalent street or buffer yard landscaping.

Alternate plans for parking lots with more than 500 spaces may submitted for approval by a committee comprised of the Planning Director, Building Department Director and Public Works Director with recommendations from other appropriate city staff. The Committee shall establish criteria for the review and approval of larger parking lots based on but not limited to the following areas of concern: overall area and types of landscaping provided shall not be less than would be required under the conventional regulations, provision for storm water management and filtering using best available practices, provisions for adequate lighting, fire protection and security throughout the lot, provisions for pedestrian access through and around the lot, and provisions for pedestrian access to the site requiring said parking lot.

(5) A development may continue to comply with the buffer yard landscaping requirements in effect at the time of issuance of its initial building permit, regardless of whether an adjacent lot or property is rezoned to a less restrictive zoning district which requires additional buffer yard landscaping.

(G) Site Plan Requirements:

(1) A site plan showing the required street yard, buffer yard and/or parking screening landscaping shall be submitted to the city for review and approval as part of the application for a building permit. The plan shall include, but not be limited to the following:

- (a) Location of proposed landscaping drawn to scale.
- (b) Location, size, type and condition of proposed plant and non-plant landscaping materials including fences, walks, ponds, fountains, benches, lighting and irrigation systems.
- (c) Estimated date of completion of the installation of all plantings and finishing materials.

(H) Installation and Maintenance Requirements:

(1) Required landscaping areas shall be installed and maintained in a neat, clean, orderly and healthful condition. Maintenance shall include proper pruning of trees and shrubs, mowing of lawn and grass areas, weeding, removal of litter, fertilizing, replacement of plants consistent with this section when necessary, and the regular watering of all plantings.

(2) The installation of landscaping shall be completed prior to the issuance of any occupancy permit for buildings on the property, or commencement of the intended use of the property.

(3) If, at the time of commencement of the intended use of the property or application for a certificate of occupancy, any required landscaping has not been installed or completed due to seasonal or climatic conditions or plant material being unavailable, the developer or owner of the property shall submit the following to the Building Department:

- (a) A request for extension of the proposed completion date for installation of the required landscaping, stating the reason for the request, the property owner's current mailing address, and a commitment to complete the installation of the landscaping by a date certain, not to exceed six months from the building completion date.
- (b) A drawing showing the plan and layout of the landscaping areas.
- (c) A cost estimate for the installation of the landscaping area.
- (d) A bond, certificate of deposit, letter of credit, cash or other financial surety as may be approved by the City Attorney guaranteeing faithful performance of the owner or developer's commitment to complete installation of the required landscaping and payable to the City of Grand Island in the event that the developer fails to carry out the commitments described in sub-paragraph (a) above.

(4) Upon approval of the foregoing request for extension of time to complete the landscaping installation, the owner or developer shall be issued a conditional certificate of occupancy or a conditional letter authorizing commencement of use of the property by the Building Department. The owner or developer shall complete the installation of the landscaping in accordance with the commitments made pursuant to sub-paragraph (a) above, and, upon inspection and approval by the Building Department, a certificate of occupancy or commencement of use letter shall be issued. All limitations on the use of the property relating to landscaping are deemed to be of no force or effect at that time, and the City shall release the surety or other security submitted by the owner or developer.

(5) If the owner or developer has not installed the required landscaping with the commitments made pursuant to sub-paragraph (a) above, the owner or developer shall be deemed to have granted the City or its officers, employees, agents or representatives permission to enter upon the property to install the required landscaping in accordance with the plan submitted pursuant to sub-paragraph (c) above using the surety or security filed by the owner or developer as payment for said installation. The Building Department shall send the owner or developer written notice of

ORDINANCE NO. 9422 (Cont.)

default and intention to enter onto the property to install required landscaping by certified mail, return receipt requested, and ordinary first class mail sent to the last known address of said owner or developer at least five (5) business days prior to making such entry.

Amended by Ordinance No. 9256, effective 04-07-2010

Amended by Ordinance No. 9419, effective 02-15-2013

SECTION 2. Section 36-102 as existing prior to this amendment, and any ordinances or parts of ordinances in conflict herewith, are repealed.

SECTION 3. The validity of any section, subsection, sentence, clause, or phrase of this ordinance shall not affect the validity or enforceability of any other section, subsection, sentence, clause, or phrase thereof.

SECTION 4. That this ordinance shall be in force and take effect from and after its passage and publication in pamphlet form within 15 days according to law.

Enacted: March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G1

Approving Minutes of February 26, 2013 City Council Regular Meeting

Staff Contact: RaNae Edwards

CITY OF GRAND ISLAND, NEBRASKA

MINUTES OF CITY COUNCIL REGULAR MEETING
February 26, 2013

Pursuant to due call and notice thereof, a Regular Meeting of the City Council of the City of Grand Island, Nebraska was conducted in the Council Chambers of City Hall, 100 East First Street, on February 26, 2013. Notice of the meeting was given in *The Grand Island Independent* on February 20, 2013.

Mayor Jay Vavricek called the meeting to order at 7:00 p.m. The following City Council members were present: Bob Niemann, Linna Dee Donaldson, Chuck Haase, Julie Hehnke, Mitch Nickerson, John Gericke, Scott Dugan, Mike Paulick, and Vaughn Minton. Councilmember Peg Gilbert was absent. The following City Officials were present: City Administrator Mary Lou Brown, Acting City Clerk Brenda Sutherland, City Attorney Robert Sivick, Interim Public Works Director Terry Brown and Finance Director Jaye Monter.

INVOCATION was given by Father Tim Raasch, St. Stephen's Episcopal Church, 422 West 2nd Street and Dan Naranjo, All Faiths Funeral Home, 2929 South Locust Street followed by the PLEDGE OF ALLEGIANCE.

Mayor Vavricek introduced Community Youth Council member Rebecca Riley, a sophomore at Grand Island Central Catholic and adult sponsor Jennifer Cramer.

PRESENTATIONS AND PROCLAMATIONS:

Presentation of the "Mayor's Builder Award" to Fonner Park. Mayor Vavricek presented the "Mayor's Builder Award" to Fonner Park. Executive Director Hugh Minor was present and gave a history of Fonner Park.

Recognition of the Grand Island Senior High Wrestling Team for Class "A" State Wrestling Championship. Mayor Vavricek and the City Council recognized Grand Island Senior High Wrestling Team and their coach Mike Schadwinkel for their Class "A" State wrestling championship. The coach introduced members of the Wrestling team.

RESOLUTIONS:

#2013-54 – Consideration of Honorary Naming of Capital Avenue; Broadwell Avenue to Webb Road – "Veterans Memorial Avenue". Interim Public Works Director Terry Brown reported that a request had been made to have the section of Capital Avenue from Broadwell Avenue to Webb Road be given the honorary name of "Veterans Memorial Avenue".

Members from the public that asked to speak on the topic were as follows:

Dave Ziola, 1925 W. 11th, Grand Island, NE,
Gary Quandt, 609 W. 14th, Grand Island, NE
Marlan Ferguson, 2808 Apache Rd., Grand Island, NE

In addition, The Mayor asked Cindy Johnson from The Chamber of Commerce to join Marlan Ferguson in his comments and also Pam Lancaster from the County Board. All spoke in favor.

Motion by Gericke, second by Niemann to approve Resolution #2013-54. Upon roll call vote, all voted aye. Motion adopted.

ORDINANCE:

Councilmember Niemann moved “that the statutory rules requiring ordinances to be read by title on three different days are suspended and that ordinances numbered:

#9421 – Consideration of Creation of Storm Sewer Improvement District No. 2013-1, Summerfield Subdivisions

be considered for passage on the same day upon reading by number only and that the City Clerk be permitted to call out the number of these ordinances on second reading and then upon final passage and call for a roll call vote on each reading and then upon final passage.” Councilmember Nickerson seconded the motion. Upon roll call vote, all voted aye. Motion adopted.

Interim Public Works Director Terry Brown reported that the developer of the Summerfield Subdivision has a desire to move forward with selling other lots in the subdivision for development. Drainage has been an issue in this subdivision as backwater from Moores Creek has caused damage to homeowner property and before he moved forward with the rest of the project there was an interest in creating the storm sewer improvement district to alleviate the problem. The cost to the homeowner would be \$500 and could be spread over seven years. A presentation was made by Matt Rief of Olsson and Associates. Matt has been the project manager/engineer who has worked on this project for years.

Members of the public who spoke in support of the topic were as follows:

Greg Baxter, 2121 Monitor Rd., Grand Island, NE (developer)
Bob Arends, 1542 Warbler Circle, Grand Island, NE
Maurice Grudzinski, 3903 Partridge Circle, Grand Island, NE
Buhrl Gilpin, 3904 Partridge Circle, Grand Island, NE

Members of the public who spoke in opposition were as follows:

Catherine Kenna, 3841 Meadowlark Circle, Grand Island, NE
Michelle Brisnehan, 3927 Partridge Circle, Grand Island, NE

David Willis, 1609 Summerfield Ave., Grand Island, NE was neutral to this topic but wanted information about how it would affect his property.

Motion by Nickerson to approve Ordinance #9421 – died for lack of a second.

Motion by Dugan, second by Hehnke to deny Ordinance #9421.

City Clerk: Ordinance #9421 on first reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, Councilmembers Minton, Dugan, Gericke, Nickerson, Hehnke, Haase, Donaldson, and Niemann voted aye. Councilmember Paulick voted no. Motion adopted.

CONSENT AGENDA: Consent Agenda items G-6 and G-10 were removed from the agenda for further discussion. Motion by Donaldson, second by Niemann to approve the Consent Agenda excluding items G-6 and G-10. Upon roll call vote, all voted aye. Motion adopted.

Approving Minutes of February 12, 2013 City Council Regular Meeting.

Approving Minutes of February 19, 2013 City Council Study Session/Special Meeting.

Approving Appointment of Michael Corman to South Locust Business Improvement District 2012.

Approving Appointment of Ryan Waind to Business Improvement District #6.

#2013-47 – Approving Bid Award for Water Main Project 2013-W-1 – Clark Street at the Union Pacific Railroad Tracks with Van Kirk Brothers Construction of Sutton, NE in an Amount of \$79,798.50.

#2013-48 – Approving Contract for Concession Stand Operations at the Veterans Athletic Field Complex with Rathjen & Son Enterprises, Inc. dba The Snow of Grand Island, NE for three years. Parks and Recreation Director Todd McCoy reported that proposal had been received in January for the concession stand operations at the Veterans Athletic Field Complex. One proposal had been received which met the requirements of the proposal. The Snow had the contract last year and staff recommended approving the contract for another three years. Discussion was held concerning improvements of the building by The Snow. Henry Rathjen answered questions on the improvements they planned to make.

Motion by Dugan, second by Nickerson to approve Resolution #2013-48. Upon roll call vote, all voted aye. Motion adopted.

#2013-49 – Approving Bid Award for Golf Course Irrigation Variable Frequency Drive with The Sprinkler Company of Stanton, NE in an Amount of \$43,599.98.

#2013-50 – Approving State Bid Award for (1) 2013 2500 HD Chevrolet Silverado 4x4 Pickup for the Streets Division of the Public Works Department with Husker Auto Group of Lincoln, NE in an Amount of \$44,033.00.

#2013-51 – Approving State Bid Award for (1) 2013 F-150 Ford 4x2 Pickup for the Streets Division of the Public Works Department with Sid Dillon of Crete, NE in an Amount of \$20,621.00.

#2013-52 – Approving Extension of Residency Requirement Date for Fire Chief Cory Schmidt. City Administrator Mary Lou Brown reported that the City Personnel Rules required Department Directors to live within 12 miles of the city limits within six months of their hiring date. Fire

Chief Schmidt was hired on October 1, 2012 and his six months would be up on April 1, 2013. He is in the process of building a new home north of Grand Island and requested an extension of six months to meet the residency requirement.

Comments were made by a few Councilmembers of the importance of Department Directors living in Grand Island and being part of the community.

Motion by Haase to deny Resolution #2013-52. Motion died due to lack of a second.

Motion by Nickerson, second by Minton to approve Resolution #2013-52. Upon roll call vote, Councilmembers Minton, Paulick, Gericke, Nickerson, Haase, and Niemann voted aye. Councilmembers Dugan, Hehnke, and Donaldson voted no. Motion adopted.

#2013-53 – Approving Supplemental Agreement No. 1 with NDOR and Olsson Associates for Engineering Consulting Services Related to Capital Avenue Widening – Webb Road to Broadwell Avenue.

#2013-55 – Approving Bid Award for (15) Protective Transport Systems with Jack's Uniform and Equipment of South Sioux City, IA in an Amount of \$24,009.97.

PAYMENT OF CLAIMS:

Motion by Dugan, second by Nickerson to approve the Claims for the period of February 13, 2013 through February 26, 2013, for a total amount of \$4,969,958.09. Unanimously approved.

ADJOURNMENT: The meeting was adjourned at 9:48 p.m.

Brenda Sutherland
Acting City Clerk



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G2

Approving Minutes of March 5, 2013 City Council Study Session

Staff Contact: RaNae Edwards

CITY OF GRAND ISLAND, NEBRASKA

MINUTES OF CITY COUNCIL STUDY SESSION

March 5, 2013

Pursuant to due call and notice thereof, a Study Session of the City Council of the City of Grand Island, Nebraska was conducted in the Council Chambers of City Hall, 100 East First Street, on March 5, 2013. Notice of the meeting was given in the *Grand Island Independent* on February 27, 2013.

Mayor Jay Vavricek called the meeting to order at 7:00 p.m. The following Councilmembers were present: Scott Dugan, John Gericke, Mitch Nickerson, Chuck Haase, and Bob Niemann. Councilmembers Peg Gilbert, Vaughn Minton, Mike Paulick, Julie Hehnke, and Linna Dee Donaldson were absent. The following City Officials were present: City Administrator Mary Lou Brown, City Clerk RaNae Edwards, City Attorney Robert Sivick, and Finance Director Jaye Monter.

INVOCATION was given by Community Youth Council member Emma Kreutzer followed by the PLEDGE OF ALLEGIANCE.

Mayor Vavricek introduced CYC member Emma Kreutzer.

SPECIAL ITEMS:

Presentation by Almquist, Maltzahn, Galloway, & Luth for Fiscal Year 2012 City Single Audit and General Purpose Financial Statements and Electric and Water Audit Reports. Finance Director Jaye Monter introduced Terry Galloway representing Almquist, Maltzahn, Galloway, & Luth who presented a PowerPoint presentation on the Fiscal Year 2012 Audit. He stated they were giving the City a clean opinion and complimented the City on their finances.

Grand Island's Outstanding Debt decreased by \$10,046,377 (18.8%) during the current fiscal year due to scheduled principal payments. Total net assets were \$601,335,686.

Discussion was held concerning the adjustment from restricted to unrestricted cash and net assets in the amount of \$956,305 for the landfill. The need for the closure/post closure liability was \$3,054,567. Currently \$4,010,872 was set aside for the closure/post closure. Landfill Superintendent Jeff Waiter answered questions concerning the life of the landfill. Currently Phase 1 was 35 years, but they had the capacity for 100 years. Mr. Galloway stated there was \$1 million in excess.

Net assets were increased \$3,191,337 as of September 30, 2011, to reflect City infrastructure paid for directly by the State of Nebraska. Business-type net assets were increased and discretely presented component unit net assets were decreased \$8,854,061 to reclassify the landfill from a component unit to an Enterprise Fund.

Reviewed was the budgetary comparison schedule. Total general government was under budget \$240,374, public safety was under budget \$1,109,731, public works was under budget \$362,783, environment and leisure was under budget \$116,971 and non-departmental was under budget

\$404,326 for a total under budget amount of \$2,234,185. Personnel and equipment were the reasons these funds were not spent.

Comments were made about budget authority and using the money that was budgeted if needed. City Administrator Mary Lou Brown mentioned most of the savings was in open personnel positions. She stated she would be sitting down with the Department Director's to more closely monitor their budget needs.

Cash reserves were at 30.69% for 2012 which was the level they needed to be. Mr. Galloway stated we were in great financial shape in the General Fund and our outstanding debt was very good at 0.76%.

The top 5 sources of revenues were: sales tax; property taxes; grants and contributions; state allocation; and charges for services. Levy rates were reviewed over the last eight years with the 2012 levy rate at 0.324425. Governmental expenses per capita based on 48,520 population were as follows: General Government - \$75; Public Safety - \$347; Public Works - \$116; and Environment and Leisure - \$107.

Mr. Galloway stated the City was better off today than they were a year ago and it was the best report he had ever given to the City. Ms. Brown complimented the Finance staff for the work they had done.

Scott Kuehl, 1419 Independence Avenue spoke in opposition of transferring funds from the Fire Reserve to the General Fund because of State, Federal and IRS rules. He stated the Police and Fire funds should be kept separate.

Ms. Monter stated the City was currently funding General Fund Firefighter employer contributions to the defined contribution plans with the excess contributions in the Fire Reserve 810 Fund. Pending Council approval, the following funding uses were under consideration:

- General Fund contributions in fiscal year 2013 for the two recent pre-84 Police retirees as well as future pre-84 Police retirees
- Future pension disability payments for both Police Officers and Firefighters
- General Fund Police Officer employer contributions to the defined contribution plans

ADJOURNMENT: The meeting was adjourned at 8:20 p.m.

RaNae Edwards
City Clerk



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G3

#2013-56 - Approving Acquisition of Utility Easement - 2703 East Highway 30 - CMJ Rentals

This item relates to the aforementioned Public Hearing item E-1.

Staff Contact: Tim Luchsinger, Utilities Director

RESOLUTION 2013-56

WHEREAS, a public utility easement is required by the City of Grand Island, from CMJ Rentals, to survey, construct, inspect, maintain, repair, replace, relocate, extend, remove, and operate thereon, public utilities and appurtenances, including lines and transformers; and;

WHEREAS, a public hearing was held on March 12, 2013, for the purpose of discussing the proposed acquisition of an easement located in the City of Grand Island, Hall County, Nebraska; and more particularly described as follows:

Commencing at Southeast corner of Lot Two (2) Riffel Subdivision; thence northerly along the westerly line of Lot Two (2) said Riffel Subdivision, a distance of seventy five (75.0) feet to the ACTUAL Point of Beginning; thence deflecting right 32°28'07" and running in a northeasterly direction, a distance of one hundred sixty two (162.0) feet to the point of termination. The side lines of the above described tract shall be prolonged or shortened as required to terminate on the boundary of Grantor's property.

The above-described easement and right-of-way containing 0.07 acres, more or less, as shown on the plat dated 2/12/2013, marked Exhibit "A" attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island be, and hereby is, authorized to acquire a public utility easement from CMJ Rentals, on the above-described tract of land.

- - -

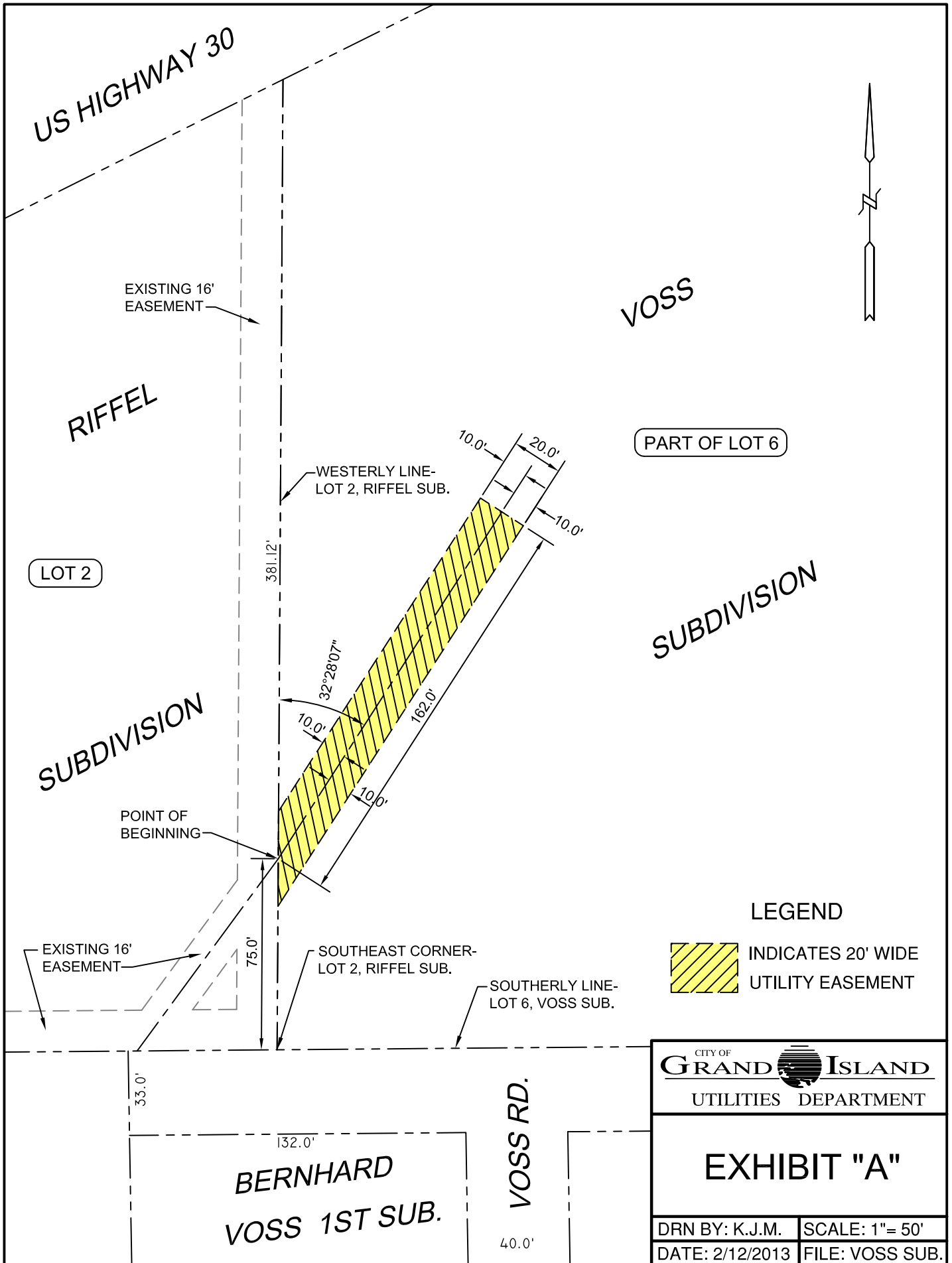
Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney





City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G4

#2013-57 - Approving Bid Award - 2013 Truck Chassis with Service Crane Body & Tip-Mounted Capstan - Underground Division

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Timothy Luchsinger, Utilities Director
Stacy Nonhof, City Attorney

Meeting: March 12, 2013

Subject: 2013 Truck Chassis with Service Crane, Body and Tip-Mounted Capstan (Unit #1672) - Underground Division

Item #'s: G-4

Presenter(s): Timothy Luchsinger, Utilities Director

Background

The Utilities Department, Underground Division, has a 1994 truck (Unit #1672) with 95,000 miles and a service body that is at the end of its life expectancy. In addition to the mileage, the engine also has considerable unmetered operating time for an auxiliary generator to support jobsite work requirements.

Discussion

Specifications for replacement of Unit #1672 were prepared by Department Staff, advertised in accordance with the City Purchasing Code, sent to four potential bidders, and posted on the City's Web Site. The bids were publically opened on February 13, 2013. Two bids were received as tabulated below. The budgeted amount for this replacement vehicle was \$115,000.

Bidder	Exceptions	Make of the Vehicle	Bid Price
Palfleet Truck Equipment Council Bluffs, IA	Noted	Ford	\$ 96,390.00
Hansen International Truck, Inc. Grand Island, NE	Noted	International	\$113,169.00

The bids were reviewed by Utility Department staff. Both trucks have exceptions to the specifications:

Palfleet Truck Equipment – The crane rating is less than specified, but the lifting capacity and boom extension are in excess of those specified.

Hansen International – A 6.4 liter engine with a five speed transmission was bid instead of the specified 6.7 liter engine with a six speed transmission.

All other exceptions to both trucks are minor and are acceptable.

Department staff recommends that the 2013 Truck Chassis with Service Crane Body and Tip-Mounted Capstan from Palfleet Truck Equipment of Council Bluffs, Iowa, in the amount of \$96,390.00 as the lowest bid for the replacement unit for the Underground Division's Unit 1672.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the purchase of the 2013 Truck Chassis with Service Crane, Body and Tip-Mounted Capstan (Unit 1672) for the Underground Division, from Palfleet Truck Equipment, of Council Bluffs, Iowa, in the amount of \$96,390.00.

Sample Motion

Move to approve the purchase of a 2013 Truck Chassis with Service Crane, Body and Tip-Mounted Capstan (Unit #1672) from Palfleet Truck Equipment, of Council Bluffs, Iowa, in the amount of \$96,390.00.





*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: February 13, 2013 at 2:00 p.m.

FOR: 2013 Truck Chassis w/Service Crane Body & Tip-Mounted Capstan

DEPARTMENT: Utilities

ESTIMATE: \$115,000.00

FUND/ACCOUNT: 520

PUBLICATION DATE: January 21, 2013

NO. POTENTIAL BIDDERS: 4

SUMMARY

Bidder:	<u>Palfleet Truck Equipment</u> Council Bluffs, IA	<u>Hansen International Truck, Inc.</u> Grand Island, NE
Exceptions:	Noted	Noted
Make:	Ford	International
Bid Price:	\$96,390.00	\$113,169.00

cc: Tim Luchsinger, Utilities Director
Mary Lou Brown, City Administrator
Randy Leiser, Elec. Underground Supt.

Bob Smith, Assist. Utilities Director
Pat Gericke, Utilities Admin. Assist.

P1610

RESOLUTION 2013-57

WHEREAS, the City of Grand Island invited sealed bids for a 2013 Truck Chassis with Service Crane Body and Tip-Mounted Capstan, according to plans and specifications on file with the Utilities Department; and

WHEREAS, on February 13, 2013, bids were received, opened and reviewed; and

WHEREAS, Palfleet Truck Equipment of Council Bluffs, Iowa, submitted a bid in accordance with the terms of the advertisement for bids and plans and specifications and all other statutory requirements contained therein, such proposal being in the amount of \$96,390.00; and

WHEREAS, the bid of Palfleet Truck Equipment is less than the estimate for the 2013 Truck Chassis with Service Crane Body and Tip-Mounted Capstan.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Palfleet Truck Equipment in the amount of \$96,390.00, for a 2013 Truck Chassis with Service Crane Body and Tip-Mounted Capstan, is hereby approved as the lowest bid.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G5

#2013-58 - Approving Bid Award - Vacuum, Blast Cleaning, High Pressure Wash - Platte Generating Station

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Timothy G. Luchsinger, Utilities Director
Stacy Nonhof, Assistant City Attorney

Meeting Date: March 12, 2013

Subject: Vacuum, Blast Cleaning and High Pressure Wash –
Spring Outage 2013

Item #'s: G-5

Presenter(s): Timothy G. Luchsinger, Utilities Director

Background

The electrostatic precipitator at the Platte Generating Station is the air quality control equipment used to remove coal ash particulates from the plant's boiler flue gas stream. Proper performance of this equipment is required as part of the plant's operating permit. Due to volume and characteristics of the coal ash, the precipitator must be grit blasted twice a year to remove ash build-up to allow the plant to remain below permitted emission levels. In addition to maintaining performance, removal of the ash deposits also allows an inspection of the precipitator internal surfaces and components.

The next outage is scheduled for April of this year. Specifications were developed by the plant maintenance staff to include grit blasting of the electrostatic precipitator, bulk vacuuming of the associated ductwork and hoppers and high pressure water wash of the bottom ash system.

Discussion

The specifications for the Vacuum, Blast Cleaning and High Pressure Wash-Spring Outage 2013 were advertised and issued for bid in accordance with the City Purchasing Code. Bids were publicly opened on February 19, 2013. Specifications were sent to four potential bidders and responses were received as listed below. The base engineer's estimate for this project was \$100,000.00.

Bidder	Base Bid	Tax	Total Bid
Meylan Enterprises, Inc. Omaha, NE	\$ 67,800	\$ 4,657.95	\$ 72,457.95
W-S Industrial Services, Inc. Council Bluffs, IA	\$ 79,249	\$ 5,547.42	\$ 87,796.43
Graycor Blasting Oakbrook Terrace, IL	\$ 192,854	\$13,499.00	\$206,353.00

The bidders listed no exceptions to the specification. The bid from Meylan Enterprises, Inc. is compliant with specifications and the base bid is within the engineer's estimate.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council award the Contract for Vacuum, Blast Cleaning and High Pressure Wash - Spring Outage 2013, to Meylan Enterprises, Inc., of Omaha, Nebraska, as the low responsive bidder, with the total bid price (including taxes), of \$72,457.95.

Sample Motion

Move to approve the bid (including taxes) of \$72,457.95, from Meylan Enterprises, Inc., for the Vacuum, Blast Cleaning and High Pressure Wash - Spring Outage 2013.



Jason Eley, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: February 19, 2013 at 2:00 p.m.

FOR: Vacuum, Blast Cleaning and High Pressure
Wash – Spring Outage 2013

DEPARTMENT: Utilities

ESTIMATE: \$100,000.00

FUND/ACCOUNT: 520

PUBLICATION DATE: January 31, 2013

NO. POTENTIAL BIDDERS: 4

SUMMARY

Bidder:	<u>W-S Industrial Services, Inc.</u> Council Bluffs, IA	<u>Graycor Blasting Company</u> Oakbrook Terrace, IL
Bid Security:	Merchants Bonding Company	Federal Insurance Company
Exceptions:	None	None

Bid Price:		
Precipitator Blast:	\$42,052.00	\$145,588.00
Vacuum Services:	\$18,747.00	\$ 24,146.00
Water Blasting:	\$18,450.00	\$ 23,120.00
Sales Tax:	<u>\$ 5,547.42</u>	<u>\$ 13,499.00</u>
Total Bid:	\$87,796.43	\$206,353.00

Bidder:	<u>Meylan Enterprises, Inc.</u> Omaha, NE
Bid Security:	Universal Surety Company
Exceptions:	None

Bid Price:	
Precipitator Blast:	\$26,500.00
Vacuum Services:	\$21,850.00
Water Blasting:	\$19,450.00
Sales Tax:	<u>\$14,657.95</u>
Total Bid:	\$72,457.95

cc: Tim Luchsinger, Utilities Director
Darrell Dorsey, PGS Superintendent
Karen Nagel, Utility Secretary

Bob Smith, Assist. Utilities Director
Pat Gericke, Utilities Admin. Assist.

P1613

RESOLUTION 2013-58

WHEREAS, the City of Grand Island invited sealed bids for Vacuum, Blast Cleaning and High Pressure Wash at the Platte Generating Station, according to plans and specifications on file with the Utilities Department; and

WHEREAS, on February 19, 2013, bids were received, opened and reviewed; and

WHEREAS, Meylan Enterprises, Inc., of Omaha, Nebraska, submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being in the amount of \$72,457.95; and

WHEREAS, the bid of Meylan Enterprises, Inc., is less than the estimate for the Vacuum, Blast Cleaning and High Pressure Wash at the Platte Generating Station

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Meylan Enterprises, in the amount of \$72,457.95 for Vacuum, Blast Cleaning and High Pressure Wash at the Platte Generating Station is hereby approved as the lowest responsible bid.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G6

#2013-59 - Approving Amendment #1 to the Plan Review Agreement between the City of Grand Island and NE Dept. of Health & Human Services

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Tim Luchsinger, Utilities Director
Stacy Nonhof, City Attorney

Meeting: March 12, 2013

Subject: Agreement between the City of Grand Island and the Nebraska Department of Health and Human Services – Amendment No. 1

Item #'s: G-

Presenter(s): Tim Luchsinger, Utilities Director

Background

The Utilities Department operates under the authority of a license granted by the State of Nebraska, Division of Public Health of the Department of Health and Human Services. The State establishes operating rules and regulations for all public water systems under Title 179, Public Water Systems. Chapter 2 of Title 179 was revised on April 4, 2010.

Prior to April 4, 2010, the City of Grand Island had the authority to extend water mains within its established service area by its own authority. City engineering staff developed and enforced specifications in accordance with the State's Title 179 requirements and used those specifications for all City water distribution system extensions and additions. Historically, major system expansions, such as transmission line to the City Wellfield or the recent system extension to Alda, required that the design specifications and drawings be sent to the state for review and approval. As of the April 4, 2010 revisions to Title 179, not only major expansions but all water system extensions and additions must now be submitted to the Department of Health and Human Services (HHS) for review and approval. The authority of the local jurisdiction to design, review and approve the routine water system extensions has been removed.

Included in the April 4, 2010 regulatory changes is a program for larger water systems that allow local jurisdictions to retain approval authority for most of their water system extension projects. The program requires the local water system to make a one-time submittal of its standard specifications for review and approval in accordance with an agreement between the parties. This program was initiated in 2010 between the Utilities Department and HHS for three years and is now subject to renewal. A copy of a proposed amendment which will allow renewal of the original agreement is attached. If approved by the parties, the local water system is authorized, for a three year period, to

conduct the required reviews of water system extension projects. Application to HHS for the review agreement authorization includes submittal of a fee of \$900.00, and an annual review fee of \$900.00 for the term of the Amendment.

Discussion

Review fees for projects that have been submitted to the State often exceed \$1,000.00 per project and for the last four years, the number of water main projects has averaged thirteen per year. The Utilities Department has the personnel and expertise on staff to comply with the State program without additional expense.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the Agreement between the Nebraska Department of Health and Human Services and the City of Grand Island, and authorize the Mayor to sign Amendment No. 1 to the Agreement.

Sample Motion

Make a motion to approve Amendment No. 1 to the Agreement between the Nebraska Department of Health and Human Services and the City of Grand Island.

Amendment No. 1

This amendment is made to the attached agreement pertaining to water main construction (copy attached) previously executed by and between Division of Public Health of the Department of Health and Human Services and City of Grand Island (System No. NE3107902).

The signature of both parties on this Amendment No. 1 will extend the attached agreement until April 27, 2016. The Division of Public Health of the Department of Health and Human Services and the City of Grand Island agree that all other terms and conditions of the agreement that are not hereby amended remain in full force and effect.

FOR THE SYSTEM

Signature

Type or Print Name

Title

NE3107902
City of Grand Island
PO Box 1968
Grand Island, NE 68802-1968

Date

FOR THE DEPARTMENT

Jack L. Daniel, Administrator
Office of Drinking Water and
Environmental Health
P.O. Box 95026
Lincoln, NE 68509-5026

Date

Please check:

☐ Checking this box reaffirms that City of Grand Island will follow the standard specifications and standard drawings approved by the Department on June 22, 2010

New 2013 Standards & Drawings Enclosed

PO Box 95026, Lincoln, NE 68509-5026
402/471-0597 • FAX 402/471-6436 • TDD 402/471-9570

RESOLUTION 2013-

WHEREAS, the City of Grand Island Water Department operates under the authority of a license granted by the State of Nebraska, Division of Public Health of the Department of Health and Human Services; and

WHEREAS, the State establishes operating rules and regulations for all public water systems under Title 179, Public Water Systems; and

WHEREAS, the City of Grand Island has entered into an Agreement with the Nebraska Department of Health and Human Services that allows the City to use approved standard plans for water main projects; and

WHEREAS, Amendment No. 1 to the original Agreement has been written between the City of Grand Island and the Nebraska Department of Health and Human Services to continue until April 27, 2016 for water main project plans review pursuant to Chapter 2 of Title 179, Public Water Systems.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Amendment No. 1 to the Agreement between the City of Grand Island and the Nebraska Department of Health and Human Services, is hereby approved.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G7

#2013-60 - Approving Bid Award for Blaine Street Paving; Project No. 2012-P-2 - Wildwood Drive to Schimmer Drive

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Keith Kurz, Public Works Engineer

Meeting: March 12, 2013

Subject: Approving Bid Award for Blaine Street Paving; Project No. 2012-P-2 – Wildwood Drive to Schimmer Drive

Item #'s: G-7

Presenter(s): Terry Brown, Interim Public Works Director

Background

On February 14, 2013 the Engineering Division of the Public Works Department advertised for bids for Blaine Street Paving; Project No. 2012-P-2 – Wildwood Drive to Schimmer Drive. There were 5 potential bidders for the project.

Discussion

Five (5) bids were received and opened on March 1, 2013. The bids were submitted in compliance with the contract, plans, and specifications. A summary of the bids is shown below.

<i>Bidder</i>	<i>Exceptions</i>	<i>Total Bid</i>
Gehring Construction & Ready Mix Co. of Columbus, NE	None	Base Bid - \$549,482.30 Alternate #1 - \$39,047.60
The Diamond Engineering Co. of Grand Island, NE	None	Base Bid - \$630,854.60 Alternate #1 - \$36,250.16
A & R Construction Co. of Plainview, NE	None	Base Bid - \$639,734.45 Alternate #1 - \$49,926.80
Blessing Construction of Kearney, NE	None	Base Bid - \$721,184.25 Alternate #1 – 42,544.40
Dobson Brothers Construction of Lincoln, NE	None	Base Bid - \$767,997.10 Alternate #1 - \$38,206.00

The Grand Island Area Economic Development Corporation requested to reallocate the \$575,000.00 of LB840 funds to allow for paving of Blaine Street, from Wildwood Drive to Schimmer Drive. This reallocation was approved on February 12, 2013, by Resolution

No. 2013-39. The LB840 funds will be combined with the Community Development Block Grant (CDBG) as a match to the City funds to fully fund this paving project.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve awarding a contract to Gehring Construction & Ready Mix Company of Columbus, Nebraska in the amount of \$588,529.90 as the low compliant bid that meets specifications.

Sample Motion

Move to approve the bid award.



*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: March 1, 2013 at 2:00 p.m.

FOR: Blaine Street Paving Project No. 2012-P-2
Wildwood Drive to Schimmer Drive

DEPARTMENT: Public Works

ESTIMATE: \$1.2 million

FUND/ACCOUNT: 25111621-74360-25211

PUBLICATION DATE: February 14, 2013

NO. POTENTIAL BIDDERS: 5

SUMMARY

Bidder:	<u>Blessing Construction</u> Kearney, NE	<u>The Diamond Engineering Co.</u> Grand Island, NE
Bid Security:	Granite Re, Inc.	Universal Surety Co.
Exceptions:	None	None
Base Bid:	\$721,184.25	\$630,854.60
Alternate #1:	\$ 42,544.40	\$ 36,250.16
Bidder:	<u>A & R Construction Co.</u> Plainview, NE	<u>Gehring Construction & Ready Mix Co.</u> Columbus, NE
Bid Security:	Universal Surety Co.	Universal Surety Co.
Exceptions:	None	None
Base Bid:	\$639,734.45	\$549,482.30
Alternate #1:	\$ 49,926.80	\$ 39,047.60

Bidder: **Dobson Brothers Construction**
Lincoln, NE
Bid Security: **Granite Re, Inc.**
Exceptions: **None**

Base Bid: **\$767,997.10**
Alternate #1: **\$ 38,206.00**

cc: Terry Brown, Interim Public Works Director
Mary Lou Brown, City Administrator

Catrina DeLosh, PW Admin. Assist.
Keith Kurz, PW Engineer

P1618

RESOLUTION 2013-60

WHEREAS, the City of Grand Island invited sealed bids for Blaine Street Paving; Project No. 2012-P-2 – Wildwood Drive to Schimmer Drive, according to plans and specifications on file with the City Engineer/Public Works Director; and

WHEREAS, on March 1, 2013 bids were received, opened, and reviewed; and

WHEREAS, Gehring Construction & Ready Mix Co. of Columbus, Nebraska submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being in the amount of \$588,529.90; and

WHEREAS, Gehring Construction & Ready Mix Co.'s bid was below the engineer's estimate for the project: and

WHEREAS, \$575,000.00 of LB840 funds will be combined with a Community Development Block Grant (CDBG) as a match to the City funds to fully fund this paving project

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Gehring Construction & Ready Mix Co. of Columbus, Nebraska in the amount of \$588,529.90 for Blaine Street Paving; Project No. 2012-P-2 – Wildwood Drive to Schimmer Drive is hereby approved as the lowest responsible bid.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute a contract with such contractor for such project on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G8

**#2013-61 - Approving Bid Award for the 2013 Chip Seal Project
No. 2013-CS-1**

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Scott Griepenstroh, Public Works Project Manager

Meeting: March 12, 2013

Subject: Approving Bid Award for the 2013 Chip Seal Project No. 2013-CS-1

Item #'s: G-8

Presenter(s): Terry Brown, Interim Public Works Director

Background

All agreements must be approved by the City Council.

Chip seals are constructed by evenly spraying emulsified (liquefied) asphaltic materials onto an existing pavement and then embedding finely graded aggregate (rocks) into it. The aggregate is evenly distributed over the emulsified asphaltic, then rolled into a smooth pavement surface.

A chip seal is a cost effective preventive maintenance strategy. When applied at the right time, a chip seal preserves the pavement from advanced deterioration because it seals small cracks, inhibits water intrusion and provides a new riding surface. Chip seals, along with other preventive maintenance strategies, can extend the performance and life of a pavement, resulting in lower life cycle costs.

Public Works staff attained technical expertise and experience from Nebraska Department of Roads Engineering and Maintenance personnel to develop specifications for chip seals on our urban streets. These specifications require select manufactured aggregates and higher grade emulsified asphalt to assure successful aggregate adhesion and extended performance.

On February 18, 2013 the Engineering Division of the Public Works Department advertised for bids for the 2013 Chip Seal Project No. 2013-CS-1. There were 6 potential bidders for the project. This year's work involves chip sealing on the following City streets.

Section #1. Southbound driving lanes, and left turn bays, of South Locust Street from approximately $\frac{3}{4}$ miles south of US Highway 34 to approximately $\frac{1}{2}$ mile north of Interstate 80. The inside 3' shoulder and the outside 8' shoulders shall be treated with a double application of fog seal.

Section #2. The on and off ramps at the US Highway 281 and Nebraska Highway 2 Interchange. No treatment will be required for the shoulders of the ramps.

Discussion

Two (2) bids were received and opened on March 5, 2013. The bid was submitted in compliance with the contract, plans, and specifications. A summary of the bid is shown below.

<i>Bidder</i>	<i>Exceptions</i>	<i>Total Bid</i>
Gary Smith Construction Co., Inc. of Grand Island, NE	None	\$104,020.00
Sta-bilt Construction Co. of Harlan, IA	None	\$126,021.00

There are sufficient funds in Account No. 10033506.85351 to fund this project.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve awarding a contract to Gary Smith Construction Co., Inc. of Grand Island, Nebraska in the amount of \$104,020.00 as the low compliant bid that meets specifications.

Sample Motion

Move to approve the bid award.



Stacy Nonhof, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: March 5, 2013 at 2:15 p.m.
FOR: Chip Seal Project No. 2013-CS-1
DEPARTMENT: Public Works
ESTIMATE: \$140,000.00
FUND/ACCOUNT: 10033506-85351
PUBLICATION DATE: February 18, 2013
NO. POTENTIAL BIDDERS: 6

SUMMARY

Bidder:	<u>Sta-bilt Construction Co.</u> Harlan, IA	<u>Gary Smith Const. Co., Inc.</u> Grand Island, NE
Bid Security:	Employers Mutual Casualty Co.	Island Insurance Co.
Exceptions:	None	None
Bid Price:	\$126,021.00	\$104,020.00

cc: John Collins, Public Works Director
Mary Lou Brown, City Administrator
Stacy Nonhof, Purchasing Agent

Catrina DeLosh, PW Admin. Assist.
Terry Brown, PW Engineer

P1619

RESOLUTION 2013-61

WHEREAS, the City of Grand Island invited sealed bids for Chip Seal Project No. 2013-CS-1, according to plans and specifications on file with the City Engineer/Public Works Director; and

WHEREAS, on March 5, 2013 bids were received, opened, and reviewed; and

WHEREAS, Gary Smith Construction Co., Inc. of Grand Island, Nebraska submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being in the amount of \$104,020.00; and

WHEREAS, Gary Smith Construction Co., Inc.'s bid was below the engineer's estimate for the project: and

WHEREAS, funds are available in the Fiscal Year 2012/2013 budget for this project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Gary Smith Construction Co., Inc. of Grand Island, Nebraska in the amount of \$104,020.00 for Chip Seal Project 2013-CS-1 is hereby approved as the lowest responsible bid.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute a contract with such contractor for such project on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G9

#2013-62 - Approving Bid Award for Handicap Ramp Project No. 2013-1

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Scott Griepenstroh, Public Works Project Manager

Meeting: March 12, 2013

Subject: Approving Bid Award for Handicap Ramp Project No. 2013-1

Item #'s: G-9

Presenter(s): Terry Brown, Interim Public Works Director

Background

On February 18, 2013 the Engineering Division of the Public Works Department advertised for bids for the construction of handicap ramps at various intersections in the City. The City is required to have a planned schedule for upgrading public sidewalk ramps to conform to American with Disabilities Act (ADA) standards. The current schedule and budget will bring the City into compliance in approximately 24 years.

Reconstruction of ramps is also required in conjunction with street resurfacing activities. Last year's resurfacing locations did not require reconstruction of sidewalk ramps, therefore in order to remain on schedule; sites near elementary schools were selected for improvement. Public sidewalk ramps will be reconstructed at Jefferson, Lincoln, Dodge, Wasmer and Gates Schools. The attached map shows the locations for this year's work.

Discussion

Two (2) bids were received and opened on March 5, 2013. The Engineering Division of the Public Works Department and the Purchasing Division of the City's Attorney's Office have reviewed the bids that were received. A summary of the bids is shown below.

Bidder	Exceptions	Bid Price
The Diamond Engineering Co. of Grand Island, NE	None	\$122,803.39
Galvan Construction, Inc. of Grand Island, NE	None	\$99,480.50

Funds are available in Account No. 10033503.85318 & 10033506.85351.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the bid award to the low compliant bidder, Galvan Construction, Inc. of Grand Island, Nebraska in the amount of \$99,480.50.

Sample Motion

Move to approve the bid award.



Stacy Nonhof, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: March 5, 2013 at 2:30 p.m.
FOR: Handicap Ramp Project 2013-1
DEPARTMENT: Public Works
ESTIMATE: \$135,000.00
FUND/ACCOUNT: 10033503-85318 & 10033506-85351
PUBLICATION DATE: February 18, 2013
NO. POTENTIAL BIDDERS: 10

SUMMARY

Bidder:	<u>Galvan Construction, Inc.</u> Grand Island, NE	<u>The Diamond Engineering Co.</u> Grand Island, NE
Bid Security:	Cashier's Check	Universal Surety Co.
Exceptions:	None	None
Bid Price:		
Section A:	\$21,258.25	\$24,677.40
Section B:	\$26,434.00	\$31,810.75
Section C:	\$19,236.00	\$25,247.59
Section D:	\$17,863.25	\$23,216.15
Section E:	<u>\$14,689.00</u>	<u>\$17,851.50</u>
Total Bid:	\$99,480.50	\$122,803.39

cc: John Collins, Public Works Director
Mary Lou Brown, City Administrator

Catrina DeLosh, PW Admin. Assist.
Stacy Nonhof, Purchasing Agent

P1620

RESOLUTION 2013-62

WHEREAS, the City of Grand Island invited sealed bids for Handicap Ramp Project Number 2013-1, according to plans and specifications on file with the Public Works Department; and

WHEREAS, on March 5, 2013 bids were received, opened, and reviewed; and

WHEREAS, Galvan Construction, Inc. of Grand Island, Nebraska submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being in the amount of \$99,480.50; and

WHEREAS, Galvan Construction Inc.'s bid is less than the estimate for such project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Galvan Construction, Inc. of Grand Island, Nebraska in the amount of \$99,480.50 for Handicap Ramp Project No. 2013-1 is hereby approved as the lowest responsible bid.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute a contract with such contractor for such project on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G10

#2013-63 - Approving Supplemental Agreement No. 2 with NDOR and Olsson Associates for Engineering Consulting Services Related to Capital Avenue Widening – Webb Road to Broadwell Avenue

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Scott Griepenstroh, Project Manager

Meeting: March 12, 2013

Subject: Approving Supplemental Agreement No. 2 with NDOR and Olsson Associates for Engineering Consulting Services Related to Capital Avenue Widening – Webb Road to Broadwell Avenue

Item #'s: G-10

Presenter(s): Terry Brown, Interim Public Works Director

Background

All agreements must be approved by the City Council.

The City and the Nebraska Department of Roads (NDOR) entered into an agreement, which was executed by the City on May 24, 2011 by Resolution No. 2011-124. This agreement specifies the various duties and funding responsibilities of this Federal-Aid project. The agreement requires that NDOR Standards and Specifications are to be used for design, construction inspection and quality control.

On September 27, 2011, by Resolution No. 2011-283 the City entered into an agreement with Olsson Associates for engineering consulting services for the Capital Avenue Widening – Webb Road to Broadwell Avenue project. The work was to be performed at actual costs with a maximum amount of \$354,124.45, plus a fixed-fee-for-profit amount of \$44,912.99, for a total agreement amount of \$399,037.44. The fixed-fee is computed upon the direct labor or wage costs, indirect labor costs, indirect-non-labor costs, and direct payroll additives.

On February 26, 2013, by Resolution No. 2013-53 the City Council approved Supplemental Agreement No. 1 with Olsson Associates for engineering consulting services for the Capital Avenue Widening – Webb Road to Broadwell Avenue project. The fixed fee amount was increased from \$44,912.99 to \$46,578.62, an increase of \$1,665.63. Actual costs are increased from \$354,124.45 to \$387,316.28, an increase of \$33,191.83. The total agreement is increased from \$399,037.44 to \$433,894.90, an increase of \$34,857.46.

Discussion

The original agreement with Olsson Associates and the City is being supplemented to allow for additional services to develop environmental documentation in accordance with the National Environmental Policy Act of 1970. This Act requires agencies to consider all potential environmental impacts in the planning and design for any transportation project receiving Federal Aid.

The environmental document to be prepared by Olsson Associates is the Categorical Exclusion Document. This document confirms that the project will not cause significant impacts to planned growth or land use, will not significantly impact natural, cultural, recreational, historic or other resources, will not produce significant air, noise or water quality impacts, and that this project complies with several other environmental regulations.

Due to the increase in scope from a three lane to a five lane improvement, additional evaluation and documentation will be required for potential farmland, park ground and historical property impacts. Because of the added potential impacts, the effort for developing the Categorical Exclusion document has increased significantly. Also, the process for documenting hazardous materials (Hazmat) has recently increased; additional database searches and more coordination with NDOR is now required.

The schedule for the environmental phase of the project has been accelerated in order to capture 2013 Federal funds for relocation of utilities. Utilization of additional staff and additional coordination meetings with NDOR and the Federal Highway Administration is included with this supplemental agreement.

The original agreement is amended and the fixed-fee-for-profit is increased from \$46,578.62 to \$49,780.08, an increase of \$3,201.46. Actual costs are increased from \$387,316.28 to \$412,525.82, an increase of \$25,209.54. The total agreement amount is increased from \$433,894.90 to \$462,305.90, an increase of \$28,411.00 which the Consultant must not exceed without the prior written approval of the LPA. The City's estimated share will increase from \$86,778.98 to \$92,461.18, an increase of \$5,682.20.

Olsson Associates is currently seeking environmental clearance and developing plans and specifications. Relocation of utilities is anticipated to begin in 2014. Construction is anticipated to begin in 2015.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve a resolution authorizing the Mayor to sign the Supplemental Agreement No. 2.

Sample Motion

Move to approve the resolution.

SUPPLEMENTAL AGREEMENT #2
PRELIMINARY ENGINEERING AND NEPA SERVICES

CITY OF GRAND ISLAND, NEBRASKA
OLSSON ASSOCIATES, INC.
PROJECT NO. URB-5436(5)
CONTROL NO. 42707
CAPITAL AVE, WEBB RD – BROADWELL AVE

THIS SUPPLEMENTAL AGREEMENT, made and entered into by and between the City of Grand Island, Nebraska, hereinafter referred to as the Local Public Agency or "LPA," and Olsson Associates, Inc., hereinafter referred to as the "Consultant."

WHEREAS, the Consultant and the LPA entered into Engineering Agreement BK1185 executed by the Consultant on September 21, 2011 and executed by the LPA on September 27, 2011, hereinafter referred to as the "Original Agreement", and a supplemental agreement yet to be executed by the Consultant and LPA, hereinafter referred to as "Supplemental Agreement No. 1", providing for preliminary engineering and environmental documentation services for Project No. URB-5436(5), and

WHEREAS, it is necessary that additional environmental documentation due to an increase from 3 to 5 lanes, not contemplated in the Original Agreement or Supplemental Agreement No.1 be added under this supplemental agreement, and

WHEREAS, it is necessary to increase the Consultant's compensation by this supplemental agreement for the additional work necessary to complete the project, and

WHEREAS, it is the desire of the LPA that the project be constructed under the designation of Project No. URB-5436(5), as evidenced by the Resolution of the LPA dated the _____ day of _____, 2013, attached and identified as EXHIBIT "A" and made a part of this agreement, and

NOW THEREFORE, in consideration of these facts, the Consultant and LPA agree as follows:

SECTION 1. A Written Notice-to-Proceed was issued to the Consultant on February 13, 2013 to perform the additional work through Consultant Work Order 2. Any additional work or services performed by Consultant on the project prior to the date specified in the written Notice-to-Proceed is not eligible for reimbursement.

SECTION 2. The Consultant will perform the additional work stipulated in Consultant Work Order 2, which is attached as Exhibit "B" and hereby made a part of this supplemental agreement.

SECTION 3. For the work required, Section 6 of the Original Agreement is hereby amended and the fixed-fee-for-profit is increased from \$46,578.62 to \$49,780.08, an increase of \$3,201.46. Actual costs are increased from \$387,316.28 to \$412,525.82, an increase of \$25,209.54. The

total agreement amount is increased from \$433,894.90 to \$462,305.90, an increase of \$28,411.00 which the Consultant must not exceed without the prior written approval of the LPA.

SECTION 4. The Consultant will be paid the additional fee on the same terms stipulated in the Original Agreement and, except as specifically amended by this supplemental agreement, all terms and conditions of the Original Agreement on Project No. URB-5436(5) executed by the Consultant on September 21, 2011 and executed by the LPA on September 27, 2011 and Supplemental Agreement No. 1 shall remain in full force and effect.

SECTION 5. CONSULTANT CERTIFICATIONS

The undersigned duly authorized representatives of the Consultant, by signing this agreement, hereby swears, under the penalty of law, the truth of the following certifications, and agrees as follows:

A. Neb. Rev. Stat. § 81-1715(1). I certify compliance with the provisions of Section 81-1715 and, to the extent that this contract is a lump sum or actual cost-plus-a-fixed fee professional service contract, I hereby certify that wage rates and other factual unit costs supporting the fees in this agreement are accurate, complete, and current as of the date of this agreement. I agree that the original contract price and any additions thereto shall be adjusted to exclude any significant sums by which the LPA determines the contract price had been increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs.

B. Neb. Rev. Stat. §§ 81-1717 and 1718. I hereby certify compliance with the provisions of Sections 81-1717 and 1718 and, except as noted below neither I nor any person associated with the firm in the capacity of owner, partner, director, officer, principal investor, project director, manager, auditor, or any position involving the administration of federal funds:

1. Has employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this agreement, or
2. Has agreed, as an express or implied condition for obtaining this agreement, to employ or retain the services of any firm or person in connection with carrying out this agreement, or
3. Has paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with procuring or carrying out this agreement, except as here expressly stated (if any).

C. Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions. Section C1 below contains 10 instructions that consultant agrees to follow in making the certifications contained in C2.

1. Instructions for Certification

- a. By signing this agreement, the Consultant is providing the certification set out below.
- b. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this project. The Consultant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the State's determination whether to enter into this agreement. However, failure of the

Consultant to furnish a certification or an explanation will disqualify the Consultant from participation in this agreement.

- c. The certification in this clause is a material representation of fact upon which reliance was placed when the State determined to enter into this agreement. If it is later determined that the Consultant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the State may terminate this agreement for cause or default.
- d. The Consultant shall provide immediate written notice to the State if at any time the Consultant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549.
- f. The Consultant agrees that should the proposed covered transaction be entered into, it will not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the State before entering into this agreement.
- g. The Consultant further agrees to include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," provided by the State without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- h. The Consultant in a covered transaction may rely upon a certification of a prospective Subconsultant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A Consultant may decide the method and frequency by which it determines the eligibility of its principals.
- i. Nothing contained in the foregoing will be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the Consultant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- j. Except for transactions authorized under paragraph f of these instructions, if the Consultant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, the State may terminate this agreement for cause or default.

2. Certification Regarding Debarment, Suspension, and Other Responsibility Matters -

Primary Covered Transactions

- a. By signing this agreement, the Consultant certifies to the best of its knowledge and belief, that it and its principals:

- i. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - ii. Have not within a three-year period preceding this agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - iii. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph a.ii above; and
 - iv. Have not within a three-year period preceding this agreement had one or more public transactions (federal, state, or local) terminated for cause or default.
- b. Where the Consultant is unable to certify to any of the statements in this certification, such Consultant shall attach an explanation to this agreement. I acknowledge that this certification is to be furnished to the State and the FHWA in connection with this agreement involving participation of federal-aid highway funds and is subject to applicable, state and federal laws, both criminal and civil.

SECTION 6. (LPA) CERTIFICATION

By signing this agreement, I do hereby certify that, to the best of my knowledge, the Consultant or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this agreement to:

- (a) employ or retain, or agree to employ or retain, any firm or person, or
- (b) pay or agree to pay to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind.

I acknowledge that this certification is to be furnished to the FHWA, upon their request, in connection with this agreement involving participation of Federal-Aid highway funds and is subject to applicable state and federal laws, both criminal and civil.

SECTION 7. ALL ENCOMPASSED

This Supplemental Agreement, the Original Agreement, and any previous supplements thereto (hereinafter collectively "The Agreement"), embodies the entire agreement of the Parties. Except for the terms of The Agreement, there are no promises, terms, conditions, or obligations other than contained therein, and The Agreement supersedes all previous communications, representations, or other understandings, either oral or written thereto.

IN WITNESS WHEREOF, the parties have caused these presents to be executed by their proper officials thereunto duly authorized as of the dates below indicated.

After being duly sworn on oath, I do hereby acknowledge the foregoing certification and state that I am authorized to sign this agreement for the firm.

EXECUTED by the Consultant this _____ day of _____, 2013.

OLSSON ASSOCIATES, INC.
Randall J. Kaster, P.E.

Principal

STATE OF NEBRASKA)
)ss.
DOUGLAS COUNTY)

Subscribed and sworn to before me this _____ day of _____, 2013.

Notary Public

EXECUTED by the LPA this _____ day of _____, 2013.

CITY OF GRAND ISLAND
Jay Vavricek

Mayor

Subscribed and sworn to before me this _____ day of _____, 2013.

Clerk

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Form of Agreement Approved for
Federal Funding Eligibility:

Date

Consultant Work Order
(Local Projects)

Project No.: URB-5436(5)		Control No.: 42707
Consultant: (Name and Representative) Olsson Associates		Agreement No.: BK1185
LPA: (Name and Representative) City of Grand Island		Work Order No.: 2
		Constr. Change Order No.: (if applicable)

All parties agree the following described work needs to be performed by the consultant as part of the referenced project. All parties concur and hereby give notice to proceed based on the following: Justification to modify contract, scope of services, deliverables, schedule, and estimated total fee. All other terms of existing agreements between the parties are still in effect. It is understood by all parties that the work described herein will become part of a future supplement to the agreement indicated above.

Justification to modify agreement: (Include scope of services, deliverables, and schedule)

This work includes additional hours required to complete NEPA documentation for the project. The original hours were based on construction of a 3 lane section. The roadway is currently planned to be 5 lanes which increased to the amount of hours of evaluation and documentation for Farmland, SHPO, 4f, Property Access, and CE documentation. The hazard review process has been revised since the original contract and now includes additional database searches and coordination with NDOR. Additional coordination with NRCS will occur. The accelerated schedule for this project requires the utilization of additional staff and the participation in additional meetings with the City, NDOR, and FHWA.

Work Title	Summary of Fee	
Additional Environmental Documentation	A. Total Direct Labor Cost	= 9,075.05
	B. Overhead (Factor * x A)	= 15,742.49
	C. A + B	= 24,817.54
	D. Profit/Fee (Factor ** x C)	= 3,201.46
	E. Direct Non-Labor Cost	= 392.00
F. Subconsultant Services		=
TOTAL FEE: C + D + E + F		= \$28,411.00
Total Fee Notes:		
*Overhead Factor:		173.47%
**Profit/Fee Factor:		12.90%
<input type="checkbox"/> ESTIMATED TOTAL FEE:		
<input checked="" type="checkbox"/> FINAL TOTAL FEE:		\$28,411.00

Work Order Authorization – May be granted by email and attached to this document.

Consultant:

Name: Matt Riet Date: 2-13-13
Signature: [Signature]

Notice to Proceed
will be granted by
email by:

LPA:

Name: Scott Greenawald Date: 2/13/13
Signature: [Signature]

LPD PC for
Preliminary
& Engineering
& CD PC for
Construction
Engineering.

LPD PC (for Preliminary Engineering) and State Rep. (for Construction Engineering):

Name: Jennifer Thompson Date: [Blank]
Signature: [Signature]
Digitally signed by Jennifer Thompson
DN: cn=Jennifer Thompson, o=Local
Project, email=jthompson@ndor.org, c=US
Date: 2013.02.13 09:29:11 -0600

Notice to Proceed Date:

2-13-13

Name: Howard A. Schwartz Date: 2/13/13
Signature: [Signature]

Distribution: Consultant, LPA – RC, State Rep., FHWA, LPD PC, NDOR Agreements Engineer, Highway Funds Manager, CD PC

DR Form 250, February 2012

NEPA Categorical Exclusion and Preliminary Engineering
Consultant Work Order 2 - Project Cost

Project Name:
Project Number: URB-5436(5)
Control Number: 42707
Location (City, County): Grand Island, Hall County
Consultant Project Manager: Matt Rief
Phone/Email: mrief@oacconsulting.com

LPA:
LPA Responsible Charge: Scott Griepenstroh
Phone/Email: scottg@grand-island.com
NDOR Project Coordinator: Glen Stiefensmeier
Phone/Email: glen.stiefensmeier@nebraska.gov
Date: February 1, 2013

City of Grand Island

Labor Costs:			Hours	Rate	Amount
Personnel Classification					
Principal			5	\$59.94	\$299.70
Senior Environmental Scientist			81	\$51.60	\$4,179.60
Environmental Scientist			47	\$36.67	\$1,723.49
Assistant Environmental Scientist				\$18.51	
Senior Engineer			44	\$45.29	\$1,992.76
Engineer				\$32.56	
Assistant Engineer				\$23.09	
Senior Designer/Technician			28	\$24.00	\$672.00
Technician				\$19.65	
Registered Surveyor				\$24.39	
Administration			10	\$20.75	\$207.50
TOTAL			215		\$9,075.05

Direct Expenses:		Amount
Subconsultants		
Printing and Reproduction Costs		
Mileage/Travel		\$128.00
Lodging/ Meals		\$220.00
Other Miscellaneous Costs		\$44.00
TOTAL		\$392.00

Total Project Costs:		Amount
Direct Labor Costs		\$9,075.05
Overhead @ 173.47%		\$15,742.49
Total Labor Costs		\$24,817.54
Fixed Fee @ 12.90%		\$3,201.46
Direct Expenses		\$392.00
PROJECT COST		\$28,411.00

Signature of Responsible Charge

Date

NEPA Categorical Exclusion and Preliminary Engineering
Consultant Work Order 2 - Labor Rates

Project Name: Capital Avenue - Webb Rd to Broadwell Ave

Project Number: URB-5436(5)

Control Number: 42707

Location (City, County): Grand Island, Hall County

Consultant Project Manager: Matt Rief

Phone/Email: mrief@oacconsulting.com

LPA Responsible Charge: Scott Griepenstroh

Phone/Email: scottg@grand-island.com

NDOR Project Coordinator: Glen Steffensmeier

Phone/Email: glen.steffensmeier@nebraska.gov

Date: February 1, 2013

LPA:

City of Grand Island

Labor Costs:			
Code	Classification Title	Hours	Amount
PR	Principal	5	\$59.94
SENV	Senior Environmental Scientist	81	\$51.60
ENV	Environmental Scientist	47	\$36.67
AENV	Assistant Environmental Scientist		\$18.51
SENG	Senior Engineer	44	\$45.29
ENG	Engineer		\$32.56
AENG	Assistant Engineer		\$23.09
SDES	Senior Designer/Technician	28	\$24.00
TECH	Technician		\$19.65
SRVY	Registered Surveyor		\$24.39
ADM	Administration	10	\$20.75
TOTALS		215	\$9,075.05

Overhead Rate** 173.47% Fixed Fee** 12.90%

CLASSIFICATIONS:

PR = Principal

SENV = Senior Environmental Scientist

ENV = Environmental Scientist

ADM = Administrative

SENG = Senior Engineer

ENG = Engineer

AENG = Assistant Engineer

DES = Designer/Technician

TECH = Technician

SRVY = Registered Surveyor

ADM = Administration

* For determining labor rates you may use the Median rates provided below or the actual rates provided during the scoping/negotiations meeting from the Consultant. The Median rate is an average of rates for each personnel classification provided by NDOR. The value selected must be placed in the Actual Rate column for each classification title to calculate the project cost.

** If no Overhead Rate or Fixed Fee is provided please contact NDOR.

Classification Title	Rate		
	Low	Median	High
Principal	\$48.31	\$64.90	\$91.52
Senior Environmental Scientist	\$25.84	\$48.67	\$68.95
Environmental Scientist	\$20.97	\$32.40	\$48.00
Senior Engineer	\$36.05	\$53.41	\$60.41
Engineer	\$24.77	\$37.36	\$47.16
Senior Designer/Technician	\$34.50	\$38.03	\$39.23
Designer/Technician	\$14.00	\$25.00	\$30.69
Administrative	\$15.75	\$23.94	\$42.29

NEPA Categorical Exclusion and Preliminary Engineering Consultant Work Order 2 - Direct Expenses

Project Name: Capital Avenue - Webb Rd to Broadwell Ave

Project Number: URB-5436(5)

Control Number: 42707

Location (City, County): Grand Island, Hall County

Consultant Project Manager: Matt Rief

Phone/Email: mrief@oaconsulting.com

LPA Responsible Charge: Scott Griepenstroh

Phone/Email: scottg@grand-island.com

NDOR Project Coordinator: Glen Steffensmeier

Phone/Email: glen.steffensmeier@nebraska.gov

Date: February 1, 2013[illegible]

RESOLUTION 2013-63

WHEREAS, on May 24, 2011, by Resolution No. 2011-124 the Grand Island City Council approved entering into an agreement with the Nebraska Department of Roads for the Capital Avenue – Webb Road to Broadwell Avenue Project; and

WHEREAS, on September 27, 2011, by Resolution No. 2011-283 the Grand Island City Council approved entering into an agreement with Olsson Associates for engineering consulting services for such project; and

WHEREAS, on February 26, 2013, by Resolution No. 2013-53 the Grand Island City Council approved Supplemental Agreement No. 1 with Olsson Associates to allow for identification of potential conflicts with underground utilities owned by Northwestern Gas and CenturyLink; and

WHEREAS, the work was to be performed at actual costs with a maximum amount of \$387,316.28, plus a fixed-fee-for-profit amount of \$46,578.62, for a total agreement amount of \$433,894.90, and

WHEREAS, the original agreement is now being supplemented to allow for additional services to develop environmental documentation in accordance with the National Environmental Policy Act of 1970; and

WHEREAS, the original agreement is amended and the fixed-fee-for-profit is increased from \$46,578.62 to \$49,780.08, and increase of \$3,201.46. Actual costs are increased from \$387,316.28 to \$412,525.82, an increase of \$25,209.54. The total agreement amount is increased from \$433,894.90 to \$462,305.90, an increase of \$28,411.00 which the Consultant must not exceed without the prior written approval of the LPA; and

WHEREAS, the City's estimated share will increase from \$86,778.98 to \$92,461.18, an increase of \$5,682.20; and

WHEREAS, Supplemental Agreement No. 2 to the original agreement with Olsson Associates is required to proceed with this project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Supplemental Agreement No. 2 with Olsson Associates for engineering consulting services related to Capital Avenue – Webb Road to Broadwell Avenue is hereby approved.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such agreement on behalf of the City of Grand Island.

- - -

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G11

**#2013-64 - Approving State Bid Award for (1) 2013 3500HD
Chevrolet Silverado 4x4 Pickup for the Wastewater Division of the
Public Works Department**

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Marvin Strong, Wastewater Plant Engineer

Meeting: March 12, 2013

Subject: Approving State Bid Award for (1) 2013 3500HD Chevrolet Silverado 4x4 Pickup for the Wastewater Division of the Public Works Department

Item #'s: G-11

Presenter(s): Terry Brown, Interim Public Works Director

Background

The Wastewater Division of the Public Works Department budgeted for a pickup for daily work duties within Collection Services. The approved FY 2013 budget included \$40,000.00 for replacement of a pickup in the Wastewater Division.

Discussion

The vehicle specifications awarded under State of Nebraska Contract #13417 OC meet all of the requirements for the Wastewater Division vehicle. Sid Dillon Crete, Inc. of Crete, Nebraska submitted a bid with no exceptions in the amount of \$37,908.00. There are sufficient funds for this purchase in Account No. 53030054-85625.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the State Bid Award to Sid Dillon Crete, Inc. of Crete, Nebraska in the amount of \$37,908.00 for the 2013 3500HD Chevrolet Silverado 4x4 Pickup for the Wastewater Division of the Public Works Department.

Sample Motion

Move to approve the resolution.

RESOLUTION 2013-64

WHEREAS, the Wastewater Division of the Public Works Department for the City of Grand Island, budgeted for a vehicle in the 2012/2013 fiscal year; and

WHEREAS, said vehicle, a 2013 3500HD Chevrolet Silverado 4x4 pickup, can be obtained from the State Contract holder; and

WHEREAS, purchasing the vehicle from the State Contract meets all statutory bidding requirements, and

WHEREAS, Sid Dillon Crete, Inc. of Crete, Nebraska submitted a bid with no exceptions in the amount of \$37,908.00; and

WHEREAS, the funding for such vehicle is provided in the 2012/2013 budget; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the purchase of a 2013 3500HD Chevrolet Silverado 4x4 pickup in the amount of \$37,908.00 from the State Contract holder, Sid Dillon Crete, Inc. of Crete, Nebraska is hereby approved.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G12

#2013-65 - Approving Union Pacific Railroad Pipeline Crossing Agreement for North Interceptor – Phase I Improvements; Project No. 2012-S-6

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Marvin Strong, Wastewater Plant Engineer

Meeting: March 12, 2013

Subject: Approving Union Pacific Railroad Pipeline Crossing Agreement for North Interceptor – Phase I Improvements; Project No. 2012-S-6

Item #'s: G-12

Presenter(s): Terry Brown, Interim Public Works Director

Background

The North Interceptor-Phase I Improvements is comprised of 5.5 miles of sewage collection infrastructure, installed over forty (40) years from the early 1970's to the present. Segments of the interceptor are in use beyond their engineered useful life, and the integrity of these is questionably compromised. Additionally, this interceptor will not be able to meet the capacity requirements warranted by Grand Island's growth projections for the area.

This gravity sewer interceptor project has incorporated modern large diameter sewer pipe methodologies, along with the rehabilitation necessary to complete the work. Phase 1 of this project concentrates on two (2) miles of large diameter gravity sewer work within the overall North Interceptor project planning. The result of this Phase 1 project will provide placement of new collection systems infrastructure under US Highway 30 and the Union Pacific Railways easement, which provides the infrastructure routing alignment needed to place a new headworks facility at the Wastewater Treatment Plant into service.

The Engineering Division is in the final stages of completing plans and acquiring both temporary and permanent easements. A bid package will be advertised this spring for the actual project construction.

Discussion

The UPRR requires the City to enter into a "Pipeline Crossing Agreement" for the placement of new collection systems infrastructure within their easement. The City is also required to pay the UPRR a one-time License Fee of \$10,600.00, upon the execution of this agreement.

Without this agreement the City does not have legal access through the UPRR property and would not be able to complete the improvements associated with this project.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve a resolution allowing the City to enter into the agreement with the Union Pacific Railroad to allow for the North Interceptor – Phase I Improvements; Project No. 2012-S-6.

Sample Motion

Move to approve a resolution.

PIPELINE CROSSING AGREEMENT

Mile Post: 145.4, Kearney Subdivision/Branch
Location: Grand Island, Hall County, Nebraska

THIS AGREEMENT ("Agreement") is made and entered into as of February 22, 2013, ("Effective Date") by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation, ("Licensor") and **CITY OF GRAND ISLAND**, to be addressed at 100 East First Street, Grand Island, Nebraska 68802 ("Licensee").

IT IS MUTUALLY AGREED BY AND BETWEEN THE PARTIES HERETO AS FOLLOWS:

Article 1. LICENSOR GRANTS RIGHT.

In consideration of the license fee to be paid by the Licensee and in further consideration of the covenants and agreements herein contained to be by the Licensee kept, observed and performed, the Licensor hereby grants to the Licensee the right to construct and thereafter, during the term hereof, to maintain and operate

One 42 inch cased pipeline for transporting and conveying waste water only

across Licensor's track(s) and property (the "Pipeline") in the location shown and in conformity with the dimensions and specifications indicated on the print dated December 03, 2012 and marked **Exhibit A**, attached hereto and hereby made a part hereof. Under no circumstances shall Licensee modify the use of the Pipeline for a purpose other than transporting and conveying waste water, and the Pipeline shall not be used to convey any other substance, any fiber optic cable, or for any other use, whether such use is currently technologically possible, or whether such use may come into existence during the life of this Agreement.

For the purposes of Exhibit A, Licensee acknowledges that if it or its contractor provides to Railroad digital imagery depicting the Pipeline crossing, Licensee authorizes Railroad to use the Digital Imagery in preparing the print attached as an exhibit hereto. Licensee represents and warrants that through a license or otherwise, it has the right to use the Digital Imagery and to permit Railroad to use the Digital Imagery in said manner.

Article 2. LICENSE FEE.

Upon execution of this Agreement, the Licensee shall pay to the Licensor a one-time License Fee of **Ten Thousand Six Hundred Dollars (\$10,600.00)**.

Article 3. CONSTRUCTION, MAINTENANCE AND OPERATION.

The grant of right herein made to the Licensee is subject to each and all of the terms, provisions, conditions, limitations and covenants set forth herein and in **Exhibit B**, attached hereto and hereby made a part hereof.

Article 4. DEFINITION OF LICENSEE.

For purposes of this Agreement, all references in this Agreement to the Licensee shall include the Licensee's contractors, subcontractors, officers, agents and employees, and others acting under its or their authority. If a contractor is hired by the Licensee for any work performed on the Pipeline (including initial construction and subsequent relocation or maintenance and repair work), then the Licensee shall provide a copy of this Agreement to its contractor and require its contractor to comply with all the terms and provisions hereof relating to the work to be performed. Any contractor or subcontractor shall be deemed an agent of Licensee for the purpose of this Agreement, and Licensee shall require such contractor or subcontractor to release, defend and indemnify Licensor to the same extent and under the same terms and conditions as Licensee is required to release, defend and indemnify Licensor herein.

Article 5. INSURANCE.

A. During the life of the Lease, Licensee shall fully comply with the insurance requirements described in **Exhibit C**.

B. Failure to maintain insurance as required shall entitle, but not require, Licensor to terminate this License immediately.

C. If the Licensee is subject to statute(s) limiting its insurance liability and/or limiting its ability to obtain insurance in compliance with **Exhibit C** of this license, those statutes shall apply.

D. Licensee hereby acknowledges that is has reviewed the requirements of **Exhibit C**, including without limitation the requirement for Railroad Protective Liability Insurance during construction, maintenance, installation, repair or removal of the pipeline which is the subject of this Agreement.

Article 6. TERM.

This Agreement shall take effect as of the Effective Date first herein written and shall continue in full force and effect until terminated as herein provided.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date first herein written.

UNION PACIFIC RAILROAD COMPANY

CITY OF GRAND ISLAND

By: _____
Manager

By: _____

Name Printed: _____

Title: _____

EXHIBIT B

Section 1. LIMITATION AND SUBORDINATION OF RIGHTS GRANTED.

- A. The foregoing grant of right is subject and subordinate to the prior and continuing right and obligation of the Licensor to use and maintain its entire property including the right and power of the Licensor to construct, maintain, repair, renew, use, operate, change, modify or relocate railroad tracks, signal, communication, fiber optics, or other wirelines, pipelines and other facilities upon, along or across any or all parts of its property, all or any of which may be freely done at any time or times by the Licensor without liability to the Licensee or to any other party for compensation or damages.
- B. The foregoing grant is also subject to all outstanding superior rights (including those in favor of licensees and lessees of the Licensor's property, and others) and the right of the Licensor to renew and extend the same, and is made without covenant of title or for quiet enjoyment.

Section 2. CONSTRUCTION, MAINTENANCE AND OPERATION.

- A. The Pipeline shall be designed, constructed, operated, maintained, repaired, renewed, modified and/or reconstructed by the Licensee in strict conformity with (i) Licensor's current standards and specifications ("UP Specifications"), except for variances approved in advance in writing by the Licensor's Assistant Vice President Engineering – Design, or his authorized representative; (ii) such other additional safety standards as the Licensor, in its sole discretion, elects to require, including, without limitation, American Railway Engineering and Maintenance-of-Way Association ("AREMA") standards and guidelines (collectively, "UP Additional Requirements"), and (iii) all applicable laws, rules and regulations ("Laws"). If there is any conflict between the requirements of any Law and the UP Specifications or the UP Additional Requirements, the most restrictive will apply.
- B. All work performed on property of the Licensor in connection with the design, construction, maintenance, repair, renewal, modification or reconstruction of the Pipeline shall be done to the satisfaction of the Licensor.
- C. Prior to the commencement of any work in connection with the design, construction, maintenance, repair, renewal, modification, relocation, reconstruction or removal of the Pipeline from Licensor's property, the Licensee shall submit to the Licensor plans setting out the method and manner of handling the work, including the shoring and cribbing, if any, required to protect the Licensor's operations, and shall not proceed with the work until such plans have been approved by the Licensor's Assistant Vice President Engineering Design, or his authorized representative, and then the work shall be done to the satisfaction of the Licensor's Assistant Vice President Engineering Design or his authorized representative. The Licensor shall have the right, if it so elects, to provide such support as it may deem necessary for the safety of its track or tracks during the time of construction, maintenance, repair, renewal, modification, relocation, reconstruction or removal of the Pipeline, and, in the event the Licensor provides such support,

the Licensee shall pay to the Licensor, within fifteen (15) days after bills shall have been rendered therefore, all expenses incurred by the Licensor in connection therewith, which expenses shall include all assignable costs.

- D. The Licensee shall keep and maintain the soil over the Pipeline thoroughly compacted and the grade even with the adjacent surface of the ground.
- E. In the prosecution of any work covered by this Agreement, Licensee shall secure any and all necessary permits and shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work including, without limitation, all applicable Federal Railroad Administration regulations.

Section 3. NOTICE OF COMMENCEMENT OF WORK / LICENSOR REPRESENTATIVE / SUPERVISION / FLAGGING / SAFETY.

- A. If an emergency should arise requiring immediate attention, the Licensee shall provide as much notice as practicable to Licensor before commencing any work. In all other situations, the Licensee shall notify the Licensor at least ten (10) days (or such other time as the Licensor may allow) in advance of the commencement of any work upon property of the Licensor in connection with the construction, maintenance, repair, renewal, modification, reconstruction, relocation or removal of the Pipeline. All such work shall be prosecuted diligently to completion. The Licensee will coordinate its initial, and any subsequent work with the following employee of Licensor or his or her duly authorized representative (hereinafter "Licensor Representative" or "Railroad Representative"):

ANTHONY L. TROTTA MGR TRACK MNTCE 2511 12TH ST COLUMBUS, NE 68601 Work Phone: 402/8 501-3817 Cell Phone: 575 551-1701	PATRICK J. O'BRIEN MGR SIGNAL MNTCE 601 East South Front St Grand Island, NE 68801 Work Phone: 308/8 389-2244 Fax: 402 501-1606 Cell Phone: 308 440-6653
--	--

- B. Licensee, at its own expense, shall adequately police and supervise all work to be performed. The responsibility of Licensee for safe conduct and adequate policing and supervision of work shall not be lessened or otherwise affected by Licensor's approval of plans and specifications involving the work, or by Licensor's collaboration in performance of any work, or by the presence at the work site of a Licensor Representative, or by compliance by Licensee with any requests or recommendations made by the Licensor Representative.
- C. At the request of Licensor, Licensee shall remove from Licensor's property any employee who fails to conform to the instructions of the Licensor Representative in connection with the work on Licensor's property. Licensee shall indemnify Licensor against any claims arising from the removal of any such employee from Licensor's property.
- D. Licensee shall notify the Licensor Representative at least ten (10) working days in advance of proposed performance of any work in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s),

vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Licensor's track(s) at any time, for any reason, unless and until a railroad flagman is provided to watch for trains. Upon receipt of such ten (10) day notice, the Licensor Representative will determine and inform Licensee whether a flagman need be present and whether any special protective or safety measures need to be implemented. If flagging or other special protective or safety measures are performed by Licensor, Licensor will bill Licensee for such expenses incurred by Licensor, unless Licensor and a federal, state or local governmental entity have agreed that Licensor is to bill such expenses to the federal, state or local governmental entity. If Licensor will be sending the bills to Licensee, Licensee shall pay such bills within thirty (30) days of receipt of billing. If Licensor performs any flagging, or other special protective or safety measures are performed by Licensor, Licensee agrees that Licensee is not relieved of any of responsibilities or liabilities set forth in this Agreement.

- E. The rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with Labor Agreements and Schedules in effect at the time the work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the work is performed. One and one-half times the current hourly rate is paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Licensor and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Licensee (or the governmental entity, as applicable) shall pay on the basis of the new rates and charges.
- F. Reimbursement to Licensor will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Licensor is required to pay the flagman and which could not reasonably be avoided by Licensor by assignment of such flagman to other work, even though Licensee may not be working during such time. When it becomes necessary for Licensor to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Licensee must provide Licensor a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Licensee will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional ten (10) days notice must then be given to Licensor if flagging services are needed again after such five day cessation notice has been given to Licensor.
- G. Safety of personnel, property, rail operations and the public is of paramount importance in the prosecution of the work performed by Licensee or its contractor. Licensee shall be responsible for initiating, maintaining and supervising all safety, operations and programs in connection with the work. Licensee and its contractor shall at a minimum comply with Licensor's safety standards listed in **Exhibit D**, hereto attached, to ensure uniformity with the safety standards followed by Licensor's own forces. As a part of Licensee's safety responsibilities, Licensee shall notify Licensor if it determines that any of Licensor's safety standards are contrary to good safety

practices. Licensee and its contractor shall furnish copies of **Exhibit D** to each of its employees before they enter the job site.

- H. Without limitation of the provisions of paragraph G above, Licensee shall keep the job site free from safety and health hazards and ensure that their employees are competent and adequately trained in all safety and health aspects of the job.
- I. Licensee shall have proper first aid supplies available on the job site so that prompt first aid services may be provided to any person injured on the job site. Prompt notification shall be given to Licensor of any U.S. Occupational Safety and Health Administration reportable injuries. Licensee shall have a non-delegable duty to control its employees while they are on the job site or any other property of Licensor, and to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug or other substance that may inhibit the safe performance of any work.
- J. If and when requested by Licensor, Licensee shall deliver to Licensor a copy of its safety plan for conducting the work (the "Safety Plan"). Licensor shall have the right, but not the obligation, to require Licensee to correct any deficiencies in the Safety Plan. The terms of this Agreement shall control if there are any inconsistencies between this Agreement and the Safety Plan.

Section 4. LICENSEE TO BEAR ENTIRE EXPENSE.

The Licensee shall bear the entire cost and expense incurred in connection with the design, construction, maintenance, repair and renewal and any and all modification, revision, relocation, removal or reconstruction of the Pipeline, including any and all expense which may be incurred by the Licensor in connection therewith for supervision, inspection, flagging, or otherwise.

Section 5. REINFORCEMENT, RELOCATION OR REMOVAL OF PIPELINE.

- A. The license herein granted is subject to the needs and requirements of the Licensor in the safe and efficient operation of its railroad and in the improvement and use of its property. The Licensee shall, at the sole expense of the Licensee, reinforce or otherwise modify the Pipeline, or move all or any portion of the Pipeline to such new location, or remove the Pipeline from the Licensor's property, as the Licensor may designate, whenever, in the furtherance of its needs and requirements, the Licensor, at its sole election, finds such action necessary or desirable.
- B. All the terms, conditions and stipulations herein expressed with reference to the Pipeline on property of the Licensor in the location hereinbefore described shall, so far as the Pipeline remains on the property, apply to the Pipeline as modified, changed or relocated within the contemplation of this section.

Section 6. NO INTERFERENCE WITH LICENSOR'S OPERATION.

- A. The Pipeline and all parts thereof within and outside of the limits of the property of the Licensor shall be designed, constructed and, at all times, maintained, repaired, renewed and operated in such manner as to cause no interference whatsoever with the constant, continuous and uninterrupted use of the tracks, property and facilities of the Licensor and nothing shall be done or suffered to be done by the Licensee at any time that would in any manner impair the safety thereof.

- B. Explosives or other highly flammable substances shall not be stored on Licensor's property without the prior written approval of Licensor.
- C. No additional vehicular crossings (including temporary haul roads) or pedestrian crossings over Licensor's trackage shall be installed or used by Licensor or its contractors without the prior written permission of Licensor.
- D. When not in use, any machinery and materials of Licensee or its contractors shall be kept at least fifty (50) feet from the centerline of Licensor's nearest track.
- E. Operations of Licensor and work performed by Licensor's personnel may cause delays in the work to be performed by Licensee. Licensee accepts this risk and agrees that Licensor shall have no liability to Licensee or any other person or entity for any such delays. Licensee shall coordinate its activities with those of Licensor and third parties so as to avoid interference with railroad operations. The safe operation of Licensor's train movements and other activities by Licensor take precedence over any work to be performed by Licensee.

Section 7. PROTECTION OF FIBER OPTIC CABLE SYSTEMS.

- A. Fiber optic cable systems may be buried on the Licensor's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Licensee shall telephone the Licensor during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except for holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) to determine if fiber optic cable is buried anywhere on the Licensor's premises to be used by the Licensee. If it is, Licensee will telephone the telecommunications company(ies) involved, arrange for a cable locator, make arrangements for relocation or other protection of the fiber optic cable, all at Licensee's expense, and will commence no work on the Licensor's property until all such protection or relocation has been accomplished. Licensee shall indemnify and hold the Licensor harmless from and against all costs, liability and expense whatsoever (including, without limitation, attorneys' fees, court costs and expenses) arising out of or caused in any way by Licensee's failure to comply with the provisions of this paragraph.
- B. IN ADDITION TO OTHER INDEMNITY PROVISIONS IN THIS AGREEMENT, THE LICENSEE SHALL, AND SHALL CAUSE ITS CONTRACTOR TO, RELEASE, INDEMNIFY, DEFEND AND HOLD THE LICENSOR HARMLESS FROM AND AGAINST ALL COSTS, LIABILITY AND EXPENSE WHATSOEVER (INCLUDING, WITHOUT LIMITATION, ATTORNEYS' FEES, COURT COSTS AND EXPENSES) CAUSED BY THE NEGLIGENCE OF THE LICENSEE, ITS CONTRACTORS, AGENTS AND/OR EMPLOYEES, RESULTING IN (1) ANY DAMAGE TO OR DESTRUCTION OF ANY TELECOMMUNICATIONS SYSTEM ON LICENSOR'S PROPERTY, AND/OR (2) ANY INJURY TO OR DEATH OF ANY PERSON EMPLOYED BY OR ON BEHALF OF ANY TELECOMMUNICATIONS COMPANY, AND/OR ITS CONTRACTOR, AGENTS AND/OR EMPLOYEES, ON LICENSOR'S PROPERTY, EXCEPT IF SUCH COSTS, LIABILITY OR EXPENSES ARE CAUSED SOLELY BY THE DIRECT ACTIVE NEGLIGENCE OF THE LICENSOR. LICENSEE FURTHER AGREES THAT IT SHALL NOT HAVE OR SEEK RECOURSE AGAINST LICENSOR FOR ANY CLAIM OR CAUSE OF ACTION FOR ALLEGED LOSS OF PROFITS OR REVENUE OR LOSS OF SERVICE OR OTHER CONSEQUENTIAL DAMAGE TO A TELECOMMUNICATION COMPANY USING LICENSOR'S PROPERTY OR A CUSTOMER OR USER OF SERVICES OF THE FIBER OPTIC CABLE ON**

LICENSOR'S PROPERTY.

Section 8. CLAIMS AND LIENS FOR LABOR AND MATERIAL; TAXES.

- A. The Licensee shall fully pay for all materials joined or affixed to and labor performed upon property of the Licensor in connection with the construction, maintenance, repair, renewal, modification or reconstruction of the Pipeline, and shall not permit or suffer any mechanic's or materialman's lien of any kind or nature to be enforced against the property for any work done or materials furnished thereon at the instance or request or on behalf of the Licensee. The Licensee shall indemnify and hold harmless the Licensor against and from any and all liens, claims, demands, costs and expenses of whatsoever nature in any way connected with or growing out of such work done, labor performed, or materials furnished.
- B. The Licensee shall promptly pay or discharge all taxes, charges and assessments levied upon, in respect to, or on account of the Pipeline, to prevent the same from becoming a charge or lien upon property of the Licensor, and so that the taxes, charges and assessments levied upon or in respect to such property shall not be increased because of the location, construction or maintenance of the Pipeline or any improvement, appliance or fixture connected therewith placed upon such property, or on account of the Licensee's interest therein. Where such tax, charge or assessment may not be separately made or assessed to the Licensee but shall be included in the assessment of the property of the Licensor, then the Licensee shall pay to the Licensor an equitable proportion of such taxes determined by the value of the Licensee's property upon property of the Licensor as compared with the entire value of such property.

Section 9. RESTORATION OF LICENSOR'S PROPERTY.

In the event the Licensee in any manner moves or disturbs any of the property of the Licensor in connection with the construction, maintenance, repair, renewal, modification, reconstruction, relocation or removal of the Pipeline, then in that event the Licensee shall, as soon as possible and at Licensee's sole expense, restore such property to the same condition as the same were before such property was moved or disturbed, and the Licensee shall indemnify and hold harmless the Licensor, its officers, agents and employees, against and from any and all liability, loss, damages, claims, demands, costs and expenses of whatsoever nature, including court costs and attorneys' fees, which may result from injury to or death of persons whomsoever, or damage to or loss or destruction of property whatsoever, when such injury, death, damage, loss or destruction grows out of or arises from the moving or disturbance of any other property of the Licensor.

Section 10. INDEMNITY.

- A. As used in this Section, "Licensor" includes other railroad companies using the Licensor's property at or near the location of the Licensee's installation and their officers, agents, and employees; "Loss" includes loss, damage, claims, demands, actions, causes of action, penalties, costs, and expenses of whatsoever nature, including court costs and attorneys' fees, which may result from: (a) injury to or death of persons whomsoever (including the Licensor's officers, agents, and employees, the Licensee's officers, agents, and employees, as well as any other person); and/or (b) damage to or loss or destruction of property whatsoever (including Licensee's property, damage to the roadbed, tracks, equipment, or other property of the Licensor, or property in its care or custody).
- B. AS A MAJOR INDUCEMENT AND IN CONSIDERATION OF THE LICENSE AND

PERMISSION HEREIN GRANTED, TO THE FULLEST EXTENT PERMITTED BY LAW, THE LICENSEE SHALL, AND SHALL CAUSE ITS CONTRACTOR TO, RELEASE, INDEMNIFY, DEFEND AND HOLD HARMLESS THE LICENSOR FROM ANY LOSS OF ANY KIND, NATURE OR DESCRIPTION ARISING OUT OF, RESULTING FROM OR RELATED TO (IN WHOLE OR IN PART):

1. THE PROSECUTION OF ANY WORK CONTEMPLATED BY THIS AGREEMENT INCLUDING THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, RENEWAL, MODIFICATION, RECONSTRUCTION, RELOCATION, OR REMOVAL OF THE PIPELINE OR ANY PART THEREOF;

2. ANY RIGHTS OR INTERESTS GRANTED PURSUANT TO THIS LICENSE;

3. THE PRESENCE, OPERATION, OR USE OF THE PIPELINE OR CONTENTS ESCAPING THEREFROM;

4. THE ENVIRONMENTAL STATUS OF THE PROPERTY CAUSED BY OR CONTRIBUTED TO BY LICENSEE;

5. ANY ACT OR OMISSION OF LICENSEE OR LICENSEE'S OFFICERS, AGENTS, INVITEES, EMPLOYEES, OR CONTRACTORS OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM, OR ANYONE THEY CONTROL OR EXERCISE CONTROL OVER; OR

6. LICENSEE'S BREACH OF THIS AGREEMENT,

EXCEPT WHERE THE LOSS IS CAUSED BY THE SOLE DIRECT AND ACTIVE NEGLIGENCE OF THE LICENSOR, AS DETERMINED IN A FINAL JUDGMENT BY A COURT OF COMPETENT JURISDICTION, IT BEING THE INTENTION OF THE PARTIES THAT THE ABOVE INDEMNITY WILL OTHERWISE APPLY TO LOSSES CAUSED BY OR ARISING FROM, IN WHOLE OR IN PART, LICENSOR'S NEGLIGENCE.

C. Upon written notice from Licensor, Licensee agrees to assume the defense of any lawsuit of proceeding brought against any indemnitee by any entity, relating to any matter covered by this License for which Licensee has an obligation to assume liability for and/or save and hold harmless any indemnitee. Licensee shall pay all costs incident to such defense, including, but not limited to, reasonable attorney's fees, investigators' fees, litigation and appeal expenses, settlement payments and amounts paid in satisfaction of judgments.

Section 11. REMOVAL OF PIPELINE UPON TERMINATION OF AGREEMENT.

Prior to the termination of this Agreement howsoever, the Licensee shall, at Licensee's sole expense, remove the Pipeline from those portions of the property not occupied by the roadbed and track or tracks of the Licensor and shall restore, to the satisfaction of the Licensor, such portions of such property to as good a condition as they were in at the time of the construction of the Pipeline. If the Licensee fails to do the foregoing, the Licensor may, but is not obligated, to perform such work of removal and restoration at the cost and expense of the Licensee. In the event of the removal by the Licensor of the property of the Licensee and of the restoration of the roadbed and property as herein provided, the Licensor shall in no manner be liable to the Licensee for any damage sustained by the

Licensee for or on account thereof, and such removal and restoration shall in no manner prejudice or impair any right of action for damages, or otherwise, that the Licensor may have against the Licensee.

Section 12. WAIVER OF BREACH.

The waiver by the Licensor of the breach of any condition, covenant or agreement herein contained to be kept, observed and performed by the Licensee shall in no way impair the right of the Licensor to avail itself of any remedy for any subsequent breach thereof.

Section 13. TERMINATION.

- A. If the Licensee does not use the right herein granted or the Pipeline for one (1) year, or if the Licensee continues in default in the performance of any covenant or agreement herein contained for a period of thirty (30) days after written notice from the Licensor to the Licensee specifying such default, the Licensor may, at its option, forthwith immediately terminate this Agreement by written notice.
- B. In addition to the provisions of subparagraph (a) above, this Agreement may be terminated by written notice given by either party hereto to the other on any date in such notice stated, not less, however, than thirty (30) days subsequent to the date upon which such notice shall be given.
- C. Notice of default and notice of termination may be served personally upon the Licensee or by mailing to the last known address of the Licensee. Termination of this Agreement for any reason shall not affect any of the rights or obligations of the parties hereto which may have accrued, or liabilities, accrued or otherwise, which may have arisen prior thereto.

Section 14. AGREEMENT NOT TO BE ASSIGNED.

The Licensee shall not assign this Agreement, in whole or in part, or any rights herein granted, without the written consent of the Licensor, and it is agreed that any transfer or assignment or attempted transfer or assignment of this Agreement or any of the rights herein granted, whether voluntary, by operation of law, or otherwise, without such consent in writing, shall be absolutely void and, at the option of the Licensor, shall terminate this Agreement.

Section 15. SUCCESSORS AND ASSIGNS.

Subject to the provisions of Section 14 hereof, this Agreement shall be binding upon and inure to the benefit of the parties hereto, their heirs, executors, administrators, successors and assigns.

Section 16. SEVERABILITY.

Any provision of this Agreement which is determined by a court of competent jurisdiction to be invalid or unenforceable shall be invalid or unenforceable only to the extent of such determination, which shall not invalidate or otherwise render ineffective any other provision of this Agreement.

EXHIBIT C
Union Pacific Railroad Company
Contract Insurance Requirements

Licensee shall, at its sole cost and expense, procure and maintain during the life of this Agreement (except as otherwise provided in this Agreement) the following insurance coverage:

A. Commercial General Liability insurance. Commercial general liability (CGL) with a limit of not less than \$2,000,000 each occurrence and an aggregate limit of not less than \$4,000,000. CGL insurance must be written on ISO occurrence form CG 00 01 12 04 (or a substitute form providing equivalent coverage).

The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site.

B. Business Automobile Coverage insurance. Business auto coverage written on ISO form CA 00 01 10 01 (or a substitute form providing equivalent liability coverage) with a limit of not less \$2,000,000 for each accident, and coverage must include liability arising out of any auto (including owned, hired, and non-owned autos).

The policy must contain the following endorsements, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Coverage For Certain Operations In Connection With Railroads" ISO form CA 20 70 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Property" as the Designated Job Site.

C. Workers Compensation and Employers Liability insurance. Coverage must include but not be limited to:

Licensee's statutory liability under the workers' compensation laws of the state(s) affected by this Agreement.

Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 disease policy limit \$500,000 each employee.

If Licensee is self-insured, evidence of state approval and excess workers compensation coverage must be provided. Coverage must include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

D. Railroad Protective Liability insurance. Licensee must maintain "Railroad Protective Liability" insurance written on ISO occurrence form CG 00 35 12 04 (or a substitute form providing equivalent coverage) on behalf of Railroad only as named insured, with a limit of not less than \$2,000,000 per occurrence and an aggregate of \$6,000,000.

The definition of “JOB LOCATION” and “WORK” on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this agreement

E. Umbrella or Excess insurance. If Licensee utilizes umbrella or excess policies, and these policies must “follow form” and afford no less coverage than the primary policy.

Other Requirements

F. All policy(ies) required above (except worker’s compensation and employers liability) must include Railroad as “Additional Insured” using ISO Additional Insured Endorsements CG 20 26, and CA 20 48 (or substitute forms providing equivalent coverage). The coverage provided to Railroad as additional insured shall, to the extent provided under ISO Additional Insured Endorsement CG 20 26, and CA 20 48 provide coverage for Railroad’s negligence whether sole or partial, active or passive, and shall not be limited by Licensee’s liability under the indemnity provisions of this Agreement.

G. Punitive damages exclusion, if any, must be deleted (and the deletion indicated on the certificate of insurance), unless (a) insurance coverage may not lawfully be obtained for any punitive damages that may arise under this agreement, or (b) all punitive damages are prohibited by all states in which this agreement will be performed.

H. Licensee waives all rights of recovery, and its insurers also waive all rights of subrogation of damages against Railroad and its agents, officers, directors and employees for damages covered by the workers compensation and employers liability or commercial umbrella or excess liability obtained by Licensee required in this agreement, where permitted by law This waiver must be stated on the certificate of insurance.

I. All insurance policies must be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the work is to be performed.

J. The fact that insurance is obtained by Licensee or by Railroad on behalf of Licensee will not be deemed to release or diminish the liability of Licensee, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railroad from Licensee or any third party will not be limited by the amount of the required insurance coverage.

EXHIBIT D
SAFETY STANDARDS

MINIMUM SAFETY REQUIREMENTS

The term "employees" as used herein refer to all employees of Licensee or its contractors, subcontractors, or agents, as well as any subcontractor or agent of any Licensee.

I. Clothing

- A. All employees of Licensee will be suitably dressed to perform their duties safely and in a manner that will not interfere with their vision, hearing, or free use of their hands or feet.

Specifically, Licensee's employees must wear:

- (i) Waist-length shirts with sleeves.
- (ii) Trousers that cover the entire leg. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching.
- (iii) Footwear that covers their ankles and has a defined heel. Employees working on bridges are required to wear safety-toed footwear that conforms to the American National Standards Institute (ANSI) and FRA footwear requirements.

- B. Employees shall not wear boots (other than work boots), sandals, canvas-type shoes, or other shoes that have thin soles or heels that are higher than normal.

- C. Employees must not wear loose or ragged clothing, neckties, finger rings, or other loose jewelry while operating or working on machinery.

II. Personal Protective Equipment

Licensee shall require its employee to wear personal protective equipment as specified by Railroad rules, regulations, or recommended or requested by the Railroad Representative.

- (i) Hard hat that meets the American National Standard (ANSI) Z89.1 – latest revision. Hard hats should be affixed with Licensee's company logo or name.
- (ii) Eye protection that meets American National Standard (ANSI) for occupational and educational eye and face protection, Z87.1 – latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, etc.
- (iii) Hearing protection, which affords enough attenuation to give protection from noise levels that will be occurring on the job site. Hearing protection, in the form of plugs or muffs, must be worn when employees are within:
 - 100 feet of a locomotive or roadway/work equipment
 - 15 feet of power operated tools
 - 150 feet of jet blowers or pile drivers

- 150 feet of retarders in use (when within 10 feet, employees must wear dual ear protection – plugs and muffs)
- (iv) Other types of personal protective equipment, such as respirators, fall protection equipment, and face shields, must be worn as recommended or requested by the Railroad Representative.

III. On Track Safety

Licensee and its contractor are responsible for compliance with the Federal Railroad Administration's Roadway Worker Protection regulations – 49CFR214, Subpart C and Railroad's On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training of their employees on such regulations. In addition to the instructions contained in Roadway Worker Protection regulations, all employees must:

- (i) Maintain a minimum distance of at least twenty-five (25) feet to any track unless the Railroad Representative is present to authorize movements.
- (ii) Wear an orange, reflectorized work wear approved by the Railroad Representative.
- (iii) Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Licensee must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track. Licensee will also receive special instructions relating to the work zone around machines and minimum distances between machines while working or traveling.

IV. Equipment

- A. It is the responsibility of Licensee to ensure that all equipment is in a safe condition to operate. If, in the opinion of the Railroad Representative, any of Licensee's equipment is unsafe for use, Licensee shall remove such equipment from Railroad's property. In addition, Licensee must ensure that the operators of all equipment are properly trained and competent in the safe operation of the equipment. In addition, operators must be:
 - Familiar and comply with Railroad's rules on lockout/tagout of equipment.
 - Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
 - Trained in and comply with the applicable air brake rules if operating any equipment that moves rail cars or any other rail bound equipment.
- B. All self-propelled equipment must be equipped with a first-aid kit, fire extinguisher, and audible back-up warning device.
- C. Unless otherwise authorized by the Railroad Representative, all equipment must be parked a minimum of twenty-five (25) feet from any track. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.
- D. Cranes must be equipped with three orange cones that will be used to mark the working area of the crane and the minimum clearances to overhead powerlines.

V. General Safety Requirements

- A. Licensee shall ensure that all waste is properly disposed of in accordance with applicable federal and state regulations.
- B. Licensee shall ensure that all employees participate in and comply with a job briefing conducted by the Railroad Representative, if applicable. During this briefing, the Railroad Representative will specify safe work procedures, (including On-Track Safety) and the potential hazards of the job. If any employee has any questions or concerns about the work, the employee must voice them during the job briefing. Additional job briefings will be conducted during the work as conditions, work procedures, or personnel change.
- C. All track work performed by Licensee meets the minimum safety requirements established by the Federal Railroad Administration's Track Safety Standards 49CFR213.
- D. All employees comply with the following safety procedures when working around any railroad track:
 - (i) Always be on the alert for moving equipment. Employees must always expect movement on any track, at any time, in either direction.
 - (ii) Do not step or walk on the top of the rail, frog, switches, guard rails, or other track components.
 - (iii) In passing around the ends of standing cars, engines, roadway machines or work equipment, leave at least 20 feet between yourself and the end of the equipment. Do not go between pieces of equipment if the opening is less than one car length (50 feet).
 - (iv) Avoid walking or standing on a track unless so authorized by the employee in charge.
 - (v) Before stepping over or crossing tracks, look in both directions first.
 - (vi) Do not sit on, lie under, or cross between cars except as required in the performance of your duties and only when track and equipment have been protected against movement.
- E. All employees must comply with all federal and state regulations concerning workplace safety.

**SUBMITTING REQUESTS FOR
RAILROAD PROTECTIVE LIABILITY INSURANCE**
(\$2,000,000 per occurrence/\$6,000,000 aggregate)

Application forms for inclusion in Union Pacific Railroad's Blanket Railroad Protective Liability Insurance Policy may be obtained by accessing the following website (includes premiums as well):

www.uprr.com/reus/rrinsure/index.shtml

If you have questions regarding railroad protective liability insurance (i.e. premium quotes, application) please contact the Marsh USA Service Team, Bill Smith or Cindy Long at:

Phone: (800) 729-7001

Fax: (816) 556-4362

Email: william.j.smith@marsh.com

Email: cindy.long@marsh.com

*PLEASE NOTE - The RPLI application and premium check should be sent directly to Marsh, USA at the address shown below - do NOT send your check and application via overnight air, as the P.O. Box will NOT accept overnight deliveries.

If you are in a situation where you require a RUSH, please contact Bill Smith or Cindy Long and they will do their best to accommodate your needs. All checks written to Marsh, USA should reference Union Pacific Railroad in the "Memo" section of the check.

Send Checks and Applications to the following "NEW" address:

Marsh USA
NW 8622
PO Box 1450
Minneapolis, MN 55485-8622

RESOLUTION 2013-65

WHEREAS, in connection with the North Interceptor – Phase I Improvements; Project No. 2012-S-6 a Pipeline Crossing Agreement is required by the Union Pacific Railroad in order for the City of Grand Island to place new collection systems infrastructure within their easement; and

WHEREAS, the agreement also requires, upon execution, a one-time License Fee of \$10,600.00; and

WHEREAS, the agreement has been reviewed and approved by the City's Legal Department.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island be, and hereby is, authorized to enter into the Pipeline Crossing Agreement with the Union Pacific Railroad in connection with the North Interceptor – Phase I Improvements; Project No. 2012-S-6.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G13

**#2013-66 - Approving Change Order No. 1 for Lift Station No. 7
Improvements Project No. 2011-S-1A**

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Marvin Strong, Wastewater Treatment Plant Engineer

Meeting: March 12, 2013

Subject: Approving Change Order No. 1 for Lift Station No. 7 Improvements Project No. 2011-S-1A

Item #'s: G-13

Presenter(s): Terry Brown, Interim Public Works Director

Background

On July 26, 2012 an ad to bidders was published in the Grand Island Daily Independent.

On August 28, 2012 City Council awarded, Project WWTP-2011-S-1A, Lift Station No. 7 Improvements to The Diamond Engineering Company of Grand Island, Nebraska, in the amount of \$479,558.95.

Discussion

Change Order No. 1 covers the removal of asbestos found in the roofing material by B2 Environmental, Inc. at Lift Station No. 7. The roofing material must be removed and properly disposed of by a licensed asbestos removal contractor.

The Change Order amount is an addition of \$1,897.50 resulting in a final contract amount of \$481,456.45. All other provisions of the contract remain unchanged.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve Change Order No. 1 for Lift Station No. 7 Improvements Project No. 2011-S-1A with The Diamond Engineering Company of Grand Island, Nebraska, in the amount of \$1,897.50.

Sample Motion

Move to approve the resolution.

Change Order

No. 1

Date of Issuance: March 12, 2013 Effective Date: March 12, 2013

Project: Lift Station No. 7 Improvements	Owner: City of Grand Island	Owner's Contract No.: 2011-S-1A
Contract: Lift Station No. 7 Improvements	Date of Contract:	
Contractor: The Diamond Engineering Company	Engineer's Project No.: 011-2347	

The Contract Documents are modified as follows upon execution of this Change Order:

Description: Remove and properly dispose of asbestos in roof materials of existing lift station building to be demolished.

Attachments: (List documents supporting change):

See attached Request For Information #8 and Asbestos Survey Report

CHANGE IN CONTRACT PRICE:

Original Contract Price:

\$ 479,558.95

Increase from previously approved Change Orders
No. N/A to No. N/A:

\$ 0.00

Contract Price prior to this Change Order:

\$ 479,558.95

Increase of this Change Order:

\$ 1,897.50

Contract Price incorporating this Change Order:

\$ 481,456.45

CHANGE IN CONTRACT TIMES:

Original Contract Times: ☐ Working days ☐ Calendar days

Substantial completion (days or date): N/A

Ready for final payment (days or date): May 15, 2013

Increase from previously approved Change Orders
No. N/A to No. N/A:

Substantial completion (days): N/A

Ready for final payment (days): May 15, 2013

Contract Times prior to this Change Order:

Substantial completion (days or date): N/A

Ready for final payment (days or date): May 15, 2013

Increase of this Change Order:

Substantial completion (days or date): N/A

Ready for final payment (days or date): May 15, 2013

Contract Times with all approved Change Orders:

Substantial completion (days or date): N/A

Ready for final payment (days or date): May 15, 2013

By: <u>Joe Borden</u> Engineer (Authorized Signature)	ACCEPTED: By: _____ Owner (Authorized Signature)	ACCEPTED: By: <u>James H. Hender</u> Contractor (Authorized Signature)
Date: <u>3/15/13</u>	Date: _____	Date: <u>3-6-13</u>

**CONTRACTOR REQUEST
FOR INFORMATION**

REQUEST NO: 008

PROJECT: Lift Station No.7 Improvements

PROJECT NO: 2011-S-1A

CONTRACTOR: The Diamond Engineering Company

Clarification Requested By: General Contractor

Regarding: Plan Sheet _____ Spec. Section: _____ Submittal: _____

Description:

Reference plan sheet 6 of 26. Note 2. Contractor is responsible for testing roofing material for asbestos. For bidding purposes the contractor is to assume the roofing system does not contain asbestos. Attached please find the following:

- Plan sheet 6 of 26
- Asbestos Survey Report prepared by B2 Environmental, Inc.
- Invoice from B2 Environmental, Inc. for services.
- Proposal from Environmental Direct, Inc. for removal & disposal of asbestos.

Diamond Engineering requests additional compensation in the amount of \$1897.00 for asbestos removal detailed as follows:

- Asbestos removal & disposal	\$1,650.00
- Clearance certification	150.00
- Less Roof Demolition	150.00
- Subtotal	\$1,650.00
- Add Overhead & Profit 15%	247.40
- Total Cost	\$1,897.50

Response needed by:

Ben Thayer

Prepared by

1 March 2013

Date

Engineer's Response:

☐ Project Manager ☐ Design Manager ☒ Joe Baxter / Dave Ziska

Asbestos needs to be abated. Recommendation is to issue a change order for \$1,897.50 to Diamond Engineering for asbestos removal and disposal.

Joe Baxter

Signed

March 4, 2013

Date

REV 11/12
FORM 270A

ASBESTOS SURVEY REPORT

**COMMERCIAL STRUCTURE
LIFT STATION #7
903 SOUTH GRANT STREET
GRAND ISLAND, NE 68801**

Client:

**DIAMOND ENGINEERING
1521 WEST ANNA STREET
GRAND ISLAND, NE 68801**

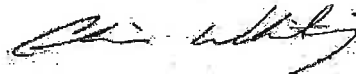
Consultant:

**B2 ENVIRONMENTAL, INC.
3325 WEST CAPITAL AVENUE
GRAND ISLAND, NEBRASKA 68803**

B2E Project Number: 20007.0391

November 7, 2012

Prepared by:



**Chris Whiting
Nebraska Asbestos Inspector**

Reviewed By:



**Mike Smith
Nebraska Asbestos Inspector**

TOC

TABLE OF CONTENTS

1.0	SCOPE OF SERVICES.....	1
2.0	GENERAL SITE CONDITIONS.....	1
3.0	ASBESTOS SURVEY REPORT	1
3.1	Homogeneous Areas.....	2
3.2	Sampling Strategy	2
3.3	Suspect Asbestos-Containing Materials.....	2
3.4	Asbestos-Containing Materials	2
3.5	Laboratory Analytical Results	3
4.0	ASSUMPTIONS AND LIMITATIONS	4

APPENDICES

LABORATORY ANALYTICAL REPORT	APPENDIX A
QUALIFICATIONS.....	APPENDIX B

TOC

1.0 SCOPE OF SERVICES

The purpose of this project was to perform a United States Environmental Protection Agency (USEPA) National Emission Standards for Hazardous Air Pollutants (NESHAP), (40 CFR, Part 61) asbestos survey for a commercial structure located at 903 South Grant Street in Grand Island, Nebraska.

B2 Environmental, Inc. (B2E) provided an asbestos survey at the identified building in general accordance with the referenced agreement and as outlined below:

1. Review any existing asbestos reports relating to the site, if available.
2. Survey the site building(s).
3. Identify accessible suspect asbestos-containing materials (ACM) in general accordance with the USEPA NESHAP, (40 CFR, Part 61).
4. Collect and analyze bulk samples of suspect materials.
5. Quantify any asbestos containing materials and record location.

2.0 GENERAL SITE CONDITIONS

B2E conducted the survey of a one story commercial structure with basement at 903 South Grant Street in Grand Island, Nebraska. At the time of the inspection, B2E could not access material under the existing metal roof. There may be asbestos-containing materials present under the metal roofing. The presence of this material must be verified prior to completion of demolition activities. No previous asbestos reports or construction drawings were provided to B2E prior to the survey.

3.0 ASBESTOS SURVEY REPORT

On November 2, 2012, B2E inspector Chris Whiting surveyed the site for asbestos-containing building materials. Mr. Whiting has completed the requisite training for asbestos accreditation as an inspector at a state approved training provider under Toxic Substances Control Act (TSCA) Title II. Mr. Whiting's State of Nebraska asbestos inspector number is 1079.

B2E visually inspected the site for the presence of suspect ACM. Materials that were hidden, not accessible (i.e. boilers, areas of safety concern), or when sampled would damage the integrity of the structure or component (i.e. electrical wiring), were not sampled as part of this survey. B2E did not sample materials that were visibly identified as non-asbestos (fibrous glass, foam rubber, wood, etc.). The asbestos survey consisted of three steps: 1) a visual inspection of the site(s); 2) a determination of homogeneous areas with suspect surfacing, thermal system insulation, and miscellaneous materials; and 3) sampling accessible, friable and non-friable, suspect materials.

Friable materials are materials that, when dry, can be crumbled, pulverized or reduced to powder by hand pressure. Non-friable materials are materials that, when dry, cannot be crumbled, pulverized or reduced to powder by hand pressure. Non-friable materials, when subjected to sanding, grinding, cutting or abrading may become friable. Friable materials include, but are not limited to, pipe insulation, fireproofing, sprayed-on material, ceiling tile, and other thermal system insulation. Non-friable materials include, but are not limited to, floor tile, adhesives, plaster, stucco, and drywall and joint compound. Because friable materials are more likely to release asbestos fibers into the air when disturbed than non-friable materials, friable materials are considered a greater potential health concern.

3.1 Homogeneous Areas

Prior to sampling, B2E identified homogeneous areas to facilitate a sampling strategy. A homogeneous sampling area is described as one or more areas with suspect material similar in appearance and texture that have the same installation date and function. The actual number of samples collected from each homogeneous sampling area varies, dependent upon material type and the professional judgment of the inspector.

3.2 Sampling Strategy

B2E's sampling strategy incorporated AHERA requirements, quantities of suspect material, and the inspector's judgment to aid in the identification of suspect ACM. B2E's sampling strategy was to identify and collect accessible suspect ACM in general accordance with the USEPA NESHAP, (40 CFR, Part 61). If the analytical results indicated that all the samples collected per homogeneous area did not contain asbestos, then the homogeneous area (material) was considered non-asbestos containing. However, if the analytical results of one or more of the samples collected per homogeneous area indicated that asbestos was present in quantities greater than one percent asbestos (as defined by USEPA), all of the homogeneous area (material) was treated as an asbestos-containing material regardless of other analytical results. B2E did not sample materials that the accredited inspector visually determined to be non-asbestos (i.e. fibrous glass, foam rubber, etc.). Actual collection of a bulk asbestos sample involves physically removing approximately one square inch (1 in²) of the material and placing it in an airtight sample container marked with a unique identification number.

3.3 Suspect Asbestos-Containing Materials

The following table contains a list of building materials suspected of containing asbestos:

LIFT STATION #7 SUSPECT BUILDING MATERIALS		
MATERIAL	LOCATION	SAMPLE NUMBER
Green Pipe Flange Gaskets	Basement Pipe Fitting Flanges	DE-1
Gray Pipe Flange Gaskets	Basement Pump Flanges	DE-2
Cream Door Caulk	Walk-In Door (Around Inside & Outside of Frame)	DE-3
Gray Door Caulk	Walk-In Door (Around Inside of Frame)	DE-4
Gray/Black Flashing Tar	Commercial Structure Roof Flashing (Residual Flashing Tar Under Metal Roof)	DE-5

3.4 Asbestos-Containing Material

The following table is a summary of the suspect ACM that have been determined, through laboratory analysis and/or assumed, to contain asbestos:

LIFT STATION #7 ASBESTOS-CONTAINING MATERIALS						
MATERIAL	LOCATION	SAMPLE NUMBER	NESHAP CATEGORY	FRIABLE ⁽¹⁾	QUANTITY ⁽²⁾	ASBESTOS CONTENT
Gray/Black Flashing Tar	Commercial Structure Roof Flashing (Residual Flashing Tar Under Metal Roof)	DE-5	CAT. 1	No	130 sf. ±	8% Chrysotile
sf = Square Feet, ND = Non Detect, NA = Not Applicable, lf = Linear Feet, mf = Mechanical Fittings						
⁽¹⁾ Friability is based only on conditions that were observed during B2E's inspection of the site.						
⁽²⁾ Actual quantities should be field verified (see discussion in Section 2.0).						

3.5 Laboratory Analytical Results

EMSL Analytical, Inc. located at 200 Route 130 North in Cinnaminson, New Jersey analyzed the bulk samples using polarized light microscopy (PLM). PLM analysis utilizes dispersion staining techniques (ref.: USEPA Method 600/R-93/116) to determine the asbestos content of the bulk samples collected at the site. This laboratory is currently recognized by the United States Department of Commerce's National Voluntary Laboratory Accreditation Program (NVLAP) for conformance with criteria set forth in the National Institute of Standards and Technology (NIST) Handbook 150:2001 and the International Organization for Standardization (ISO)/International Electrotechnical Commission (IEC) Guide 17025:1999. NVLAP accredits testing and calibration laboratories that are found competent to perform specific tests or calibrations, or types of tests or calibrations. NIST Handbook 150:2001 sets forth the basic procedures under which NVLAP operates, and the general accreditation requirements that testing and calibration laboratories must meet if they wish to demonstrate that they operate a quality system, are technically competent, and are able to generate technically valid results.

Any material that contains greater than one percent asbestos is considered an ACM and is categorized as either friable ACM or non-friable ACM. Friable ACM is categorized as regulated asbestos-containing material (RACM). There are two categories of non-friable materials: Category I non-friable ACM and Category II non-friable ACM.

- Category I non-friable ACM is any asbestos-containing packing, gasket, resilient floor covering or asphalt roofing product which contains more than one percent asbestos.
- Category II non-friable ACM is any material, excluding Category I non-friable ACM, containing more than one percent asbestos.

Except for the following, NESHAP requires that each owner or operator of a demolition or renovation activity involving regulated ACM remove all such material from the facility being demolished or renovated before any activity begins that would break up, dislodge, or disturb the material or preclude access to the material for subsequent removal.

ACM removal is not required prior to demolition if it:

1. Is a Category I non-friable ACM that is not friable.
2. Is on a facility component that is encased in concrete or other similarly hard material and is adequately wet whenever exposed during demolition.
3. Was not accessible for testing and therefore was not discovered until after demolition began and, as a result of the demolition, cannot be safely removed. If not removed for safety reasons, the exposed regulated ACM and any asbestos-contaminated debris must be treated as asbestos-containing waste material and kept adequately wet at all times until disposal.
4. Is a Category II non-friable ACM and the probability is low that the material will become crumbled, pulverized, or reduced to powder during demolition.

The following work practice should be followed whenever demolition or renovation activities involving regulated ACM occur:

1. Notify USEPA or appropriate state agency of intention to demolish/renovate.
2. Remove all regulated ACM from the facility being demolished or renovated before any disruptive activity begins or before access to the material is precluded.
3. Keep regulated ACM adequately wet before, during, and after removal operations.

4. Conduct demolition or renovation activities in a manner which produces no visible emissions to the outside air.
5. Handle and dispose of all regulated ACM in an approved manner according to Occupational Safety and Health Administration (OSHA), USEPA, and all applicable state and local regulations.

Details of sample analysis are included in Appendix A, which contains a listing of all analyzed samples, sample locations, and analytical results relating to the site. Asbestos analytical results are reported as percentage and type. Other common non-asbestos components may also be noted in the analytical report.

4.0 ASSUMPTIONS AND LIMITATIONS

The results, findings, conclusions, and recommendations expressed in this report are based solely on conditions noted during B2E's inspection of the site. Qualifications for the field personnel and analytical laboratory are provided in Appendix B. As the user of this report, the Client and respective contractors are advised of the following limitations on the information presented in this report.

1. This report is intended for the sole use of the Client. The scope of services performed in execution of this evaluation may not be appropriate to satisfy the needs of other users, and use or re-use of this document or the findings, conclusions, or recommendations is at the risk of said user.
2. B2E did not perform destructive sampling -- it was not within B2E's scope of work to remove surface materials to investigate portions of the structure or materials that may lay beneath the surface -- thus, any materials that could not be visually identified on the surface were not inspected and would not be noted in this report. B2E's selection of sample locations and frequency of sampling was based on the inspector's assumption that like materials in the same area are homogeneous in content.
3. The report is designed to aid the building owner, architect, construction manager, general contractor, and potential asbestos abatement contractor in locating ACM. Under no circumstances is the report to be utilized as a bidding document or as a project specification document since it does not have all the components required to serve as an Asbestos Project Design document or an Abatement Work Plan.
4. This asbestos inspection was performed in a manner consistent with the level of care and skill ordinarily exercised by environmental professionals practicing contemporaneously under similar conditions in the area of the project in question. No other warranty, express or implied, is given and all other warranties are hereby expressly disclaimed. This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not investigated.
5. This report is not a comprehensive site evaluation and should not be construed as such. Only those structures specifically stated in Section 2.0 General Site Conditions are included in this report.

APPENDIX A

LABORATORY ANALYTICAL REPORT

**EMSL Analytical, Inc.**

200 Route 130 North, Cinnaminson, NJ 08077

Phone/Fax: (800) 220-3675 / (856) 786-5974

<http://www.emsl.com> cinnasblab@EMSL.com

EMSL Order: 041228743

CustomerID: BENV85B

CustomerPO: 20007.0391

ProjectID:

Attn: **Mike Smith**
B2 Environmental
PO Box 1732
Grand Island, NE 68802

Phone: (308) 381-9677

Fax:

Received: 11/05/12 8:30 AM

Analysis Date: 11/6/2012

Collected: 11/2/2012

Project: **DIAMOND ENGINEERING/ LIFT STATION #7**

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 and/or EPA 600/M4-82-020 Method(s) using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
DE-1 041228743-0001	- GREEN PIPE FLANGE GASKET	Green Fibrous Homogeneous	30% Cellulose	70% Non-fibrous (other)	None Detected
DE-2 041228743-0002	- GREEN PIPE FLANGE GASKET	Gray/Silver Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
DE-3 041228743-0003	- CREAM DOOR CAULK	Gray/Cream Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
DE-4 041228743-0004	- CREAM DOOR CAULK	Gray Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
DE-5 041228743-0005	- GRAY/ BLACK FLASHING TAR	Black Fibrous Homogeneous		92% Non-fibrous (other)	8% Chrysotile

Analyst(s)

Andrew Castellano (5)

Stephen Siegel, CIH, Laboratory Manager
or other approved signatory

EMSL maintains liability limited to cost of analysis. This report relates only to the samples reported and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. Interpretation and use of test results are the responsibility of the client. This report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST or any agency of the federal government. Non-friable organically bound materials present a problem matrix and therefore EMSL recommends gravimetric reduction prior to analysis. Samples received in good condition unless otherwise noted. Estimated accuracy, precision and uncertainty data available upon request. Unless requested by the client, building materials manufactured with multiple layers (i.e. linoleum, wallboard, etc.) are reported as a single sample. Reporting limit is 1%.

Samples analyzed by EMSL Analytical, Inc. Cinnaminson, NJ NVLAP Lab Code 101048-0, AIHA-LAP, LLC-IHLAP Lab 100194, NYS ELAP 10872, NJ DEP 03036

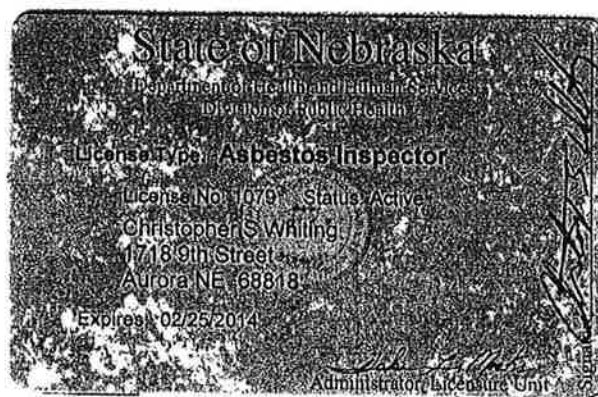
Initial report from 11/06/2012 14:01:11

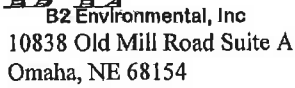
Test Report PLM-7.16.0 Printed: 11/6/2012 2:01:11 PM

THIS IS THE LAST PAGE OF THE REPORT.

1

APPENDIX B
QUALIFICATIONS





INVOICE

Diamond Engineering
1521 W Anna St
Grand Island, NE 68801

THIS AMOUNT

\$250.00

Have E-Mail? Please write it here: _____

INVOICE



Billing Inquiries? Call **402-330-0763**
E-mail **rachelclifton@b2environmental.com**

Page 175 / 318

Environmental Direct, Inc.

P.O. Box 2392, Grand Island, Nebraska 68802-2392, 308-384-2884 (Fax) 384-4258

Fixed Fee Proposal

Environmental Direct, Inc
PO Box 2392
Grand Island, NE 68802

Date: 11/27/2012
Owner/Contractor: Diamond Engineering
Address: 1521 W Anna Street
City, State, Zip: Grand Island, NE 68801
Project Location: Lift Station 7
Proposal No: 2012-322
Good Until: 30 Days from Date

Environmental Direct, Inc. proposes the following on a fixed fee basis:

Task One: Removal and disposal asbestos containing roof flashing as per report by B2 Environmental. We will have to remove the metal roof to access the older roofing underneath it.

Task Two: Final clearance by an independent third party consultant as required by NDOH.

The price includes all labor, materials, transportation, equipment, and disposal required to complete the work. The prices also include State Asbestos Permit fee if required.

General Terms and Conditions

Schedule: Work is expected to occur ASAP.

Owner's/Contractor's/Others' Responsibilities

Price **Task One:** \$1,650.00 **Task Two:** \$1 50.00

Terms: Standard

Payment and Performance Bond: Available upon request for an additional 3%

Invoices: Invoices will be submitted as follows: Upon completion

Proposed:

Accepted:

Patrick C. O'Neill

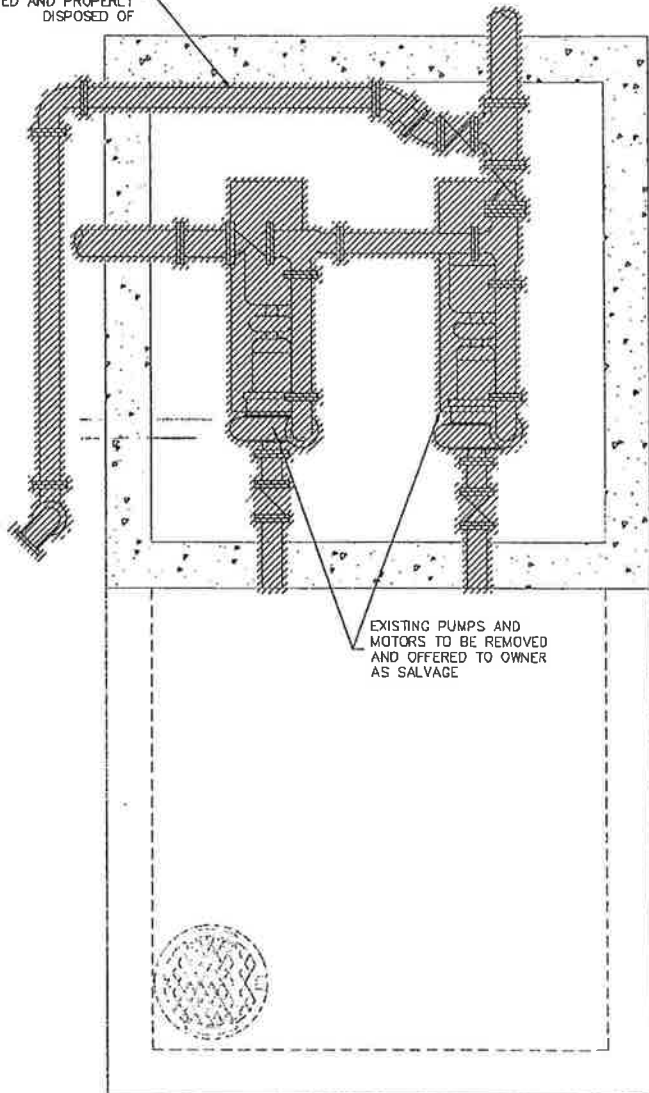
Patrick C. O'Neill
Representative

11/27/2012

Ben Hoyer
Owner's Representative

29 Nov 12
Date

EXISTING SUCTION AND
DISCHARGE PIPING TO BE
REMOVED AND PROPERLY
DISPOSED OF



EXISTING PUMPS AND
MOTORS TO BE REMOVED
AND OFFERED TO OWNER
AS SALVAGE

NOTE:

1. ALL UNUSED WALL AND FLOOR PENETRATIONS ARE TO BE GROUT FILLED AS PER DETAIL ON SHEET 23.
2. CONTRACTOR IS RESPONSIBLE FOR TESTING ROOFING MATERIAL FOR ASBESTOS. FOR BIDDING PURPOSES THE CONTRACTOR IS TO ASSUME THE ROOFING SYSTEM DOES NOT CONTAIN ASBESTOS.

EXISTING BUILDING TO BE
REMOVED AND PROPERLY
DISPOSED OF

EXISTING ELECTRICAL
TO BE REMOVED AND RE
PER ELECTRICAL
OFFERED TO OWNER AS

PAN
AN
EL
OFI

EXISTING POWER POLE TO BE REMOVED BY
THE CITY ELECTRICAL DEPARTMENT.
(CONTRACTOR TO COORDINATE WITH THE CITY)

EXISTING POWER POLE TO BE REMOVED BY
THE CITY ELECTRICAL DEPARTMENT.
(CONTRACTOR TO COORDINATE WITH THE CITY)

EXISTING LIFT STATION - LOWER LEVEL PLAN VIEW

LIFT STATION - DEMOLITION PIPING

SCALE: 1" = 1'-0"

Steve Hancock

From: Mark Kuzara
Sent: Tuesday, March 05, 2013 8:58 PM
To: Anthony Nussbaum; Steve Hancock; Jessica Sock; Diane Hofer; Trevor Tonniges
Cc: Rick Hanny
Subject: Your flight on March 13th

Good Evening:

Except for Rick, you are listed as passengers on this flight to KC on March 13th. If you are not on this flight, please let me know as soon as possible.

I'm planning on you getting a courtesy car ride to/from the office. Otherwise, if you want a rental, please let me know.

March 13 Conquest Rick Hanny KC Downtown
Passengers: Anthony Nussbaum, Steve Hancock, Jessica Sock, Diane Hofer, Trevor Tonniges

Depart Lincoln at 06:15 AM
Arrive Millard at 06:30 AM
Depart Millard at 06:45 AM
Arrive KC Downtown at 07:45 AM

Fly with Diane and Trevor to various locations in Missouri

Depart KC at 4:00 PM via reverse route.

Thank You,

Mark Kuzara | Pilot | Olsson Associates
1111 Lincoln Mall, Suite 111 | Lincoln, NE 68508 | mkuzara@olssonassociates.com
TEL 402.474.6311 | DIR 402.458.5613 | CELL 402.304.1930 | FAX 402.474.5063

RESOLUTION 2013-66

WHEREAS, Advertisement to Bidders for Lift Station No. 7 Improvements, Project No. 2011-S-1A was published in the Grand Island Daily Independent on July 26, 2012, and

WHEREAS, on August 16, 2012 bids were received, opened and reviewed; and

WHEREAS, On August 28, 2012 City Council awarded, Project WWTP-2011-S-1A, Lift Station No. 7 Improvements to The Diamond Engineering Company of Grand Island, Nebraska, in the amount of \$479,558.95; and

WHEREAS, Change Order No. 1 will provide professional services for removal, and disposal of asbestos in a previous roofing system for the amount of \$1,897.50; and

WHEREAS, with the inclusion of Change Order No. 1 to the contract amount, a revised contract price is \$481,456.45.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Change Order No. 1 with The Diamond Engineering Company of Grand Island, Nebraska, in the amount of \$1,897.50 for Lift Station No. 7 Improvements Project No. 2011-S-1A is hereby approved; and

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such contract on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 12, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G14

#2013-67 - Approving Change Order No. 5 for Aeration Basin Improvements at the Wastewater Treatment Plant; Project No. WWTP-2010-3

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Marvin Strong, Wastewater Treatment Plant Engineer

Meeting: March 12, 2013

Subject: Approving Change Order No. 5 for Aeration Basin Improvements at the Wastewater Treatment Plant; Project No. WWTP-2010-3

Item #'s: G-14

Presenter(s): Terry Brown, Interim Public Works Director

Background

The City Council awarded the contract for construction to Oakview dck, LLC of Red Oak, Iowa in the amount bid of \$3,487,000 for the Aeration Basin Improvements for the Wastewater Treatment Plant on December 7, 2010. The primary purpose of the Aeration Basin Improvements project is to replace existing aeration equipment that is at or near the end of its useful life. Two existing blowers have been replaced with two high efficiency units that improve reliability and reduce energy usage and operating costs. The two new blowers operate with the two existing blowers which have remained in service. In addition to the blowers, the aeration basin piping and aeration equipment is modified or replaced to optimize process controls and replace aged equipment.

August 9, 2011, City Council approved a unit cost Change Order No. 1 for structural concrete sealing in joint work, in the amount of \$89,252.00, for a revised contract is \$3,576,252.00.

September 13, 2011, City Council approved a unit cost Change Order No.2 for Spiral Screw Pump modifications, in the amount of \$397,897.00, for a revised contract is \$3,974,149.00.

March 13, 2012, City Council approved a unit cost Change Order No.3 for miscellaneous changes to the work scope:

Delete Field Painting of New Steel Frame in Blower Building, and
Paint Existing Basin Aeration Pipe Supports, and
Repair Existing Welds on Screw Pump No.3, and
Relocate New Dissolved Oxygen Probes in Basins, and
Change Mounting of New Disconnects for Basin Mixers and Valves, and
Relocate New Blower Local Control Panels, and
Add Power Monitoring of New Blowers, and
Blower Power Penalty

This resulted in a credit of \$(30,124.00), for a revised contract price of \$3,944,025.00.

June 26, 2012, City Council approved a time extension Change Order No. 4 covering substantial completion contract time extension for the blower, aeration basin improvements, and for the screw pump rehabilitation work, additionally a final completion contract time extension was granted. Change Order No. 4 added no additional costs to the contract amount of \$3,944,025.00.

Discussion

The Aeration Basin Improvements Construction Project is complete, the new blowers, and aeration diffuser systems have been in service for the past month. Varying warranty work items in the project are still outstanding.

Change Order No. 5 covers miscellaneous changes to the work as described below, and in the attached change order summary.

Replace Stairs in Northwest Corner of Aeration Basins, and
Existing Expansion Joints in Discharge Piping of Blower Nos. 2 and 3, and
Re-use Existing Diffuser Piping Floor Supports in the Aeration Basins, and
Repair Existing Welds on Screw Pump Nos. 1 and 2, and
Repair Grout in Screw Pump No. 2 Channel, and
Repair Grout in Screw Pump No. 1 Channel, and
Hardware for Screw Pump Deflector Plates, and
Adjustment for Floor Concrete Repair in Basin No. 4, and
Adjustment for Floor Concrete Repair in Basin Nos. 1, 2, and 3, and
Adjustment for Floor Expansion Joint Repair in Basin Nos. 1, 2, and 3, and
Adjustment for Caulking of Wall Expansion Joints in Basin Nos. 1, 2, and 3, and
Repair Receptacles on Basin Walkways, and
Repair Screw Pump Channel Walls, and
Field Paint Screw Pump Gear Reducers and Guards, and
Contract Time Extension for Project Final Completion

This results in a credit of \$(14,443.25), for a revised contract price of \$3,929,581.75.

The current contract time for final completion is five hundred twenty (520) calendar days, or July 5, 2012. The days to achieve final completion for the project will be extended two hundred fifteen (215) calendar days to February 5, 2013, to accommodate both the rehabilitation of the mixed liquor screw pumps, and blower and aeration basin improvements warranty work.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve a resolution granting miscellaneous changes to the work and authorizing the Mayor to execute Change Order No. 5 with Oakview dck, LLC of Red Oak, Iowa.
2. Refer the issue to a Committee.
3. Postpone the issue to future date.
4. Take no action on the issue.

Recommendation

City Administration recommends that the Council approve Change Order No. 5 in miscellaneous changes to the work for Aeration Basin Improvement to Oakview dck, LLC of Red Oak, Iowa at the Wastewater Treatment Plant.

Sample Motion

Move to approve Change Order No. 5 to the contract for Aeration Basin Improvement to Oakview dck, LLC of Red Oak, Iowa.

**CITY OF GRAND ISLAND, NEBRASKA
WASTEWATER TREATMENT PLANT
AERATION BASIN IMPROVEMENTS PROJECT**

**CITY PROJECT WWTP-2010-3
BLACK & VEATCH PROJECT NO. 163132**

CHANGE ORDER NO. 5

Change Order No. 5 covers quantity adjustments for the aeration basin concrete and joint repair items included in Change Order No. 1, repairs associated with the screw pumps, a contract time adjustment for completion of the screw pump rehabilitation work, and other miscellaneous changes related to the basins and blowers.

Item CO5-1. Replace Stairs in Northwest Corner of Aeration Basins

Initiated by: Engineer

This change involves replacing the existing wooden stairs from the top of the basins to existing grade with aluminum stairs.

Item CO5-2. Replace Existing Expansion Joints in Discharge Piping of Blower Nos. 2 and 3

Initiated by: Owner

This change involves replacing one 24-inch expansion joint in the discharge piping of each existing blower, Nos. 2 and 3.

Item CO5-3. Re-use Existing Diffuser Piping Floor Supports in the Aeration Basins

Initiated by: Engineer

The bid documents were based on replacing the existing floor supports for the new diffuser piping in the oxic zones of the aeration basins. Several of the supports were able to be salvaged and re-used. This change covers the credit for the supports returned to the manufacturer.

Item CO5-4. Repair Existing Welds on Screw Pump Nos. 1 and 2

Initiated by: Engineer

Under Change Order No. 2, sandblasting and re-painting the existing screws for Pump Nos. 1, 2, and 3 was included. Following sandblasting of Pump Nos. 1 and 2, some welds required repair prior to field painting. This change covers compensation for the repairs performed. Compensation for Pump No. 3 weld repairs was included in Change Order No. 3.

2/5/2013

CO5-1

Item CO5-5. Repair Grout in Screw Pump No. 2 Channel

Initiated by: Owner

Upon removal of the screw for Pump No. 2, significant deterioration of the grout in the inclined channel was evident. This change covers the compensation for sawcutting and removing the grout, preparing and forming the areas, and placing up to 33 cubic feet of mortar repair product, BASF Emaco 10-61.

Item CO5-6. Repair Grout in Screw Pump No. 1 Channel

Initiated by: Owner

Upon removal of the screw for Pump No. 1, some minor grout repair was needed in the inclined channel. This change covers the compensation grout repair up to 1.5 cubic feet using mortar repair product, BASF Emaco 10-61.

Item CO5-7. Replace Hardware for Screw Pump Deflector Plates

Initiated by: Engineer

The deflector plates for each pump screw were originally anchored to the walls with carbon steel threaded rods and turnbuckles. The deteriorated hardware was replaced with stainless steel components. This change covers purchase and installation of the stainless steel hardware for all three pump screws.

Item CO5-8. Adjustment for Floor Concrete Repair in Basin No. 4

Initiated by: Owner

Change Order No. 1, Item CO1-1 included a cost of \$15,600 based on an estimated quantity of 40 cubic feet for concrete floor repair in Basin No. 4. The actual quantity following repairs was 10 cubic feet, resulting in a credit of \$11,700 for 30 cubic feet at a unit cost of \$390.00.

Item CO5-9. Adjustment for Floor Concrete Repair in Basin Nos. 1, 2, and 3

Initiated by: Owner

Change Order No. 1, Item CO1-4 included a cost of \$58,500 based on an estimated quantity of 150 cubic feet for concrete floor repair in Basin Nos. 1, 2, and 3. The actual quantity following repairs was 27.5 cubic feet, resulting in a credit of \$47,775 for 122.5 cubic feet at a unit cost of \$390.00.

2/5/2013

CO5-2

Item CO5-10. Adjustment for Floor Expansion Joint Repair in Basin Nos. 1, 2, and 3

Initiated by: Owner

Change Order No. 1, Item CO1-5 included a cost of \$7,524 based on an estimated quantity of 792 cubic feet for floor expansion joint repair in Basin Nos. 1, 2, and 3. The actual quantity following repairs was 1,424.5 cubic feet, resulting in an additional cost of \$6,088.75 for 632.5 cubic feet at a unit cost of \$9.50.

Item CO5-11. Adjustment for Caulking of Wall Expansion Joints in Basin Nos. 1, 2, and 3

Initiated by: Owner

Change Order No. 1, Item CO1-6 included a cost of \$3,840 based on an estimated quantity of 480 cubic feet for wall expansion joint repair in Basin Nos. 1, 2, and 3. The actual quantity following repairs was 520 cubic feet, resulting in an additional cost of \$320.00 for 40 cubic feet at a unit cost of \$8.00.

Item CO5-12. Repair Receptacles on Basin Walkways

Initiated by: Owner

Some of the existing basin receptacles were not functional. This change covers troubleshooting the existing circuits and repair of wiring and connections.

Item CO5-13. Repair Screw Pump Channel Walls

Initiated by: Owner

Upon removal of the screws, some deterioration of the concrete walls above the inclined channels was evident. This change covers the compensation for applying an epoxy-modified cementitious mortar (Tnemec mortarclad) to the walls for each screw.

Item CO5-14. Field Paint Screw Pump Gear Reducers and Guards

Initiated by: Owner

This change covers the compensation for field coating the gear reducers, belt drive guards, and coupling guards of each screw pump. Each component will be prepared and field coated with a primer (Tnemec Series 27 Typoxy) and a finish coat (Tnemec Series 1075 aliphatic polyurethane).

Item CO5-15. Contract Time Extension for Substantial Completion of the Screw Pump Rehabilitation Work and Project Final Completion.

Initiated by: Owner

2/5/2013

CO5-3

The unexpected grout repair work in Screw Pump No. 2 channel (Item CO5-5) extended the completion date for the screw pump rehabilitation work. All work was completed on October 10, 2012. This completion date is reasonable and represents an additional 17 calendar days to be added to the current substantial completion date of September 23, 2012 (adjusted by Change Order No. 4). The current project final completion date of October 23, 2012 (adjusted by Change Order No. 4) was delayed due to field painting of the of the screw pump gear reducers and guards (Item CO5-14), resolution of the automatic operation of blower discharge valves, and completion of project closeout items. All work was completed on February 5, 2013 and represents an additional 105 calendar days.

2/5/2013

CO5-4

**CITY OF GRAND ISLAND, NEBRASKA
WASTEWATER TREATMENT PLANT
AERATION BASIN IMPROVEMENTS PROJECT**

**CITY PROJECT WWTP-2010-3
BLACK & VEATCH PROJECT NO. 163132**

SUMMARY

CHANGE ORDER NO. 5

The Contract Price shall be modified as follows as a result of the changes described by this modification request. Additions to the Contract Price are indicated by a "+" in front of the amount, deductions by a "-".

<u>Effect on Contract Price</u>		Increase/Decrease In Contract Price (+/-)
<u>Item</u>	<u>Description</u>	
CO5-1	Replace Stairs in Northwest Corner of Aeration Basins	+\$6,326.00
CO5-2	Existing Expansion Joints in Discharge Piping of Blower Nos. 2 and 3	+\$11,751.00
CO5-3	Re-use Existing Diffuser Piping Floor Supports in the Aeration Basins	-\$10,070.00
CO5-4	Repair Existing Welds on Screw Pump Nos. 1 and 2	+\$1,791.00
CO5-5	Repair Grout in Screw Pump No. 2 Channel	+\$19,564.00
CO5-6	Repair Grout in Screw Pump No. 1 Channel	+\$600.00
CO5-7	Hardware for Screw Pump Deflector Plates	+\$1,806.00
CO5-8	Adjustment for Floor Concrete Repair in Basin No. 4	-\$11,700.00
CO5-9	Adjustment for Floor Concrete Repair in Basin Nos. 1, 2, and 3	-\$47,775.00
CO5-10	Adjustment for Floor Expansion Joint Repair in Basin Nos. 1, 2, and 3	+\$6,008.75
CO5-11	Adjustment for Caulking of Wall Expansion Joints in Basin Nos. 1, 2, and 3	+\$320.00
CO5-12	Repair Receptacles on Basin Walkways	+\$462.00
CO5-13	Repair Screw Pump Channel Walls	+\$1,504.00
CO5-14	Field Paint Screw Pump Gear Reducers and Guards	+\$4,969.00
NET CHANGE IN CONTRACT PRICE		-\$14,443.25
BID AMOUNT OF ORIGINAL CONTRACT		\$3,487,000.00
PREVIOUS CHANGE ORDER ADJUSTMENTS		<u>+\$457,025.00</u>

2/5/2013

CO5-5

Effect on Contract Price

<u>Item</u>	<u>Description</u>	<u>Increase/Decrease In Contract Price (+/-)</u>
	CURRENT CONTRACT AMOUNT	\$3,944,025.00
	CHANGE ORDER NO. 5	-\$14,443.25
	ADJUSTED CONTRACT AMOUNT	\$3,929,581.75

Effect on Contract Time

--	Substantial Completion for Original Contract, Calendar Days (Date)	460 (May 6, 2012)
--	Final Completion for Original Contract, Calendar Days (Date)	520 (July 5, 2012)
--	Current Contract Time for Substantial Completion of Blower and Basin Work, Calendar Days (Date)	60 (July 5, 2012)
--	Current Contract Time for Substantial Completion of Screw Pump Rehabilitation, Calendar Days (Date)	80 (September 23, 2012)
CO5-15	Contract Time Extension for Substantial Completion of Screw Pump Rehabilitation, Calendar Days (Date)	17 (October 10, 2012)
--	Current Contract Time for Project Final Completion, Calendar Days (Date)	110 (October 23, 2012)
CO5-15	Contract Time Extension for Project Final Completion, Calendar Days (Date)	105 (February 5, 2013)

No additional claims shall be made for changes in Contract Time arising from these work items.

This change order includes all costs, direct, indirect, and consequential, and all changes in Contract Time arising from the work included in the items for Change Order No. 5. No additional claims shall be made for changes in Contract Price or Contract Time arising from these work items.

All other provisions of the contract remain unchanged.

2/5/2013

CO5-6

Agreed to this _____ day of _____, 2013

Recommended:
Black & Veatch Corporation

By: _____
Project Manager

Date: _____

Approved:
City of Grand Island

By: _____

Date: _____

Approved:
Oakview dck, LLC

By: _____

Date: _____

Approved as to Form _____
March 12, 2013 City Attorney

2/5/2013

CO5-7

RESOLUTION 2013-67

WHEREAS, on December 7, 2010, by Resolution 2010-342, the City of Grand Island awarded Oakview dck, LLC of Red Oak, Iowa the bid in the amount of \$3,487,000 for furnishing materials and services for WWTP-2010-3 Aeration Basin Improvements project at the Wastewater Treatment Plant; and

WHEREAS, on August 9, 2011, by Resolution 2011-207, City Council approved a unit cost Change Order No. 1 for structural concrete sealing in joint work, in the amount of \$89,252.00, for a revised contract in \$3,576,252.00; and

WHEREAS, on September 13, 2011, by Resolution 2011-243, City Council approved a unit cost Change Order No. 2 for Spiral Screw Pump modifications, in the amount of \$397,897.00, for a revised contract in \$3,974,149.00; and

WHEREAS, on March 13, 2012, by Resolution 2012-63, City Council approved a unit cost Change Order No. 3 for miscellaneous changes to the work scope, in the credit amount of \$(30,124.00), for a revised contract in \$3,944,025.00; and

WHEREAS, on June 26, 2013, by Resolution 2012-163, City Council approved a time extension Change Order No. 4 for blower, aeration basin improvements, and screw pump rehabilitation work covering substantial, and final completion contract time extension, in the no cost change of \$0.00, for the contract amount of \$3,944,025.00; and

WHEREAS, such miscellaneous changes to the work have been negotiated as fair and reasonable, and incorporated into Change Order No. 5, at a credit of \$(14,443.25), for a revised contract amount of \$3,929,581.75; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Change Order No. 5 with the contracting firm, Oakview dck, LLC of Red Oak, Iowa, for WWTP-2010-3 Aeration Basin Improvements project at the Wastewater Treatment Plant is hereby approved.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such contract on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	<input type="checkbox"/>	_____
February 12, 2013	<input type="checkbox"/>	City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G15

#2013-68 - Approving Contract for Annual City, Electric and Water Utility Audits

Staff Contact:

Council Agenda Memo

From: Jaye Monter, Finance Director

Meeting: March 12, 2013

Subject: Approving Contract for the City, Electric Utility and Water Utility Audits

Item #'s: G-15

Presenter(s): Jaye Monter, Finance Director

Background

The City of Grand Island is required each fiscal year to have an audit of its financial statements. The City's practice has been to request proposals for audit services every five years. On September 30, 2012 the five year contract with Almquist, Maltzahn, Galloway & Luth, CPA's ended.

Discussion

The City requested proposals in January of this year and received responses from two firms. Both firms were determined to be qualified but one firm scored higher overall in the following six categories:

- 1) Qualifications of personnel assigned to audit
- 2) Previous experience with audits of similar scope
- 3) Proposed contract terms and conditions
- 4) Proposed cost
- 5) Proposed approach and scope of services
- 6) Adherence to schedule as outlined in this RFP

The recommendation is for Almquist, Maltzahn, Galloway & Luth, CPA's of Grand Island, NE to perform the audits for the City, Electric Utility and the Water Utility for the years ending September 30, 2013 – 2017. The total cost proposed of \$312,000 for the next five years of professional services represents no increase to the City from the previous five year contract for audit services. The five year savings between the two firms responding is \$6,540. Their proposed fees by year are:

2013	\$ 60,000
2014	61,100
2015	62,300
2016	63,600
2017	65,000

Alternatives

The Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends approval of the audit contract as presented.

Sample Motion

Move to approve the contract with Almquist, Maltzan, Galloway & Luth, CPA's to perform the City, Electric Utility and Water Utility audits for the years ending September 30, 2013 - 2017.



*Working Together for a
Better Tomorrow, Today*

**REQUEST FOR PROPOSAL
FOR
AUDIT PROPOSALS**

RFP DUE DATE: January 24, 2013 at 4:00 p.m.

DEPARTMENT: Finance

PUBLICATION DATE: December 22, 2012

NO. POTENTIAL BIDDERS: 3

SUMMARY OF PROPOSALS RECEIVED

Almquist Maltzahn Galloway & Luth
Grand Island, NE

BKD LLP
Lincoln, NE

cc: Mary Lou Brown, City Administrator
Darren Buettner, Utility Accountant

Jaye Monter, Interim Finance Director

P1608



March 6, 2013

Honorable Mayor and City Council
City of Grand Island
City Hall
100 East First St.
Grand Island, NE 68801

SHAREHOLDERS

Robert D. Almquist
Phillip D. Maltzahn
Terry T. Galloway
Marcy J. Luth
Heidi A. Ashby
Christine R. Shenk

We are pleased to confirm our understanding of the services we are to provide the City of Grand Island for the years ending September 30, 2013, 2014, 2015, 2016, and 2017. We will audit the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information, which collectively comprise the basic financial statements, of the City of Grand Island, Nebraska, as of and for the years ended September 30, 2013, 2014, 2015, 2016, and 2017. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement the City of Grand Island's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the City of Grand Island's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

- 1) Management's Discussion and Analysis.
- 2) Budgetary Comparison Schedules.
- 3) RSI Disclosures for a Street System Based on a Percentage of Roads in Good or Substandard Condition.
- 4) Schedule of Funding Progress - Public Safety Employees Retirement System.

We have also been engaged to report on supplementary information other than RSI that accompanies the City of Grand Island's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the

Wealth Management, LLC Registered Investment Advisor, is affiliated with Almquist, Maltzahn, Galloway & Luth, P.C. and offers wealth management and investment advisory services.

1203 W 2nd Street
PO Box 1407
Grand Island, NE 68802
Ph. 308-381-1810
Fax 308-381-4824
Email: cpa@gicpas.com

A PROFESSIONAL
CORPORATION

financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the financial statements as a whole:

- 1) Combining Statements - Nonmajor Governmental Funds.
- 2) Combining Statements - Internal Service Funds.
- 3) Combining Statements - Fiduciary Funds.
- 4) Combining Statements - Component Units.

Audit Objectives

The objective of our audit is the expression of opinions as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. The objective also includes reporting on—

- Internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*.

The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of management, the body or individuals charged with governance, others within the entity specific legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major program(s) in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such opinions and to render the required reports. If our opinions on the financial statements or the Single Audit compliance opinions are other than unqualified (unmodified), we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for the basic financial statements and all accompanying information as well as all representations contained therein. Management is also responsible for identifying government award programs and understanding and complying with the compliance requirements, and for preparation of the schedule of expenditures of federal awards in accordance with the requirements of OMB Circular A-133. As part of the audit, we will assist with preparation of your financial statements, schedule of expenditures of federal awards, and related notes. You are responsible for making all management decisions and performing all management functions relating to the financial statements, schedule of expenditures of federal awards, and related notes and for accepting full responsibility for such decisions. You will be required to acknowledge in the written representation letter our assistance with preparation of the financial statements and schedule of expenditures of federal awards and that you have reviewed and approved the financial statements, schedule of expenditures of federal awards, and related notes prior to their issuance and have accepted responsibility for them. Further, you are required to designate an individual with suitable skill, knowledge, or experience to oversee any nonaudit services we provide and for evaluating the adequacy and results of those services and accepting responsibility for them.

Management is responsible for establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met and that there is reasonable assurance that government programs are administered in compliance with compliance requirements. You are also responsible for the selection and application of accounting principles; for the fair presentation in the financial statements of the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Grand Island and the respective changes in financial position and, where applicable, cash flows in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is also responsible for making all financial records and related information available to us and for ensuring that management is reliable and financial information is reliable and properly recorded. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, (2) additional information that we may request for the purpose of the audit, and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence.

Your responsibilities also include identifying significant vendor relationships in which the vendor has responsibility for program compliance and for the accuracy and completeness of that information. Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud or illegal acts affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the entity complies

with applicable laws, regulations, contracts, agreements, and grants. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary schedule of prior audit findings should be available for our review on November 15 of each year.

You are responsible for preparation of the schedule of expenditures of federal awards in conformity with OMB Circular A-133. You agree to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. You also agree to include the audited financial statements with any presentation of the schedule of expenditures of federal awards that includes our report thereon. Your responsibilities include acknowledging to us in written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with OMB Circular A-133; (2) that you believe the schedule of expenditures of federal awards, including its form and content, is fairly presented in accordance with OMB Circular A-133; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

You are responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) that you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reason for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to

obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about the financial statements and related matters.

Audit Procedures—Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and OMB Circular A-133.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatements, we will perform tests of the City of Grand Island's compliance with provisions of applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Circular A-133 Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the City of Grand Island's major programs. The purpose of these procedures will be to express an opinion on the City of Grand Island's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Engagement Administration, Fees, and Other

We may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits.

The audit documentation for this engagement is the property of Almquist, Maltzahn, Galloway & Luth, P.C., and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to regulatory agencies or their designees, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Almquist, Maltzahn, Galloway & Luth, P.C., personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release or for any additional period requested by the regulatory agencies. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

The fee for the audit engagement will not exceed \$60,000 for the year ended September 30, 2013; \$61,100 for the year ended September 30, 2014; \$62,300 for the year ended September 30, 2015; \$63,600 for the year ended September 30, 2016; and \$65,000 for the year ended September 30, 2017.

Billings for our services will be rendered approximately every four weeks, and payment is due within 30 days of the invoice date. This engagement does not include any services not specifically included in this letter. Additional services that you may request will be subject to arrangements made at the time requested.

Should we become involved in a regulatory agency investigation or judicial proceeding as a result of this engagement, and are not determined to be liable, you agree to indemnify and hold us harmless with respect to all expenses, costs, legal fees, and charges for the time of our people incurred in connection therewith.

We look forward to providing the services described in this letter, as well as other accounting services agreeable to us both. In the unlikely event that any differences concerning our services or fees should arise that are not resolved by mutual agreement, we both recognize that the matter will probably involve complex business or accounting issues that would be decided equitably to both parties by a judge hearing the evidence without a jury. Accordingly, you and we agree to waive any right to a trial by jury in any action, proceeding, or counterclaim arising out of or relating to our services or fees.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2011 peer review report accompanies this letter.

We agree to comply with all applicable State fair labor standards in the execution of this contract as required by law. We further agree to comply with the provisions of applicable law pertaining to contributions to the Unemployment Compensation Fund of the State of Nebraska. During the performance of this contract, we agree not to discriminate in hiring or any other employment practice on the basis of race, color, religion, age, or disability. We agree to maintain a drug-free workplace policy and will provide a copy of the policy to the City upon request. Also, we agree to provide workers' compensation to our employees who are engaged in the City's audits on the City's premises.

In accordance with City Code, we understand that it is unethical for any person to offer, give, or agree to give any City employee or former City employee, or for any City employee or former City employee to solicit, demand, accept, or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation, or preparation of any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity in any proceeding or application, request for ruling, determination, claim or controversy, or other particular matter, pertaining to any program requirement or a contract or subcontract, or to any solicitation or proposal therefor. It shall be unethical for any payment, gratuity, or offer of employment to be made by or on behalf of a subcontractor under a contract to the prime contractor or higher tier subcontractor or any person associated therewith, as an inducement for the award of a subcontract or order.

We understand that cancellation due to unavailability of funds in succeeding fiscal periods could occur. When funds are not appropriated or otherwise made available to support continuation of performance in a subsequent fiscal period, the contract shall be canceled and the contractor shall be reimbursed for the reasonable value of any non-recurring costs incurred but not amortized in the price of the supplies or services delivered under the contract. The cost of cancellation may be paid from any appropriations available for such purposes.

We appreciate the opportunity to be of service to the City of Grand Island and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Sincerely,

ALMQUIST, MALTZAHN, GALLOWAY & LUTH, P.C.



Terry T. Galloway, CPA

tg/dkk/07735

Enclosure

RESPONSE:

This letter correctly sets forth the understanding of the City of Grand Island.

By: _____

Title: _____

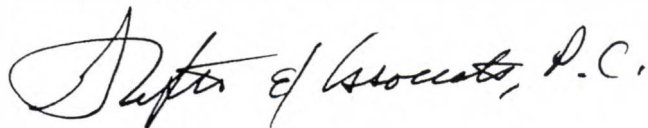
Date: _____

To the Shareholders
Almquist, Maltzahn, Galloway, & Luth, P.C.
Grand Island, Nebraska

We have reviewed the system of quality control for the accounting and auditing practice of Almquist, Maltzahn, Galloway, & Luth, P.C. (the Firm) in effect for the year ended April 30, 2011. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants. The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review. The nature, objectives, scope, limitations of, and the procedures performed in a System Review are described in the standards at www.aicpa.org/prsummary.

As required by the standards, engagements selected for review included engagements performed under *Government Auditing Standards* and audits of employee benefit plans.

In our opinion, the system of quality control for the accounting and auditing practice of Almquist, Maltzahn, Galloway, & Luth, P.C. in effect for the year ended April 30, 2011 has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Almquist, Maltzahn, Galloway, & Luth, P.C. has received a peer review rating of *pass*.



May 24, 2011

R E S O L U T I O N 2013-68

WHEREAS, the City of Grand Island is required each fiscal year to have an audit of its financial statements; and

WHEREAS, proposals were solicited to perform the audits for the City, Electric Utility and Water Utility for the years ending September 30, 2013 through 2017; and

WHEREAS, the proposals received on January 24, 2013 were reviewed; and

WHEREAS, the proposal submitted by Almquist, Maltzan, Galloway & Luth, CPA's of Grand Island, Nebraska is in accordance with the terms of the Request for Proposals, for five years of audit services for fiscal years ending September 30, 2013 through 2017; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Almquist, Maltzan, Galloway & Luth CPA's of Grand Island, Nebraska will perform the annual audits of the City, Electric Utility and Water Utility for the five fiscal years ending September 30, 2013 through 2017 for the amount of \$312,000.

BE IT FURTHER RESOLVED, that the mayor is hereby authorized and directed to execute such agreements on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item G16

#2013-69 - Approving Contract for HIDTA Funding for 2013/2014

Staff Contact: Steven Lamken

Council Agenda Memo

From: Steven Lamken, Police Chief

Meeting: March 12, 2013

Subject: Approval of HIDTA Funding

Item #'s: G-16

Presenter(s): Steven Lamken, Police Chief

Background

The Police Department has been a member of the Central Nebraska Drug and Safe Streets Task Force for several years. The City acts as the fiscal agent for a portion of the funds used by the Task Force to include off site facility maintenance, vehicle leases and operational funds. The 2013 HIDTA award, 13HD06, is for \$55, 442.00 and does not require matching funds. Acceptance of the award will provide funding needed for the operations of the Task Force.

Discussion

The Grand Island Police Department has been a participating member of the regional High Intensity Drug Trafficking Area, HIDTA, Central Nebraska Drug and Safe Streets Task Force for several years. The Task Force serves a valuable role in the investigation and prosecution of drug offenders and violent criminals. The HIDTA designation provides Federal funding for the investigative operations of the Task Force.

The City serves as the fiscal agent for part of the task force funding that supports the operation and maintenance of the off-site facility, vehicle and cell phone use, and operational funds that are used to buy drugs/weapons and pay informants. The 2013 HIDTA award to the Task Force is \$55,442.00. Approval and acceptance of the funding will support the Task Force during the year. The funding does not require a local match.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve

2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve acceptance of the 2013 HIDTA award 13HD06 for \$55,442.00 for the Central Nebraska Drug and Safe Streets Task Force.

Sample Motion

Move to approve acceptance of the 2013 HIDTA award 13HD06 for \$55,442.00 for the Central Nebraska Drug and Safe Streets Task Force.



Dave Heineman
Governor

STATE OF NEBRASKA

NEBRASKA STATE PATROL
Colonel David A. Sankey
Superintendent
P.O. Box 94907
Lincoln, Nebraska 68509-4907
Phone: (402) 471-4545

February 22, 2013

Chief Steven Lamken
Grand Island Police Department
111 Public Safety Drive
Grand Island, NE 68801

Dear Chief Lamken:

The Nebraska State Patrol will again be serving as the fiduciary for the HIDTA funding to the Grand Island Police Department for the Central Nebraska Drug and Safe Streets Task Force. Your Contract Award, Special Conditions and related documents are enclosed. The project dates are January 1, 2013 – December 31, 2014. By accepting this award, you assume the administrative and financial responsibilities of submitting monthly financial reports.

Please review the documents and forward it to the appropriate individuals in your unit of local government for signature. You, as head of your agency, are the project director. The Authorized Official is the Mayor and the Fiscal Officer is your City Clerk. After the contract is fully executed, please return the originals to me. Keep a copy of the award for your records.

At this time we are under continuing resolution and the Office of National Drug Control Policy (ONDCP) will allow for a 48% drawdown of funds. Remaining funding will be received as soon as ONDCP receives the funds after passage of the FY 2013 HIDTA appropriations bills.

Should you have questions or comments, please contact Marisue Wagner at 402-479-4017. We look forward to collaborating with you on this worthwhile project.

Sincerely,

David A. Sankey, Colonel
Superintendent of Law Enforcement and Public Safety

Enclosures



AN INTERNATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY

An Equal Opportunity/Affirmative Action Employer
Printed with soy ink on recycled paper



SPECIAL CONDITIONS

NEBRASKA STATE PATROL MIDWEST HIDTA MULTIPLE INITIATIVES

Contractor: Grand Island Police Department	
Contract Number: 13HD06	Contract Title: Central Nebraska Drug and Safe Streets Task Force

This subgrant is subject to the standard conditions agreed to in the contract award, certified assurances, the Executive Office of the President, Office of National Drug Control Policy, HIDTA Multiple Initiatives and the following special conditions:

A. General Provisions

1. This grant is subject to:

- OMB Circular A-87 "Cost Principles for State, Local, and Indian Tribal Governments" (or, if applicable, OMB Circular A-21 "Cost Principles for Educational Institutions");
- OMB Circular A-102 "Grants and Cooperative Agreements with State and Local Governments" (or, if applicable, OMB Circular A-100 "Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations");
- OMB Circular A-133 "Audits of States, Local Governments and Non-Profit Institutions";
- "Government-wide Debarment and Suspension (Non procurement)," codified at 21 CFR § 1401 et. seq.;
- "Government-wide Requirements for Drug-Free Workplace (Grants)" (codified at 21 CFR § 1401 et. seq.);
- "New Restrictions of Lobbying" (codified at 18 USC § 1903 and 31 USC § 1352).
- Nondiscrimination in Federally Assisted Programs and Equal Opportunity Plans requirements are codified at USC, Title VI (42 UUSC § 2000d et seq.).
- Immigration and Naturalization Service Employment Eligibility Verification Form (I-9)

2. Audits conducted pursuant to OMB Circular A-133, "Audits of State and Local Governments", must be submitted no later than nine (9) months after the close of the grantee's audited fiscal year. A copy of the audit report and management letter must be sent to:

Grants Division
Nebraska State Patrol
P.O. Box 94907
Lincoln, NE 68509

3. The recipient gives the awarding agency or the Government Accountability Office, through any authorized representative, access to and the right to examine all paper or electronic records related to the grant.
4. Recipients of HIDTA funds are not agents of ONDCP. Accordingly, the HIDTA, its fiscal agent(s), HIDTA employees, HIDTA contractors, as well as state, local and federal HIDTA participants, either on a collective basis or on a personal level, shall not hold themselves out as being part of, or representing, the Executive Office of the President or ONDCP.

B. Special Conditions HIDTA Grants

The following special conditions are incorporated into each award document.

1. This grant is awarded for the initiative(s) named above. Variation from the description of activities approved by ONDCP and/or from the budget attached to this letter must comply with reprogramming requirements as set forth in ONDCP's HIDTA Program Policy and Budget Guidance.
2. This award is subject to the requirements in ONDCP'S "HIDTA Program Policy and Budget Guidance" and the "ONDCP Financial and Administrative Guide"
3. No HIDTA funds shall be used to supplant state or local funds that would otherwise be made available for the same purposes.

4. The requirements of 28 CFR Part 23, which pertains to information collection and management of criminal intelligence systems, shall apply to any such systems supported by this award.
5. Special accounting and control procedures must govern the use and handling of HIDTA Program funds for confidential expenditures; i.e. the purchase of information, evidence, and services for undercover operations. Those procedures are described in the HIDTA Program Policy and Budget Guidance.
6. The grant recipient agrees to account for and use program income in accordance with the "Common Rule" and the HIDTA Program Policy and Budget Guidance. Asset forfeiture proceeds generated by the HIDTA-funded initiatives shall not be considered as program income earned by HIDTA grantees.
7. Property acquired with these HIDTA grant funds is to be used for activities of the Midwest HIDTA. If your agency acquires property with these funds and then ceases to participate in the HIDTA, the Contractor must make this equipment available to the HIDTA's Executive Board for use by other HIDTA participants.
8. All law enforcement entities that receive funds from this grant must report all methamphetamine laboratory seizure data to the National Clandestine Laboratory Database/National Seizure System at the El Paso Intelligence Center.

C. Payment Basis

1. A request for reimbursement shall be made by using the Nebraska State Patrol Cash Report/Cash Request form NSP161 on a monthly basis. Copies of invoices, payroll registers, and canceled checks must accompany the payment confirmation number to provide documentation for the reimbursement request.
2. Payments will be made by check or via Electronic Fund Transfer to the award recipient's bank account. The bank must be FDIC insured.

D. Hold Funds

1. The Contractor agrees that 52% of the Award will be withheld and that the recipient may only drawdown 48% of the funds under this award until written approval has been granted.
2. The Contractor agrees that the total amount made available under this Award is subject to the Office of National Drug Control Policy (ONDCP) receiving full funding after passage of the FY 2013 HIDTA appropriations bills.

RECIPIENT ACCEPTANCE OF SPECIAL CONDITIONS:

Typed Name

Title

Signature/Project Director

Date

Original to Patrol. Subgrantee keep copy for records.

Confidential Funds Certification

This is to certify that I have read, understand, and agree to abide by all of the conditions for confidential funds as set forth in the effective edition of the ONDCP Financial and Administrative Guide.

Date: _____

Signature: _____

Project Director: _____

Grant No: 13HD06

CONTRACT AWARD

Nebraska State Patrol
P.O. Box 94907
Lincoln, NE 68509

HIDTA Initiative

CONTRACTOR: Grand Island Police Department	AWARD NO. 13HD06	AWARD DATE: February 21, 2013
CONTRACT TITLE Central Nebraska Drug and Safe Streets Task Force	Contract Amount: \$55,442.00	

CONTRACTOR'S BUDGET

COST CATEGORY	Federal Share	State/Local Share	Total Project
Travel – Administrative	\$1,710.00		\$1,710.00
Travel – Operational	\$3,010		\$3,010
Facilities – Utilities	\$12,000		\$12,000
Facilities – Support	\$4,800		\$4,800
Supplies – Office	\$2,600		\$2,600
Services – Service Contract	\$2,800		\$2,800
Services – Vehicle Lease	\$6,750		\$6,750
Services – Cell Phones	\$900		\$900
Other – PE/PI	\$20,872		\$20,872
Total	\$55,442		\$55,442
Contribution Percentage	100		

This Contract Award is subject to all current State and Federal Policies and Procedures established by the Executive Office of the President – Office of National Drug Control Policy, (ONDCP) and the Nebraska State Patrol (NSP). If applicable, this award may be subject to special conditions.

The contract period will be from 01-01-2013 through 12-31-2014. The contract will become effective on the above stated date, provided the NSP has received the signed Contract Award from the Contractor. After the remaining signatures have been obtained, a copy of the Contract Award will be provided to the Contractor.

The Patrol may cancel the contract at any time for breach of contractual obligations by providing the Contractor with a written notice of cancellation. Should the Patrol exercise its right to cancel the contract for such reasons, the cancellation shall become effective on the date as specified in the notice of cancellation sent to the Contractor.

The Patrol reserves the right to make modifications, deletions, or additions to the Contract Award at any time. Modifications that change any part of the Contract Award must be made by mutual agreement of both parties.

Where modifications are mandated by law or other requirements, over which the Patrol has no discretion or control, the Contractor agrees to accept the necessary modifications whenever possible. If however, the Contractor cannot accept the changes; this Contract Award can be terminated. Failure to agree to such modifications is not a dispute within the meaning of the Disputes paragraph of the Contract Award Guidelines.

FINANCIAL MANAGEMENT

The Contractor must maintain a financial management system which records all Contract Award related costs following generally accepted accounting procedures. Adequate documentation for all contract costs must be maintained.

The Contractor will maintain, using accepted accounting practices and procedures, such books, records, documents, and other evidence, and accepted accounting procedures that will accurately document all costs relating to this Contract Award. This documentation must be kept for a period of at least three years (3) following completion of the project and final payment. All such documents will be subject to periodic on-site review as deemed necessary by ONDCP, the Patrol, and Federal audit agencies.

The Contractor agrees that the Patrol, the Executive Office of the President – Office of National Drug Control Policy, and/or the Comptroller General of the United States, the Auditor of the State of Nebraska or any of their duly authorized representatives may have access for purposes of audit and examination to any book, document, papers, or records maintained by the Contractor pertaining to this contract, and the Contractor further agrees to maintain such books and records for the period of three years after the date of the final audit. If any litigation, claim, negotiation, audit, or other action involving the records has been started before the expiration of the three years, the records shall be retained until completion of the action and resolution of all issues which arise from it, or until the end of the regular three year period, whichever is later.

STOP WORK

The Patrol may issue and the Contractor will accept a written order to hold or Stop Work on activities funded under this Contract Award for a period of 30 days. Such orders will be issued only for sufficient cause, such as reason to believe work is being performed outside of the terms of the Contract Award, for financial improprieties found during a monitoring inspection or voucher and records review, or a change in relevant laws or regulations.

A Stop Work may be continued, cancelled, or reissued as an order of termination.

The Contractor is responsible for any costs incurred after the completion of the project and the issuance of final payment by the Patrol unless by mutual agreement.

BREACH OF AGREEMENT

In the event full services are not provided by the Contractor unless as a result of fire, riot, or other Act of God or other emergency acceptable to the Patrol, the Contractor will reimburse the Patrol for all funding provided by the Contract Award. These provisions will be exercised by the Patrol only after Contract Award violation(s) has been established and negotiations between the Patrol and recipient have not resulted in a mutually acceptable resolution. A written notice of Breach of Contract must be issued by the Patrol.

ACCEPTANCE OF CONDITIONS

It is understood and agreed by the undersigned that this contract and any subsequent Contract Awards are subject to the Nebraska State Patrol Multiple HIDTA Initiative Cooperative Agreement award G13MW0007A dated January 2013 and to all special conditions as identified by the NSP. The signatures, with the original Contract Proposal, certify that this document has been received and read in its entirety.



Signature of NSP Superintendent

David A. Sankey, Colonel - Superintendent
Typed Name of Official and Title

2/21/13
Date

Signature of Authorized Official
(Mayor, County Board Chairman, State Department Head, etc.)

Jay Vavricek, Mayor

Typed Name of Official and Title

Date

Signature of Project Director

Steven Lamken

3/4/13

Typed Name and Title

Date

Signature of Financial Officer
(Treasurer, City Clerk, City Finance Department, Etc)

Jaye Montor, Finance Director

Typed Name and Title

Date

CFDA: 95.001

RESOLUTION 2013-69

WHEREAS, The Grand Island Police Department is a member of the Central Nebraska Drug and Safe Streets Task Force; and

WHEREAS, The Task Force has been approved for \$55,442.00 of HIDTA funding for the operations of the Task Force; and

WHEREAS, The Task Force serves an effective role in the investigation and apprehension of drug dealers and violent criminals, and

WHEREAS, The City serves as the fiscal agent for the Task Force operational funds.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA,

To approve award 13HD06 of \$55,442.00 of Federal HIDTA funding for the operation of the Central Nebraska Drug and Safe Streets Task Force.

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item H1

**Consideration of Forwarding Blighted and Substandard Area
Determination Analysis: Community Redevelopment Authority
Analysis No. 12 Grand Island, Nebraska to the Hall County
Regional Planning Commission**

Staff Contact: chadn

Council Agenda Memo

From: Chad Nabity, AICP

Meeting: March 1, 2013

Subject: Blighted and Substandard Study for CRA Area #12

Item #'s: H-1

Presenter(s): Chad Nabity, Director Grand Island CRA

Background

Attached is copy of a Substandard and Blight Study as prepared by Stahr & Associates, Inc. entitled “Blighted and Substandard Area Determination Analysis: Community Redevelopment Authority Analysis No. 12 Grand Island, Nebraska”. This area as defined by the study will be referred to as Community Redevelopment Authority (CRA) Area #12. The study as prepared and submitted indicates that this property could be considered substandard and blighted. A blight designation was previously sought on this property in January 2009. At that time Council made a decision not to forward the study to the Planning Commission for their review and recommendation. The area was not declared blighted and substandard. As shown in this study construction within this subdivision stopped not long after that and the infrastructure was left uncompleted. This infrastructure, including the streets and storm sewer has not been accepted into the city system and is deteriorating at a heightened rate due to the fact that it was never property completed.

The decision on whether to declare an area substandard and blighted is entirely within the jurisdiction of the City Council with a recommendation from the Planning Commission.

The question before Council is whether to send the Study to the Planning Commission for their review and feedback or not to send the Study to the Planning Commission. If the item is not sent to the Planning Commission the Council cannot declare the area substandard and blighted. The Planning Commission will meet on April 3rd and would likely have a recommendation ready for the April 23rd Council meeting.

Once an area has been declared substandard and blighted the CRA can accept redevelopment proposals for the area that most likely will include an application for Tax Increment Financing. The decision to declare an area blighted and substandard is a policy decision made by the City Council. If Council decides to declare an area blighted and substandard they should expect and even encourage redevelopment projects; including

those that come forward requesting financial assistance through the use of Tax Increment Financing.

Grand Island has 11 areas that have been declared blighted and substandard 3,348 acres. This represents 17.11% of the area of the City. Grand Island can declare up to 35% of its municipal area blighted and substandard. Declaring this area blighted and substandard would add 234 acres to the blighted and substandard area in Grand Island increasing the percentage by 1.24% to 18.35% well below the 35% limitation.

Discussion

The public hearing and action item tonight relate to the Study for proposed CRA Area #12 including the area of Indian Acres Subdivision and Copper Creek Estates west and south of Shoemaker School in northwest Grand Island. The study was prepared for 234.4 acres all of which are in the Grand Island City Limits.

Robert Sivick, City Attorney has reviewed the Nebraska Statutes and case law pertaining to the declaration of property as blighted and substandard. His comments on this application are as follows:

The statutory procedures for accomplishing blight relief include the following steps: (1) the identification of a community redevelopment area consisting of portions of a city declared to be substandard or blighted in accordance with statutory definitions and in need of redevelopment, (2) the formulation of a redevelopment plan for such area or a redevelopment project within such area, and (3) the implementation of the redevelopment plan through various means including acquisition, sale, leasing, and contracting for redevelopment. Nebraska Revised State Statutes (NRSS) 18-2103, 18-2107, and 18-2109.

Under this statutory scheme, a private development project would be eligible for tax increment financing only if it is included within an area which has previously been declared blighted or substandard and is in furtherance of an existing redevelopment plan for that area. The declaration of property as blighted or substandard is not simply a formality which must be met in order to assist a private developer with tax increment financing; it is the recognition of a specific public purpose which justifies the expenditure of public funds for redevelopment. See *Monarch Chemical Works, Inc. v. City of Omaha*, [203 Neb. 33](#), 277 N.W.2d 423 (1979), *Fitzke v. Hastings*, 255 NEB 46 (1998)

At this point, Council is only considering point 1 of Mr. Sivick's opinion. According to NRSS §18-2109, it is clear that the City Council must send the Study to the Planning Commission prior to declaring the property substandard and blighted. If Council wishes to consider a declaration of substandard and blight City Administration is recommending that the City Council ask the Planning Commission to:

1. review the study as presented,
2. take testimony from interested parties about the substandard and blight designation,
3. make findings fact, relative to the questions below and any others Council has with reference to the this request, based on the information and testimony presented and,
4. include those findings of fact as part of their recommendation to Council in regard to this request.

Recommend Questions for Planning Commission

- Does this property meet the requirements to be considered blighted and substandard? One substandard condition and one blight condition is enough to support the declaration. Identify those conditions as findings of fact. The conditions can be identified from the study. (Definitions of substandard and blighted conditions per NRSS §18-2103)
- The blight study as presented includes a substantial amount of undeveloped property. Is it necessary to include this property within the blight and substandard area to effectively redevelop the other sites? (Fitzke v. Hastings)
- Is it reasonably necessary to use tax money either through TIF or other means to redevelop the area?
- Should additional property be included within this study area?
- Should less property be included within this study area?
- Is this property substantially different than similar properties on the urban fringe of the community?

The Planning Commission recommendation should be done at the first available opportunity, as the Planning Commission has 30 days to respond to Council's request for a recommendation.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to forward the Study to the Planning Commission for their recommendation with the specific questions listed above.
This will result in the Planning Commission holding a hearing and considering the study at their meeting in February. Council would then hold a public hearing and consider a resolution to declare the area blighted and substandard.
2. Move to not forward the Study to the Planning Commission for their recommendation

This would indicate that Council has no desire to declare this property blighted and substandard or that council does not believe more intervention is necessary to facilitate development/redevelopment than is provided by the standard police powers (zoning and subdivision regulations, nuisance/code compliance regulations) already available.

3. Refer the issue to a Committee
Council may wish to refer this issue to a committee to determine set guidelines for the creation of new blighted and substandard areas. This could be done even with action on this item.
4. Postpone the issue to future date
If Council feels that they need additional information before referring this item to the Planning Commission this would be an appropriate action. The additional information needed should be specified so that staff and the applicant can provide it in a timely manner.
5. Take no action on the issue
This does not give the developer an answer about making a declaration on this property but would indicate that Council has no desire to declare this property blighted and substandard or that council does not believe more intervention is necessary to facilitate development/redevelopment than is provided by the standard police powers (zoning and subdivision regulations, nuisance/code compliance regulations) already available.

Recommendation

Staff recommends that the Council forward the Study to the Planning Commission for their recommendation with the specific questions listed above **if** Council wishes to consider declaring this area blighted and substandard and eligible for tax increment financing.

Sample Motion

Move to forward the Study to the Planning Commission for their recommendation with the specific questions listed above.



February 27, 2013

MS. RANAE EDWARDS
CITY CLERK
CITY OF GRAND ISLAND
GRAND ISLAND, NE.

Dear Ms. Edwards,

I am requesting that the enclosed study be referred to the regional planning commission for their recommendation.

I will make a presentation to the City Council and will have the author of the study present to receive questions.

Thank you for your assistance.

A handwritten signature in black ink, appearing to be "R. O'Connor".

Raymond J. O'Connor
611 Fleetwood Road
Grand Island, NE 68803-3114.

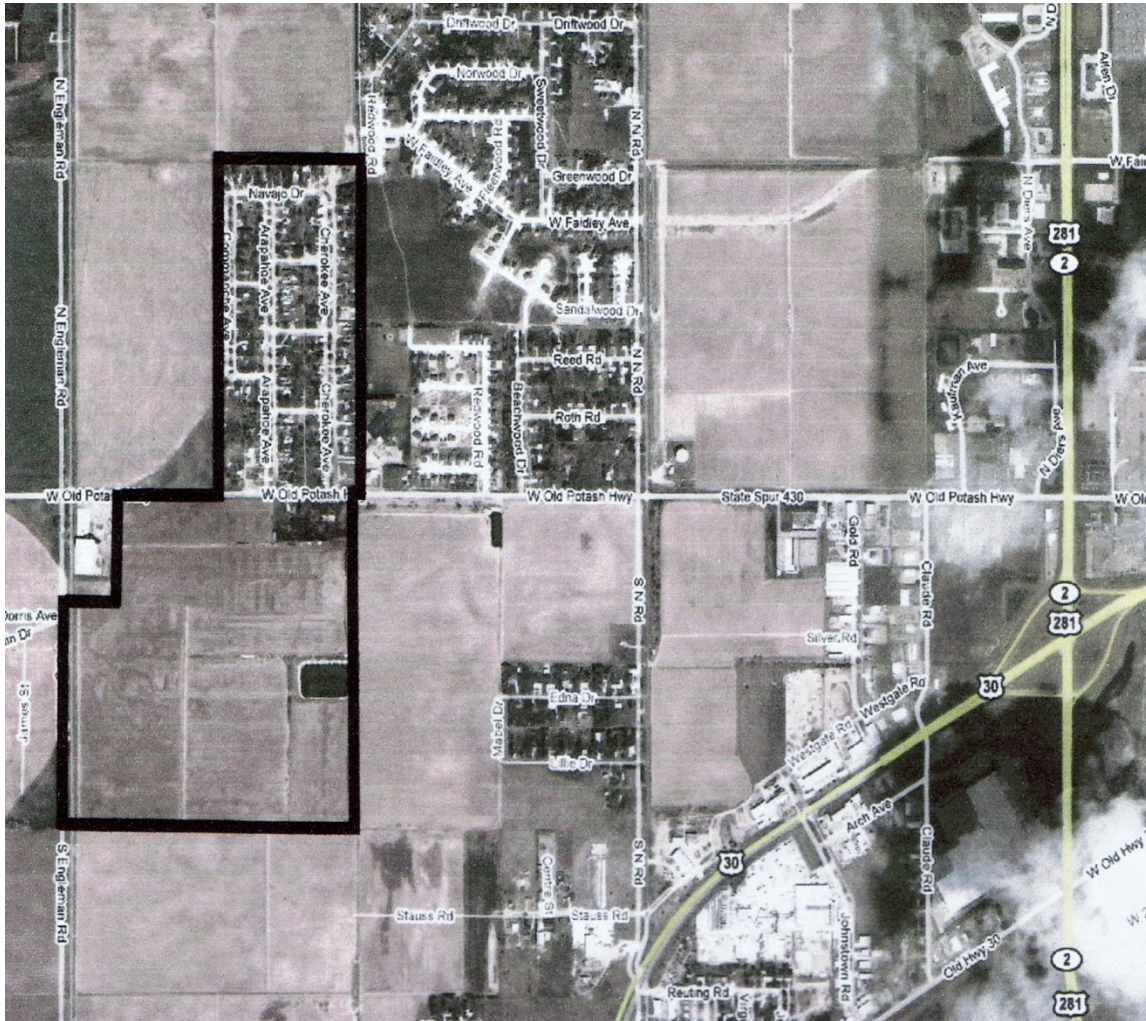
P.O BOX 139, GRAND ISLAND, NE 68802-0139

Phone (308) 381-2497 Fax (308) 381-1285

BLIGHTED & SUBSTANDARD AREA DETERMINATION ANALYSIS

COMMUNITY REDEVELOPMENT AUTHORITY ANALYSIS AREA NO. 12

GRAND ISLAND, NEBRASKA



STAHR & ASSOCIATES, INC.

County and Community Planning - Economic Development Consultants

1512 Road 13
York, Nebraska 68467

Telephone: (402) 710-1819
Fax: (402) 362-2526
E-Mail: ojstahr@hotmail.com

Purpose of this Analysis

The purpose of this analysis is to identify and determine if an area within the City of Grand Island, Nebraska should be considered blighted and substandard under the criteria for such areas as set forth in the Nebraska Community Development Law, Section 18-2103.

A field survey of an area within the City of Grand Island was conducted in October 2008 and updated in February, 2013 to determine if this area, in fact, has experienced structure and site deterioration or if the area is experiencing other negative influences which decrease the potential for redevelopment or new development. The boundaries of this area are indicated in Figure 1 and described in Appendix A. The following report describes this Analysis Area in detail, as well as, specifying the methods and procedures used to determine if this Area should be declared blighted and substandard under the Nebraska Community Development Law.

Definitions

The following are the specific definitions of "substandard" and "blighted" according to Nebraska State Law. These definitions serve to be the basis of this entire analysis and each portion of the definitions are examined individually throughout this document.

Substandard Area Definition

Under the above referenced Nebraska Statute, a substandard area is an area in which there is a predominance of buildings or improvements, whether non-residential or residential in character, which by reason of:

- dilapidation / deterioration,
- age or obsolescence,
- inadequate provision for ventilation, light, air, sanitation or open spaces,
- high density of population or overcrowding,
- the existence of conditions which endanger life or property by fire and other causes, or
- any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crime, and is detrimental to the public health, safety, morals and welfare of the residents of the community.

Blighted Area Definition

Section 18-2103 of the Nebraska Revised Statutes indicates that a blighted area shall mean an area, which by reason of the presence of:

- a substantial number of deteriorated or deteriorating structures,
- existence of defective or inadequate street layout,
- faulty lot layout in relation to size, adequacy, accessibility or usefulness,
- unsanitary or unsafe conditions,
- deterioration of site or other improvements,
- diversity of ownership,
- tax or special assessment delinquency exceeding the fair value of the land,
- defective or unusual conditions of title,



■ ANALYSIS AREA BOUNDARIES

STAHR & ASSOCIATES, INC.
Community & County Planning - Economic Development Consultants

1512 Road 13
York, Nebraska 68467

Telephone (402)362-2526
Fax (402)362-2526
E-Mail ostahr@hotmail.com

FIGURE 1
ANALYSIS AREA
Grand Island, Nebraska

-
- improper subdivision or obsolete platting,
 - the existence of conditions which endanger the life or property by fire and other causes, or any combination of such factors which substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use and in which there is at least one of the following present:
 - unemployment in the designated area is at least one hundred twenty percent of the State of National average,
 - the average age of the structures in the area is at least forty years old or older,
 - more than one-half of the platted and subdivided property in the area is unimproved land that has been within the City for forty years and has remained unimproved during that time,
 - the per capita income of the area is lower than the average per capita income of the municipality in which the area is designated, or
 - the area has had either a stable or decreasing population based on the last two decennial censuses.

Analysis Approach

The approach and methodology utilized by Stahr & Associates, Inc. in conducting the Blighted and Substandard Area Determination Analysis included an assessment of all factors listed in the Nebraska Community Development Law as factors that indicate or contribute to making an area blighted and substandard. Data relating to factors such as building condition, building age, site conditions, adequacy of building sites, condition of public improvements and unsanitary or unsafe conditions were developed through field surveys on a structure by structure basis or through collection of data on a unit by unit basis available from public records at the Hall County Courthouse. Data relating to other factors such as the adequateness of street layouts, lot layouts and overall subdivision design were investigated on an area-wide basis.

Assessment of potential blighting factors stemming from diversity of ownership and tax or special assessment delinquencies were conducted through evaluation of courthouse records on all property within the analysis area, now referred to as CRA Analysis Area No. 12. This analysis also utilized two guideposts in the investigation of blighted or substandard conditions. These included:

Additional Public Intervention Necessary

Although the presence of one or more of these substandard or blighting conditions may make it appropriate to declare an area substandard and blighted under the Statute, this analysis was conducted on the basis that additional public intervention over and above the exercise of the police power is necessary to overcome the problems that exist in any substandard and blighted area. Specifically, Section 18-2012 of the Nebraska Community Development Law states that a determination shall be made that the conditions existing in any such substandard and blighted area are beyond remedy and control solely by regulatory process in the exercise of police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided under the Community Development Law.

Substandard or Blighted Factor Distribution

This analysis was conducted on the basis that the substandard or blighting conditions, as defined in the Statute, must be reasonably distributed within any area that is determined to be substandard or blighted. This basic distribution factor, used as a control factor in determining the extent of any substandard or blighted area, assures that areas or neighborhoods which are in good condition are not determined to be substandard or blighted due to proximity to areas which are to be substandard or blighted.

Existing Land Use

The land uses that now exist within the Analysis Area are depicted on Figure 2, consist of land uses which can be placed in three categories, including:

- Residential (single-family, mobile home and manufactured homes)
- Public streets and alleys
- Vacant / undeveloped land

Table 1
EXISTING LAND USE – CRA ANALYSIS AREA No. 12
Grand Island, Nebraska

LAND USE CATEGORY	CRA ANALYSIS AREA NO. 8	
	AREA (ACRES)*	PERCENT OF TOTAL AREA
Residential	63.9	27.3%
Street / Alley Rights-of-Way	25.9	11.0%
Vacant / Undeveloped Land	144.6	61.7%
TOTAL	234.4	100.0%

Source: Stahr & Associates, Inc., (2013)

* Existing land use acreage totals are tabulated based upon scaled plat maps and field surveys

The land uses indicated for the Analysis Area on Figure 2 are analyzed further in Table 1. The data detail the breakdown of land uses within this Analysis Area, as well as the total acreage within this Analysis Area.

As indicated in Table 1, the largest land use in this Analysis Area is that of vacant and undeveloped land. This undeveloped land comprises a total of 144.58 acres, or 61.7% of the Analysis Area. This is the area that is expected to develop and redevelop during the next several years. It is located along south side of Old Potash Highway, in the west central edge of the City of Grand Island.

The second largest land use in this Analysis Area is that of residential. This use comprises a total of 63.9 acres, or 27.3% of the Analysis Area. Residential uses consist of single-family dwellings, mobile homes and manufactured homes.



STAHR & ASSOCIATES, INC.
Community & County Planning - Economic Development Consultants

1512 Road 13
York, Nebraska 68467

Telephone (402)362-2526
Fax (402)362-2526
E-Mail ostahr@hotmail.com

FIGURE 2
EXISTING LAND USE
ANALYSIS AREA 12
Grand Island, Nebraska

The smallest land use within this Analysis Area is Public street rights-of-way. The street pattern in the Analysis Area consists primarily of a square to rectangular grid system. This system is relatively inefficient and typically is one of the larger land uses within an Analysis Area. However, in this case, due to the amount of undeveloped land without streets, it comprises 25.9 acres or only 11.0% of the Analysis Area.

Current Zoning within the Analysis Area

Although not included in the statutory list of factors which may contribute to blight or result in substandard conditions in an urban area, local zoning regulations may contribute to further blighting or retention of substandard conditions if such zoning is inconsistent with the demands of the land use marketplace or such zoning discourages redevelopment or improvement of existing built-up areas. For these reasons an evaluation of the consistency of the land uses present in the Analysis Area with the current zoning districts and regulations applied to land in the Analysis Area was conducted.

Land use within the Analysis Area is regulated through zoning districts established by the City of Grand Island. The City of Grand Island has established and applied 3 zoning districts to this Area as depicted on Figure 3. These zoning districts include the:

- TA Transitional Agricultural Zoning District,
- LLR Large Lot Residential Zoning District
- M Manufactured Home Overlay Zone
- R2 Lower Density Residential Zoning District

An analysis of the consistency of the existing land use with the applicable zoning and the appropriateness of the zoning district applications and regulations as they relate to encouraging or minimizing blighting conditions indicates that the current zoning districts applied to the land within the Analysis Area reflects the land uses in place and the residential character of the Area. The district regulations allow a variety of housing types which is also consistent with the Area. The existing zoning is thus not a factor which could contribute to substandard or blighted conditions in this Analysis Area.

Analysis of Substandard Factors

1. Dilapidation/Deterioration of Structures

The determination and rating of building structure conditions is a major part of any substandard area determination. Therefore the system utilized for classifying the conditions is a major part of any substandard area determination. The system utilized for classifying the conditions of buildings and structures must be based upon established and consistent criteria. Stahr & Associates, Inc. utilized a field survey method for evaluating the exterior conditions and to identify and classify building sites and other localized environmental conditions or deficiencies of all structures within the Analysis Areas.

All data regarding each structure was dated and recorded on a Structure / Site / Infrastructure Survey Form. This form was utilized not only to record the data collected for later evaluation, but to assure that similar data for each structure was evaluated. (See Structure / Site / Infrastructure Survey Form, Appendix B).

During the field survey, each component of each structure in the Analysis Area was examined to determine whether it was in sound condition or had minor, major or critical defects. Two types of building components were evaluated. These included:

- **Major Components**
These components include the basic structural elements of any building; the foundation walls, load bearing walls and columns and roof structure.
- **Minor Components**
These components include the necessary secondary elements of any building; the wall surfaces and condition, paint or wall covering condition, the roof condition, windows, doors, porches, steps and stairways, fire escapes, chimneys and vents, gutters and downspouts, etc. Both the major and minor components were evaluated and ranked in one of four categories and each category was assigned a numerical value as follows:

<u>Ranking Category</u>	<u>Numerical Value</u>
No Problems	1
Minor Problems	2
Major Problems	3
Critical Problems	4

The numerical rankings of each major and minor component were then combined to generate an overall building condition evaluation comprised of five categories as follows:

<u>Major Component Numerical Ranking</u>	<u>Minor Component Numerical Ranking</u>	<u>Combined Numerical Ranking</u>	<u>Overall Building Condition</u>
2 or less	6 or less	8 or less	Sound
3 – 5	7 – 8	10 – 13	Minor Deficiencies
6 – 7	9 – 17	14 – 24	Major Deficiencies
7 – 9	18 – 19	25 – 29	Substandard
10 or more	20 or more	30 or more	Dilapidated

The overall building conditions are defined as follows:

SOUND: A sound building is one that has been and can be kept in good condition with normal maintenance. A sound building has no major component defects, no minor component defects ranked as major or critical or with major deficiencies, but may have up to three minor components ranked as having minor defects.

MINOR DEFICIENT: Buildings ranked as deficient are those that require only minor repairs, which have not more than one major component defect that is minor in nature, which has not more than one minor component defect that is ranked as major in nature, nor more than three minor component defects ranked as minor in nature.

MAJOR DEFICIENT (DETERIORATING): Buildings ranked as deficient are buildings that require major repairs, which have not more than one major component ranked as critical or not more than two ranked as having deficiencies that are major in nature, nor more than five minor component defects ranked as major in nature.

SUBSTANDARD: A structurally substandard building contains defects which are so serious and so extensive that the building may not be economically repairable. Buildings classified as substandard have not more than two major component defects ranked as critical or major in nature, nor more than four minor component defects ranked as critical.

DILAPIDATED: A dilapidated building contains such a combination of serious defects that there is no question that the building is uninhabitable and should be razed. All major components of a dilapidated building have defects that are major or critical in nature or a combination of less serious major component defects together with at least four minor component defects that are ranked as critical in nature.

Field Survey Results

As indicated in Table 2, the field survey of exterior building conditions in this Analysis Area indicates the following:

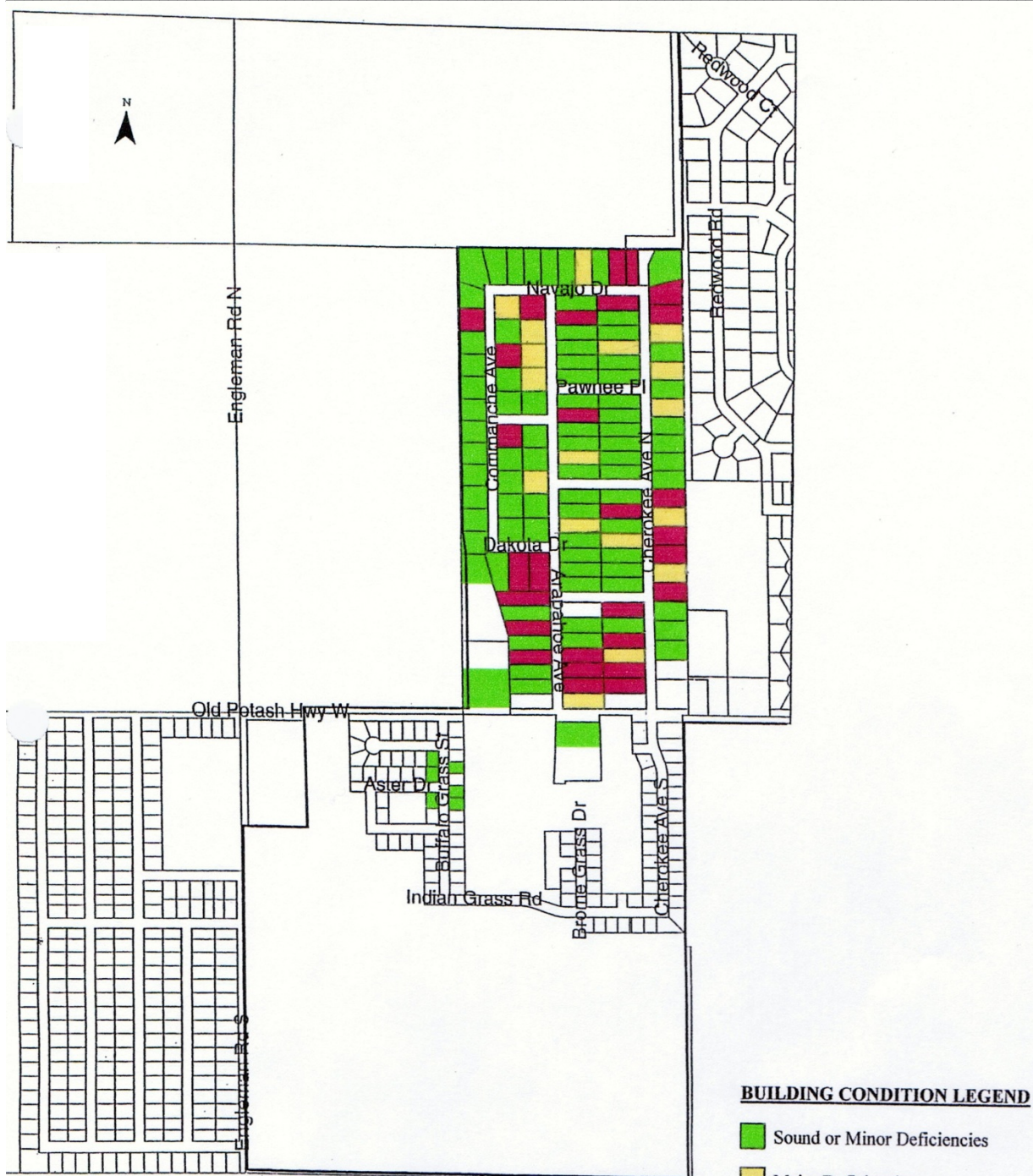
Table 2
EXISTING LAND USE – CRA ANALYSIS AREA No. 12
Grand Island, Nebraska

BUILDING TYPE	SOUND	DEFICIENT (MINOR)	DEFICIENT (MAJOR)	SUBSTANDARD	DILAPIDATED	TOTAL BUILDINGS	TOTAL SUBSTANDARD BUILDINGS	%
Residential	72	16	17	13	11	129	41	31.8%
Outbuildings	57	37	22	13	12	141	47	33.3%
TOTAL	129	53	39	26	23	270	88	32.6%

Source: Stahr & Associates, Inc., (2013)

- 88 out of 129 primary structures in the Analysis Area are classified as being in sound condition or as having only minor defects. The additional outbuilding analysis indicates that 94 out of 141 outbuilding structures are in sound condition or have only minor defects.
- 17 out of 129 primary structures in the Analysis Area are classified as deteriorating because of having major deficiencies or major component defects. The outbuilding analysis indicated that 22 outbuildings are classified as having major defects within the Area.
- 13 of the 129 primary structures and 13 outbuilding structures in this Analysis Area are classified as substandard are probably beyond economically feasible rehabilitation. In addition, 11 primary structure and 12 outbuildings are classified as dilapidated and uninhabitable.
- Combined, 88 of the total 270 structures, or nearly 32.6% of all structures in this Analysis Area, are classified, in accordance with the Nebraska Community Development Law, as being deteriorated, substandard or dilapidated.

As indicated on Figure 3, the structures with major deficiencies or in worse condition are distributed throughout the central and northern portions of this Analysis Area. This distribution of substandard / obsolete structures is an indication that this Area is experiencing deterioration. The location of older and deteriorating structures within this Area significantly diminishes the marketability of property, as well as, redevelopment potential throughout the Area and, as a result, is a factor contributing to the substandard conditions within the Analysis Area.



STAHR & ASSOCIATES, INC.

Community & County Planning - Economic Development Consultants

1512 Road 13
York, Nebraska 68467

Telephone (402)362-2526
Fax (402)362-2526
E-Mail ostahr@hotmail.com

FIGURE 3
EXTERIOR BUILDING CONDITIONS
ANALYSIS AREA 17
Grand Island, Nebraska

Conclusion:

The results of the field survey of exterior building conditions indicate that there a number of structures that have major deficiencies or are in substandard condition and probably cannot be economically rehabilitated. Nearly 1 in every 3 structures within this Analysis Area can be classified by the Nebraska Community Development Law as being substandard. The existence of this level of substandard structures constitutes a substantial presence of substandard conditions in this Analysis Area.

2. Age or Obsolescence

As presented in Table 3, observations made and data collected with regard to age of structures indicates the following:

Table 3
AGE OF STRUCTURES – CRA ANALYSIS AREA No. 12
Grand Island, Nebraska

BUILDING TYPE	NEW TO 1 YEAR	1 - 5 YEARS	6 - 10 YEARS	11 - 20 YEARS	21 - 40 YEARS	41 YEARS OR OLDER	TOTAL STRUCTURES	PERCENT OVER 40 YEARS OLD
Residential	6	7	9	16	75	16	129	11.7%
Outbuildings	2	6	14	36	48	35	141	24.8%
TOTAL	8	13	23	52	123	51	270	18.9%

Source: Stahr & Associates, Inc., (2013)

- Survey results indicate that 91 primary structures and 83 outbuilding structures were constructed over 20 years ago. Of this total, 16 primary structures and 35 outbuildings were constructed over 40 years ago. In the Analysis Area a total of 51 structures out of 270 total structures, or 18.9%, are 40 plus years old.
- Analysis of the Hall County Assessors assessment records for each parcel in this Analysis Area indicated that over 83% of the structures in the 21 - 40 age group were at least 37 years old. The housing in this Area is rapidly aging.

Conclusion:

The findings of the field survey and analysis and interpretation of the resulting data indicates that 18.9% of all the structures in the Analysis Area are in excess of 40 years old. In order for an area to be designated substandard, the law specifies that there must be a predominance of older structures. In this analysis the word predominance is defined as meaning "most frequent" or "a majority". In accordance with this definition, structures which are in excess of 40 years old are not in the majority of this Area, thus this Area cannot, at this time, be considered to be substandard by reasons of structure age and / or obsolescence.

3. Inadequate Provisions for Ventilation, Light, Air, Sanitation or Open Space

During the field survey conducted to determine building conditions, building and lot conditions were also evaluated with regard to factors that present on-going negative conditions or impacts and thus contribute to the physical decline of any developed urban area. The lack of adequate ventilation, sun light, clean air, proper

sanitation facilities and open space can be a contributing factor to the decline of any urban area and the presence of any or all of these in reasonable numbers or intensity is considered, under Nebraska Community Development Law, to contribute to the substandard character of any urban area.

The survey did not reveal any appreciable problems with ventilation of structures or where the size of the building on the lot and / or the small lot size itself did contribute to situations where there is a lack of sunlight and lack of open space. There was adequate front and side yards according to adopted zoning regulations.

As documented later in this report, the northern portion of this Analysis Area does have some substantial problems relative to sanitation. There are a number of instances in the northern portion of this Analysis Area where poor surface drainage results in areas of standing, stagnant water. This ponding of water can become a health hazard for area residents due to infestation of mosquitoes during the warmer months.

The southern portion of this Analysis Area also exhibits problems with sanitation relating to inadequate surface drainage due to lack of a complete surface drainage system. As indicated in the photographs below, the incomplete surface drainage structures leave open swales and ditches where water ponds and stagnates, creating not only a physical, but potential health hazard for area residents due to increased potential for increased mosquito production.



Strom sewer outlet. Hole dug out around pipe. About 100' west of Cherokee Ave.



Storm sewer outlet.

Conclusion:

The field investigation documented that there are not any properties within the Analysis Area where the lack of adequate provisions for ventilation, light, air or open space contribute to the substandard factors of the Analysis Area. However, the severity of the problem with poor surface drainage and the ponding of water is a factor that contributes to substandard conditions in this Analysis Area.

4. Existence of Conditions which Endanger Life or Property by Fire or other Causes

The field survey indicated that there are several conditions which endanger life or property to varying degrees within the Analysis Areas. These include:

- There are 34 instances in the Analysis Area where various amounts of combustible items are stored or where there are junk, debris or waste tires stored very near or against the walls of the primary building on the lot. The presence of this combustible material, junk and debris constitutes a substantial fire hazard which could endanger both life and property.
- The analysis of the average age of structures within the Analysis Area indicates that 174 of the 270, or over 64% of all structures in the Area are in excess of 20 years old. Also, 69 of the 129, or 53% of the primary structures are either mobile or manufactured homes that are 20 years old. These types of structures and their age are by nature highly flammable, and along with the presence of large amounts of junk and debris create a fire hazard.

- There are numerous locations in the southern portion of the Analysis Area where open manholes and storm drainage structures present a severe falling and entrapment hazards. As indicated in the photographs below, these structures are only partially finished and their continued existence also can provide breeding grounds for mosquitos and other vermin which could present additional life threatening hazards.



Sanitary sewer manhole.



Sanitary sewer manhole.

Conclusion:

A number of conditions which endanger life or property through fire or other causes, do now exist in this Analysis Area. These conditions are sufficient in number and distribution to be a contributing factor to a blighted designation.

5. Any Combination of Factors which are conducive to Ill Health, Transmission of Disease, Infant Mortality, Juvenile Delinquency and Crime, and is Detrimental to the Public Health, Safety, Morals or Welfare

The above listed factors indicate substandard conditions that do exist in the Analysis Areas. These conditions also present a real potential for detrimental effects on the safety and health of the citizens residing within the Analysis Areas when two or more of the substandard conditions occur in the Area. An evaluation of the various combinations of substandard conditions listed above produced the following findings.

The combination of older housing, type of housing and a high percentage of junk or debris present within the Area (all factors listed above), combine to create negative factors that are detrimental to the public health, safety, morals and welfare of the citizens residing within this Analysis Area:

- The combination of the presence of flammable junk and debris create a fire-spreading hazard resulting in possible property loss and endangerment of life.
- The presence of older housing, the significant numbers of either mobile or manufactured homes and the presence of large amounts of junk increases the risk of fire spreading from one structure to another again resulting in possible property loss and endangerment of life.
- The presence of junk and debris on the lots not only create potential fire hazards, but also create unsanitary conditions, as well as, diminishes the overall physical appearance of the Area. In addition, this combined with the fact that rats and other vermin frequently utilize these areas for breeding grounds; all conditions that are detrimental to the health and welfare of the citizens.
- The existence of an inadequate surface system in the southern portion of the Area presents additional threats to health. The incomplete surface drainage structures leave open swales and ditches where water ponds and stagnates, creating not only a physical, but potential health hazard for area residents due to increased potential for increased mosquito production.

Conclusion:

The combination of these types of substandard factors throughout the Analysis Area significantly effects the local population working and residing in this Area. The level of impacted population is sufficient to conclude that this combination of negative factors is in and of itself a contributing factor to a blighted and substandard designation.

Analysis of Blight Factors

1. Presence of a Substantial Number of Deteriorated or Deteriorating Structures

As presented in the previous evaluation of the "Substandard Factors", a total of 88 of the 270 primary and accessory buildings in the Analysis Area are judged to be in deteriorating or worse condition. These deteriorating buildings represent over 32% of all structures in the Analysis Area.

Conclusion:

The presence of over 1 substandard structure for every 3 structures in the Analysis Area indicates that deteriorating and deteriorated structures represent a reasonable number of the total structures in the Analysis Area. This level of substandard structures is a contributing condition of blight.

2. Existence of Defective or Inadequate Street Layout

The street pattern in the Analysis Area consists primarily of a network of arterials, collectors and local streets that provide access to locations throughout the area. The street system in the Analysis Area, for the most part, is a typical grid pattern that provides reasonable access to individual properties.

Conclusion:

The Analysis Area does not have inadequacies in the form of traffic movement capabilities and real property access. Defective or inadequate street layout thus cannot be considered a factor contributing to blighted conditions in this Area.

3. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness

The field survey, combined with investigations of property ownership and plat maps indicate that few problems exist relative to lot layout, lot size, adequacy, accessibility or usefulness within the Analysis Area. Those problems that do exist with regard to faulty lot layout are limited. There are two large lots on the north side of Old Potash Highway and west of Dale Roush Second Subdivision in which further subdivision will be difficult due to lack of accessibility.

Conclusion:

Although there are a limited number of problems associated with faulty lot layout and usefulness within this Analysis Area, the problems that currently exist, indicated above, should be considered only a limited factor contributing to blighted conditions in this Analysis Area.

4. Unsanitary and Unsafe Conditions

As stated previously in the analysis of "substandard" factors, there are several instances within the Analysis Areas where unsanitary and unsafe conditions exist. These include:

- The 34 instances in the Analysis Area where various amounts of combustible items are stored or where there are junk, debris or waste tires stored very near or against the walls of the primary building on the lot. The presence of this combustible material, junk and debris constitutes a substantial fire hazard which creates unsafe conditions within the Area.
- The average age of residential structures within the Analysis Area indicate that over 62% of such structures in the Area are in excess of 20 years old and the field survey indicates that most of these structures are either mobile or manufactured homes. These types of structures are by nature highly flammable.
- The existence of W. Old Potash Road, an arterial street, crossing through the center of the Analysis Area, presents a safety hazard for pedestrians and traffic along this road. The lack of sidewalks contributes to the increased risk for pedestrians along this road.
- Nearly all sites within the Analysis Area do not have sidewalks. The lack of sidewalks contributes to the increased risk for pedestrians throughout the Analysis Area, as pedestrians must use the streets/roads to move from one portion of the Area to another.
- The existence of large amounts of junk and / or debris in this area presents a significant fire hazard, in that a fire can spread easily from one structure to another. This creates unsafe conditions within the Area. In addition, the presence of junk and debris can create breeding ground for rats and other vermin that would result in unsanitary conditions within the Analysis Area.
- Over 83% of the lots within the Analysis Area have some type of drainage problem. This can become problematic as winter snow falls and / or melts or as spring and summer rains fall resulting in situations that disallow easy access to personal property within the Area. In addition, in both the northern and southern portions of this Analysis Area ponding water often becomes a health hazard with the infestation of mosquitoes during the warmer months.



No catch basin

- There are numerous locations in the southern portion of the Analysis Area where open manholes and storm drainage structures present a severe falling and entrapment hazards. As indicated in the photographs below, these structures are only partially finished and their continued existence also can provide breeding grounds for mosquitos and other vermin which could present additional life threatening hazards.



Top nowhere to be found.



Sanitary sewer manhole.

Conclusion:

There are numerous instances in the Analysis Area where unsanitary and unsafe conditions exist. These conditions do contribute to the unattractiveness of the Area and can thus be considered a major contributing factor to a blighted condition.

5. Deterioration of Site and Other Improvements

The field survey also included an evaluation of the condition of site improvements including: street surface conditions, curbs and gutters, street width adequacy, sidewalks, driveways, and off-street parking facilities, fencing and drainage facilities. The data presented in Table 4 document the present condition of these improvements in the Analysis Areas. The lack of or deterioration of site improvements include:

- All of the primary structures have off-street parking. However, 89 of the 129, or nearly 70% of the primary structures have off-street parking on gravel / dirt surfaces. Often this parking can become problematic as winter snow falls and / or melts or as spring and summer rains fall resulting in situations that disallow easy access to personal property within the Area.
- In the southern portion of this Analysis Area, there is at least one instance where natural gas and storm sewer lines and pipes are uncovered and exposed to the elements. This can result in deterioration of these lines and pipes and present substantial safety hazards.



Storm sewer exposed and also gas line exposed.

Table 3
SITE COMPONENT CONDITIONS – CRA ANALYSIS AREA No. 12
Grand Island, Nebraska

	TOTAL	RESIDENTIAL
STREET CONSTRUCTION		
CONCRETE/ASPHALT	130	130
GRAVEL / DIRT	0	0
STREET WIDTH		
ADEQUATE	130	130
INADEQUATE	0	0
STREET/CURB AND GUTTER CONDITION		
GOOD	130	130
FAIR	0	0
POOR	0	0
SIDEWALK CONDITION		
GOOD	7	7
FAIR	3	3
POOR	0	0
NONE	120	120
DRIVEWAY / OFF-STREET PARKING CONSTRUCTION		
CONCRETE/ASPHALT	41	41
GRAVEL / DIRT	89	89
NONE	0	0
DRIVEWAY / OFF-STREET PARKING CONDITION		
GOOD	71	71
FAIR	41	41
POOR	18	18
FENCING		
GOOD	42	42
FAIR	10	10
POOR	14	14
NONE	64	64
APPEARANCE		
UNKEPT	6	6
DEBRIS / JUNK	34	34
SURFACE DRAINAGE		
ADEQUATE	113	113
MINOR PROBLEMS	13	13
MAJOR PROBLEMS	4	4
OVERALL SITE CONDITION		
GOOD	85	85
FAIR	19	19
POOR	26	26

Source: Stahr & Associates, Inc. Field Survey, February, 2013

-
- Nearly all of the primary structures in this Area, are not served by a sidewalk system. The non-existence of a sidewalk system contributes to generating traffic hazards for children and other pedestrians and to decreasing the desirability of this Area and thus contributes to the blighting factors that now exist.
 - Over 30% of the lots in this Area are unkept and / or contain substantial amounts of junk and debris. This relatively high level of poorly maintained properties within this Analysis Area represents a considerable blighting factor.
 - Over 83% of the lots within the Analysis Area have some type of drainage problem. This can become problematic as winter snow falls and / or melts or as spring and summer rains fall resulting in situations that disallow easy access to personal property within the Area. In addition, in both the northern and southern portions of this Analysis Area ponding water often becomes a health hazard with the infestation of mosquitoes during the warmer months.

Conclusion:

A combined rating of overall site improvements, as indicated on Table 4, indicates the majority of overall site improvements are in good condition. However, the fact that over 34% of the existing lots contain deteriorating site improvements creating a fair or poor rating implies that the Area is experiencing deterioration thus strongly contributing to the blighted conditions already present. In addition, the lack of site improvements in locations throughout the Analysis Area also serves to be a limiting factor to future development in the Area and thus is an additional factor contributing to blight.

6. Diversity of Ownership

Stability and the livelihood of any urban area is dependent to a large extent on slow, but consistent, renewal of the area through maintenance and modernization or replacement of the existing developments. The ability to renew an area is thus partially dependent on the ability of the private and public sectors to acquire land of sufficient size to develop new housing or other land uses. The existence of smaller than optimal lots, under separate ownership make it difficult and expensive, if not impossible, to consolidate a sufficient amount of land to facilitate such renewal or redevelopment.

Analysis of assessment records and plat maps of the Analysis Area indicate that, although the majority of platted lots are individually owned, the platted lots are of sufficient size to respond to the markets.

Conclusion

Diversity of ownership is not a significant factor contributing to blight in the Analysis Areas.

7. Tax or Special Assessment Delinquency Exceeding the Fair Value of the Land

Correspondence with the Hall County Treasurer's Office, as well as, the Hall County Assessor's Office indicated that there are not any tax or special assessment delinquencies in excess of the fair value of the property within this Analysis Area.

Conclusion

Tax or special assessment delinquencies exceeding the fair value of the land are not found to be a significant factor contributing to blight in the Analysis Areas.

8. Defective or Unusual Conditions of Title

A random examination of deeds and encumbrances on properties within the Analysis Areas was conducted as part of this Blighted and Substandard Area Determination Analysis. The examination indicated that few, if any defective or unusual conditions of title in this Analysis Area.

Conclusion

Defective or unusual conditions of title are not found to be a significant factor contributing to blight in the Analysis Areas.

9. Improper Subdivision and Obsolete Platting

The field surveys, combined with investigations of property ownership and plat maps, indicate that any a few problems exist in the Analysis Areas with regard to improper subdivision or obsolete platting.

There are two large lots on the north side of Old Potash Highway and west of Dale Roush Second Subdivision in which further subdivision will be difficult due to lack of accessibility.

Conclusion

Improper subdivision and obsolete platting is a limited factor contributing to blight in the Analysis Areas.

10. Existence of Conditions which Endanger Life or Property by Fire and other Causes

The same factors listed in the "substandard factor" analysis that endangers life or property by fire and other causes can directly be correlated to conditions that cause blight. Therefore, those factors also contribute to the blighted character within the Areas. These factors include:

- The 34 instances in the Analysis Area where various amounts of combustible items are stored or where there are junk, debris or waste tires stored very near or against the walls of the primary building on the lot. The presence of this combustible material, junk and debris constitutes a substantial fire hazard which could endanger both life and property.
- The analysis of the average age of residential structures within the Analysis Area indicate that over 62% of such structures in the Area are in excess of 20 years old and the field survey indicates that a majority of these structures are mobile or older manufactured homes, which by nature are highly flammable. This combination of older and type of structures presents a substantial potential for endangerment of life and property.
- The existence of W. Old Potash Road, an arterial road that extends through the center of the Analysis Area, presents a safety hazard for pedestrians and traffic around this road. The lack of sidewalks contributes to the increased risk for pedestrians along this road.

- Nearly all sites within the Analysis Area do not have sidewalks. The lack of sidewalks contributes to the increased risk for pedestrians throughout the Analysis Area, as they must use the streets/roads to move from one portion of the Area to another.
- There are numerous locations in the southern portion of the Analysis Area where open manholes and storm drainage structures present a severe falling and entrapment hazards. As indicated in the photographs below, these structures are only partially finished and their continued existence also can provide breeding grounds for mosquitos and other vermin which could present additional life threatening hazards.

Conclusion:

A number of conditions which endanger life or property through fire or other causes now exist in this Analysis Area. These conditions, listed above, are sufficient in number and distribution in this Analysis Area to qualify as a major blighting factor.

11. Combination of Blighting Factors

Section 18-2103 of the Nebraska Community Development Law, in its definition of blighted area, indicates that an area may be considered blighted if there exists any combination of the above factors which substantially impairs or arrests the sound growth of the community, retards the provisions of housing accommodations or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition or use, and in which there is at least one of the following present:

- Unemployment in the designated area is at least 120% of the state or national average;
- The average age of the residential or commercial units in the area is at least forty years;
- More than one-half of the platted and subdivided property in the area is unimproved land that has been within the City for forty years and has remained unimproved during that time;
- The per capita income of the area is lower than the average per capita income of the City in which the area is designated; or
- The area has had either stable or decreasing population in the last two decennial censuses.

Examination of U. S. Census data completed as part of this Analysis indicates the existence of the following conditions which impede the sound growth of the Analysis Area:

- The per capita income of the area, U.S. Census Bureau Tracts 1013 - 1016 is lower than the average per capita income of entire U.S. Census Bureau Tract 6 and the City of Grand Island in which the Analysis Area is located.
- The area has had either stable or decreasing population in the last two decennial censuses.

Conclusion:

The combination of the above factors which limit sound development of the City, impede development and redevelopment and produce an ongoing economic liability, are sufficient to be considered blighting factors in

the Analysis Area. In addition, in accordance with the requirements of this Section of the law, the per capita income of the area, U. S. Census Lots 1013 - 1016 is lower than the average per capita income of U. S. Census Tract 6 and also the City of Grand Island and the Area has had a stable population during the last two decennial censuses.

12. Other Blighting Factors

In Section 18-2102, the Legislative Findings and Declarations (Introduction) of the Community Development Law, states in part some additional criteria for identifying blighting conditions including "economically or socially undesirable land uses". Factors which are commonly used to evaluate undesirable land uses include: 1) mixing of incompatible land uses, 2) economic obsolescence of the land uses or the land uses ability to compete in the market place, and 3) functional obsolescence of the land uses or the physical utility of the land and structures.

- This Analysis Area has a number of properties where the unsecured storage of junk and other debris constitutes a fire hazard and potential health hazards and where poor surface drainage results in problems with access to property and mosquito health hazards. Considerable amounts of junk and debris and poor drainage are "unattractive" environmental factors which contribute to undesirable land usage.
- The southern portion of the Analysis Area which is occupied by the Copper Creek Estates Subdivision is in very poor condition and has remained only partially developed due to the fact that it is economically obsolete in today's residential market. Copper Creek Estates is presently perceived as a poor area to locate in and has become a blighting influence in and of itself.

Conclusion:

Economically and socially undesirable land uses exist in this Analysis Area and constitute a blighting influence within this Analysis Area and the City of Grand Island. These negative factors will continue to be a blighting influence without proper measures and public intervention.

SUMMARY DETERMINATION OF THE ANALYSIS AREA AS BLIGHTED AND SUBSTANDARD

The land area contained within the Analysis Area, as set forth in Figure 1, meet the requirements of the Nebraska Community Development Law for designation as both a "substandard" and "blighted" area.

As documented in this report, there is a varying, but reasonable distribution of 4 of the 6 factors that indicate that Analysis Area is substandard. These substandard factors and the intensity of occurrence are as follows:

Present to a Strong Degree

- Existence of conditions which endanger life or property by fire and other causes, and
- Dilapidation and deterioration of buildings and improvements, and
- Combinations of these factors which are conducive to ill health and detrimental to the public health, safety and welfare.

Present to a Reasonable Degree

- Inadequate Provisions for Ventilation, Light, Air, Sanitation or Open Space

Not Present

- Age and obsolescence of buildings and improvements,
- High density of population or overcrowding.

Also documented in this report, there is a predominance of the factors regarding the characteristics of buildings and improvements, as set forth in the Nebraska Community Development Law. In fact, 6 of the 10 factors set forth in the law are predominate in the Analysis Area and thus the Area can be considered blighted in accordance with the Law.

Present to a Strong Degree

- Unsanitary and unsafe conditions, and
- Existence of conditions which endanger the life or property by fire and other causes.

Present to a Reasonable Degree

- A substantial number of deteriorated or deteriorating structures,
- Improper subdivision or obsolete platting,
- Deterioration of site and other improvements, and
- Faulty lot layout in relation to size, adequacy, accessibility or usefulness,

Not Present

- Existence of defective or inadequate street layout,
- Tax or special assessment delinquency exceeding the fair value of the land,
- Diversity of ownership, and
- Defective or unusual conditions of title.

Combinations of these blighting factors which substantially impair or arrest the sound growth of the community, retards the provisions for housing accommodations and constitute an economic and social liability and which area detrimental to the public health, safety and welfare are present to a reasonable degree. In addition, two of the five critical factors for blight determination is present as follows:

Present

- The per capita income of the area is lower than the average per capita income of the City in which the area is designated.
- The area has had either stable or decreasing population in the last two decennial censuses.

DETERMINATION OF NEED FOR PUBLIC INTERVENTION

Section 18-2102 of the Nebraska Community Development Law requires that in determining whether or not any area is blighted or substandard, the conditions of the area must be such that arresting of the blight and substandard conditions within the area be beyond the remedy and control of the City solely by regulatory control and exercise of the police power and cannot be effectively dealt with by the ordinary operations of private enterprise without the aids provided under this law.

Evaluation of the conditions of the Analysis Area, as determined by the analysis of each substandard or blight factor, indicate that although Grand Island can encourage long-term improvement of conditions within the Analysis Areas through implementation of zoning districts and zoning regulations, through replacement or improvement of streets, sidewalks, alleys and utilities and through improved overall law enforcement, it cannot overcome these problems without substantially increasing property taxes or creating property assessment districts to finance the

improvements needed. Increasing taxes or assessments over the existing levels will only serve to reduce spendable incomes in the City resulting in a further decline in the maintenance and thus the quality of structures and infrastructure within the areas.

Copper Creek Estates Subdivision, which comprises the majority of this Analysis Area, has failed to be completed and sold as a residential subdivision because the costs associated with the acquisition of the land and installation of the necessary public infrastructure improvements have proven to make the sale of lots in the subdivision impossible. As a result, the subdivision has been left unmaintained with substantially incomplete infrastructure improvements which, in turn, has resulted in a perception of poor quality and an undesirable place to reside. In short, Copper Creek Estates itself has become a substandard area and a blighting influence which not only has but will continue to negatively impact the development of the subdivision and the areas adjoining this subdivision.

As documented in prior housing market studies for the City, a primary housing demand which is not being met is that of housing for middle income households. An analysis of the current residential housing and lots on the market indicates that Copper Creek Estates is the only subdivision in the City at the present time which is designed to provide such affordable housing. If the development of Copper Creek Estates is to be successfully completed in a manner which will provide “affordable” housing in Grand Island, a method of offsetting at least a portion of the development cost has been proven and will be necessary.

In summary, if the blighting and substandard conditions in the Analysis Area are to be effectively arrested within a time frame that will minimize further deterioration of the Area, the City of Grand Island and private enterprise working together through actions of local investors, government officials, the aids provided through Tax Increment Financing (TIF) and the use of other grant funds targeted to arrest the causes of the blighted and substandard conditions, identified herein, is necessary, essential and warranted.

LEGAL DESCRIPTION - CRA ANALYSIS AREA No. 12

Grand Island, Nebraska

Beginning at the northeast corner of Center Township M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P. M., Hall County, Nebraska, thence north along an extension of the east line of said M and M Subdivision to the north right-of-way line of Old Potash Highway, thence eastward along the north right-of-way line of Old Potash Highway to the west line of Miscellaneous Tracts 14-11-10 Part of the East ½, Southwest ¼, Section 14, Township 11 North, Range 10 West, thence north along the west line of said Miscellaneous Tracts 14, 11-10, Part of the East 1/2, Southwest ¼, Section 14 and the west line of Dale Roush Second Subdivision to the north line of Dale Roush Second Subdivision, thence eastward along the north line of said Dale Roush Second Subdivision to the east line of said Dale Roush Second Subdivision, thence southward along the east line of said Dale Roush Subdivision to the south line of Dale Roush Second Subdivision, thence south along an extension of the east line of said Dale Roush Second Subdivision to the south right-of-way line of Old Potash Highway, thence westward along the south right-of-way line of Old Potash Highway to a point on a line which is a northward extension of the east line of Lot 23, Copper Creek Estates Subdivision, thence southward along said extension line and the east line of Copper Creek Estates Subdivision and the east line of Miscellaneous Tracts in Section 23-11-10, Part of the E ½, Northwest ¼, except the east 35' and part of the West ½, Northwest ¼ of said Section 23 to the south line of said Miscellaneous Tracts in Section 23-11-10, Part of the E ½, Northwest ¼, except the east 35' and part of the West ½, Northwest ¼, of said Section 23, thence westward along the south line of said Miscellaneous Tracts in Section 23-11-10, Part of the E ½, Northwest ¼, except the east 35' and part of the West ½, Northwest ¼, of said Section 23 to the west line of said Miscellaneous Tracts in Section 23-11-10, Part of the E ½, Northwest ¼, except the east 35' and part of the West ½, Northwest ¼, of said Section 23, thence northward along the west line of said Miscellaneous Tracts in Section 23-11-10, Part of the E ½, Northwest ¼, except the east 35' and part of the West ½, Northwest ¼, of said Section 23 to the south line of Center Township, M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P.M, Hall County, Nebraska, thence eastward along the south line of said Center Township, M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P.M, Hall County, Nebraska to the east line of said Center Township, M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P.M, Hall County, Nebraska, thence northward along the east line of said Center

Township, M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P.M, Hall County, Nebraska to the northeast corner of said Center Township, M and M Subdivision, Lot 1 in the NW1/4, NW1/4, Section 23, Township 11 North, Range 10 West of the 6th P.M, Hall County, Nebraska, which is the point of beginning.

APPENDIX B



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item I1

#2013-70 - Consideration of Approving One and Six Year Street Improvement Program

This item relates to the aforementioned Public Hearing item E-2.

Staff Contact: Terry Brown, Interim Public Works Director

RESOLUTION 2013-70

WHEREAS, the Regional Planning Commission, after public notice having been published in one issue of the Grand Island Independent, and such notice also having been posted in at least three places in areas where it was likely to attract attention, conducted a public hearing on February 6, 2013, on the One and Six Year Street Improvement Plan for the City of Grand Island; and

WHEREAS, at the February 6, 2013 public hearing, the Regional Planning Commission approved the One and Six Year Street Improvement Plan 2013-2018, and recommended that such program be approved by the City Council; and

WHEREAS, the Grand Island City Council, after public notice having been published in one issue of the Grand Island Independent, and such notice also having been posted in at least three places in areas where it was likely to attract attention, conducted a public hearing on March 12, 2013, on the One and Six Year Street Improvement Plan for the City of Grand Island; and

WHEREAS, this Council has determined that the One and Six Year Street Improvement Program as set out in Exhibit "A" should be adopted.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the One and Six Year Street Improvement Program 2013-2018, based on priorities of needs and calculated to contribute to the orderly development of city streets, and identified as Exhibit "A", is hereby approved and adopted by this Council.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney

2013

**ONE AND SIX YEAR
STREET IMPROVEMENT PLAN**

GRAND ISLAND, NEBRASKA



Board of Public Roads Classifications and Standards
Form 11 Report of Previous Year
Highway or Street Improvement

Year Ending: December 31, 2012

Sheet 1 of 1

County:	City: GRAND ISLAND	Village:
---------	-----------------------	----------

PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	PROJECTED COST <i>(Thousands)</i>	CONTRACT PROJECT	OWN FORCES	DATE COMPLETED <i>(Actual or Estimated)</i>
M-310 (89)	1.2	MILE				Delayed, Construction in 2015
M-310 (411)	2.0	MILE	2,794	X		Est. June 2013
M-310 (508)	0.7	MILE				Delayed to 1-Year Plan
M-310 (515)	0.2	MILE	248	X		July 2012
M-310 (537)	300.0	FEET				Delayed to 1-Year Plan
M-310 (578)	1.9	MILE	1,144	X		October 2012
M-310 (579)	4.5	MILE				Delayed to 1-Year Plan, construction completed in
M-310 (591)	100.0	FEET				Delayed to 1-Year Plan
M-310 (593)	1.3	MILE	603	X		August 2012
M-310 (267)	220.0	FEET				Delayed to 2014
M-310 (459)						Deleted, not street improvement project
M-310 (461)						Deleted, not street improvement project
M-310 (544)						Deleted, not street improvement project
M-310 (595)						Deleted, not street improvement project
M-310 (596)						Deleted, not street improvement project
M-310 (447)						Deleted, not street improvement project
M-310 (572)						Deleted, not street improvement project
M-310 (590)						Deleted, not street improvement project
M-310 (597)	0.0	MILE	102	X		June 2012

Signature:	Title: Street Superintendent	Date:
------------	---------------------------------	-------

NBCS Form 11, Jul 96

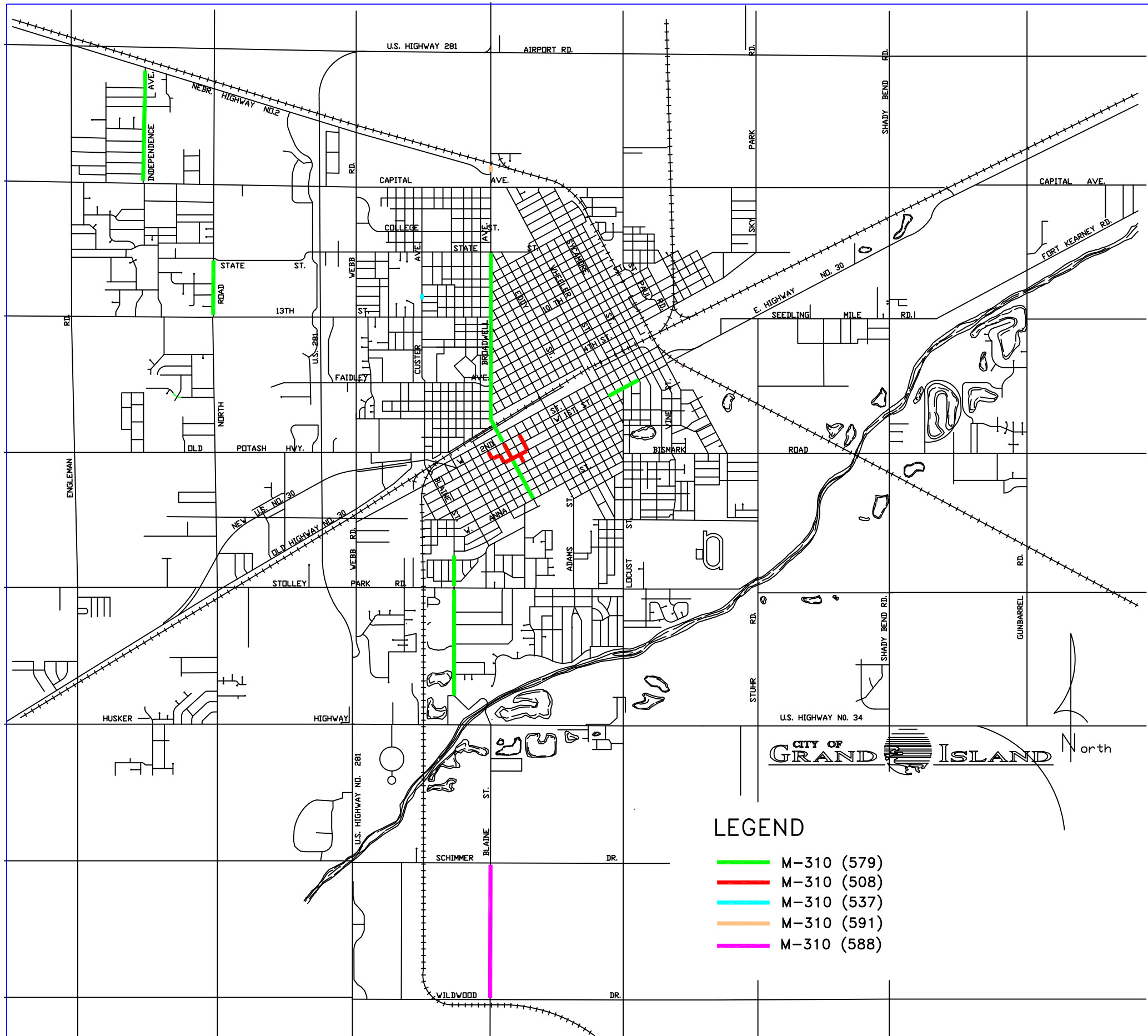
Form 8 Summary of One-Year Plan

Sheet: 1 of 1

County:	City: GRAND ISLAND	Village:
---------	---------------------------	----------

PRIORITY NUMBER	PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	ESTIMATED COST <i>(Thousands)</i>	REMARKS
1	M-310 (579)	4.5	MILE	3,413	Federal Aid Project
2	M-310 (508)	0.7	MILE	1,495	Federal Aid Project
3	M-310 (537)	300.0	FEET	384	Federal Aid Project
4	M-310 (591)	100.0	FEET	40	Shoulder Imp @ BNSF
5	M-310 (588)	1.0	MILE	1,200	Blaine Street Paving
Signature:			Title:		Date:
			Street Superintendent		

NBCS Form 8, Jul 96



2013 ONE-YEAR PLAN

PLAN

2013 ONE-YEAR PLAN

DATE:02/14/13
DRAWN BY: TY
APPVD. BY

CITY OF GRAND ISLAND
PUBLIC WORKS DEPARTMENT

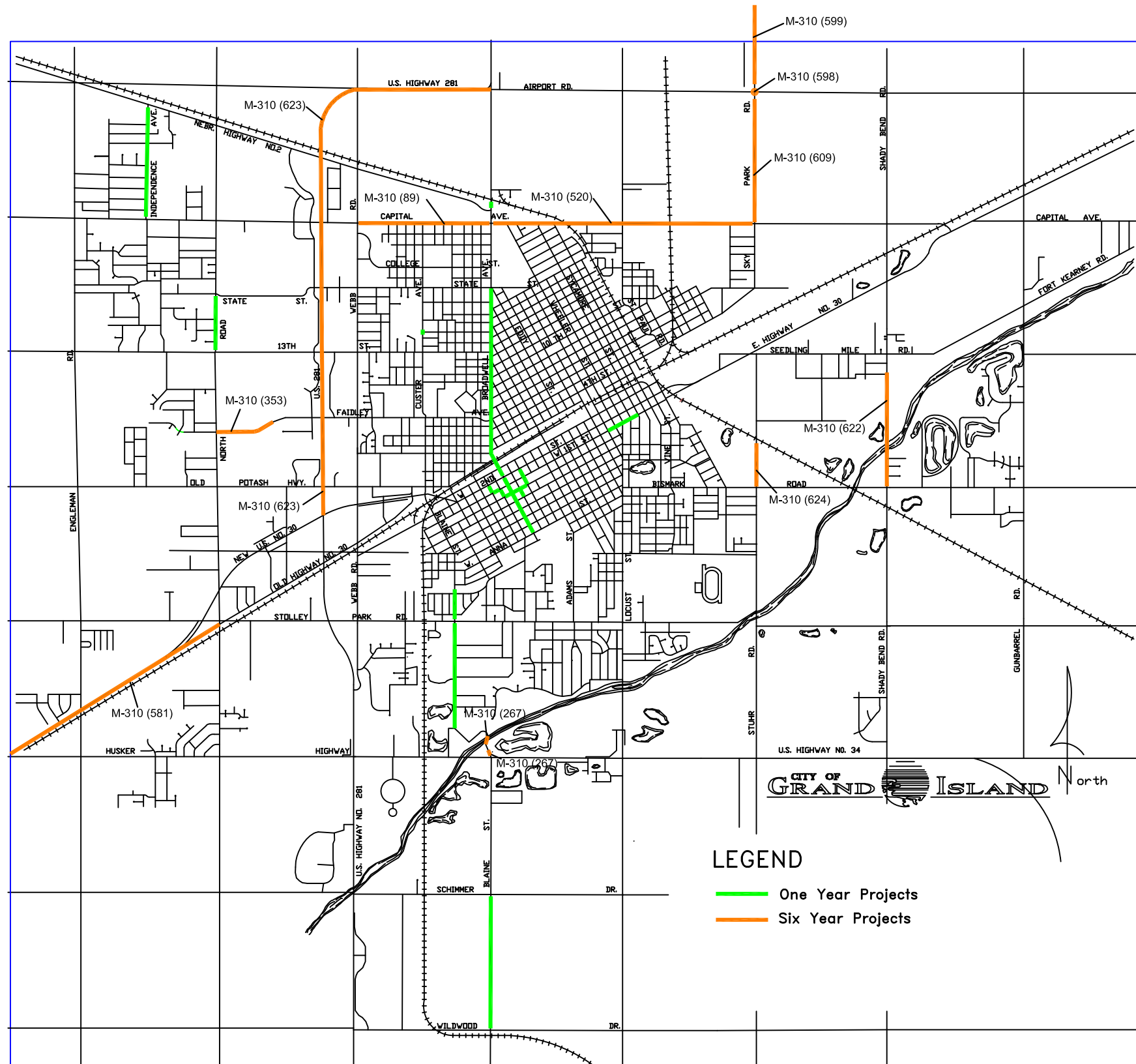
Form 9 Summary of Six-Year PlanSix-Year Period Ending: December 31, 2012Sheet: 1 of 1

County:	City: GRAND ISLAND	Village:
---------	-----------------------	----------

PRIORITY NUMBER	PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	ESTIMATED COST <i>(Thousands)</i>	REMARKS
1	M-310 (579)	4.5	MILE	3,413	Various Location Resurfacing - FED AID
2	M-310 (508)	0.7	MILE	1,495	US Hwy 30 Drainage Improvements - FED AID
3	M-310 (537)	300.0	FEET	384	Custer & 15th - Realign Dwy/Traffic Signal Install - FED AID
4	M-310 (89)	1.2	MILE	8,151	Capital Avenue Widening - Webb to Broadwell
5	M-310 (581)	12.2	MILE	5,745	Hwy 30 Resurfacing - NDOR
6	M-310 (623)	9.6	MILE	6,019	Hwy 281 in GI & North - NDOR
7	M-310 (591)	100.0	FEET	40	Broadwell Ave Shoulder Improvement @ BNSF Crossing
8	M-310 (267)	220.0	FEET	200	Blaine St Bridges
9	M-310 (624)	0.4	MILE	160	Stuhr Rd Concrete Overlay
10	M-310 (622)	0.8	MILE	250	Shady Bend Rd - Mill & Resurface/Bridge Repair
11	M-310 (588)	1.0	MILE	1,200	Blaine St Paving from Schimmer to Wildwood - CDBG
12	M-310 (598)	600.0	FEET	45	Skypark & Airport Intersection Improvements
13	M-310 (353)	0.4	MILE	820	Faidley Ave extention to North Rd
14	M-310 (609)	1.0	MILE	800	Skypark Rd Improvements - Capital to Airport
15	M-310 (599)	1.0	MILE	700	Skypark Rd Improvements - Airport to Abbott
16	M-310 (520)	2.0	MILE	1,500	Capital Ave Widening - Broadwell to Skypark

Reasons for major changes in the Six-Year program are as follows: Leadership change in the City of Grand Island Public Works Department recognizing the need to revise and edit the projects being listed on the annual One- and Six-Year Plan. A list of the deleted projects, as well as, projects that have been removed until they are programmed/funded are attached.

Signature:	Title: Street Superintendent	Date:
------------	---------------------------------	-------



2013 Six-Year Plan

**Deleted & Removed Projects
City of Grand Island - 2013**

DELETED PROJECTS

M-310 (447)	Trail along Moores Creek Drain - State to Capital Connector
M-310 (459)	Southwest Drainage Project (CCC to Wood River)
M-310 (461)	Construction of NW GI Flood Control Project
M-310 (485)	PVIP Drainage Project - Phase I (Design)
M-310 (507)	Independence - Construct Culverts & Fill in West Ditch
M-310 (511)	Moores Creek - Old Potash to Edna
M-310 (544)	Concrete Lining of Drainage Ditches
M-310 (559)	Concrete Lining of Drainage Ditches
M-310 (563)	Concrete Lining of Drainage Ditches
M-310 (565)	Trail along Locust from US Hwy 34 to Stagecoach
M-310 (568)	Update Moores Creek Drainage Plan
M-310 (572)	Annual Sidewalk Projects
M-310 (576)	Misc. Major Drainage Development
M-310 (590)	Third & Wheeler Downtown Historical Lighting Project
M-310 (595)	Highway 281 Drainage Project - Phase I
M-310 (596)	Storm Cell Improvements
M-310 (600)	Annual Asphalt Resurfacing Project
M-310 (601)	Storm Cell Improvements
M-310 (602)	Highway 281 Drainage Project - Phase II
M-310 (603)	Comprehensive Drainage Plan
M-310 (605)	Trail along Broadwell Ave - Capital Ave to Eagle Scout Park - PE
M-310 (611)	Annual Asphalt Resurfacing Project
M-310 (612)	Highway 281 Drainage Project - Phase III
M-310 (613)	Storm Cell Improvements
M-310 (616)	Annual Asphalt Resurfacing Project
M-310 (617)	Storm Cell Improvements
M-310 (619)	Annual Asphalt Resurfacing Project
M-310 (620)	Storm Cell Improvements
M-310 (621)	Annual Asphalt Resurfaincng Project
M-310 (499A)	Broadwell Ave/UPRR - Environmental Study/Preliminary Engineering
M-310 (507A)	Independence Avenue Drainage - Design
M-310 (584A)	Stolley Park Corridor Improvements (Design)

**Deleted & Removed Projects
City of Grand Island - 2013**

REMOVED PROJECTS

M-310 (352)	Hwy 30 Relocation - US 281 West
M-310 (458)	Signal @ US Highway 34/281 and Wildwood Rd
M-310 (497)	Lighting on US Highway 281 from Stolley Park Rd to Old Potash Hwy
M-310 (499)	Broadwell Ave/UPRR - Construction
M-310 (502)	Shady Bend Rd @ UPRR -E Bypass
M-310 (518)	Quiet Zone - UPRR Corridor - Lincoln, Broadwell & Blaine/Custer
M-310 (521)	Swift Rd - WWTP to Stuhr Rd
M-310 (527)	Misc. Safety Projects - TBD
M-310 (528)	State/Diers Intersection Improvements
M-310 (533)	Husker Hwy W of US Hwy 34/281 Intersection
M-310 (535)	Barr Middle School Traffic Circulation Improvements
M-310 (538)	Capital Ave & North Rd Intersection Improvement
M-310 (539)	3rd St Widening - Adams to Eddy
M-310 (540)	North Rd & 13th St Intersection Improvements
M-310 (545)	Signal @ US Hwy 34/281 and Rae Rd
M-310 (546)	Annual Paving Program (Assessment Districts) - W Stolley Park Rd & Westwood Park Sub
M-310 (550)	Left Turn Lane - North Rd @ NWHS
M-310 (551)	Stolley Park Rd & North Rd Intersection
M-310 (552)	Left Turn Lane on Husker Hwy @ HLHS
M-310 (553)	Left Turn Lane on 13th @ Redwood/Mansfield
M-310 (554)	Resurface Wildwood from US Hwy 281 to Locust St
M-310 (556)	North Rd over UPRR
M-310 (564)	Stolley - Fonner/HEC/Fair Entrance to Stuhr Rd
M-310 (574)	Misc. Signals - TBD
M-310 (580)	Highway 281 Southbound Repair
M-310 (583)	North Rd & Old Potash Intersection Improvements
M-310 (585)	State Street - Webb Rd to Broadwell Ave Safety Improvement
M-310 (586)	Broadwell Ave - Capital to Airport Rd
M-310 (587)	Webb Rd - UPRR to south of Stolley Park Rd
M-310 (599)	Sky Park Improvements - Airport Rd to Abbott Rd
M-310 (604)	Highway 281 Safety Enhancement Improvement Project
M-310 (606)	Webb Rd & State St Intersection (Geometrics)
M-310 (607)	Diers Ave & State Street / US Hwy 281 - Design (Geometrics)
M-310 (608)	Locust St & Anna St (Geometrics)
M-310 (610)	Sycamore St Underpass - Complete Rebuild/Rehab (drainage/pavement) - Phase I
M-310 (618)	Eddy Street Underpass Complete Rebuild/Rehab (drainage/pavement) - Phase I
M-310 (535A)	Barr Middle School Traffic Circulation Improvements (Design)

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Capital Avenue from Webb Road to Broadwell Avenue																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2011 = 8,749, 2031 = 11,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 62'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Double 12'	Rise: 4' Length: 50' Type: Concrete																
Culvert	Diameter: 48"	Length: 175' Type: Concrete																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen roadway to from 2 lanes to 5 lanes with curb & gutter. Federal Aid Project No. URB-5436(5)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		1,630		6,521		8,151												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.2 Mile				Project No.: M-310(89)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Blaine Street N of Hwy 34 at Wood River crossing																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> 2 (two) Bridges - See bridge inventory data attached for existing attributes U104513905 - South Structure U104513910 - North Structure																		
Average Daily Traffic: <div style="text-align: center;">2011 = 2815, 2031 = 6,000</div>		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Collector</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal (HL93)</div>	Surfacing	Thickness: <div style="text-align: center;">varies</div> Width: <div style="text-align: center;">18' or 25'</div>																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: 12' Rise: 6' Length: 48'	Type: Concrete																
Culvert	Diameter: 42" Length: 48'	Type: Arch RCP																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Bridge U104513910 to be replaced by two box culverts of the same size. Bridge U104513905 to be replaced by two Arch RCP culvert pipes. Hydraulic Analysis was conducted in 2002 and will be double checked before final design is approved.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY <div style="text-align: center;">200</div>	★ STATE	★ FEDERAL	★ OTHER	TOTAL <div style="text-align: center;">200</div>												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">220 Feet</div>				Project No.: <div style="text-align: center;">M-310(267)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

BIRX010

BRIDGE INVENTORY AND RATING SYSTEM
STRUCTURE INVENTORY DATA QUERY - FIELD USE03/25/11
15:59:31

FUNCTION: Q Q=QUERY

8-STRUCTURE NUMBER U104513910 00
5-INVENTORY ROUTE 151054050
202-COUNTY BRIDGE NUMBER

3-COUNTY CODE..... 40
4-URBAN/MUNICIPAL CODE..... 1045
19-DETOUR LENGTH (MILES)..... 01
20-TOLL CODE..... 3
21-MAINTENANCE RESPONSIBILITY..... 04
22-OWNER..... 04
27-YEAR BUILT..... 1970
29-AVERAGE DAILY TRAFFIC..... 002815
30-YEAR AVERAGE DAILY TRAFFIC..... 2008
37-HISTORICAL SIGNIFICANCE..... 5
106-YEAR RECONSTRUCTED..... 0000
109-PERCENTAGE TRUCKS..... 00
201-PROJ NO

44-STRUCTURE TYPE APPROACH SPANS 000
45-NO. OF SPANS MAIN UNIT..... 003
46-NO. OF SPANS APPROACH UNIT 000
47-INV ROUTE TOTAL HORIZ. CLEAR 25.6
48-LENGTH OF MAXIMUM SPAN..... 0048
49-STRUCTURE LENGTH..... 000089
50-CURB OR SIDEWALK WIDTH LEFT 00.0
RIGHT 00.0
102-DIRECTION OF TRAFFIC..... 2
107-DECK STRUCTURE TYPE..... 9
108-WEARING SURFACE/PROTECTIVE SYSTEM
A. TYPE WEARING SURFACE 1
B. TYPE OF MEMBRANE..... 0
C. TYPE OF DECK PROTECTION 0
203-POSTED WEIGHT LIMIT (TONS) 210000

6-FEATURES INTERSECTED.....
A N CH PLATTE RIVER
B

7-FACILITY CARRIED BY STRUCTURE
BLAINE ST/FAU 5405

9-LOCAT. GRAND ISLAND BLAIN 3 US34

28-LANES ON/UNDER STRUCTURE.. 0200
32-APPR. ROADWAY WIDTH..... 030
33-BRIDGE MEDIAN..... 0
34-SKEW..... 00
35-STRUCTURE FLARED..... 0
42-TYPE OF SERVICE..... 15
43-STRUCTURE TYPE MAIN..... 302

54-MIN VERT. UNDERCLEARANCE REF N
FEET 00
INCHES 00
55-MIN. LATERAL UNDERCLEARANCE RIGHT
REF N
FEET 00.0
56-MIN. LATERAL UNDERCLEARANCE LEFT
FEET 00.0

PF3=MAIN MENU PF07=BKWD PF10=OFFICE INV
PF6=PRNT SCRN PF08=FWRD
QUERY COMPLETE

PRT ADDR: 2286
REQD. BY: WAHLGREN

NORTH
STRUCTURE

BIRX020 BRIDGE INVENTORY AND RATING SYSTEM 03/25/11
 BRIDGE INSPECTION QUERY 15:59:42
 8-STRUCTURE NO U104513910
 8A-STRUCTURE SEQUENCE NO 00
 -INSPECTOR TC1513
 90-DATE 11-10-2008
 91-INSPECTION FREQ 24
 92-INSPECTION DEFECTIVE DECK..... 05
 36-TRAFFIC SAFETY.....
 41-OPEN CLOSED.....
 58-DECK.....
 59-SUPERSTRUCTURE.....
 60-SUBSTRUCTURE.....
 61-CHANNEL PROTECTION.....
 71-WATERWAY ADEQUACY.....
 72-APPROACH ALIGNMENT.....
 113-SCOUR CRITICAL BRIDGE.....
 345-BRIDGE CROSSING CANAL.....
 2B-DISTRICT 4
 3-COUNTY 40
 43AB-BRIDGE TYPE 302
 343-SNOOPER N
 301-PCT OF DEFECTIVE DECK.....
 303-BRIDGE JOINTS.....
 306-ASPHALT/GRAVEL ON DECK.....
 306a-A=ASPHLT G=GRVL O=OTHR OR BLNK
 311-BEARING DEVICE AND ANCHOR.....
 316-CONDITION OF ABUTMENTS.....
 317-CONDITION OF PIERS.....
 320-CONDITION OF PILING.....
 321-TYPE OF PILING.....
 322-MSE EARTHWALL.....
 342-TOTAL NUMBER OF PINS.....
 PROPOSED IMPROVEMENTS
 75A-TYPE OF WORK PROPOSED..... 34
 75B-WORK DONE BY..... 1
 76-LEN OF STRUCT. IMPROVEMENT... 000089
 94-BRIDGE IMPROVEMENT COST..... 000244
 95-ROADWAY IMPROVEMENT COST..... 000024
 96-TOTAL IMPROVEMENT COST..... 000366
 97-YEAR OF IMPROVEMENT COST EST.. 2009
 PF3=MAIN MENU PF07=BKWD PF10=SPECIAL INSPECT
 PF6=PRNT SCRIN PF08=FWRD PF11=COMMENT
 QUERY COMPLETE PRT ADDR: 2286
 REQD. BY: WAHLGREN

*Probably 50%
 DEFECTIVE!*

CONC PAVEN

ASPH SURFACT

10 years

*CONC PAVEN
 NON LOCATIONS*

*THEN OVERLAY ← 1000
 RATING*

*THEN PROGRAMS
 IN 6 years*

15-2016 CHIP HAMMERS

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:00:23

STRUCTURE NUMBER: U104513910 00
INSPECTION DATE: 11-10-2008 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TC1513

The steel on this bridge was repainted in 1981. Today the paint shows about 50% loss, but steel section loss is not apparent. The concrete deck on this bridge has reached the serious condition. The leave in place corrugated sheet metal deck forms are rusting away and falling off due to the amount of moisture coming through the deck. There is a large amount of patching that has been completed on the deck. Some of the patching is full depth concrete with some being only partial depth asphalt. At the time of inspection there is a small hole thru the depth of the deck at the North end in the South bound lane. This bridge is on the list for replacement, but not within the next year. It is recommended that full depth patching be done as soon as possible.

PAGE 1

PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
QUERY COMPLETE, PRESS (PF5) TO RESET THE SCREEN

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:00:35

STRUCTURE NUMBER: U104513910 00
INSPECTION DATE: 12-06-1988 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TOM CARLSON
APPR ALGN DEF HORIZONTAL CURVE AT NORTH END OF BRIDGE

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCRN PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCRN PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

BIRX023 BRIDGE INVENTORY AND RATING SYSTEM 03/25/11
 BRIDGE LOAD RATING ITEMS QUERY 16:01:02
 8-STRUCTURE NUMBER: U104513910 00
 31-DESIGN LOAD..... 0 63-OPERATING RATING METHOD..... 1
 380-% OF STRESS REDUCTION... 00 64-OPERATING GROSS TONS..... 49
 381-RATING PROGRAM USED..... 15 65-INVENTORY RATING METHOD..... 1
 386A-TYPE 3 POSTING RATING... 28 66-INVENTORY GROSS LOAD..... 29
 386B-TYPE 3S2 POSTING RATING.. 45 41-OPEN/POSTED/CLOSED..... P
 386C-TYPE 3-3 POSTING RATING.. 59 203A-POSTED WEIGHT LIMIT TYPE 3... 21
 70-BRIDGE POSTING..... 5 203B-POSTED WEIGHT LIMIT TYPE 3S2. 00
 LOAD RATING DATE..... 02-23-2009 203C-POSTED WEIGHT LIMIT TYPE 3-3. 00
 RATER NAME.. ENCHAYAN, R. HS RATING(Operating)..... 27
 PF3=MAIN PF07=BKW PRT ADDR: 2286
 PF6=PRNT PF08=FWRD REQD. BY: WAHLGREN
 QUERY COMPLETE

BIRX028

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE SUFFICIENCY RATING TEST QUERY

03/25/11
16:02:27

INFORMATION ITEMS:

STRUCTURE NO.	U104513910	SEQUENCE NO.	00
SUFFICIENCY RATING	041.2	STATUS	STRUCTURALLY-DEFICIENT
ITEM 67 4	(RELATED ITEMS 29,59,60,66)		
ITEM 68 2	(RELATED ITEMS 26,28,29,51,53)		
ITEM 69 N	(RELATED ITEMS 26,54,55,56)		

TEMPORARY UPDATE ITEMS:

(19) BYPASS, DETOUR LENGTH	01		
(26) FUNCTIONAL CLASSIFICATION	17		
(280) LANES ON	02		
(29) AVERAGE DAILY TRAFFIC	002815		
(32) APPROACH ROADWAY WIDTH	30		
(36) TRAFFIC SAFETY FEATURES	1NNN		
(43) STRUCTURE TYPE - MAIN	302		
(51) ROADWAY WIDTH	0256		
(53) MIN. VERT. CLEARANCE	99	FT 99	IN
(54) MIN. VERT. UNDERCLEARANCE	N	RF 00	FT 00
(55) MIN. LAT. UNDERCL. - RIGHT	N	RF 000	FT
(56) MIN. LAT. UNDERCL. - LEFT	000	RF	FT
(58) DECK	3		
(59) SUPERSTRUCTURE	4		
(60) SUBSTRUCTURE	4		
(62) CULVERTS	N		
(66) INVENTORY RATING	229		
(71) WATERWAY ADEQUACY	6		
(72) APPROACH ROADWAY ALIGNMENT	4		
(100) DEFENSE HWY. DESIGNATION	0		

PF3=MAIN MENU PF07=BKWD
PF6=PRNT SCR N PF08=FWRD
PRESS ENTER KEY TO TEST RECORD

PRT ADDR: 2286
REQD. BY: WAHLGREN

BIRX010

BRIDGE INVENTORY AND RATING SYSTEM
STRUCTURE INVENTORY DATA QUERY - FIELD USE

03/25/11
16:04:22

8-STRUCTURE NUMBER U104513905 00
5-INVENTORY ROUTE 151054050
202-COUNTY BRIDGE NUMBER

FUNCTION: Q Q=QUERY

3-COUNTY CODE..... 40
4-URBAN/MUNICIPAL CODE..... 1045
19-DETOUR LENGTH (MILES)..... 01
20-TOLL CODE..... 3
21-MAINTENANCE RESPONSIBILITY 04
22-OWNER..... 04
27-YEAR BUILT..... 1935
29-AVERAGE DAILY TRAFFIC..... 002815
30-YEAR AVERAGE DAILY TRAFFIC 2008
37-HISTORICAL SIGNIFICANCE... 5
106-YEAR RECONSTRUCTED..... 0000
109-PERCENTAGE TRUCKS..... 00
201-PROJ NO

44-STRUCTURE TYPE APPROACH SPANS 000
45-NO. OF SPANS MAIN UNIT.... 001
46-NO. OF SPANS APPROACH UNIT 000
47-INV ROUTE TOTAL HORIZ. CLEAR 18.0
48-LENGTH OF MAXIMUM SPAN.... 0049
49-STRUCTURE LENGTH..... 000050
50-CURB OR SIDEWALK WIDTH LEFT 00.0
RIGHT 00.0
102-DIRECTION OF TRAFFIC..... 2
107-DECK STRUCTURE TYPE..... 1
108-WEARING SURFACE/PROTECTIVE SYSTEM
A. TYPE WEARING SURFACE 6
B. TYPE OF MEMBRANE... 0
C. TYPE OF DECK PROTECTION 0
203-POSTED WEIGHT LIMIT (TONS) 223644

6-FEATURES INTERSECTED.....
A STREAM

B
7-FACILITY CARRIED BY STRUCTURE
BLAINE ST/FAU 5405

9-LOCAT. GRAND ISLAND BLAIN @ US34

28-LANES ON/UNDER STRUCTURE.. 0200
32-APPR. ROADWAY WIDTH..... 030
33-BRIDGE MEDIAN..... 0
34-SKEW..... 00
35-STRUCTURE FLARED..... 0
42-TYPE OF SERVICE..... 15
43-STRUCTURE TYPE MAIN..... 303

10-INV ROUTE MIN VERT. CLEAR.FEET 99
INCHES 99
51-BRG ROADWAY WIDTH(CURB-CURB) 018.0
212-BRIDGE RAIL.....
52-DECK WIDTH (OUT TO OUT)..... 019.2
53-MIN VERT. CL. OVER BRIDGE ROADWAY
FEET 99
INCHES 99
54-MIN VERT. UNDERCLEARANCE REF N
FEET 00
INCHES 00
55-MIN. LATERAL UNDERCLEARANCE RIGHT
REF N
FEET 00.0
56-MIN. LATERAL UNDERCLEARANCE LEFT
FEET 00.0

PF3=MAIN MENU PF07=BKWD PF10=OFFICE INV
PF6=PRNT SCRIN PF08=FWRD
QUERY COMPLETE

PRT ADDR: 2286
REQD. BY: WAHLGREN

SOUTH
STRUCTURE

3/28/11 NOTES w/WES WAHLGREN
- WES SUGGEST 3 48" CULVERT
- COUNTY COULD TAKE THE BRIDGE AND
KEEP GILDER
- SE CORNER - RUSTED AND BRACKETS
BEING CONC.
PENALTY & FOUR BEAMS AT MAIN
GILDER, LET IT BEAR ON ADJUTMENT

BIRX020

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE INSPECTION QUERY

03/25/11

16:04:48

8-STRUCTURE NO U104513905

2B-DISTRICT 4

8A-STRUCTURE SEQUENCE NO 00

3-COUNTY 40

-INSPECTOR BL2811

43AB-BRIDGE TYPE 303

90-DATE 01-22-2010

343-SNOOPER N

91-INSPECTION FREQ 24

36-TRAFFIC SAFETY.....	1NNN	301-PCT OF DEFECTIVE DECK.....	00
41-OPEN	CLOSED.....	303-BRIDGE JOINTS.....	N
58-DECK.....	5	306-ASPHALT/GRAVEL ON DECK.....	03
59-SUPERSTRUCTURE.....	4	306a-A=ASPHLT G=GRVL O=OTHR OR BLNK	—
60-SUBSTRUCTURE.....	5	311-BEARING DEVICE AND ANCHOR.....	4
61-CHANNEL PROTECTION.....	6	316-CONDITION OF ABUTMENTS.....	5
71-WATERWAY ADEQUACY.....	6	317-CONDITION OF PIERS.....	
72-APPROACH ALIGNMENT.....	6	320-CONDITION OF PILING.....	N
113-SCOUR CRITICAL BRIDGE.....	5	321-TYPE OF PILING.....	N
345-BRIDGE CROSSING CANAL.....	N	322-MSE EARTH WALL.....	N
		342-TOTAL NUMBER OF PINS.....	00

PROPOSED IMPROVEMENTS

75A-TYPE OF WORK PROPOSED..... 34

75B-WORK DONE BY..... 1

76-LEN OF STRUCT. IMPROVEMENT.... 000050

94-BRIDGE IMPROVEMENT COST..... 000137

95-ROADWAY IMPROVEMENT COST..... 000013

96-TOTAL IMPROVEMENT COST..... 000205

97-YEAR OF IMPROVEMENT COST EST.. 2011

PF3=MAIN MENU PF07=BKWD PF10=SPECIAL INSPECT

PF6=PRNT SCR N PF08=FWRD PF11=COMMENT

QUERY COMPLETE

PRT ADDR: 2286

REQD. BY: WAHLGREN

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11

16:09:02

STRUCTURE NUMBER: U104513905 00

INSPECTION DATE: 01-22-2010 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: BL2811

The paint on this bridge is about 80% intact. Areas of major rust through out girders and floor beams Top flange and areas of bottom flange of f all floor beams are rusted. FB1-FB3 have rusted through the web.

Both girders have major rust at the support. Major rust in bottom flange of G2. Concrete deck is deteriorated and chunks broken off outer approximate 6 , each side. Deck through driving lanes in good shape.

Abutments at supports/wings have some cracks. Posting signs have been updated 11T, 19T, 19T. Collision damage to NE 8 of railing.

PAGE 1

PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
SCREEN IMAGE WAS ROUTED TO THE PRINTER SPECIFIED

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:05:59

STRUCTURE NUMBER: U104513905 00
INSPECTION DATE: 07-10-2007 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: MS1245
90% PAINT REMAINING. LEFT GIRDER HAS RUST ON TOP FLANGE 5' FROM ABUTMENT N
O. 2. SOME FLOORBEAMS HAVE RUST ON TOP AND BOTTOM FLANGES AT VARIOUS LOCAT
IONS. PACK RUST BETWEEN DOUBLE ANGLE STIFFENERS AT MID-SPAN. GIRDER TO FL
OORBEAM CONNECTIONS ARE RUSTED. SOME NEAR ABUTMENT ENDS ARE BADLY RUSTED.
WEB OF FB1-FB3 AT RIGHT GIRDER ARE RUSTED THROUGH. INSIDE OF BOTTOM FLANG
E IS BADLY RUSTED. SECTION LOSS VARIES FROM 10%-50%. OUTSIDE HALF OF BOTT
OM FLANGE IS OK. RUST AT BEARING LOCATIONS. SECTION LOSS TO WEB AT ABUTMEN
T NO. 2 END IS UP TO 1/4". PACK RUST BETWEEN STIFFENER AND GIRDER WEB AT AL
L STIFFENER LOCATIONS. PACK RUST AT GIRDER TO FLOORBEAM CONNECTIONS. PACK
RUST IS 0"-1/8" THICK. SOME LOCATIONS HAVE 1/8" SECTION LOSS TO GIRDER W
EB. KEEP GIRDERS CLEAN] BRIDGE NOT PROPERLY POSTED.

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCRNM PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCRNM PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

BIRX050

BRIDGE INVENTORY AND RATING SYSTEM
COMMENTS QUERY

03/25/11
16:06:04

STRUCTURE NUMBER: U104513905 00
INSPECTION DATE: 12-05-1990 (MMDDYY)

FUNCTION: Q (Q=QUERY)

INSPECTOR NAME: TOM CARLSON
AL DEF = 14' 0"

PAGE 1
PF3=MAIN MENU PF07=BKWD PF5 =CLEAR SCR N PF10=INSPECTION PRT ADDR: 2286
PF6=PRNT SCR N PF08=FWRD PF11=SPL INSPECT REQD. BY: WAHLGREN
BACKWARD QUERY COMPLETE

```

BIRX023          BRIDGE INVENTORY AND RATING SYSTEM          03/25/11
                   BRIDGE LOAD RATING ITEMS QUERY            16:06:32
8-STRUCTURE NUMBER: U104513905 00
 31-DESIGN LOAD..... 0          63-OPERATING RATING METHOD..... 1
380-% OF STRESS REDUCTION.... 00      64-OPERATING GROSS TONS..... 09
381-RATING PROGRAM USED..... 15      65-INVENTORY RATING METHOD..... 1
386A-TYPE 3 POSTING RATING.... 11      66-INVENTORY GROSS LOAD..... 05
386B-TYPE 3S2 POSTING RATING.. 19      41-OPEN/POSTED/CLOSED..... 8
386C-TYPE 3-3 POSTING RATING.. 19      203A-POSTED WEIGHT LIMIT TYPE 3... 22
 70-BRIDGE POSTING..... 0          203B-POSTED WEIGHT LIMIT TYPE 3S2. 36
LOAD RATING DATE..... 09-01-2008      203C-POSTED WEIGHT LIMIT TYPE 3-3. 44
RATER NAME.. 10909          HS RATING(Operating)..... 05
PF3=MAIN PF07=BKW          PRT ADDR: 2286
PF6=PRNT PF08=FWRD          REQD. BY: WAHLGREN
QUERY COMPLETE

```

BIRX028

BRIDGE INVENTORY AND RATING SYSTEM
BRIDGE SUFFICIENCY RATING TEST QUERY

03/25/11
16:04:05

INFORMATION ITEMS:

STRUCTURE NO.	U104513905	SEQUENCE NO.	00
SUFFICIENCY RATING	018.0	STATUS	STRUCTURALLY-DEFICIENT
ITEM 67 3	(RELATED ITEMS	29,59,60,66)	
ITEM 68 2	(RELATED ITEMS	26,28,29,51,53)	
ITEM 69 N	(RELATED ITEMS	26,54,55,56)	

TEMPORARY UPDATE ITEMS:

(19) BYPASS, DETOUR LENGTH	01		
(26) FUNCTIONAL CLASSIFICATION	17		
(280) LANES ON	02		
(29) AVERAGE DAILY TRAFFIC	002815		
(32) APPROACH ROADWAY WIDTH	30		
(36) TRAFFIC SAFETY FEATURES	1NNN		
(43) STRUCTURE TYPE - MAIN	303		
(51) ROADWAY WIDTH	0180		
(53) MIN. VERT. CLEARANCE	99	FT 99	IN
(54) MIN. VERT. UNDERCLEARANCE	N	RF 00	FT 00 IN
(55) MIN. LAT. UNDERCL. - RIGHT	N	RF 000	FT
(56) MIN. LAT. UNDERCL. - LEFT	000	FT	
(58) DECK	5		
(59) SUPERSTRUCTURE	4		
(60) SUBSTRUCTURE	5		
(62) CULVERTS	N		
(66) INVENTORY RATING	205		
(71) WATERWAY ADEQUACY	6		
(72) APPROACH ROADWAY ALIGNMENT	6		
(100) DEFENSE HWY. DESIGNATION	0		

PF3=MAIN MENU PF07=BKWD
PF6=PRNT SCRN PF08=FWRD
PRESS ENTER KEY TO TEST RECORD

PRT ADDR: 2286
REQD. BY: WAHLGREN

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Faidley Avenue from North Road to East end of Faidley Ave.																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> None (new construction)																		
Average Daily Traffic: 2011 = 0, 2031 = 2,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: Local	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: New construction - Design has not been completed. Form 7 will be updated as the design is finalized. Noted on 2004 Comprehensive Transportation Plan.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 800																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 800																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.4 Mile		Project No.: M-310(353)																
Signature:		Date:																
Street Superintendent																		

NBCS Form 7, Feb 07

6.2 East / West Traffic Flow Improvements

Widen US Highway 30 on 2nd Street between Grant and Greenwich Streets: As shown in the appendix, this proposal would involve widening US Highway 30 in order to provide a center left turn lane through a heavily commercialized area, west of the downtown district. Typically, a facility of this type would have a capacity of about 16,700 vpd. However, it carries upwards of 20,000 vpd between Grant and Greenwich Streets, which shows that the functional usefulness of this roadway is being taxed. It is forecasted to carry about 22,000 vpd in 2020 with V/C ratios of about 1.2. Thus a 4 lane cross section would be inadequate to serve future traffic. Adding a center left turn lane in this location would increase the capacity of the facility by approximately 30%. The center left turn lane would increase the safety in the corridor by removing turning movements from the through traffic flow. Moreover, the existing level of access to businesses and residences adjacent to the highway would be maintained but the access points may need some relocation. Because of the operational improvements, widening of US Highway 30 would be expected to attract an additional 2000 vpd. The widening of this roadway would have adjacent land use impacts. The minimum travel way for a 5-lane section would be approximately 64 feet. The typical existing cross section is about 44 to 50 feet. Construction of an additional roadway width would require removal of a number of adjacent trees and the relocation of existing sidewalks. The 1990 Comprehensive Plan also recommended this project in light of the capacity deficiency identified on this roadway.

Restripe Stolley Park Road between Webb Road and Locust Street: As shown in the appendix, this proposal would involve striping Stolley Park Road between Webb Road and Locust Street from 2 lanes to 3. Stolley Park Road between Webb Road and Locust Street has a typical capacity between 8,400 and 10,900 vpd and carries about 10,000 vpd. Widening this roadway would help alleviate some of the congestion associated with this roadway in the present and in the future. It is forecasted to carry about 12,000-13,000 vpd between Webb Road and Locust Street in 2020 in the absence of any improvements. This results in a V/C ratio between 1.0 and 1.4. Widening Stolley Park Road from 2 to 3 lanes (to provide a capacity approximately 12,500 vpd) from Webb Road to Locust Street would draw an additional 1500-3000 vpd on Stolley Park Road, on the average, and a reduction in V/C ratios to between 1.0 and 1.2. This project was also recommended in the 1990 Comprehensive Plan to alleviate the capacity deficiencies identified on this roadway.

Extend Faidley to North Road: This project involves the extension of Faidley to North Road. This roadway would serve as an east/west collector and would likely carry 2,000 vpd in 2020. This project was not incorporated in the 1990 Comprehensive Plan.

Widen Husker Highway between Route 30 and Stuhr Road: This project involves the widening of Husker Highway from 2 to 4 lanes between US Highway 30 and Stuhr Road. Husker Highway currently has a capacity on the order of 9,000-13,700 vpd. Husker Highway currently carries the following traffic volumes:

- 1,500 vpd west of Grand Island between US Highway 30 and US Highway 281
- 5,000 vpd south of Grand Island between US Highway 281 and Locust Street
- 4,000 vpd east of Grand Island between Locust Street and Stuhr Road

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: US Hwy 34 from US Hwy 281 to South Locust St		
Project Description: Nebraska Department of Roads Project No. STP-34-4 (126). Concrete repair, add turn lanes at Blaine Street, and bridge repair.		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2012	2032	Major Arterial

PROPOSED IMPROVEMENT																					
Design Standard Number: Municipal			Surfacing			Thickness:	Width:														
X	Grading	X	Concrete	X	Right of Way	X	Lighting														
	Aggregate		Curb & Gutter		Utility Adjustments																
	Armor Coat	X	Drainage Structures		Fencing																
	Asphalt	X	Erosion Control		Sidewalk																
Bridge to Remain in Place:			Roadway Width:	Length:	Type:																
New Bridge:			Roadway Width:	Length:	Type:																
Box Culvert			Span:	Rise:	Length:	Type:															
Culvert			Diameter:	Length:	Type:																
Bridges and Culverts Sized	X	YES		N/A		Hydraulic Analysis Pending															
Other Construction Features:																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL</th> <th>*County:</th> <th>*City:</th> <th>*State:</th> <th>*Federal:</th> <th>*Other:</th> <th>*Total:</th> </tr> <tr> <td></td> <td></td> <td>124</td> <td>3,882</td> <td></td> <td></td> <td>4,006</td> </tr> </table>								ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:			124	3,882			4,006
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:															
		124	3,882			4,006															
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 2.0				Project No.: M-310(411)																	
Signature:				Title: Street Superintendent		Date:															

NBCS Form 7, Feb 07

NEBRASKA DEPARTMENT OF ROADS NOTICE OF HIGHWAY PUBLIC INFORMATION MEETING

Thursday, January 5, 2011; 4:00 – 6:00 PM

Information Open House Public Meeting

**Central Community College, 3134 W. US Highway 34, Grand Island, NE
STPD-34-4(126), US-281 to Locust St., Grand Island; CN 41994**

The Nebraska Department of Roads (NDOR) will hold a public information open house regarding the refurbishment of U. S. Highway 34 (US-34) from the intersection of U. S. Highway 281 (US-281) to South Locust Street, in Grand Island. The meeting will be held at Central Community College in Grand Island, Thursday, January 5, 2012, 4:00-6:00 P.M.

Identified as **STPD-34-4 (126), US-281 to Locust St., Grand Island, C.N. 41994**, the proposed project would be constructed entirely within Hall County, Nebraska, mostly within the city limits of Grand Island. This proposed project would resurface the existing two-lane asphalt roadway and shoulders, including refurbishment of two bridge structures.

The project consists of concrete repair as needed, plus milling and overlaying the existing US-34 roadway and surfaced shoulders with new asphalt.

At the Blaine Street intersection, US-34 would be widened to add left-turn lanes. A short raised island on the north leg of Blaine Street would be added to better direct southbound traffic as it approaches the intersection. New roadway lighting will be provided at the intersection.

Just east of Wortman Drive, the Union Pacific Railroad crossing approaches would be improved.

The Wood River Bridge, between Garland and Blaine Streets, would be widened from 30-feet to 44-feet and refurbishments include a new roadway overlay, new approach sections, and new guardrails installed. The Wood River overflow bridge, just west of Blaine St., would be removed and replaced with a concrete box culvert. Two existing culverts east of Blaine would also be extended.

The proposed construction is scheduled to commence in the summer of 2012 and take approximately five months.

The construction will require the project to be built with detouring of US-34 traffic, using Interstate 80 (I-80) and South Locust Street. US-34 in Grand Island will be open to local traffic except during construction of the bridge, box culvert and widening for the left-turn lanes at Blaine Street. It is estimated US-34 would be closed to local traffic between Blaine Street and Catfish Avenue for three weeks and between Garland Street and Blaine Street for three months. The remainder of the project will be constructed "under traffic" with appropriate traffic control.

Detour maps and information will be available at the meeting.

Acquisition of a total of 0.16 acres of new right-of-way (ROW) will be required for this project from three tracts located adjacent to US-34 at the Blaine Street intersection; negotiations are in progress. The existing Control of Access along US-34 at the Blaine Street intersection will be perpetuated.

Wetlands have been delineated along portions of this project. There will be minimal impacts resulting from construction activities, however no wetland mitigation will be required.

The public meeting is being held to provide information and receive input regarding this project. All citizens are invited to attend and present relevant comments and questions. Design information will be displayed and personnel from NDOR will be present to answer questions and receive comments. The information "open house" format allows the public to come, gather pertinent information about the project, speak one-on-one with project personnel, and leave as they wish. All materials will be presented in both English and Spanish. A translator will be present.

NDOR will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English proficiency (LEP) will be made if the Department is notified by December 22, 2011. Notification should be submitted to: Greg Weinert, Public Hearings Officer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; greg.weinert@nebraska.gov; voice telephone (402) 479-4871, TDD telephone (402) 479-3834, Fax (402) 479-3989.

Information regarding the proposed project will be available after the meeting on the NDOR website at www.transportation.nebraska.gov/projects/ by clicking on the "US-34 GI" link.

For further information, contact Don Turek, NDOR Roadway Design, (402) 479-4441, don.turek@nebraska.gov; or Wes Wahlgren, NDOR District Four Engineer, (308) 385-6265, wes.wahlgren@nebraska.gov.

STPD-34-4(126)
US-281 to Locust St., Grand Island
C.N. 41994



Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

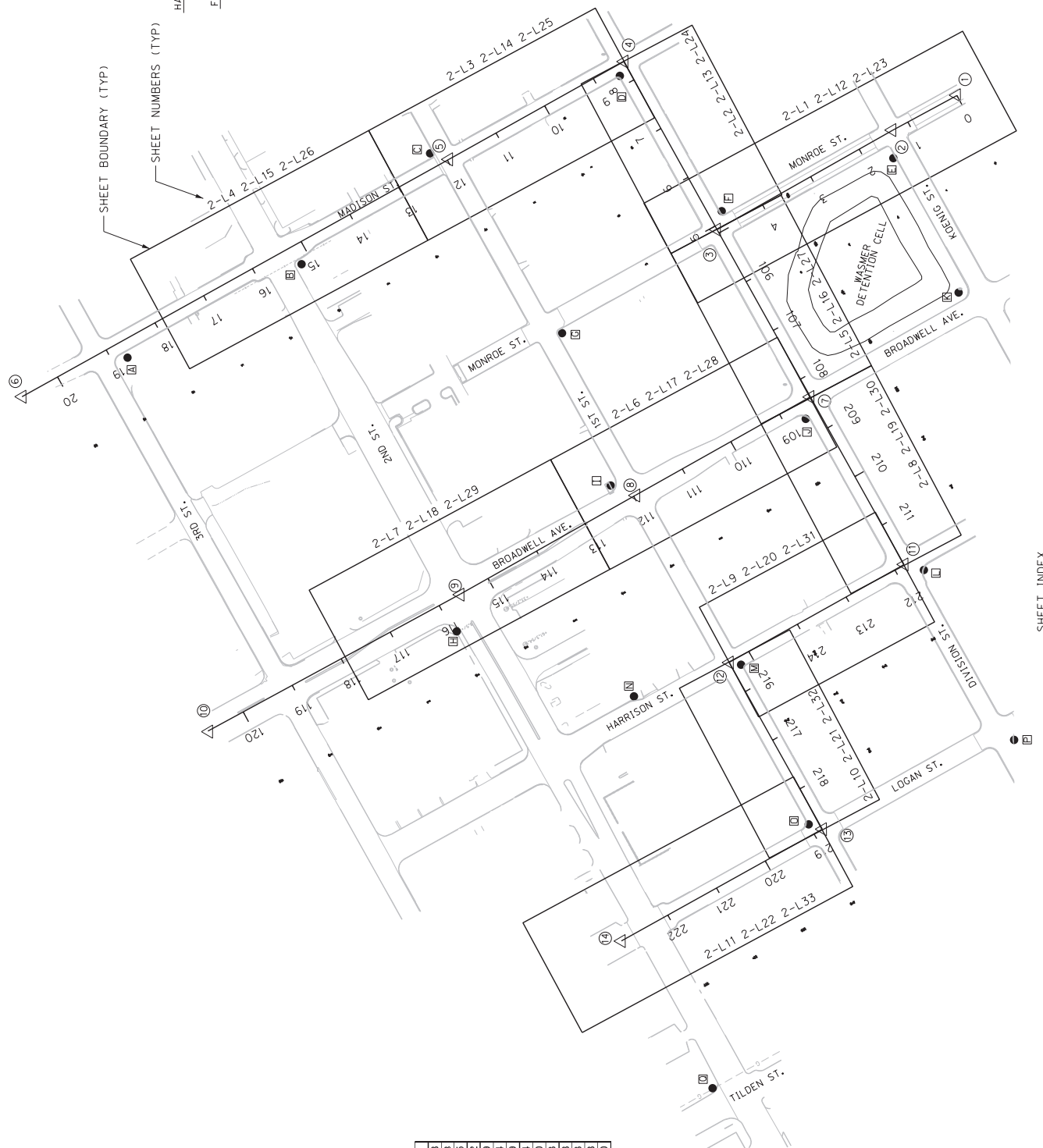
County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Logan St from 2 nd St to 1 st St; Harrison St from 1 st to Division St; Broadwell Ave from 2 nd St to Division St; Monroe St. from Division St to Koenig St Madison St from 2 nd St to Division St; 1 st St from Logan St to Harrison St; & Division St from Harrison St to Madison St																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete and/or concrete with bituminous overlay, storm sewer																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Aterial/Local Roads																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Underground storm drainage pipe construction, PCC pavement removal & replacement, landscaping and seeding. Federal Aid Project																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		542		953		1,495												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.7 Mile				Project No.: M-310(508)														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

HALF SIZE SCALE:
1"=200'

FULL SIZE SCALE:
1"=100'

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ID VERTICAL CONTROL

Easting	Elevation	Monument
16,795.506	1866.982	60 D NAIL
16,970.947	1867.420	60 D NAIL
17,170.286	1868.080	PK NAIL
17,309.530	1867.730	PK NAIL
17,161.564	1868.205	60 D NAIL
17,065.282	1868.750	60 D NAIL
16,847.697	1868.640	60 D NAIL
16,312.664	1867.720	60 D NAIL
16,575.072	1869.050	PK NAIL
16,694.116	1869.290	60 D NAIL
16,921.054	1868.530	PK NAIL
16,222.882	1869.610	60 D NAIL
16,253.046	1868.890	PK NAIL
16,196.176	1868.661	60 D NAIL
15,967.384	1868.970	PK NAIL
16,119.021	1870.270	PK NAIL
15,694.046	1869.000	NAIL IN SIDEWALK

ALIGNMENT

Sta.	Northing	Easting
0+00	457,041.66	2,317,273.88
1+54	457,157.40	2,317,211.38
104+92.86	457,471.93	2,317,033.55
17+52	457,639.19	2,317,334.92
36+89	457,952.87	2,317,159.39
72+85	458,718.42	2,316,733.84
2+38+35.44	457,304.38	2,316,733.49
95+40	457,617.40	2,316,957.44
57+26	457,932.49	2,316,379.50
72+08	458,384.97	2,316,133.93
90+95	457,136.62	2,316,432.68
40+18	457,450.08	2,316,257.23
92+82	457,283.00	2,315,958.08
95+11	457,643.31	2,315,757.70

SHEET INDEX

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: 2012 Program will be for the construction of "quite zones" along the UPRR																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Varies from concrete, asphalt and brick depending on location.																		
Average Daily Traffic: 2011 = 2,500, 2031 = 5,000		Classification Type: <i>(As shown on Functional Classification Map)</i> Urban Minor Arterial/Local Roads																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input checked="" type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input checked="" type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Specific locations for quite zones in 2009 are the Walnut, Elm, Pine and Oak Street crossings with the UPRR																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		107			140	247												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> N/A			Project No.: M-310(515)															
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Capital Avenue from Broadwell Avenue to Sky Park Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2011 = 8,616, 2031 = 12,500		Classification Type: <i>(As shown on Functional Classification Map)</i> Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen to three-lane section add pipe to connect existing culverts.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		1,500				1,500												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 2.0 Miles				Project No.: M-310(520)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Custer Avenue and 15 th Street																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete																		
Average Daily Traffic: <div style="text-align: center;">2011 = 6,000, 2031 = 12,000</div>		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Urban Collector</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal</div>	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input checked="" type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: New Traffic Signal installation Federal Aid Project No. STRS-40(57)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY <div style="text-align: center;">67</div>	★ STATE	★ FEDERAL <div style="text-align: center;">317</div>	★ OTHER	TOTAL <div style="text-align: center;">384</div>												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">300 Feet</div>			Project No.: <div style="text-align: center;">M-310(537)</div>															
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

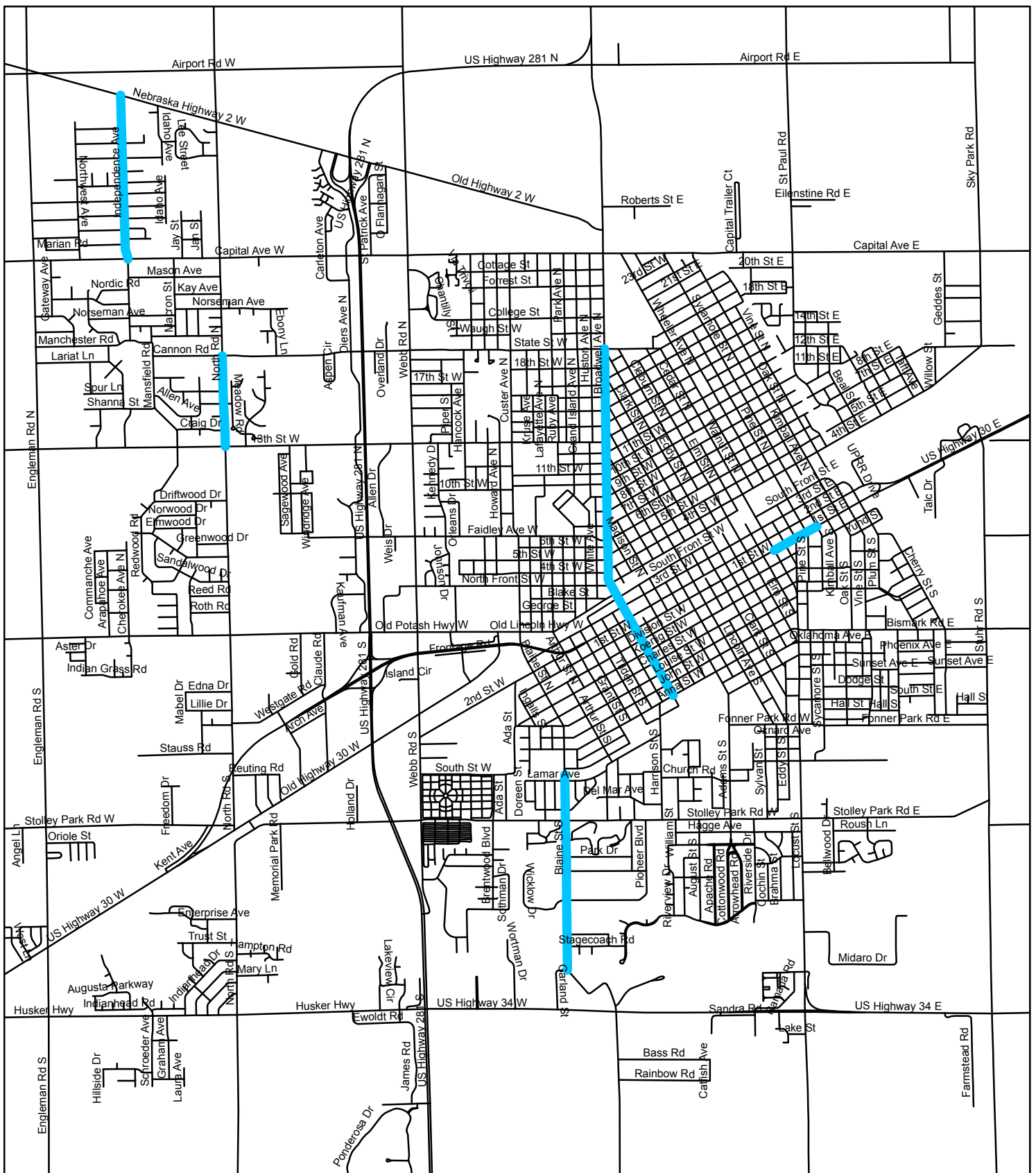
County:	City: Grand Island	Village:																
Location Description: Highway 30 - Grant St to Claude Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> N/A																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Full-depth concrete repair and diamond grinding. This is a NDOR project with city financial contributions.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		572	572			1,144												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.6			Project No.: M-310(578)															
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: <div style="text-align: center;">Grand Island</div>	Village:																
Location Description: Various Locations - Resurfacing 1. Blaine St from Garland to Stolley Park; 2. Blaine St from Stolley Park to crossing with Bike Trail; 3. 1 st St from Walnut to Sycamore; 4. North Road from 13 th to State; 5. Independence Ave from Capital to Hwy 2; 6. Broadwell Ave from Anna to 2 nd ; & 7. Broadwell Ave from 2 nd to State																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphaltic Concrete																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> <div style="text-align: center;">Various</div>																
PROPOSED IMPROVEMENT																		
Design Standard Number: <div style="text-align: center;">Municipal</div>	Surfacing	Thickness: <div style="text-align: center;">Width:</div>																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Asphalt resurfacing for various federal aid routes within the City. Received Relaxation of Standards for shoulder width from the NBCS at October 19, 2012 meeting.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		683		2,730		3,413												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> <div style="text-align: center;">UNK</div>				Project No.: <div style="text-align: center;">M-310(579)</div>														
Signature:		Title: <div style="text-align: center;">Street Superintendent</div>		Date:														

NBCS Form 7, Feb 07



FEDERAL AID PROJECTS

BLAINE ST. - Garland to Stolley Park Rd

BLAINE ST. - Stolley Park Rd to Bike Trail

1st ST - Walnut to Sycamore

NORTH ROAD - 13th to State

INDEPENDENCE AVE. - Capital Ave to Neb. Hwy #2

BROADWELL AVE. - Anna to 2nd

BROADWELL AVE. - 2nd to State



PUBLIC WORKS DEPARTMENT

PLOT 01-25-2011-----FED-Aid-Overlay-2013.mxd

STATE OF NEBRASKA
Minutes of the
Board of Public Roads Classifications and Standards
October 19, 2012
Hastings City Council Chamber, City Hall
220 North Hastings Avenue, Hastings, Nebraska

Meeting and Hearings Notices:

- Statewide news release emailed and posted on Nebraska Department of Roads' website October 12, 2012.
- Event posted on State of Nebraska website (Public Meeting Calendar) October 12, 2012.
- Tentative agenda emailed to each board member and interested persons October 12, 2012.
- Invitations mailed October 3, 2012 to County and Municipal Officials in Adams, Buffalo, Clay, Franklin, Hall, Hamilton, Kearney, Nuckolls and Webster Counties.
- Meeting agenda kept current and on public display in Liaison Services Section, Room 202, Nebraska Department of Roads, 1600 Highway 2, Lincoln, Nebraska.
- Meeting agenda posted on the City Hall main entrance bulletin board October 19, 2012.
- Relaxation of Standards hearing notice emailed October 12, 2012 to Burt County and the City of Grand Island.

Board members present:

Roger A. Figard, Lincoln, Chairman
James A. Litchfield, Wakefield, Vice Chairman
LeRoy G. Gerrard, Stromsburg
John M. Hynes, Holstein
Barbara Keegan, Alliance
Mick Syslo, Lincoln (*arrived at 9:21 a.m.*)
David L. Wacker, Hastings
Timothy W. Weander, Omaha
Edward R. Wootton, Sr., Bellevue

Board member absent:

Darold E. Tagge, Holdrege

Staff present:

LeMoyne D. Schulz, Board Secretary and Highway Local Liaison Coordinator, NDOR, Lincoln
Barbara Hasterlo, Secretary II, Liaison Services Section, NDOR, Lincoln

Others in attendance:

Andy Cunningham, Government Affairs Office, NDOR, Lincoln
Erich Strack, Government Affairs Office Legislative Coordinator, NDOR, Lincoln
Barry Rubendall, Street Commissioner, City of Franklin
Wesley Wahlgren, District IV Engineer, NDOR, Grand Island
Keith Meyer, District IV Construction Engineer, NDOR, Grand Island
Larry Legg, Secondary Roads Engineer, Local Projects Division, NDOR, Lincoln

Scott Gripenstrom, Project Manager, Public Works Department, City of Grand Island
Tim Golka, Olsson Associates, Grand Island
Shannon Callahan, Grand Island Street Superintendent
Terry Brown, Grand Island Public Works
Dawn Miller, Adams County Highway Superintendent
Dan Cady, Director, NE LTAP, University of Nebraska, Lincoln
Dennis Smith, Coordinator, NE LTAP, University of Nebraska, Lincoln
Matt Rief, Olsson Associates, Grand Island
Michael Ingram, Franklin County Highway Superintendent
Lee Saathoff, Adams County Board of Supervisors, Hastings
Steve Riehle, Hall County Engineer
Clarence Trumble, Hamilton County Board of Commissioners
Greg Davis, Aurora
Senator Les Seiler, Legislative District 33, Hastings
Rick Tessman, Street Water Department, City of Clay Center
Kim Jacobitz, Engineering Department, City of Hastings
Ryan Kavan, Olsson Associates, Hastings, representing self
David Garrett, City of Hastings
Richard Douglas, Street Superintendent, City of Hastings

* * * * *

Chairman Figard called the meeting to order at 9:00 a.m. The meeting was open to the public.

* * * * *

Ms. Kaleena Fong, Executive Director, Adams County Convention and Visitors Bureau, welcomed the board members to the City of Hastings. Chairman Figard thanked her for the welcome.

* * * * *

Chairman Figard made the following announcements in compliance with the Open Meetings Act.

- A copy of the Open Meetings Act is available for inspection and is posted by the entrance to this room.
- The Meeting Agenda and a copy of all materials that were provided to the Board Members, prior to the start of this meeting, are available on the table by the entrance to this room.
- A sign in sheet is available. Visitors are not required to sign, but are encouraged to do so.

* * * * *

Mr. Schulz noted the following changes from the originally published agenda:
Additional 2012-2013 municipal annual reports received. Added request for discussion of sidewalks under "Other Business." Added receipt of the City of Omaha relaxation request under "Correspondence and General Information."

* * * * *

Mr. Gerrard moved to approve the September 21, 2012 meeting minutes. Mr. Wacker seconded the motion. Members Gerrard, Hynes, Litchfield, Wacker, Weander, Wootton and

Figard voted YES. Member Keegan abstained. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Final Report on the status of the submission of the 2011 - 2012 Standardized System of Annual Reports.

1. All 93 county, 530 municipal and the Nebraska Department of Roads' Reports have been received.
2. 93 county, 529 municipal and the Nebraska Department of Roads' Reports were accepted by the Board at previous meetings.
3. The municipality of Royal, which was cited to the State Treasurer for suspension of its Highway Allocation Funds, submitted a complete report on September 25, 2012. The State Treasurer should be advised to cease the suspension and restore the suspended funds.
4. The Liaison Services Section has completed a review of Royal's report and recommends acceptance.

Mr. Wootton moved to accept the Status Report of the Standardized System of Annual Reports as presented. Mr. Hynes seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

Mr. Wootton moved to lift the suspended Highway Allocation funds to the Village of Royal. Ms. Keegan seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Initial Report on the status of the submission of the 2012 - 2013 Standardized System of Annual Reports.

1. A total of 62 county, 6 Municipal the Nebraska Department of Roads' Reports have been received and are being held pending review.

Mr. Wacker moved to accept the Status Report of the Standardized System of Annual Reports as presented. Mr. Wootton seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Initial Report on the status of the submission of the 2013 One- and Six-Year Plans.

1. A total of 1 municipal (City of Lincoln) One- and Six-Year Plan has been received and is being held pending review.

Mr. Wootton moved to accept the Status Report of the One- and Six-Year Plans as presented. Mr. Litchfield seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Buffalo County One- and Six-Year Plan revision adding Project C-10(932) to the One-Year Plan. The project consists of replacing a wood structure with a culvert on a Local road. The total estimated cost is \$15,000.

Mr. Wotton moved to accept the Buffalo County One- and Six-Year Plan revision. Mr. Gerrard seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wotton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Sheridan County One- and Six-Year Plan revision adding Project C-81(140) to the One-Year Plan. The project consists of replacing a wood structure with a culvert on a Minimum Maintenance road. *(Note: In addition to the revision, a Relaxation of Standards is required.)* The total estimated cost is between \$5,000 and \$10,000.

Mr. Wootton moved to accept the Sheridan County One- and Six-Year Plan revision. Mr. Hynes seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the Village of Chapman One- and Six-Year Plan revision adding Project M-199(13) to the One-Year Plan. The project consists of grading and asphalt surfacing on a Local street. *(Note: The project will be done in conjunction with a Merrick County project.)* The total estimated cost is \$46,000.

Mr. Gerrard moved to accept the Village of Chapman One- and Six-Year Plan revision. Mr. Wootton seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Members Syslo and Tagge were absent. The motion carried.

* * * * *

The board considered the City of Beatrice One- and Six-Year Plan revision delaying One-Year Plan Projects. 1-1 through 1-8, Federal Aid Project No. URB-6108(1), C.N. 13086, to the 2013 One-Year Plan. The projects consist of mill and asphalt overlay with curb ramps at intersections on Collector and Other Arterial streets. The total estimated cost is \$1,134,000.

Mr. Wootton moved to accept the City of Beatrice One- and Six-Year Plan revision. Ms. Keegan seconded the motion. Members Gerard, Hynes, Keegan, Litchfield, Wacker, Weander, Wootton and Figard voted YES. Member Syslo Abstained. Member Tagge were absent. The motion carried.

* * * * *

At 9:23 a.m. the board heard the Burt County request for a Relaxation of Standards for Construction of a Culvert on a Minimum Maintenance road, County Project No. C-11(410), as

specified in its September 19, 2012 Letter and Burt County Resolution No. 2012-24. *(The hearing was held in an informal format, Burt County having declined the option of a formal hearing.)* No one was present to present the request. No one appeared in opposition. The hearing concluded at 9:24 a.m. The board then considered the request. *(NOTE: The project was added to the One-Year Plan at the September meeting.)*

Mr. Wootton moved to grant the Burt County Relaxation request. Mr. Hynes seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Syslo, Wacker, Weander, Wootton, and Figard voted YES. Member Tagge was absent. The motion carried with the requisite majority.

* * * * *

At 9:30 a.m. the board heard the City of Grand Island request for a Relaxation of Minimum Design Standards for Project No. URB-5409(2), C.N. 42706, Various Locations in Grand Island, City Project No. M-310(579). *(The hearing was held in an informal format, the City of Grand Island having declined the option of a formal hearing.)* The request is for a decrease in Shoulder Width on Collector and Other Arterial streets as specified in its October 10, 2012 Letter and City of Grand Island Resolution No. 2012-178. Ms. Callahan, Mr. Griepenstrom and Mr. Brown presented the request. NDOR has approved the relaxation request. No one appeared in opposition. The hearing concluded at 9:59 a.m. The board then considered the request.

Mr. Wootton moved to grant the City of Grand Island Relaxation request, in view of the peculiar, special or unique local situation presented, whereby the application of the specific Minimum Design Standard would work a special hardship, and with the stipulation that no shoulder be less than 2' in width. Mr. Weander seconded the motion. Members Gerrard, Hynes, Keegan, Litchfield, Syslo, Wacker, Weander, Wootton and Figard voted YES. Member Tagge was absent. The motion carried with the requisite majority.

* * * * *

Other business:

- Request for discussion on Sidewalks, Curb ramps, and Crosswalks, received October 13, 2012. Mr. Legg presented the request. The under current regulations a county or municipality must request a relaxation of standards for existing standard deficiencies when constructing ADA ramps and sidewalks. An alternative would be that new construction or reconstruction of sidewalks and/or ADA ramps outside of the roadway and the replacement of existing cross walks within the roadway be considered a maintenance activity. Following discussion the Board directed staff to develop language for presentation at a future meeting.
- Board members received a proposed schedule of meetings for 2013 and a tentative schedule for 2014. *Members were requested to evaluate the proposed dates for action at the November meeting.*

* * * * *

Mr. Schulz reported the following correspondence and general information:

- City of Omaha Relaxation of Standards request received October 16, 2012, possible agenda item for the November 16 2012 meeting.

- Board members received the agenda for the 27th Annual Regional Local Road Conference to be held October 24-25, 2012, in Rapid City, South Dakota.
- Board members received a copy of the Board of Examiners for County Highway and City Street Superintendents, August 24, 2012, meeting minutes.

* * * * *

Chairman Figard invited public comment and thanked everyone for attending the meeting and the workshop following the meeting, with special thanks to board member Wacker and his assistant, Kim Jacobitz for hosting the meeting and the previous afternoon's tour of the city.

Chairman Figard recognized State Senator Les Seiler.

The next regular meeting will be held November 16, 2012, at 9:00 a.m., in the Nebraska Department of Roads' Central Headquarters Building Auditorium, Room 139A, 1500 Highway 2, Lincoln, Nebraska.

* * * * *

There being no further agenda items, Chairman Figard adjourned the meeting at 10:24 a.m.

* * * * *

LeMoyne D. Schulz
Secretary for the Board

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: US Highway 30 - Wood River to Grand Island																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt (3R Project)																		
Average Daily Traffic: 2010 = 5300, 2030 = UNK		Classification Type: <i>(As shown on Functional Classification Map)</i> Major Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: 001.03	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: US Highway 30 resurfacing, NDOR Project with City financial contribution. NDOR Project No. STPD-30-4(149)																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 584	★ STATE 5,161	★ FEDERAL	★ OTHER	TOTAL 5,745												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 12.2 Mile			Project No.: M-310(581)															
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: Blaine Street from Schimmer Dr. to Wildwood Dr.		
Project Description: Concrete paving for industrial development site partially funded through Community Block Development Grant and LB-840 Funds.		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2012	1,326	2032 2,000 Local
PROPOSED IMPROVEMENT		
Design Standard Number: Municipal		Surfacing Thickness: 8 IN. Width: 28 FT.
X	Grading	X Concrete
	Aggregate	Curb & Gutter
	Armor Coat	X Drainage Structures
	Asphalt	X Erosion Control
Bridge to Remain in Place:		Roadway Width: Length: Type:
New Bridge:		Roadway Width: Length: Type:
Box Culvert		Span: Rise: Length: Type:
Culvert		Diameter: Length: Type:
Bridges and Culverts Sized	YES	N/A
Other Construction Features: Funding: 575,000 - LB840 and 382,000 - CDBG		
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City: 243
		*State: *Federal: 957 *Total: 1,200
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 MILE		Project No.: M-310(588)
Signature:		Title: Date:

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Broadwell Avenue from 45' South of BNSF Crossing (north of Hwy 2) to BNSF Crossing.																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphaltic Concrete, Dirst Shoulder																		
Average Daily Traffic: 2008 = 5,135, 2028 = UNK		Classification Type: <i>(As shown on Functional Classification Map)</i> Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 6" Width: 27'																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Shoulder Widening: 8' Concrete shoulder through the crossing, both sides of roadway.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		52				52												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 100 Feet				Project No.: M-310 (591)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Annual Asphalt Resurfacing Project - various areas throughout the City																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt - Maintenance Project																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> Various																
PROPOSED IMPROVEMENT																		
Design Standard Number: Maintenance	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features:																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		603				750												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.3			Project No.: M-310(593)															
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Various locations throughout the City																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete or Asphalt																		
Average Daily Traffic: 2011 = _____, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> N/A																
PROPOSED IMPROVEMENT																		
Design Standard Number:	Surfacing	Thickness: _____ Width: _____																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input checked="" type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width: _____	Length: _____ Type: _____																
New Bridge	Roadway Width: _____	Length: _____ Type: _____																
Box Culvert	Span: _____ Rise: _____	Length: _____ Type: _____																
Culvert	Diameter: _____	Length: _____ Type: _____																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Install ADA compliant handicap sidewalk ramps in various areas of the City - this program follows the City's previous year asphalt resurfacing project																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		125				125												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> UNK			Project No.: M-310(597)															
Signature:		Title: Street Superintendent			Date:													

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Airport Rd & Sky Park Rd Intersection Improvements																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2011 = 1,550, 2031 = _____		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: UNK Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen turning radii at intersection																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		45				45												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 600 Feet				Project No.: M-310(598)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Sky Park Road Improvements - Airport Rd to Abbott Rd																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2008 = 1,550, 2031 = TBD		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Widen roadway and add lighting to improve safety and accommodate higher traffic volume for increased Airport usage.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
		700				700												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 Mile				Project No.: M-310(599)														
Signature:		Title: Street Superintendent		Date:														

NBCS Form 7, Feb 07

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County:	City: Grand Island	Village:																
Location Description: Sky Park Road from Capital Avenue to Airport Road																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2008 = 1,280, 2031 = TBD		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Municipal	Surfacing	Thickness: 8" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input checked="" type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Improve roadway for potential Truck Route.																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY 800																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 800																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> UNK		Project No.: M-310(609)																
Signature:		Date:																
Street Superintendent																		

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:													
Location Description: Shady Bend Rd just north of Gregory Ave to Bismark Rd.															
Project Description: Resurfacing project to restore roadway to structually sound state and to accommodate increasing truck traffic. Minor bridge repair and box culvert repair as will be determined.															
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt, bridge, box culvert, guardrail															
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>													
2013	2,420	2033 TBD Other Arterial & Local													
PROPOSED IMPROVEMENT															
Design Standard Number: Municipal		Surfacing Thickness: 8" Width: 24'													
X	Grading	Concrete Right of Way Lighting													
	Aggregate	Curb & Gutter Utility Adjustments													
	Armor Coat X	Drainage Structures Fencing													
X	Asphalt	Erosion Control Sidewalk													
Bridge to Remain in Place:		Roadway Width: 40' Length: 40' Type: Concrete Box Culvert													
New Bridge:		Roadway Width: Length: Type:													
Box Culvert		Span: Rise: Length: Type:													
Culvert		Diameter: Length: Type:													
Bridges and Culverts Sized	YES	N/A Hydraulic Analysis Pending													
Other Construction Features:															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="2" style="width: 20%;">ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL</td> <td style="width: 10%;">*County:</td> <td style="width: 10%;">*City:</td> <td style="width: 10%;">*State:</td> <td style="width: 10%;">*Federal:</td> <td style="width: 10%;">*Other:</td> <td style="width: 10%;">*Total:</td> </tr> <tr> <td></td> <td>250</td> <td></td> <td></td> <td></td> <td>250</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:		250				250
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:		*State:	*Federal:	*Other:	*Total:								
		250				250									
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.8 MILE		Project No.: M-310(622)													
Signature:		Title: Street Superintendent Date:													

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:													
Location Description: Hwy 281 from mile post 68.90 to Ref. Post 78.5; In GI City Limits from Viaduct over Old Hwy 30 to Airport Road (3.7 Miles)															
Project Description: Full Depth Concrete Repair and Resurfacing; NDOR Project No. NH-281(127) with City participation															
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Concrete															
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>													
2012	2032	Major Arterial													
PROPOSED IMPROVEMENT															
Design Standard Number: 3R on Municipal State Hwy		Surfacing Thickness: Width:													
Grading	Concrete	Right of Way													
Aggregate	Curb & Gutter	Utility Adjustments													
Armor Coat	Drainage Structures	Fencing													
Asphalt	Erosion Control	Sidewalk													
Bridge to Remain in Place:	Roadway Width:	Length: Type:													
New Bridge:	Roadway Width:	Length: Type:													
Box Culvert	Span: Rise:	Length: Type:													
Culvert	Diameter:	Length: Type:													
Bridges and Culverts Sized	YES	N/A Hydraulic Analysis Pending													
Other Construction Features:															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="2" style="width: 20%;">ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL</td> <td style="width: 10%;">*County:</td> <td style="width: 10%;">*City:</td> <td style="width: 10%;">*State:</td> <td style="width: 10%;">*Federal:</td> <td style="width: 10%;">*Other:</td> <td style="width: 10%;">*Total:</td> </tr> <tr> <td></td> <td>1,166</td> <td>4,853</td> <td></td> <td></td> <td>6,019</td> </tr> </table>			ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:	*State:	*Federal:	*Other:	*Total:		1,166	4,853			6,019
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL	*County:	*City:		*State:	*Federal:	*Other:	*Total:								
		1,166	4,853			6,019									
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 9.6 (Total)		Project No.: M-310 (623)													
Signature:		Title: Street Superintendent													
		Date:													

NBCS Form 7, Feb 07

Form 7 One- & Six- Year Plan

Highway or Street Improvement Project

County:	City: GRAND ISLAND	Village:
Location Description: Stuhr Rd from just south of BNSF crossing to Bismark Rd		
Project Description: Concrete overlay with shoulder widening		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt		
Average Daily Traffic:		Classification Type: <i>(As shown on Functional Classification Map)</i>
2008	5,010	2028 TBD Other Arterial

PROPOSED IMPROVEMENT							
Design Standard Number: Municipal			Surfacing			Thickness:	Width:
X	Grading	X	Concrete	X	Right of Way	X	Lighting
	Aggregate		Curb & Gutter	X	Utility Adjustments	X	Shoulder Widen
	Armor Coat		Drainage Structures		Fencing		
	Asphalt	X	Erosion Control		Sidewalk		
Bridge to Remain in Place:			Roadway Width:		Length:	Type:	
New Bridge:			Roadway Width:		Length:	Type:	
Box Culvert			Span:	Rise:	Length:	Type:	
Culvert			Diameter:		Length:	Type:	
Bridges and Culverts Sized			YES		N/A		Hydraulic Analysis Pending
Other Construction Features:							
ESTIMATED COST <i>(in Thousands)</i> *OPTIONAL		*County:	*City:	*State:	*Federal:	*Other:	*Total:
			160				160
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.4 Mile				Project No.: M-310(624)			
Signature:				Title: Street Superintendent		Date:	

NBCS Form 7, Feb 07



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item I2

**#2013-71 - Approving Boundaries for Downtown Business
Improvement District 2013**

Staff Contact: Marco Floreani

Council Agenda Memo

From: Marco Floreani, Community Development Administrator

Meeting: March 12, 2013

Subject: Approval of Downtown Business Improvement District
2013 Boundaries and Initial Board

Item #'s: I-2

Presenter(s): Marco Floreani, Community Development Administrator

Background

Business Improvement District #8 is set to expire on September 30, 2013. In a letter to the Mayor and City Council dated February 12, 2013, business and property owners expressed an interest to form a new business improvement district with the same boundaries as BID #8.

State statutes allow for the creation of business improvement districts and the expenditure of funds for improvement of public places or facilities within the district, including the acquisition, construction, maintenance, and operation of such improvements, creation and implementation of a plan for improving the general architectural design of public areas within the district, the development of any public activities and promotion of public events, including the management and promotion and advocacy of retail trade activities or other promotional activities, and employing or contracting for personnel for any improvement program under the act.

Chapter 19 of State Statutes sets forth the regulations pertaining to the formation of a business improvement district. The Statutes (19-4021) provide for the appointment of a business improvement board consisting of property owners, residents, business operators, or users of space within the business area to be improved.

Discussion

A Business Improvement District for the downtown has been in place for approximately 25 years. Business Improvement District #8 is set to expire on September 30, 2013. A nine member volunteer board oversees the activities and the budget for the District.

The general boundaries are outlined on the attached map.

The proposed initial board for Downtown 2013 is comprised of individuals who are currently serving on the Downtown Business Improvement District Board and are Downtown property owners or are employees of Downtown property owners.

The identification of boundaries and formation of an initial board are the first steps in the creation of the district. Approval is recommended.

If approved, the board members will make a plan and City Council will ask the Regional Planning Commission for a recommendation. Once the Planning Commission makes a recommendation, City Council may adopt a resolution to establish the business improvement district. There will then be a period for the property owners in the district to protest the formation of the BID. City Council will then hold a public hearing to create the district. After the hearing Council may pass an ordinance to establish the district.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve boundaries for Downtown BID 2013 and that the following be confirmed as board members for this Business Improvement District area:

Amos Anson
Craig Hand
Mark Stelk
Dee Johnson
Tom Ziller
Kurt Haecker
Eric Edwards
Kris Jerke
Dave Wetherilt

Sample Motion

Move to approve the recommendations as submitted.

February 12, 2013

Mayor and Council Members
City of Grand Island
100 East First Street
Grand Island, NE 68801

Dear Mayor and Council Members:

There has never been a more important time for Downtown Grand Island to plan for the future. With a Revitalization Plan for Downtown Grand Island being developed and to be available next month, business and property owners and residents will soon be able to envision what the future of Our Downtown holds.

A Business Improvement District (BID) for Downtown has been in place for nearly 25 years. Business Improvement District #8, which boundaries are outlined on an attached map, is set to expire on September 30, 2013. A nine member volunteer board oversees the activities and the budget for the District. We believe it is most beneficial to property owners and to the greater community to maintain a business improvement district for this area to ensure a redevelopment of our Downtown is carried through.

We look forward to sharing more with you, and ask for your support in re-establishing the BID another five years and your help in making Downtown Grand Island a proud destination to work, live, shop and be entertained.

Thank you for your consideration. We look forward to continuing our efforts to ensure OUR Downtown is appealing to all – visitors and residents alike.

Sincerely,

Downtown Business and Property Owners



Amos Anson
Chocolate Bar

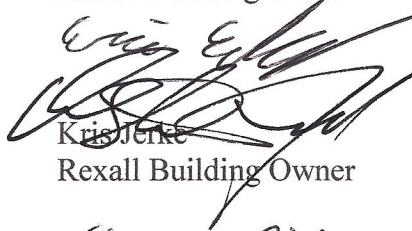


Kurt Haecker
Home Federal



Mark Stelk
General Collections

Eric Edwards
Hedde Building Owner

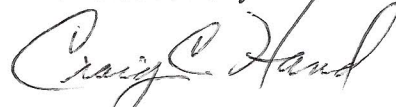


Kris Jerke
Rexall Building Owner




Tom Ziller
Michelson Building Owner

Craig Hand
Howards Jewelry



Dee Johnson
Carpets-N-More



RESOLUTION 2013-71

WHEREAS, Downtown property owners have recommended that the City of Grand Island create a business improvement district with boundaries set out below; and

WHEREAS, Section 19-4021, R.R.S. 1942, indicates that the boundaries of a business improvement district shall be declared by the city council prior to or at the same time as the appointment of the business improvement board; and

WHEREAS, the outer boundaries of the potential Downtown Business Improvement District 2013 are described on the attached map, marked Exhibit "A"; and

WHEREAS, it is suggested that a business improvement board be appointed to make recommendations to the city council for the potential establishment of a district and plans for improvements if any, for such district; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the property set out within the above-identified boundaries be declared as future Downtown Business Improvement District 2013.

Be it further resolved, that the following individuals be initially appointed to serve on the business improvement board: Amos Anson, Craig Hand, Mark Stelk, Dee Johnson, Tom Ziller, Kurt Haecker, Eric Edwards, Kris Jerke, and Dave Wetherilt.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item I3

#2013-72 - Approving Surplus Equipment for Disposal from the Wastewater Division of the Public Works Department

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Marvin Strong, Wastewater Plant Engineer

Meeting: March 12, 2013

Subject: Approving Surplus Equipment for Disposal from the Wastewater Division of the Public Works Department

Item #'s: I-3

Presenter(s): Terry Brown, Interim Public Works Director

Background

The Wastewater Division of the Public Works Department has a surplus of equipment at the plant that is recommended for disposal.

Discussion

City staff has evaluated the daily operations and have deemed the following equipment surplus and no longer needed at the Wastewater Treatment Plant:

- 1995 4x4 Chevy 3500 pickup with 106,000 miles – 5.7L with automatic transmission, VIN #1GTHK34K8SE506255
- 1994 International truck with a compost mixer body with 10,700 hours – has a DT 466, automatic transmission and scales, VIN #1HTSHAAR4RH598518
- 1995 International truck with a compost mixer body with 10,800 hours – has a DT 466, automatic transmission and scales, VIN #1HTSHAAR1SH682513
- 1996 Ford 8000 dump truck with a 20 yard box with 534,000 miles – has 275 hp Cummins and 9 speed transmission, VIN #1FDZW82E5TVA24567
- 785 John Deere manure spreader, VIN #W00785X003290
- 1980 4640 John Deere tractor with duals and front weights, VIN #018319R
- .75 yard dump box for an easement machine

It is recommended that this surplus equipment be disposed of at Wieck's Auction on March 16, 2013.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the disposal of the equipment deemed surplus at the Wastewater Treatment Plant at Wieck's Auction on March 16, 2013.

Sample Motion

Move to approve the resolution.

RESOLUTION 2013-72

WHEREAS, the Wastewater Division of the Public Works Department for the City of Grand Island has a surplus of equipment at the plant that is recommended for disposal; and

WHEREAS, City staff has evaluated the daily operations and have deemed the following equipment surplus:

- 1995 4x4 Chevy 3500 pickup with 106,000 miles – 5.7L with automatic transmission, VIN #1GTHK34K8SE506255
- 1994 International truck with a compost mixer body with 10,700 hours – has a DT 466, automatic transmission and scales, VIN #1HTSHAAR4RH598518
- 1995 International truck with a compost mixer body with 10,800 hours – has a DT 466, automatic transmission and scales VIN #1HTSHAAR1SH682513
- 1996 Ford 8000 dump truck with a 20 yard box with 534,000 miles – has 275 hp Cummins and 9 speed transmission VIN #1FDZW82E5TVA24567
- 785 John Deere manure spreader, VIN #W00785X003290
- 1980 4640 John Deere tractor with duals and front weights, VIN #018319R
- .75 yard dump box for an easement machine; and

WHEREAS, it is recommended that this surplus equipment be disposed of at Wieck's Auction on March 16, 2013.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the disposal of such equipment deemed surplus at the Wastewater Treatment Plant is approved for disposal on March 16, 2013 at Wieck's Auction.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 12, 2013.

Jay Vavricek, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 8, 2013	☐ City Attorney



City of Grand Island

Tuesday, March 12, 2013

Council Session

Item J1

Approving Payment of Claims for the Period of February 27, 2013 through March 12, 2013

The Claims for the period of February 27, 2013 through March 12, 2013 for a total amount of \$4,809,800.90. A MOTION is in order.

Staff Contact: Jaye Monter