

**FEASIBILITY STUDY**  
**And**  
**ENVIRONMENTAL ASSESSMENT**  
**For**  
**TRANSIT STORAGE**  
**In**



**JUNE 2014**

**T.C. ENGINEERING, INC.**  
**ONE SOUTH SYCAMORE ST.**  
**NORTH PLATTE, NEBRASKA 69101**  
**(308) 534-9245**

## INDEX

### Feasibility Study

1.0 Location and Existing Conditions.....	1
2.0 Purpose and Need.....	2
3.0 Alternatives Considered/ Selection.....	3
4.0 Scope of Work for the Selected Alternative.....	4
5.0 Site Location & Layout.....	5
6.0 Funding Sources and Cost Estimates .....	6

### Environmental Assessment

Section 1: Introduction.....	E1
Section 2: Environmental Impact Analysis Checklist .....	E2
Survey Instrument .....	Appendix
Warranty Deed .....	Exhibit 1
Correspondence with the Nebraska Department of Environmental Quality .....	Exhibit 2
Correspondence with the Army Corps of Engineers.....	Exhibit 3
Correspondence with the Dept of Natural Resources.....	Exhibit 4
Correspondence with the Nebr. Game & Parks Comm.....	Exhibit 5
Correspondence with the Nebr. State Historical Society.....	Exhibit 6
Correspondence with the Nebraska Department of Environmental Quality .....	Exhibit 7

Correspondence with the Nebr. Dept of Aeronautics.....	Exhibit 8
Correspondence with Nebr. Dept of Health & Human Service.	Exhibit 9
Correspondence with the USDA NRCS.....	Exhibit 10
Council Meeting Discussion .....	Exhibit 11
Public Hearing Notice .....	Exhibit 12



**T. C. ENGINEERING INC.**  
ONE SOUTH SYCAMORE STREET  
P. O. BOX 832  
**NORTH PLATTE, NEBRASKA 69103**  
(308) 534-9245  
email: tcw@tcengineeringinc.com  
brb@tcengineeringinc.com

August 6, 2014

Aaron Smith, City Manager  
City of Ogallala  
411 East Second Street  
Ogallala, Nebraska 69153

Re: Transit Storage Feasibility Study  
& Environmental Assessment

Dear Mr. Smith;

Enclosed please find two (2) copies of the Feasibility Study and Environmental Assessment for the Transit Storage Facility. We will also be forwarding these by email to Clerk Jane Skinner and Coletta Clouse.

We have already furnished documentation requested by Kari Ruse, Transit Liaison Manager of NDOR Rail & Public Transportation.

We will attend the Public Hearing on August 26<sup>th</sup> to discuss this with the public and the full Council. In the meantime, if you have specific questions feel free to call.

There is room at the back of the Study and Assessment for the Public Hearing Notice and minutes for the public hearing. These will need to be added prior to submittal to the NDOR.

Thanks for this opportunity to provide this service for you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Werblow', written over the printed name.

Thomas C. Werblow, P.E.

**FEASIBILITY STUDY**  
**FOR**  
**TRANSIT STORAGE**  
**IN**  
**OGALLALA, NEBRASKA**

**June 2014**



Prepared by  
**T.C. Engineering, Inc**  
1 SOUTH SYCAMORE  
P. O. BOX 832  
NORTH PLATTE, NEBRASKA 69103  
308-534-9245  
email: [tcw@tcengineeringinc.com](mailto:tcw@tcengineeringinc.com)  
[brb@tcengineeringinc.com](mailto:brb@tcengineeringinc.com)

# INDEX

## Feasibility Study

1.0 Location and Existing Conditions.....	1
2.0 Purpose and Need.....	2
3.0 Alternatives Considered/Selection.....	3
4.0 Scope of Work for the Selected Alternative.....	4
5.0 Site Location & Layout.....	5
6.0 Funding Sources and Cost Estimates .....	6

## Environmental Assessment

Section 1: Introduction.....	E1
Section 2: Environmental Impact Analysis Checklist .....	E2
Survey Instrument .....	Appendix
Warranty Deed .....	Exhibit 1
Correspondence with the Nebraska Department of Environmental Quality .....	Exhibit 2
Correspondence with the Army Corps of Engineers.....	Exhibit 3
Correspondence with the Dept of Natural Resources.....	Exhibit 4
Correspondence with the Nebr. Game & Parks Comm.....	Exhibit 5
Correspondence with the Nebr. State Historical Society.....	Exhibit 6
Correspondence with the Nebraska Department of Environmental Quality .....	Exhibit 7

Correspondence with the Nebr. Dept of Aeronautics.....	Exhibit 8
Correspondence with Nebr. Dept of Health & Human Service.	Exhibit 9
Correspondence with the USDA NRCS.....	Exhibit 10
Council Meeting Discussion .....	Exhibit 11
Public Hearing Notice .....	Exhibit 12

**FEASIBILITY STUDY FOR TRANSIT STORAGE PROJECT  
AND DOCUMENTED CATEGORICAL EXCLUSION  
FEDERAL TRANSIT ADMINISTRATION REGION VII  
Part 1- FEASIBILITY STUDY  
Part 2- CE.**

**PART 1: FEASIBILITY STUDY**

**1.0. Location and Existing Conditions:** *Describe the project location and existing conditions. Include a map of city or county and an aerial map (i.e. bird's eye view) of the project's precise location*

The City of Ogallala, Nebraska has been providing Public Transit Services to its citizens for many years. The City of Ogallala maintains all vehicles through its Street Department Shop division or local vendors.

A review of the community's location and existing transit operations and maintenance needs finds that the City currently owns and operates four transit vehicles, all but one of which are handicapped accessible. One of the buses is seven passenger body-on-chassis and three are 18-20 capacity vans. The City maintains one bus with over 90,000 miles,

**EXISTING TRANSIT STORAGE**



Existing transit storage consists of a gravel lot with one old shed at one end, too small for vehicle parking. Two transit units are temporarily housed in the Water Department taking away their storage.

**2.0. Purpose and Need:** *Explain why the project is necessary (the need or what the transportation problem is). Explain how implementing the proposed project will address the need or how the problem is resolved (purpose). Include transit utilization and ridership information based on current and estimated future need, as applicable.*

The City of Ogallala is not capable of any of its transit vehicles in a dedicated and protected storage area. Vehicles are housed on a gravel surfaced lot with no weather protection, or take up space in valuable Water Department space. Construction of a new bus storage facility will provide shelter for the transit vehicles.

Ogallala Public transit system operates up to four transit vehicles on a daily basis traveling miles as shown below:

<u>Year:</u>	<u>Vehicle miles:</u>
2011	46,852
2012	46,351
2013	55,340

Boardings for the same time period were as follows:

<u>Year:</u>	<u>Boardings:</u>
2011	28,825
2012	26,604
2013	32,201

The operating cost per passenger is just over \$5.34 per ride. The ridership is almost entirely demand response. Passenger ages range from age 4 to senior. Infants and children up to age 4 must be accompanied by an adult. Child restraints are available in the vehicles. Destinations include the Senior Center, Ogallala Community Hospital & Medical Group, airport, daycare centers, school, swimming pool, library, and recreation fields as well as stores. Rides are from curb to curb, on call.

The four (4) buses operate Monday thru Friday each week from 7:00 am to 7:00 pm and on Saturday from 8:00 am to 4:00 pm, excluding most Holidays providing pure demand response. A part-time staff of one (1) director/dispatcher along with four (4) part-time drivers provide service Monday – Friday from 7:30 a.m. to 4:00 p.m. daily. Saturday hours are 8:00 am to 4:00 pm. These buses provide demand response (dial-a-ride) service throughout the day. There are incorporating pure demand-response service with three (3) buses; and one (1) van. Based upon the June 2005 final report of the “Nebraska Rural Transit Needs Study”, bus storage facilities for all systems with more than three (3) vehicles was recommended to prolong vehicle life in accordance with option 5.11 on page 59 of that study. Additionally, the “Governor’s Transportation Task Force for Nebraska’s Future” final report dated January 6, 2004, suggested vehicle storage facilities for Rural Transit Systems, as did a more recent study completed in October of 2007, relating to the “Statewide Coordinated Public Transit–Human Services Transportation Plan.”

The City of Ogallala is not capable of housing all vehicles in a dedicated protected storage area, without negatively impacting the operations of the Water Department. Increasing demand for indoor storage at this facility may require relocation of both of our newest transit vehicles from this city-owned protected indoor site. The remaining transit vehicles are parked outside in the gravel parking lot of the northwest corner of East Second & East D Streets.

The increased ridership and subsequent demands placed upon Ogallala's public transit system since 2000 have risen substantially as has the requirement for more capacity, longer operating days as well as weekend service. Ridership is expected to continue to grow with the fluctuating costs of gas and perhaps future expanded operations on weekends and service to the County.

Maintaining vehicles that include two that are over 8 (eight) years in operation dictate that we protect these vehicles from the harsh Nebraska elements whenever possible to prolong their useful life and prevent premature aging of the fiberglass body and exposed mechanical components of vehicles

**3.0. Alternatives Considered/Selection:** *Describe all reasonable alternatives including alternative project sites and the criteria used for the review and ranking of alternatives. An evaluation criteria matrix is recommended. This may include alternative locations and designs, land use, zoning, offsite access, utilities availability, costs; drainage, and potential environmental impacts (i.e. fatal flaws). Describe the overall justification for the selected alternative.*

### **3.1 New versus existing:**

Continued or expanded rental of space from the Water Department was considered as an option along with two alternative sites ( described below ) and the "do nothing" alternative.

a. The Water Department storage space was determined to not be available due to their existing shortage of space to house their own equipment as well as their vehicles and parts.

b. The Water Department needs increased space for storage of new equipment is growing as a \$2.5 million dollar water project is underway, so that we may be required to remove our transit vehicles from that location.

c. The construction of new storage space for our transit buses was the 3<sup>rd</sup> alternative and considered most advantageous for the City of Ogallala and our departments' future transit operations. A number of alternative sites were considered to include a site contiguous with the current Water Department on city owned property zoned Highway Mixed Use. Two sites in the Industrial Park were also considered in the community to determine the most prudent and feasible location for a bus storage facility.

d. Doing nothing will not provide necessary indoor storage space for valuable capital assets that are exposed to the elements and is not consistent with the previously noted studies and recommendations from the Nebraska Department of Roads, Rail and Transit Division.

### 3.2 Evaluation and Selection of Site if New Facility is warranted.

#### a. *Alternative locations: Common factors.*

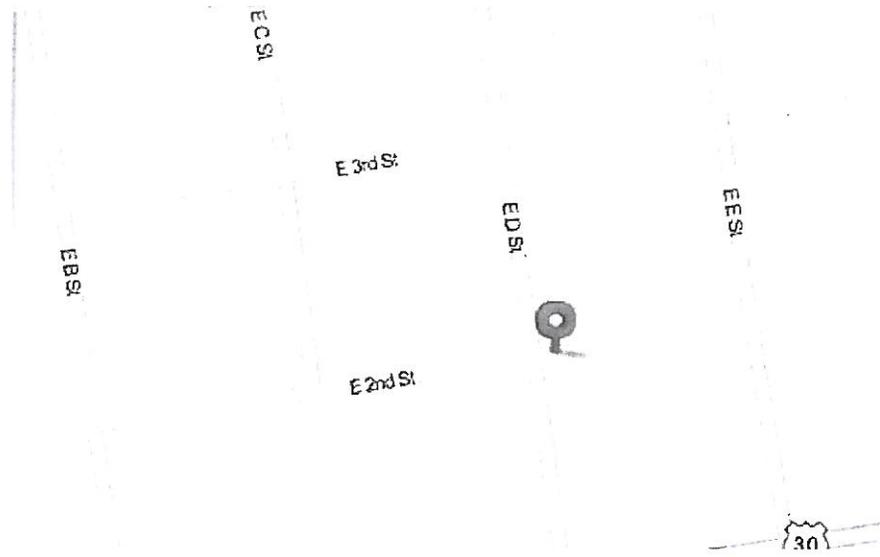
- i. The site must be located centrally within the community due to the intersection and segregation of the community by the North and South Platte Rivers; Interstate 80 and Highway 30 east/west , and Highway 26 & 61 north/south.
- ii. The site should be located near major route access areas.
- iii. Major shopping and government facilities should be readily accessible.
- iv. The site must have safe and convenient access to the local road network and not impede or negatively affect traffic flow in the immediate area
- v. The site must be capable of accommodating an adequate indoor structure.
- vi. The site must have convenient access to all necessary city utilities for daily operations.
- vii. The site must be easily observed and supervised due to lack of personnel staffing.
- viii. The site should provide opportunities to improve other infrastructure within adjacent areas.
- ix. The site must be environmentally sensitive to the surrounding land and current and future citizen use.
- x. The site must be compatible with surrounding amenities and activities conducted at the site.
- xi. The site must be compatible with current zoning.
- xii. The site costs must be reasonable and competitive.
- xiii. The site drainage and flood potential must be acceptable.
- xiv. Environmental impacts must be neutral or negative, or capable of mitigation.

#### b. **Alternative sites evaluated**

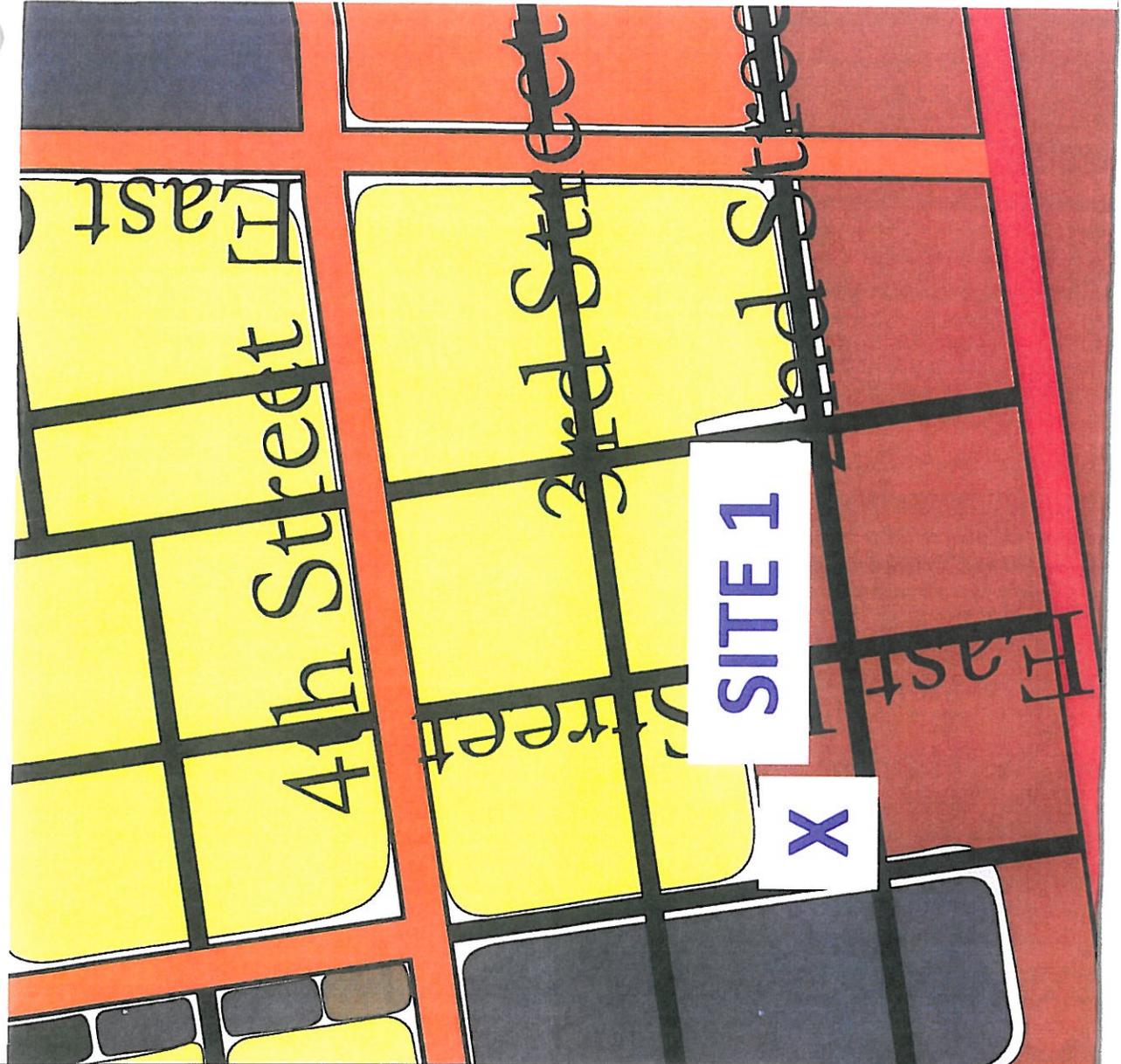
- # 1. City of Ogallala site  
zoned Highway Mixed Use at East Second and East D.
- # 2. **Keith County Area Development site** zoned Community Commercial at Spruce Street (Highway 26/61) and West 32<sup>nd</sup>.
- # 3. **Keith County Area Development site** zoned Business Park at H Street and 33<sup>rd</sup> Street.

**3.2.b.1 East Second and D Street:** Access is from both East D Street and from East Second Street. Property owned by the City, approximate appraised value is \$18,000. Project Location Option 1 is across the street from City Hall and adjacent to the City Water Department. The Police Department and Fire Department are located within one block of the proposed site. Highway 30 is within one block to the south of the site. The High School is located about four blocks north of the site.

**# 1. City of Ogallala zoned Highway Mixed Use at East Second and East D:**



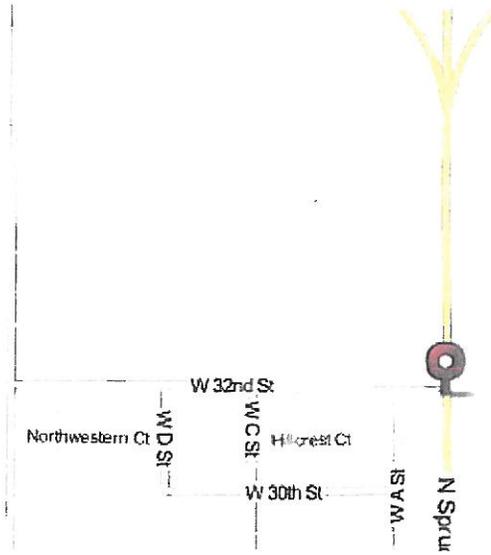
- Open Space
- Parks / Recreation
- Urban Reserve
- Golf Course
- Conservation Reserve
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home
- Business Park
- Neighborhood Commercial
- Community Commercial
- Mixed Use
- Highway Mixed Use
- Schools
- Public Facilities
- Civic Uses
- Downtown
- Industry
- General Industrial
- Commercial/Industrial



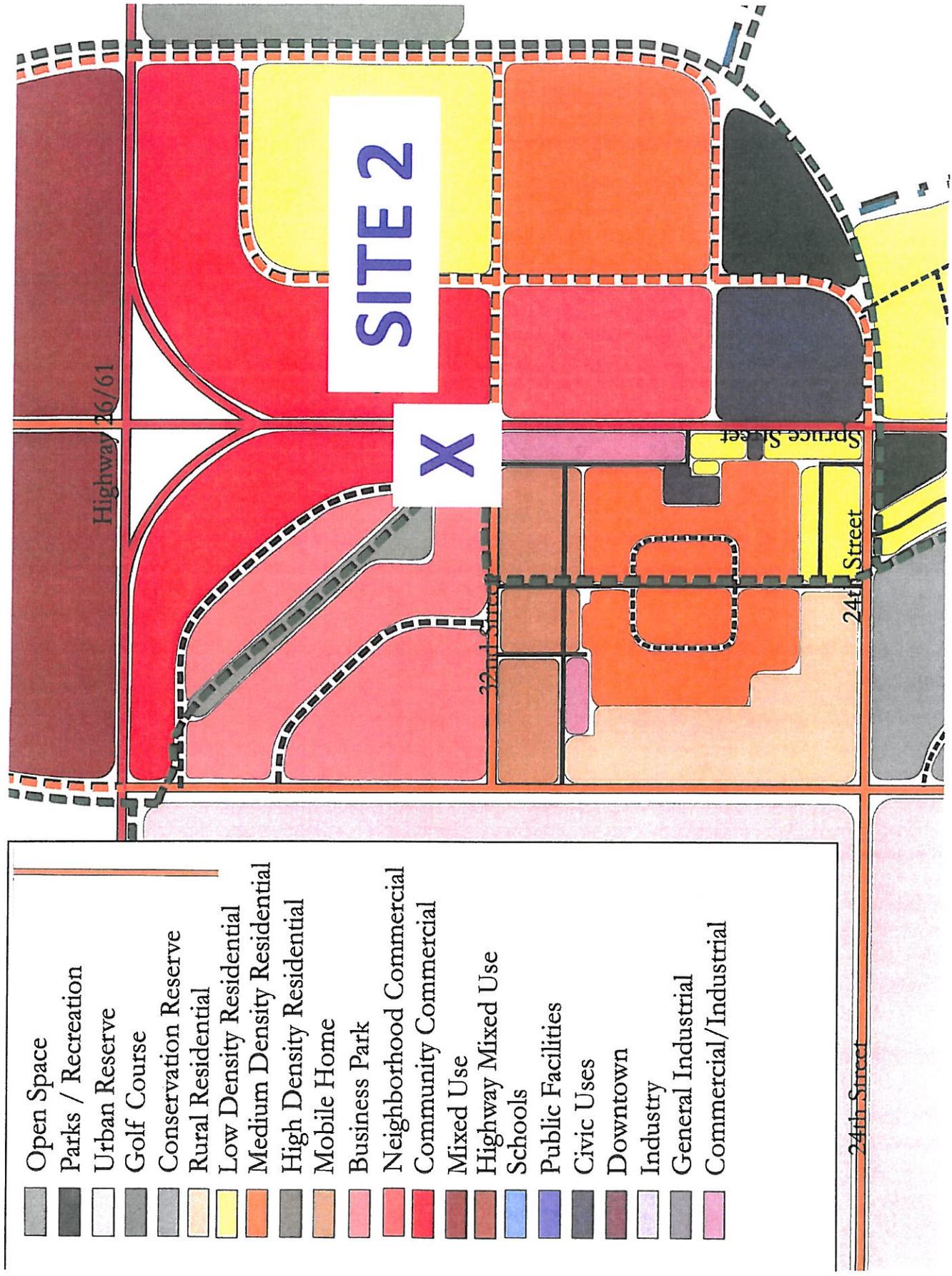
# Zoning Near Site 1

**3.2.b.2. Keith County Area Development site at Industrial Park:** Community Commercial at Spruce Street (Highway 26/61) and West 32<sup>nd</sup>. Access is from West 32<sup>nd</sup> Street and would require paving West 32<sup>nd</sup> Street to site entry.

**# 2. Keith County Area Development site** zoned Community Commercial at Spruce Street (Highway 26/61) and West 32<sup>nd</sup>. site cost is \$ 10,000.



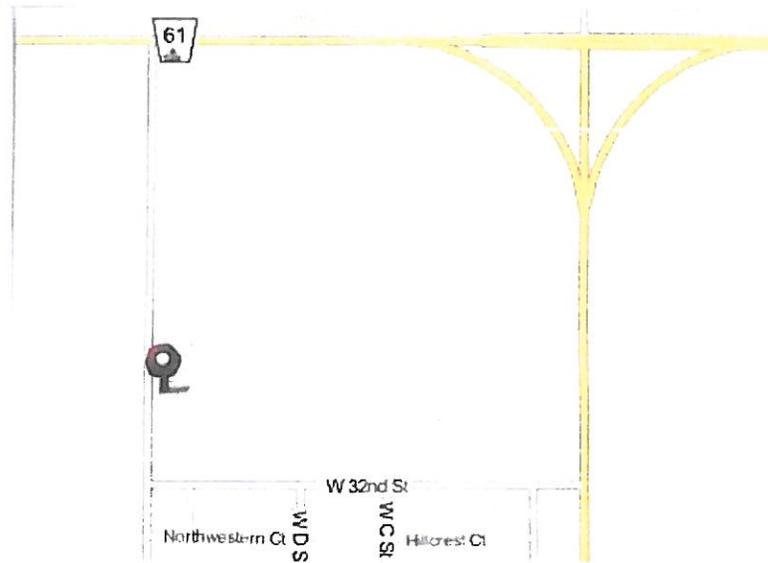
# Zoning Near Site 2



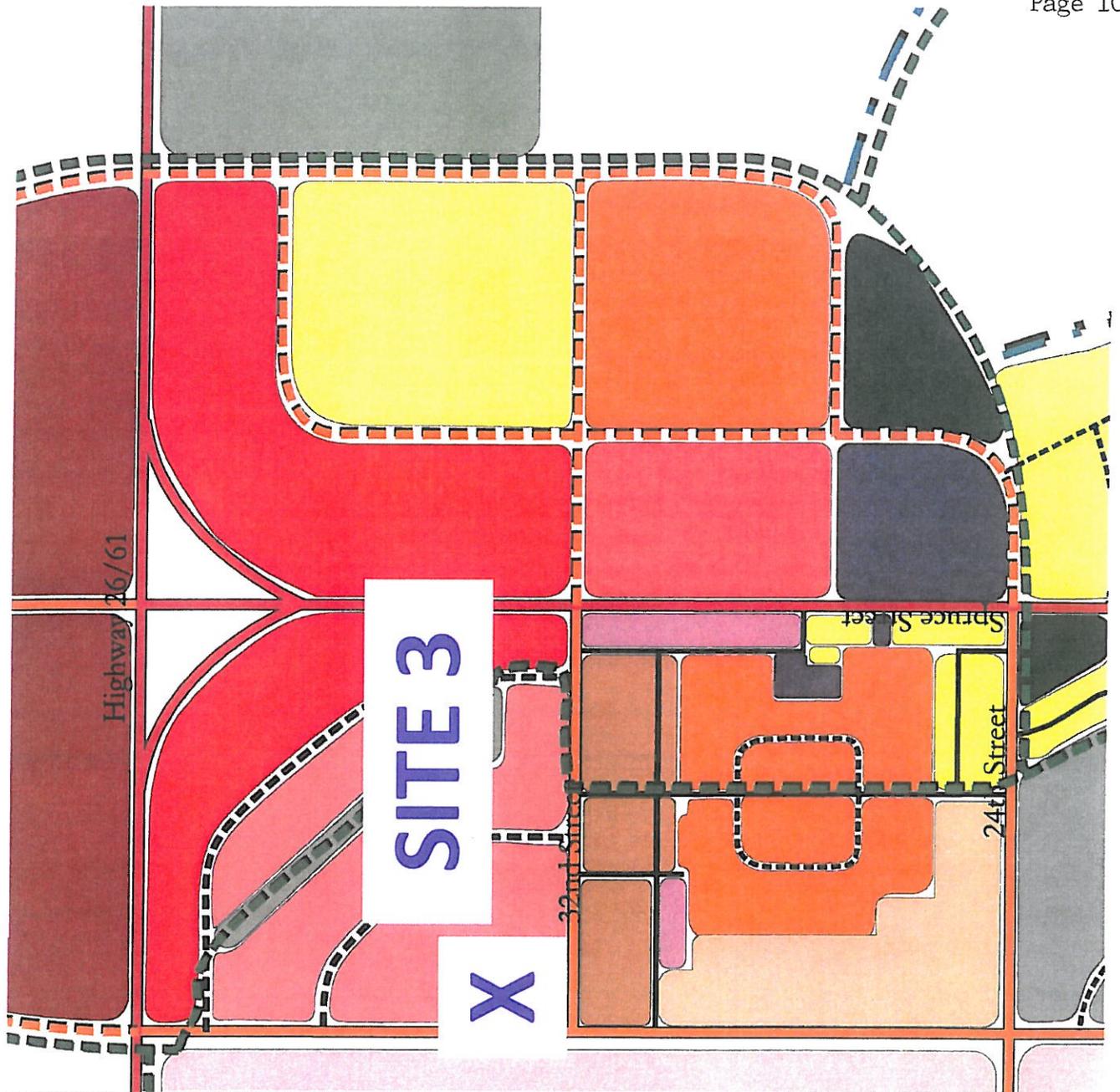
	Open Space
	Parks / Recreation
	Urban Reserve
	Golf Course
	Conservation Reserve
	Rural Residential
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Mobile Home
	Business Park
	Neighborhood Commercial
	Community Commercial
	Mixed Use
	Highway Mixed Use
	Schools
	Public Facilities
	Civic Uses
	Downtown
	Industry
	General Industrial
	Commercial/Industrial

**# 3.2.b.3. Keith County Area Development site and zoned Business Park at North H Street and 33<sup>rd</sup> Street:** Access is from both North H Street. Property owned by the Keith County Area Development, site cost is \$ 10,000..

**# 1. Keith County Area Development site at North H & 33<sup>rd</sup> Street:**



# Zoning Near Site 3



	Open Space
	Parks / Recreation
	Urban Reserve
	Golf Course
	Conservation Reserve
	Rural Residential
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Mobile Home
	Business Park
	Neighborhood Commercial
	Community Commercial
	Mixed Use
	Highway Mixed Use
	Schools
	Public Facilities
	Civic Uses
	Downtown
	Industry
	General Industrial
	Commercial/Industrial

24th Street

32nd Street

24th Street

Spruce Street

Highway 26/61

**3.2.c Local community map with all sites evaluated, concentrated senior housing shown in relation to primary shopping and medical facilities . The concentric circles (1 mile, 2 mile and 3 miles) represent the sphere of operations from the central location at the Public Service property compared to the Industrial and Commercial sites currently available and evaluated.**

**MAP SHOWING LANDMARKS WITHIN OGALLALA  
AND  
MAPS SHOWING THE CONCENTRIC 1, 2 AND 3 MILE LANDMARKS FROM THE  
PROPOSED SITE.**

**Discussion:** Two important destination landmarks are the Educational Service Unit 16 and the Ogallala Community Hospital, and Sites No. 2 and No. 3 are within one mile. However, most of the landmarks important to all citizens of Ogallala, but especially to those with limited income and reliance on transit service, lie generally south of Valley View Drive as shown on the “Landmarks” map. 14 of 18 landmarks noted, are within one mile of Site No. 1 at East Second and East D Streets. Only 2 of 18 landmarks are within the one mile radius of Site No. 2 at Spruce Street & West 32<sup>nd</sup>, and the within one mile of Site No. 3, at West H Street & West 33<sup>rd</sup>. Utilizing Site No. 1, then, minimizes rider time and reduces cost by being in closer proximity to the destinations common to ridership. The airport, which does not have schedule air service is over one mile from all three possible sites.

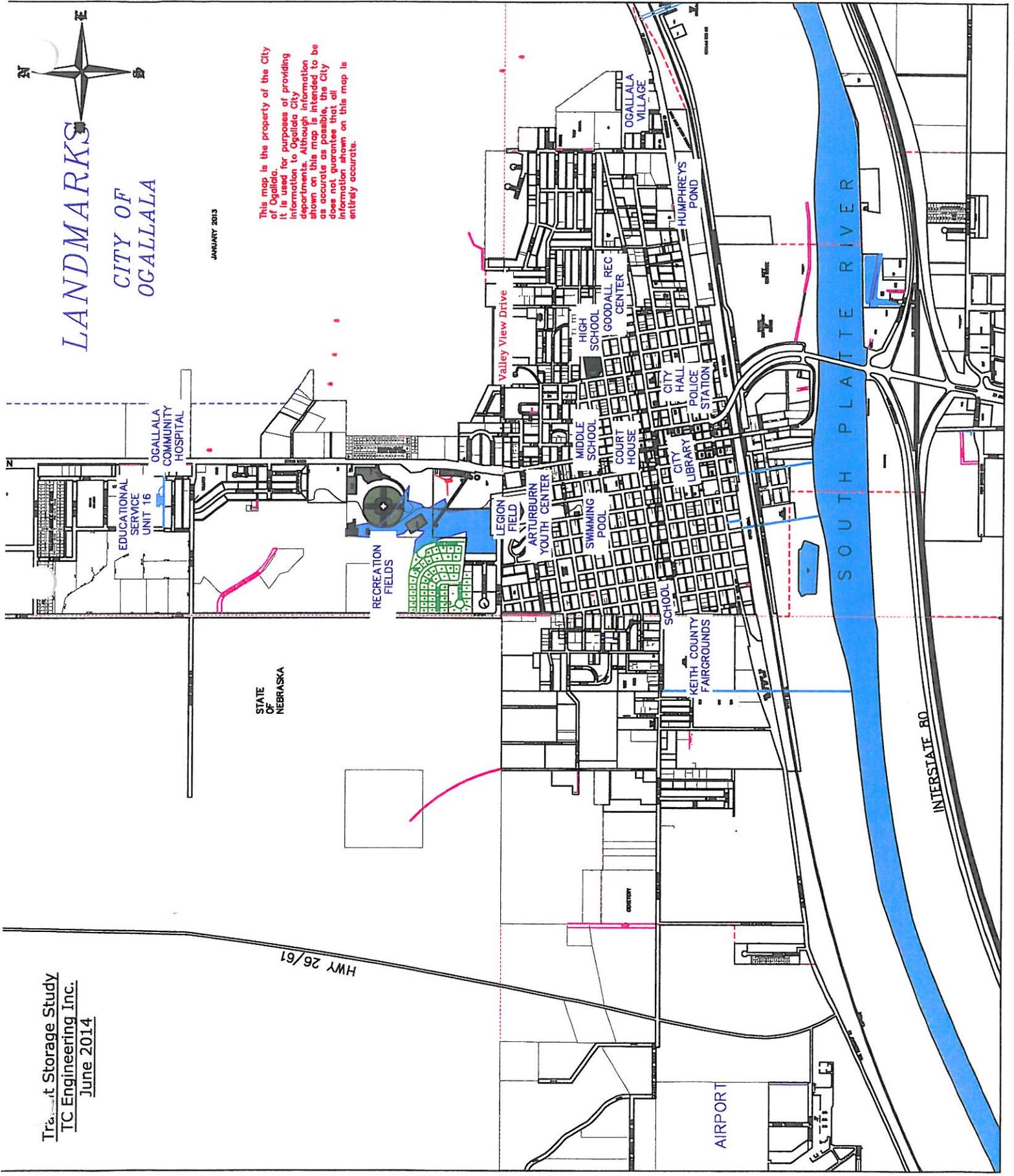


# LANDMARKS

## CITY OF OGALLALA

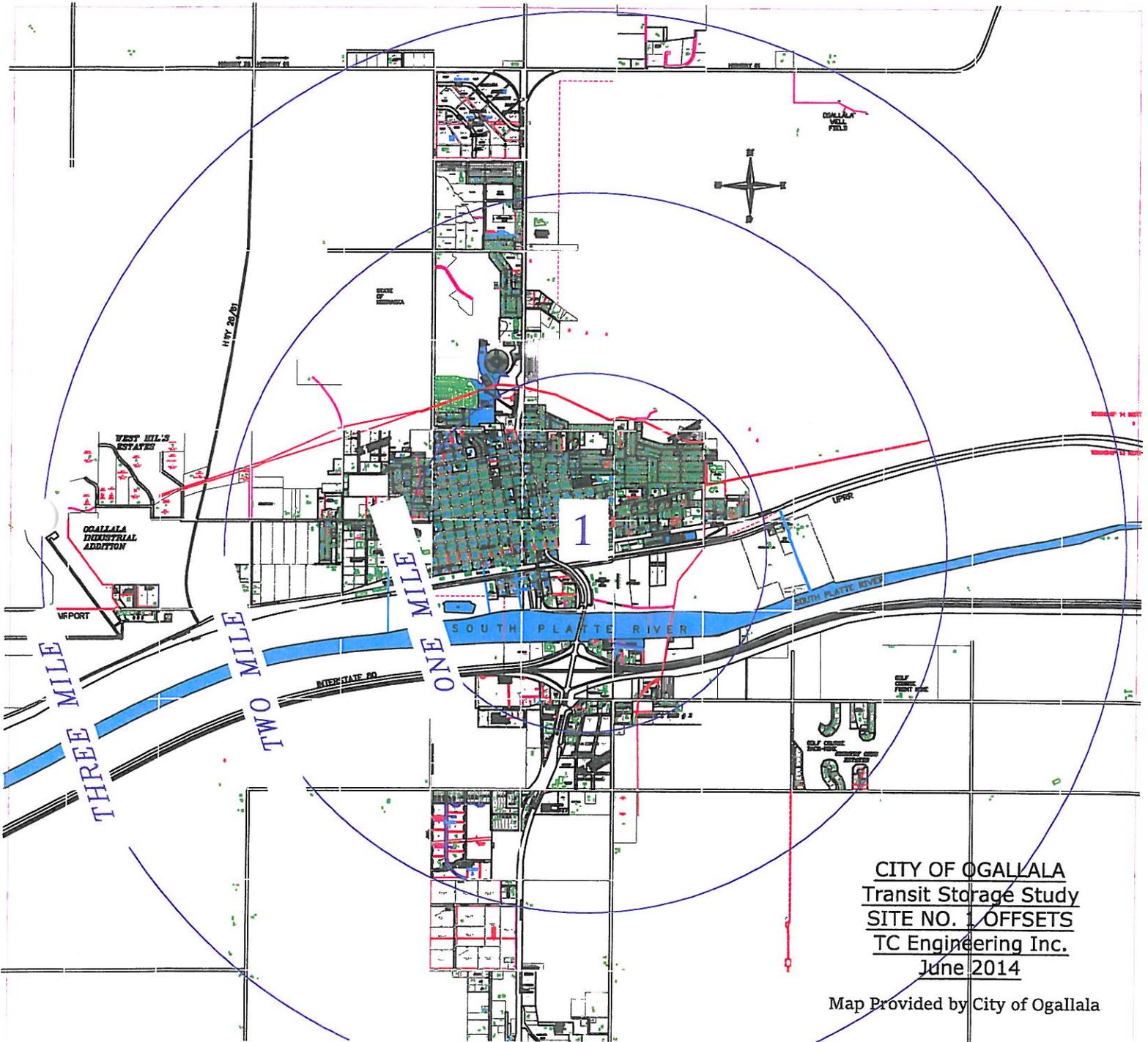
JANUARY 2013

This map is the property of the City of Ogallala. It is used for purposes of providing information to Ogallala City departments. Although information shown on this map is intended to be as accurate as possible, the City does not guarantee that all information shown on this map is entirely accurate.



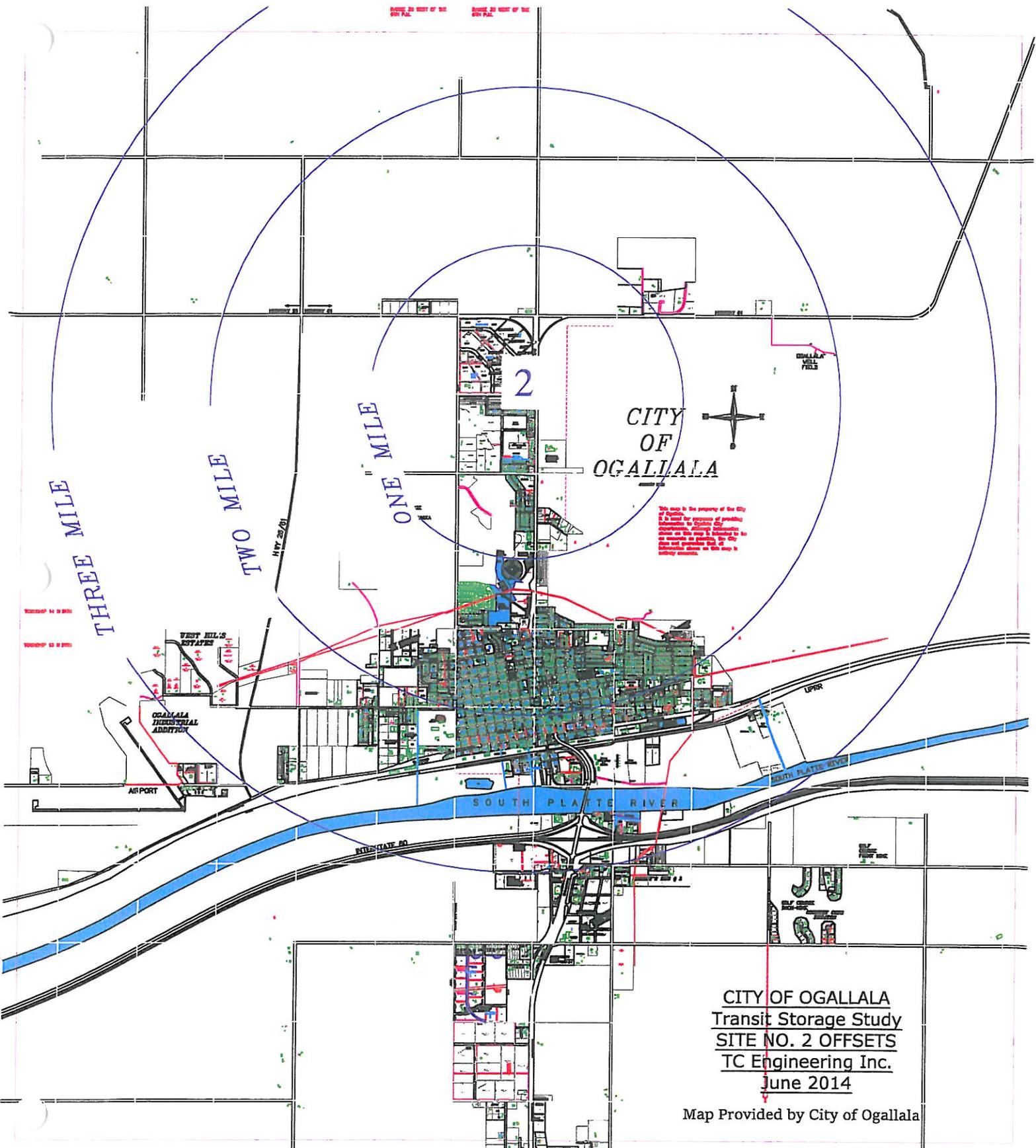
Tr...t Storage Study  
IC Engineering, Inc.  
June 2014

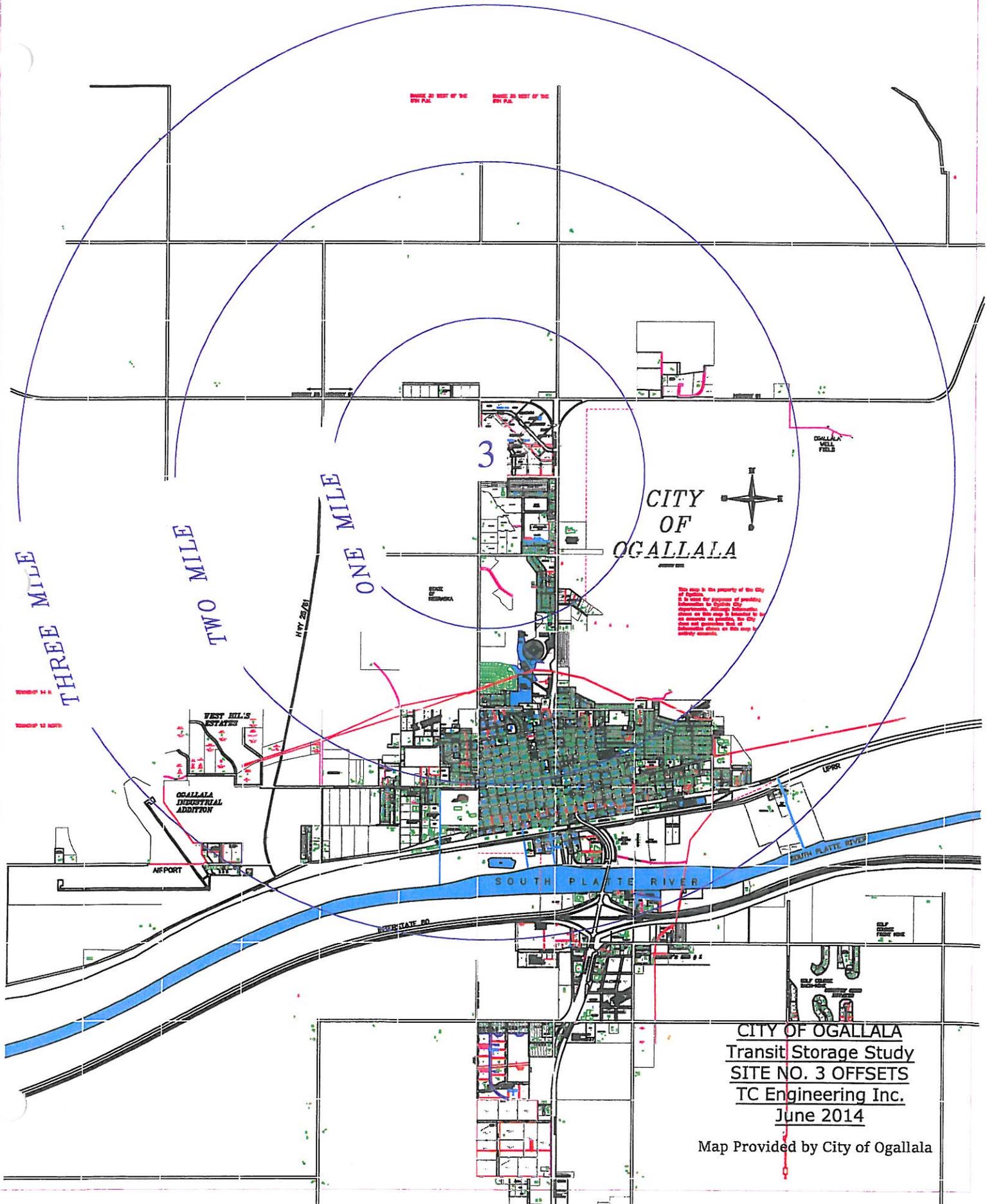
STATE OF NEBRASKA



**CITY OF OGALLALA**  
**Transit Storage Study**  
**SITE NO. 1 OFFSETS**  
**TC Engineering Inc.**  
**June 2014**

Map Provided by City of Ogallala





BOUNDARY OF THE  
CITY

THREE MILE

TWO MILE

ONE MILE

CITY OF  
OGALLALA



This map is the property of the City of Ogallala. It is provided for general information only. It is not intended to be used for any purpose other than that for which it was prepared. The City of Ogallala is not responsible for any errors or omissions on this map. The City of Ogallala is not responsible for any damages or losses resulting from the use of this map.

VEST MILLS ESTATE

OGALLALA INDUSTRIAL ADDITION

AIRPORT

HTY 28/01

SOUTH PLATTE RIVER

UPPER

SOUTH PLATTE RIVER

INTERSTATE 80

CITY OF OGALLALA  
Transit Storage Study  
SITE NO. 3 OFFSETS  
TC Engineering Inc.  
June 2014

Map Provided by City of Ogallala

**3.2d Rating matrix showing all alternative sites and rating for criteria set forth in paragraph 3.2.a:**

RATING MATRIX FOR SITE SELECTION OGALLALA TRANSIT STORAGE				
	LOCATION:	EAST 2ND & EAST D	WEST 32ND & SPRUCE	WEST 33RD & NORTH H
CRITERIA	SITE # :	<b>1</b>	<b>2</b>	<b>3</b>
i.	CENTRAL LOCATION	10	5	4
ii.	MAJOR ROUTE ACCESS	8	9	7
iii.	SHOPPING & GOV'T ACCESS	9	6	5
iv.	LOCAL ROAD ACCESS	8	7	6
v.	ACCOMMODATE STRUCTURE & NEW PARKING	5	9	9
vi.	UTILITY ACCESS	9	7	7
vii.	MONITORING & SUPERVISION	10	6	5
viii.	IMPROVE OTHER INFRASTRUCTURE	6	8	7
ix.	LEAST IMPACT ENVIRONMENT	8	7	7
x	COMPATIBLE W/SURROUNDINGS	8	8	8
xi.	COMPATIBLE W/ZONING	9	9	9
xii.	SITE COST INCLUDING SITE PREP.	8	6	6
xiii.	DRAINAGE & FLOOD PROTECTION	7	8	8
xiv.	ENVIRONMENTAL IMPACT	8	7	7
		113	102	95
	<b>SITE PREFERENCE:</b>	<b>1</b>	<b>2</b>	<b>3</b>
	HIGHEST/BEST RATING = 10			
	LOWEST/WORST RATING = 1			

**Rating Discussion:**

Central location: Sites are rated in accordance with location being geographically centered in the community.

Major access routes: Proximity to major highway or road corridors.

Shopping and government access: Measure of the closeness of the site to facilities offering shopping or government access.

Local road access: Location with respect to access to the local roads ( not major routes ).

Accommodate structure and new parking: Ability of site to be modified to provide room for new structure and parking for the facility.

Utility access: Distance from proposed structure to existing utilities.

Observation and supervision: Proximity to having the longest period of city employee oversight for structure security.

Improvements other than infrastructure: How other infrastructure in the area will be improved by the presence of the proposed facility.

Least impact on the environment: Ability of proposed facility to “fit in” to the existing land use and impose the least demand on surrounding green infrastructure.

Compatible with surroundings: How does the site integrate into the neighborhood ?

Compatible with zoning: How does the existing zoning fit the proposed facility ?

Site cost including site prep: Dollar cost of the site and the dollar cost to prepare the site for the proposed facility.

Drainage and flood protection: Presence of a flood zone, or proximity to flood zone and ability of site to be drained or constructively use drainage water.

Environmental impact: Least negative affect of the facility on “green areas” and removal of trees, landscaping or natural areas.

**CONCLUSION:**

**The Site No. 1 at East Second and East D has the best overall rating and is the recommended site for the construction of the transit storage facility.**

An analysis of each site was completed and the preferred site on City-owned property adjacent to the Water Department was determined to be most feasible and prudent **due to environment, location, site cost, and the other factors listed above.**

**3.3 Summary of Property Availability:**

The Central location of our existing operations center within the community to pick-up and drop off our customers has proven efficient and convenient for our City resulting in a *1.70 mile per boarding compared to the State average of 3.17 miles per trip. Our current cost per passenger is \$2.00 less than the current State average for 5311 operators and \$8.00 less than the \$13.62 national average cost due to our current location and efficiency achieved by its central position within the community.*

*For continuity of operations and in view of the ratings matrix and the Summary of Property Availability given above, it is the final conclusion of the Feasibility Study to recommend the site near the Water Department at East Second and East D Streets.*

**3.3.a Advantages of the proposed site:**

1. A storage site in proximity to our current City Hall where dispatching is done, will allow dispatcher's and drivers to plan and coordinate their daily and weekly operations, in lieu of split operations for our demand response para-transit, route buses and contract operations. The proposed site would increase continuity of operations for our bus driver/dispatchers/vehicle maintenance. Other off-site storage locations do not offer the same coordination benefits.

2. The site selected is more centrally located within the City and daily departures would require fewer miles traveled for operations and nightly storage.

3. The industrial site and commercial location are expensive and located on the periphery of the city limits requiring extended trip times for passenger pick-up and return trips for storage and administration.

4. Scheduled vehicle maintenance is closer in proximity (< 1/4 mile) to this site for regular oil changes and periodic service as opposed to the sites to the north of 32<sup>nd</sup> Street and industrial/commercial sites identified at the periphery of the city limits.

5. Financial Benefits to the Public Service site:

- No land acquisition costs
- Utilities (water, electrical, gas, storm sewer, sanitary sewer) readily available on site

6. Operational Benefits to Public Service site:

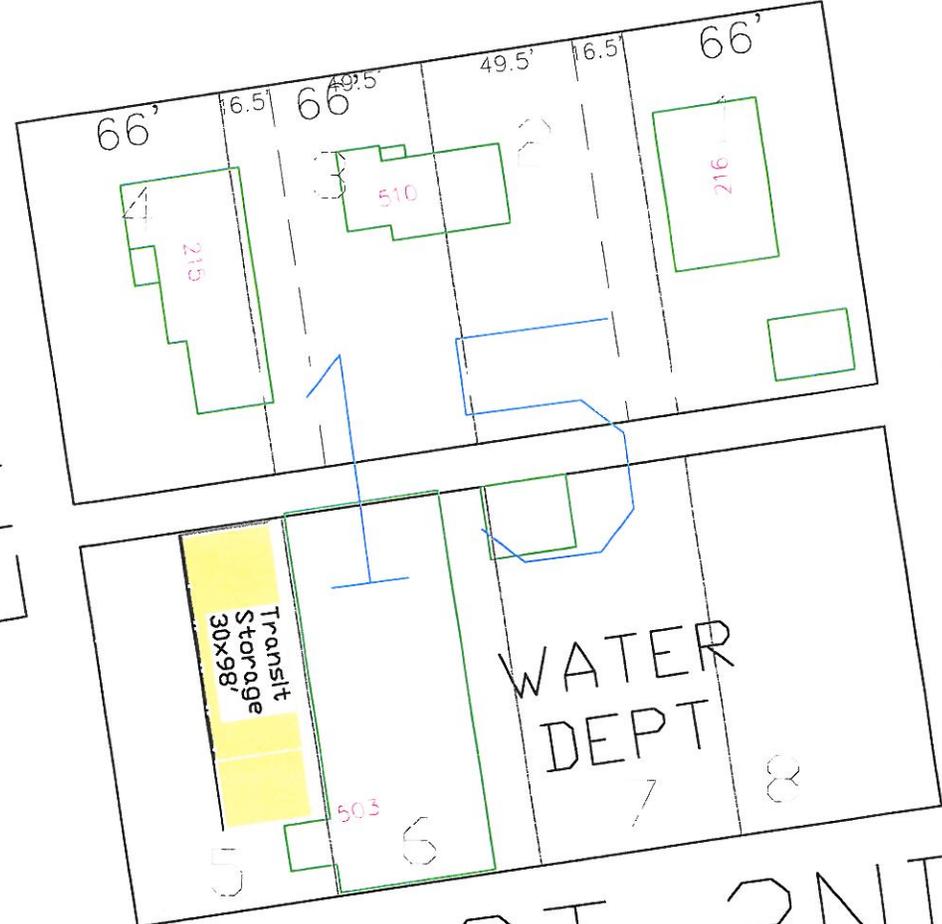
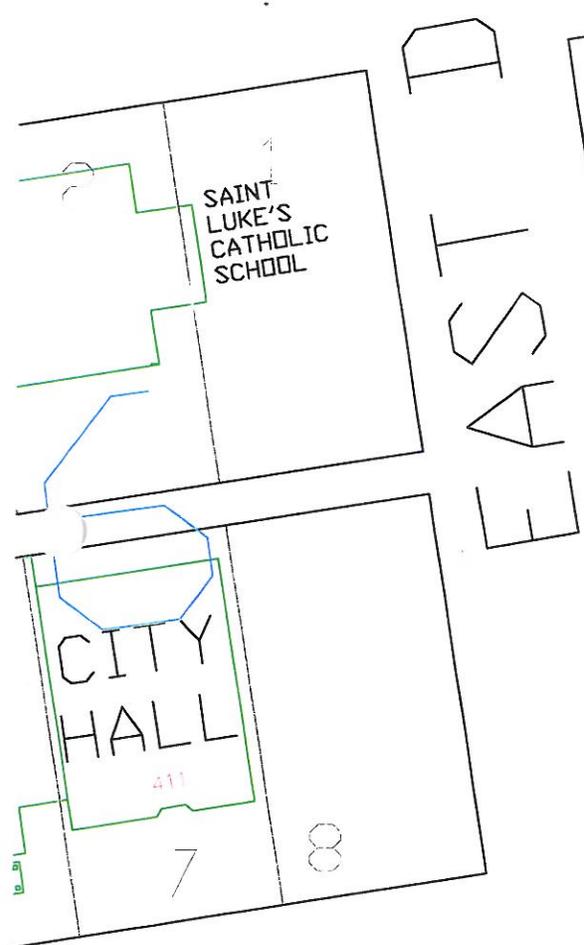
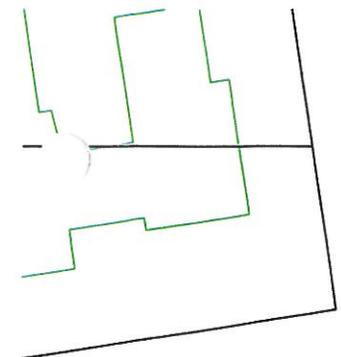
- Existing Staff at City are available more readily.
- Maintenance staff available from the City mechanic.
- Provides access to City road network via major US highway one block away.
- Adjacent to existing public safety operations center for employee supervision and coordination on a daily basis

**4. Scope of Work for the Selected Alternative: Describe the eligible transit components of the proposed project. For facility projects, describe usage in square footage as required by function. Keep in mind that non-transit components of the projects are not eligible for FTA funding. Refer to Circular 9300 excerpt sub section “c- Mixed-Use Projects” in the “Supplemental Information” section for further guidance.**

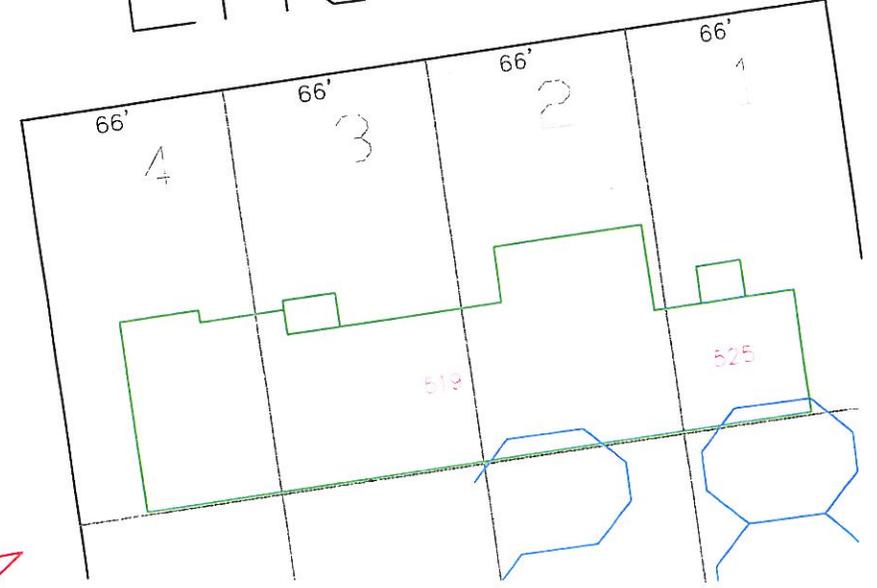
**Provide conceptual plans or site plans and floor plans. The site plan should identify the building footprint, the adjacent streets, the parking and vehicle aprons, on-site vehicle circulation, access roads to the site, significant utilities. The floor plan should indicate the rooms inside the building for each floor. Room use and approximate dimensions in square footage should be identified.**

A floor plan and site plan are shown below . This will be a mixed use Project in which the parking of the transit vehicles are accomplished and a wash bay is included to maintain the transit vehicles exterior. Adjacent streets are hard surfaced and the lot is well drained. East Second Street is a minor corridor, however, Highway 30 a major corridor is one block south. Traffic is common to the use of City facilities of the City Hall, Police Department, Water Department and Fire Department within a block. Vehicle apron and one way entrance into the transit storage facility will be from D Street.

# Ogallala Transit Storage Site Layout June 2014



EAST 2ND



**FLOOR PLAN**

**MAJOR FACILITIES:**

STORAGE: Parking for four existing buses and one additional future van.

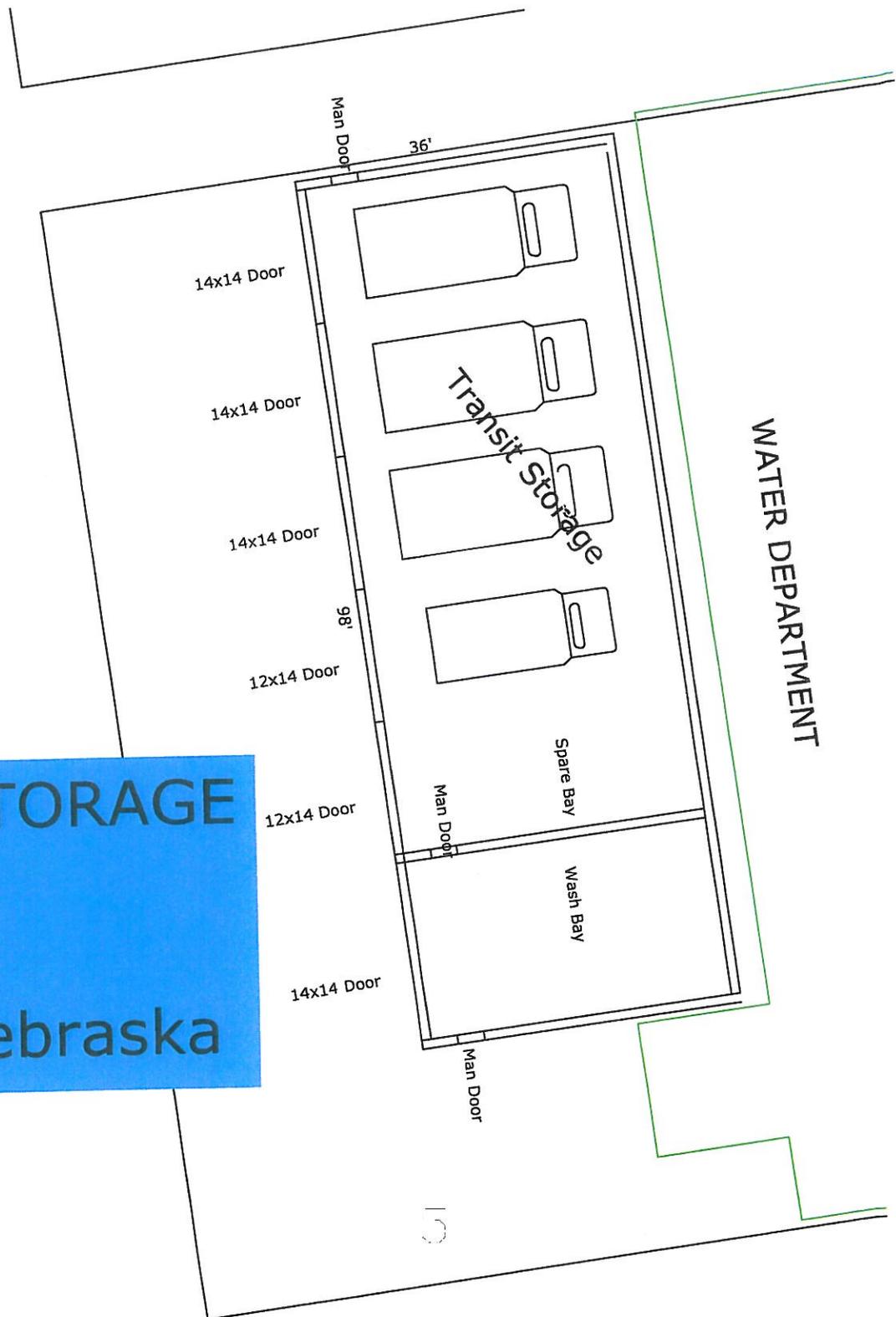
WASH BAY: For maintenance of transit vehicles, especially for snow and ice removal, road chemical removal, and general appearance.

INTERIOR PARKING: For full size buses, van parking and minor repairs.

EXTERIOR PARKING: Determined by the number of drivers, shift changes and City planning requirements for building size and use.

EAST D

**TRANSIT STORAGE**  
Floor Plan  
July 2014  
Ogallala, Nebraska



EAST 2ND

## SITE LOCATION & LAYOUT

**5. Facility's Useful Life: Provide an estimate of the facility's useful life and the basis for the estimate. Refer to Circular 9300 excerpt subsection "b- Useful Life of Facilities" in the "Supplemental Information" section at the bottom of this page for further guidance.**

Based upon paragraph "b. *Useful Life of Facilities. Determining the useful life of a facility must take into consideration factors such as type of construction, nature of the equipment used, historical usage patterns, and technological developments. As such, FTA establishes a range of 40–50 years for the minimum useful life of a bus terminal, station, or intermodal facility. Based on any of the methods identified in FTA Circular 5010, "Grants Management Requirements" section on "Useful Life of Project Property," a railroad or highway structure has a minimum useful life of 50 years, and most other buildings and facilities (concrete, steel, and frame construction) 40 years.*" we will use a useful life for the proposed structure of 40 years.

**6. Funding Sources and Cost Estimates: Describe the funding sources to be used for the project. Provide estimates for each component including the cost for land acquisition of the proposed project using the attached template examples (spreadsheets entitled "FTA Region VII- Facility Project Budget Shared Use Example and "Facility Project Budget Example").**

Cost estimate and Project Milestone Schedule follows. Review times will be critical and cannot be controlled by the Owner.

OGALLALA, NEBRASKA					Jul-14	
TRANSIT VEHICLE STORAGE						
<b>COST ESTIMATE</b>						
DEMOLITION & DEBRIS REMOVAL						\$ 17,500
SITE PREPARATION - CLEAR AND GRUB:						\$ 7,500
SITE PREPARATION - COMPACTION OF SUB-BASE:						\$ 12,000
SITE EARTHWORK - IMPORT FILL:						\$ 14,000
SITE EARTHWORK - IMPORT CAP:						\$ 3,000
UTILITY WORK:						
	SANITARY SEWER.					\$ 6,500
	WATER:					\$ 7,500
	ELECTRIC:					\$ 11,000
	MOVE OTHER UTILITIES					\$ 15,000
EXTERIOR BUILDING PAVEMENTS:						\$ 54,170
D STREET REPAIR:						\$ 14,000
EXTERIOR SIDEWALK:						\$ 11,200
LANDSCAPING						\$ 17,500
INTERIOR SEWER INCLUDING MUD TRAP						\$ 22,000
INTERIOR WATER INCLUDING VAN WASH						\$ 28,000
OVERHEAD DOORS, MANDOORS						\$ 55,000
INTERIOR ELECTRICAL						\$ 55,000
BUILDING:						\$ 306,000
CONTRACTOR FURNISHED EQUIPMENT:						\$ 25,000
TOTAL CONSTRUCTION:						\$ 681,870
LAND ACQUISITION AND RELOCATION ASSISTANCE:						\$ -
ARCHITECTURAL ENGINEERING AND DESIGN:						\$ 58,000
ENGINEERING DURING CONSTRUCTION:						\$ 6,000
CONTRACT ADMINISTRATION:						\$ 20,000
TOTAL PROJECT COST ESTIMATE:						\$ 765,870
5311 Funds		\$ 612,696				
LOCAL:		\$ 153,174				\$ 153,174
						\$ 153,174

**Project Milestone Schedule  
City of Ogallala Transit Storage Facility**

**Activity Date**

Project Initiation	Completed
Complete NEPA and Feasibility Study	Completed
FTA Environmental Finding Issued	August 15, 2014
FTA Grant approved	October 1, 2014
Real Estate Appraisal and Review Appraisal	December 15, 2014
FTA concurrence of Real Estate Appraisal	January 15, 2015
Acquire real estate for project	City owned – appraisal required.
Hire A/E for Design Efforts	November 15, 2014
Project Management Plan Completed	November 29, 2014
Topographic Surveys Completed	December 15, 2014
Utility and Third Party Agreements completed	January 10, 2015
Geotechnical Reports Completed	January 21, 2015
Preliminary Design Complete (30%)	March 1, 2015
30% Design review and Stakeholder review Complete	March 22, 2015
30% Review Meeting	March 22, 2015
60% Design Completed	April 15, 2015
60% Peer Review and Stakeholder review	April 21, 2015
60% Cost Estimate Update	April 30, 2015
<b><i>Review from FTA and NDOR</i></b>	<b><i>May 21, 2015</i></b>
90% Design completed (drawings and specification)	June 10, 2015
90% Design Review and Stakeholder review complete	June 15, 2015
90% Review Meeting	June 20, 2015
90% Cost Estimate Update	June 30, 2015
100% Contract Documents Approved by Agency	July 15, 2015
Final Independent Cost Estimate Completed	August 1, 2015
<b><i>Review from FTA and NDOR</i></b>	<b><i>September 1, 2015</i></b>
Contract Advertised for IFB	September 5, 2015
Pre-Bid Meeting	September 15, 2015
Bid Opening (For a IFB)	October 1, 2015
Cost and Price Analysis Completed (for IFB)	October 10, 2015
<b><i>Review from FTA and NDOR</i></b>	<b><i>October 15, 2015</i></b>
Contract Award	November 1, 2015
Notice to Proceed (NTP)	November 7, 2015
Pre-Construction Meeting	November 15, 2015
Third Party Utilities relocated	December 15, 2015
Contractor Submittals Due	January 30, 2016
Ground Breaking	February 1, 2016
Earthwork Completed	March 1, 2016
Site Utility Work Complete	April 1, 2016
Foundations Completed ( weather dependent )	April 15, 2016
Building Frame Completed (Closed in)	May 21, 2016

**Project Milestone Schedule - continued**  
**City of Ogallala Transit Storage Facility**

Interior utility (Electrical, mechanical)	June 21, 2016
Interior finishing (wall covering, doors)	July 15, 2016
Exterior Finishing	July 15, 2016
Exterior Pavement and Site Work (weather dependent)	July 31, 2016
Landscaping	August 21, 2016
Equipment installation	August 30, 2016
Equipment testing	September 10, 2016
Punch List Meeting (Also called Red Zone Meeting)	September 15, 2016
Substantial Completion	September 21, 2016
Building Turned Over to Owner	September 28, 2016
Operational Plan and Warranty agreements	September 28, 2016
Ribbon Cutting	October 15, 2016
Building Occupied and Operational	October 20, 2016
As-Builts Completed and Turned over to owner	October 24, 2016
Contract Closeout	November 1, 2016