



Pete Ricketts, Governor

December 31, 2019

Governor Pete Ricketts  
State Capitol, Room 2316  
P.O. Box 94848  
Lincoln, NE 68509

RE: State of Nebraska Capital Complex Parking Study

Dear Governor Ricketts:

In accordance with LB 297 (2019) please find attached the professional analysis of existing parking and future parking needs around the Capitol. This study was required by the Legislature and contracted out to a third-party parking consultant.

The Capital Complex Parking Study, as ordered by the Legislature and conducted by a third party, consists of state-needs analysis of existing facilities, future facilities, and capacity to supply parking for state employees in and around the Capitol, a list of best practices for such a parking system, and recommendations for where any new parking structures could be built. This study also includes identification of the optimum site of such structures, suggestions regarding multi-use opportunities, and the analysis of possible public-private and intergovernmental partnerships as to aid in parking needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Jackson".

Jason Jackson  
Director, Department of Administrative Services

CC: Senator Mike Hilgers; Senator John Stinner

Jason Jackson, Director

**Department of Administrative Services**

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STATE OF NEBRASKA

# PARKING STUDY

DECEMBER 31, 2019





Neighborhood North of Capitol.

# PARKING STUDY

**PRIVATE  
PROPERTY**  
NO  
TRESPASSING,  
LOITERING OR  
SKATEBOARDING

**1526 K STREET**  
**PRIVATE PARKING**  
**PERMIT ENFORCED**  
PROPERTY OF  
STATE OF NEBRASKA  
TRESPASSING PROHIBITED

1526 K Street Parking Lot.

# PARKING STUDY

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# I.

## EXECUTIVE SUMMARY

The Nebraska State Capitol Campus area contains a complex mix of parking options influenced by the near proximity of downtown, the residential neighborhoods to the south, and a desire to maintain below-market pricing for State employees. While this mix creates varying parking characteristics, sound policies and proper technology can provide high service levels for State employee parking.

The State controls 2,182 parking spaces for staff in seven surface parking lots and four parking structures near the Capitol. The Department of Administrative Services (DAS/SBD) administers these parking spaces. DAS/SBD coordinates with the State Human Resources Department to determine parking eligibility.

Most of the State parking spaces (1,367) are in the South and East parking structures. With 254 spaces, the A Lot south of the Capitol building is the largest surface lot. There are 693 on-street public parking spaces within a three-block radius surrounding the Capitol. The spaces are a variety of metered, time-limited, and unregulated spaces available to anyone on a first-arrival basis. State government is the area's dominant land use, creating much of the parking demand for these on-street spaces.

**Maximize Capacity** – The State parking facilities in downtown Lincoln have a 74% average occupancy. In order to maximize the State's parking asset use, the parking facilities should reach average occupancy levels of 90% or slightly higher. To achieve this goal, the facilities need to issue more permits than they have parking spaces. The oversell allows for on-site parking maximization when, on any given day, a percentage of staff are not on-site. There are 364 names on the staff waiting list for a State parking space. Through overselling, the parking waiting list can be eliminated. Overselling needs to be managed through quarterly manual parking-occupancy counts and accurate parking-equipment technology. The current parking-access technology is not providing the data or management tools necessary to effectively administer staff parking.

State parking impacts the neighborhoods south and east of the Capitol building. With free and lightly regulated parking it is estimated there are 224 staff parking in these neighborhoods. This does not include the time-limited, on-street parking directly next to the Capitol. These spaces have one-and two-hour time limits and are generally available for Capitol visitors. There is no indication the City is considering changing on-street parking policy in these areas.



Below Market Pricing – The State offers employee parking primarily for \$24 (surface lots) and \$30 (structures) per month. This is well below market rates of \$86 offered at the 1220 L Street garage two blocks closer to downtown Lincoln. Parking for State employees is a benefit and retention tool, so pricing below market rates is appropriate. Parking fees should support the operational and maintenance budget of the parking facilities. Parking fees should average \$45 per month across all facilities to cover operating expenses, parking equipment upgrades and anticipated structural maintenance. Fee increases due to inflation and maintenance expenses should be considered annually or, at a minimum, every other year.

Anticipated State planning will bring additional staff to the downtown Capitol-area campus. A proposed office building and parking structure at 17<sup>th</sup> and K Streets is currently under design. The proposed Facilities Plan and 17<sup>th</sup> and K building are anticipated to create the need for 417 parking spaces, almost identical to the 412 new parking spaces planned for the 17<sup>th</sup> and K building site.

Driving Rates – Transportation and travel have changed in the wake of the communication revolution. Transportation Network Companies such as Uber and Lyft give people ride options for local trips, and real-time traffic apps like Waze help people respond to accidents and congestion. These innovative solutions further encourage the transportation industry to continually seek the next solution that makes moving around and among our communities safer, faster, and less expensive. While

many ideas hold great promise, most industry experts do not expect wholesale changes in travel, and consequently parking, in the next 10 years. Based on information from the U.S.. Census Bureau on local driving trends and recent opinions regarding longer timelines for new technology, State of Nebraska employees will likely drive to work in similar percentages as they do today.

The State is positioned to provide staff parking and adapt to future parking needs. With limited staffing-level growth (projected at 6% total growth from 2019 through 2036), there should not be a large increase in staff parking demand patterns.

Maintenance and Repairs - A high-level facility condition assessment was conducted to develop a long-term facilities maintenance budget. The East and South structures were initially constructed over 40 years ago, and both have been expanded with additional levels. In order to continue use of these facilities, it is essential to maintain the original structures. They are in generally good condition but need repairs, followed by ongoing maintenance. With proper care, the facilities should be sound for the next 20 years. Section VII and Appendix B provide a detailed cost list and 12-year maintenance schedule for parking facilities in Lincoln and Omaha. The Plan recommends \$8.2 million in parking-facility maintenance and repairs (including parking equipment upgrades) over the 12-year period.



1526 K Street Lot.



East Garage.

DAS/SBD staff prioritize customer service and effective administration. The outdated parking equipment and software (iparc) does not provide the information or administrative tools necessary to properly maximize capacity, manage the preference list, provide high levels of customer service and efficiently administer the parking system. DAS/SBD needs new parking equipment with current technology and applications to properly administer



Lincoln On-Street Parking.

STATE OF NEBRASKA PARKING OPERATIONS				
Major Findings and Action Items				
	Time Frame	Estimated Cost	State Action	Report Location
There are 224 vehicles parking the neighborhoods south and east of the Capitol	Continual	\$0	Monitor, there is no indication the City wishes to stop this practice	Section II
Driving patterns in Lincoln will not change dramatically in next ten years	10 years		Maintain accurate parking occupancy data to determine if parking habits change	Section V
* Retirements will not greatly impact driving patterns				
*Transportation technology will not greatly reduce driving				
Adjust staff parking fees	Annual	\$0	Fees reflect operating and projected capital expense of parking facilities	Section V
Eliminate the waiting list	6 months	\$0	Gradually increase to 90% average occupancy in all facilities	Section VI
* Remove reserved parking				
* Increase permits and measure occupancy weekly until waiting list eliminated, then quarterly				
Repair and maintain facilities	12 years	\$8,273,400	Budget and conduct capital repairs and maintenance	Section VII
Upgrade access control equipment across all facilities	5 years	\$500,000 (Included in Repair and Maintenance Plan)	Install LPR technology in East and South garages, upgrade other facilities over five years	Section VII
Add a reversible entry / exit lane at the East and South garages	4 Years	\$120,000 (Included in Repair and Maintenance Plan)	Consult structural engineer for design. Receive approval from City of Lincoln Traffic Engineer	Section VII

## II. CURRENT PARKING DEMAND

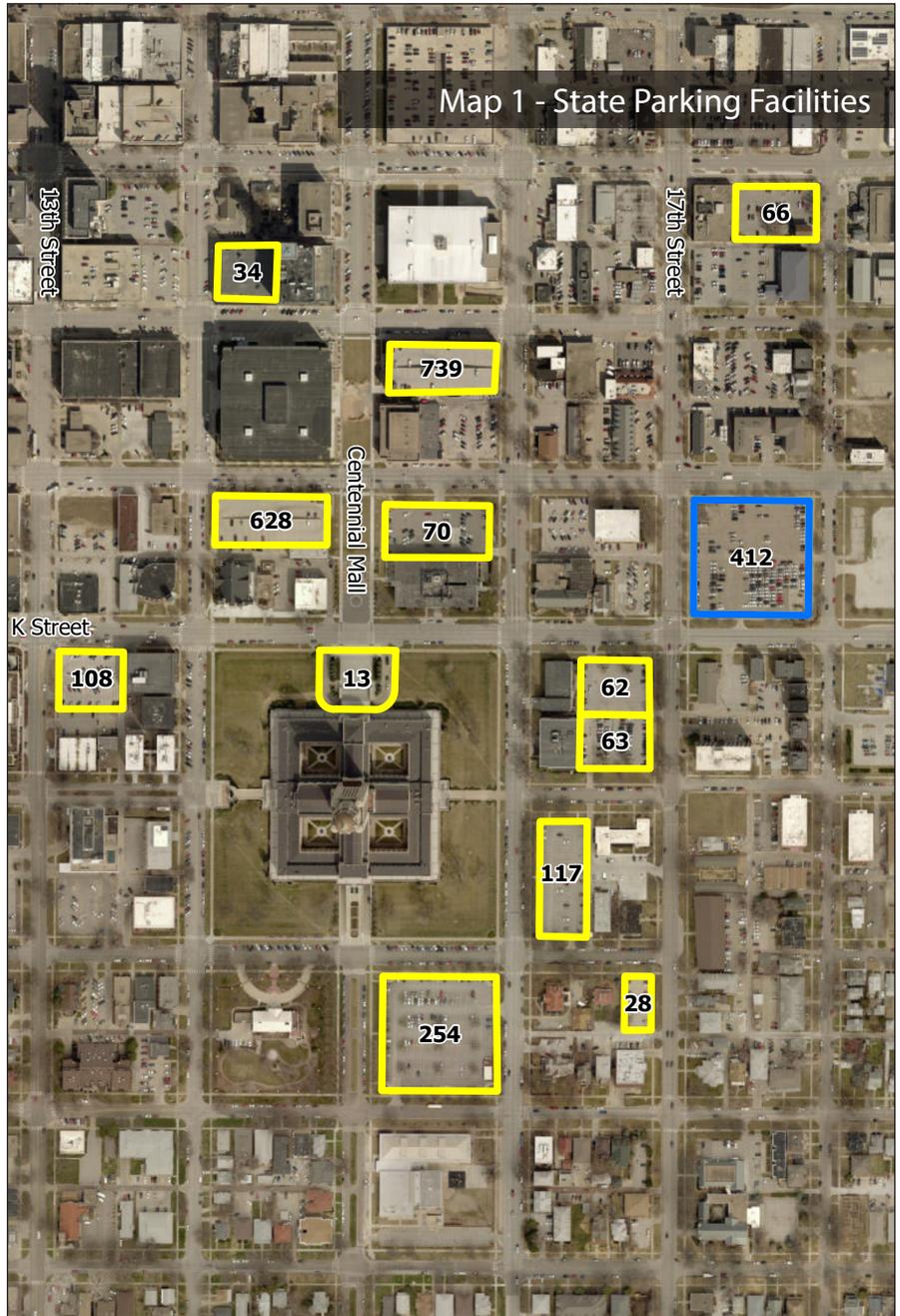
The State of Nebraska provides 2,183 parking permits for staff members working in and near the Capitol. Located just off the core of downtown Lincoln, parking is an important asset for Capitol-based employees. The Department of Administrative Services (DAS/SBD) manages the parking system including daily operations, facility maintenance, and new parking planning. The system does not include daily or hourly parking for visitors or patrons doing business at the Capitol. Visitors can park at a variety of free, time-limited, and metered on-street parking spaces, or a number of private and public off-street parking facilities (lots and garages).

### Parking Inventory

The State currently has 2,182 (2,120 at the time parking inventory and occupancy data was collected) parking spaces under its control for State-employee parking.

The staff parking facilities are shown on Map 1.

The parking facilities include seven surface parking lots and four parking garages. Most of the facilities have parking gates with access control activated by readers utilizing proximity cards that must be presented for entry or exit. The DAS/SBD administers the access control systems and assigns parking spaces based on years of service and position/title.



	<p align="center"><b>State of Nebraska Parking Inventory</b> Lancaster County, Nebraska</p>	<p>  State Controlled Facilities   Future                 </p> <p> <small>Map prepared by WGI, November 4th                      Data Source: Inventory collected by WGI, Basecamp provided by ESRI World Imagery.</small> </p>
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## Parking Occupancy and Utilization

Parking occupancy counts were conducted on Wednesday, October 16, 2019 and Tuesday, October 22, 2019 to determine usage patterns and occupancy levels of State-controlled parking facilities. The following chart shows the parking-occupancy levels for morning and afternoon data collection times on both days. Note: the new 62-space parking lot adjacent to the Labor Building was added to the inventory after the parking occupancy counts.

STATE OF NEBRASKA - STAFF PARKING OCCUPANCY LEVELS									
		10/16/19 Occupied Spaces				10/22/19 Occupied Spaces			
		Morning		Afternoon		Morning		Afternoon	
Parking Lots	Inventory	Vehicles	%	Vehicles	%	Vehicles	%	Vehicles	%
1526 K Street Lot	70	60	86%	58	83%	57	81%	56	80%
703 S 16th Street Lot "A"	254	124	49%	175	69%	146	57%	151	59%
1645 H Street Lot "D"	28	12	43%	15	54%	11	39%	9	32%
1604 H Street Lot "Executive"	117	55	47%	68	58%	52	44%	64	55%
1445 K Street Lot "Horseshoe"	13	4	31%	5	38%	6	46%	8	62%
1630 J Street Lot "Labor"	63	53	84%	52	83%	54	86%	53	84%
1719 N Street Lot	66	30	45%	34	52%	32	48%	34	52%
Parking Garages									
501 S 14th Street "IMS"	108	76	70%	70	65%	58	54%	57	53%
1400 M Street "TSB"	34	25	74%	28	82%	32	94%	32	94%
1401 L Street "South"	628	526	84%	486	77%	513	82%	475	76%
1501 M Street "East"	739	574	78%	581	79%	557	75%	543	73%
<b>Total</b>	<b>2120</b>	<b>1539</b>	<b>73%</b>	<b>1572</b>	<b>74%</b>	<b>1518</b>	<b>72%</b>	<b>1482</b>	<b>70%</b>

Notable information from the occupancy counts:

- Total Occupancy was consistent, for all collection periods, between 70% and 74%.
- The TSB parking structure occupancy levels are above 90% for both readings on October 22.
- The East and South parking structures, providing the majority of parking, are between 73% and 84% occupied.
- The 1526 K Street lot and the Labor lot are regularly occupied at over 80%.
- Parking occupancy levels include vehicles for multiple departments and 119 fleet vehicles in the East garage for the Transportation Services Bureau.

## Employee Parking waiting list

DAS/SBD currently has 364 employees on the waiting list for a staff parking space. Most on the list (237 names, or 65%) are waiting for a space in the South garage. DAS/SBD would like to offer all new hires a parking space when they begin employment. Currently, new hires are waiting up to five years to receive a parking space. There are 461 employees on the preference list who have parking but would like a space in another facility more convenient to their working location. Section VI discusses the difference between the waiting list and preference list and how to administer each.



## Key Findings and Recommendations:

- The State has 2,182 off-street parking spaces under its control near the Capitol.
- The South and East garages provide 63% of all spaces.
- Peak average occupancy for all facilities is 74%.
- There are 364 employees on the waiting list for a parking space.

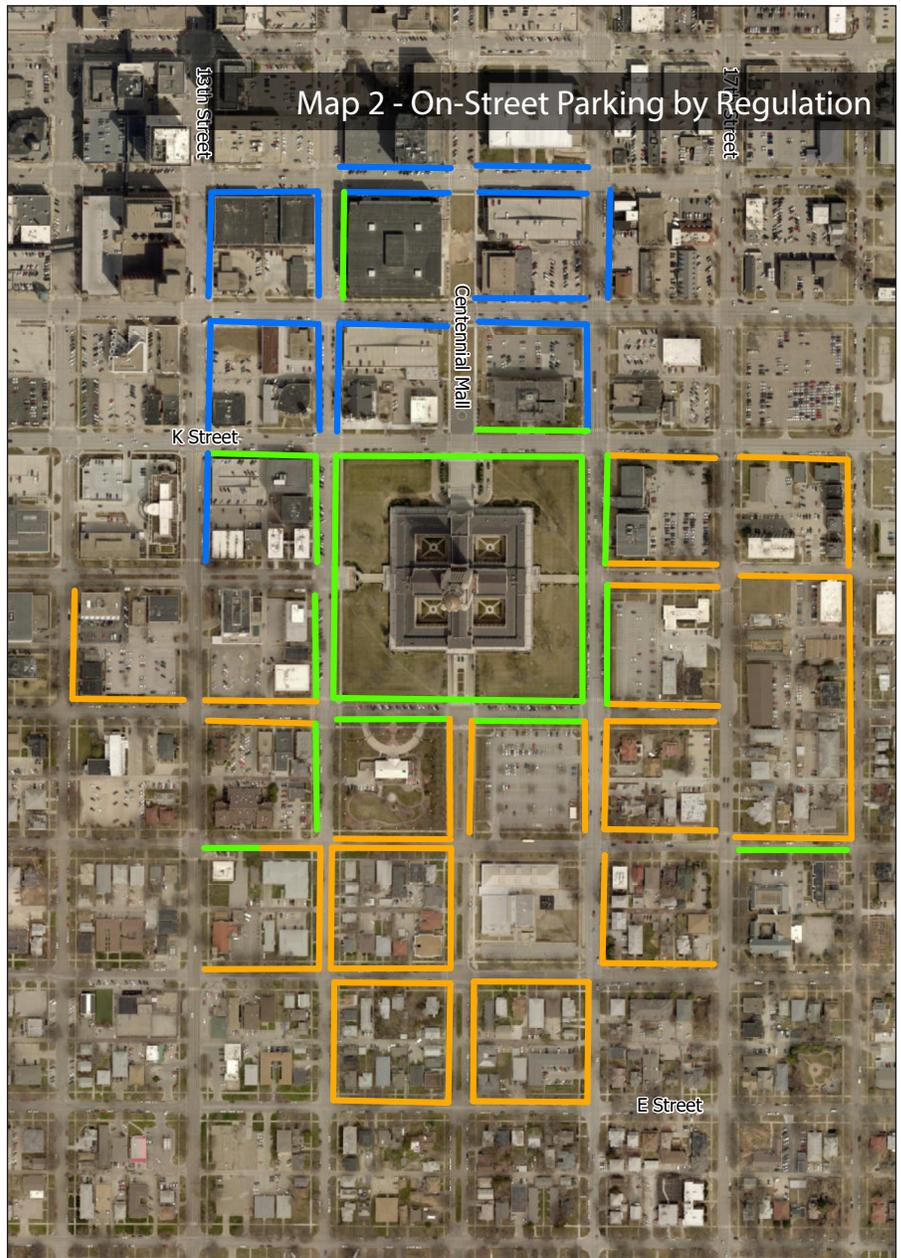
### III. NEIGHBORHOOD IMPACT OF STATE EMPLOYEES

#### On-Street Parking

Public on-street parking surrounds the Capitol and other State office buildings in Lincoln. Map 2 shows the on-street parking identified by the regulations for each block face. Generally, the area north of the Capitol has parking meters, the streets directly around the Capitol have time limits of one or two hours, and the area south of the Capitol is unregulated. The parking meters and time-limited spaces are open to the public and used by patrons conducting business with the State.

During the day, much of the on-street parking within three blocks of the Capitol is parked at nearly 100% occupancy. There are numerous residences using the spaces in front of their homes or apartments. On State business days, State employees and visitors fill in the available gaps.

The neighborhood areas were spot-checked in the morning prior to State employee arrival and in the evening after the workday. Map 3 shows estimated State employee parking levels within the blocks surrounding the Capitol. Based on the field observations, estimated percentages of State employee vehicles were assigned to each block. The estimated number of State employee vehicles parked in the neighborhood is 224.



	<p align="center"><b>State of Nebraska</b> Public On-Street Parking Inventory by Regulation Lancaster County, Nebraska</p>	<ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Metered</li> <li><span style="color: green;">—</span> Non-metered time-limit</li> <li><span style="color: orange;">—</span> Non-metered</li> </ul>
<small>Maps are for graphical purposes only. They do not represent a legal survey. While every effort has been made to ensure that these data are accurate and reliable within the limits of the process, WGI cannot assume liability for any damages caused by any errors or omissions in the data. WGI makes no warranty, expressed or implied, nor does the fact of distribution constitute such a warranty.</small>		
<small>Map prepared by WGI, November 4th Data Source: Inventory collected by WGI, Basemap provided by ESRI World Imagery.</small>		





## IV. FUTURE PARKING NEEDS

State planning has provided a roadmap for efficient use of building space and collaboration among various related departments. The changes envisioned will need to be supported by secondary services such as parking. Estimates of future parking needs allow DAS/SBD to manage existing conditions while planning for upcoming changes in facility use.

### Projected State of Nebraska Capitol Area Parking Demand

Parking projections for the Capitol area are a mix of current conditions, anticipated changes to State buildings, and assumptions of future parking behavior. The current conditions include almost 1,600 vehicles parking in State parking facilities on a typical day. The vehicles are State staff or others given permission to park by DAS/SBD. Clients, visitors, and other parties doing business with the State are not parking in State parking facilities and therefore not included in the analysis.

Studies show that there will be a 6% increase in staff through the year 2036. Based on these changes, a 0.6% growth factor was utilized to project staff growth over a 10-year horizon. This growth level adds a need for approximately 10 staff parking spaces per year. Even with the projected long-term staff increases, parking will not be greatly affected by retirements and subsequent hires; new staff will drive in ratios similar to the departing staff, leaving the parking habits similar to current conditions.

The largest change in facilities is the proposed construction and occupancy of the 17th and K Building. The new building will provide State office space and approximately 412 additional parking spaces. Between relocation of staff already in the Capitol area and over 500 new staff to the area, there is an estimated parking demand of 417 new spaces. The new 17th and K Street parking structure will approximately break-even from a parking demand standpoint.

The Ten-Year Parking Demand Projection shown below considers the current parking supply; field-counted, peak-parking occupancy levels; future parking-supply changes; projected staffing levels; and utilizing the parking facilities at 90% occupancy (effectively full). There are 2,182 parking spaces in the current inventory, an effective supply of 1,964 spaces. At peak occupancy time 1,572 vehicles parked, leaving 392 available spaces.

The only identified future change to the parking supply is the potential 412-space 17th and K Street garage. Based on the staffing projections by the State, the estimated increase in parking demand from departmental reorganization is 417 spaces. Considering the additional personnel in the Capitol area, the additional parking in the potential new garage, the current conditions, and eliminating the waiting list, there is a projected deficit of 37 parking spaces once the 17th and K Street office space is occupied. The small estimated deficit (1.4%) is an acceptable variance.

Ongoing parking-space management, allocation, and eliminating the waiting list is addressed in Section VI – Parking Allocation.



## Key Findings and Recommendations:

- There are 392 available parking spaces in the State facilities.
- Departmental reorganization may increase parking demand by 417 spaces.
- The potential 17th and K Street Garage has 412 spaces planned.
- Parking administration needs to conduct quarterly field parking-occupancy counts to verify parking-occupancy levels and availability.

### STATE OF NEBRASKA

#### Capitol Area Ten Year Parking Demand Projection

Year	Current	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Current Parking Space Demand	1572	1572	1572	1572	1572	1572	1572	1572	1572	1572	1572
Staffing Growth	6% / 10yr	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
Projected Staff Needs	1572	1581	1591	2017	2027	2036	2046	2055	2064	2074	2083
Relocated Staff Parking			417								
Projected Parking Needs	1572	1581	2008	2017	2027	2036	2046	2055	2064	2074	2083
Parking Supply	2120	2182	2182	2594	2594	2594	2594	2594	2594	2594	2594
Supply Change	62	0	412	0	0	0	0	0	0	0	0
Estimated Future Supply		2182	2594	2594	2594	2594	2594	2594	2594	2594	2594
90% Effective Supply	1964	1964	2335	2335	2335	2335	2335	2335	2335	2335	2335
Surplus / Deficit	392	382	327	317	308	298	289	280	270	261	251
Spaces to Fulfill Wait List	364	1945	2372	2381	2391	2400	2410	2419	2428	2438	2447
Surplus / Deficit (90%)		18	-37	-47	-56	-66	-75	-84	-94	-103	-113
Spaces for Neighborhood Parkers	224	1805	2232	2241	2251	2260	2270	2279	2288	2298	2307
Surplus / Deficit (90%)		158	103	93	84	74	65	56	46	37	27
Wait List and Neighborhood	588	2169	2596	2605	2615	2624	2634	2643	2652	2662	2671
Surplus / Deficit (90%)		-206	-261	-271	-280	-290	-299	-308	-318	-327	-337

Supply changes are adding 1645 K St. Lot (62 spaces in 2019) and the potential 17th and K St. Garage (412 spaces in 2021).

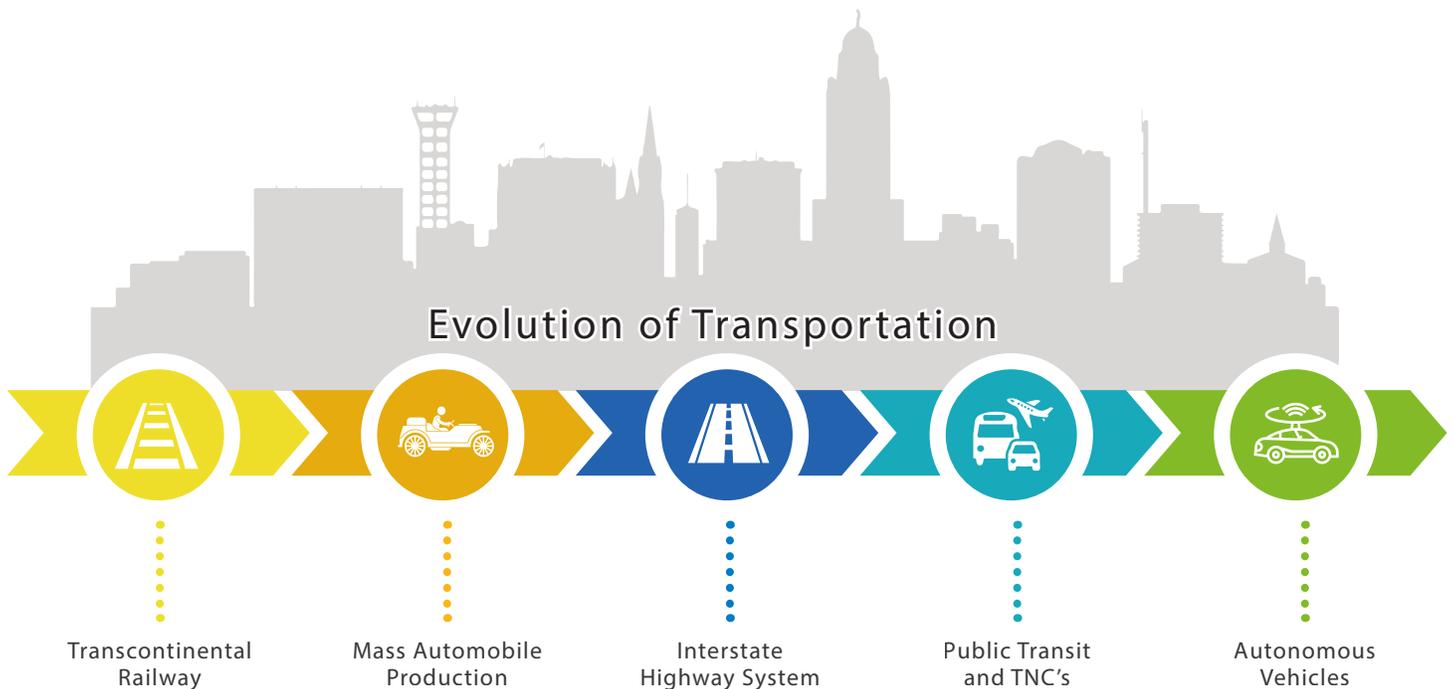


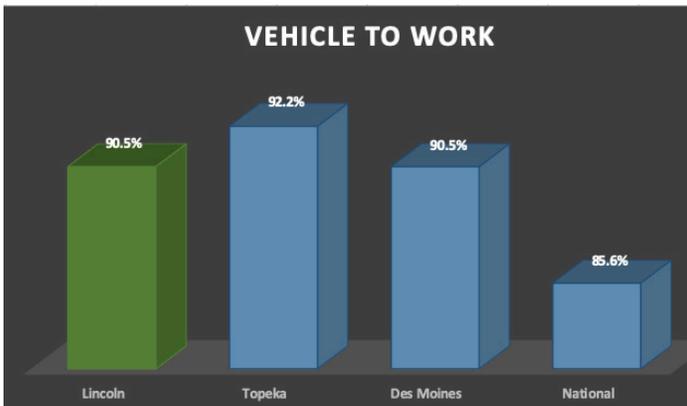
# V.

## FUTURE PARKING AND TRANSPORTATION PLANNING

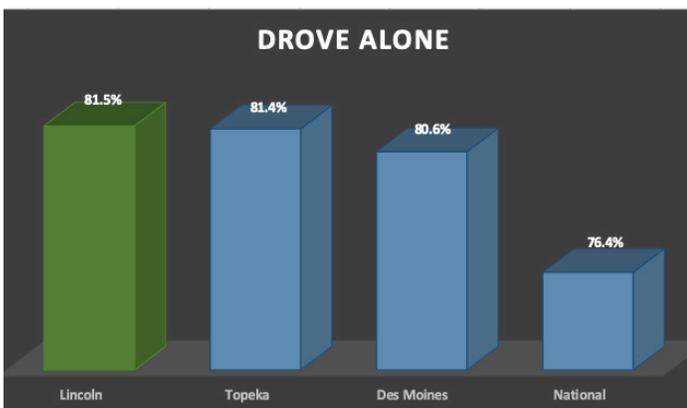
The transportation industry continues evolving as innovation and technology drive new mobility options. For more than a century transportation technology — from the transcontinental railroad, to mass production of cars, to the interstate highway system — changed how people live and work.

More important than the unknowns of technological implementation are Lincoln's demographics. According to US Census Bureau data, over 90% of all workers in Lincoln arrive at their job by vehicle, with 81.5% driving alone. These factors are virtually unchanged since 2009 when the Vehicle to Work rate was 90.6% and the Drove Alone rate was 81%. The drive rate is similar to other regional state capital cities Topeka, KS and Des Moines, IA.





All these factors lead to a conclusion that Lincoln is a driving city and will likely continue to be one for the next few decades. In 2030, State employees will likely drive to work in similar percentages as they do today.



The other significant cost item is parking fees, which the State controls. Most of the staff parking permits are \$24 per month for parking lots and \$30 per month for parking garages (the IMS garage has reserved parking spaces for \$40 and \$50 per month). The rates are below-market rates in Lincoln. The 1220 L Street garage is one block from the East garage and charges \$86 per month for unreserved parking. The 1220 L Street garage is closer to the downtown core and higher prices are expected. However, the market rate is almost three times what the State is charging staff.

The \$24 to \$30 parking fees (and free parking on city streets) likely do little to discourage staff from driving to work in single-occupancy vehicles. A robust Transportation Demand Management (TDM) program that would include carpooling, bicycling, transit use, ridesharing, and potential other options probably would not be viable unless parking fees were significantly higher. Rates in excess of \$100 per month may be required to change habits. This fee would exceed the market rate and force State employees to seek alternative parking or transportation options. The State has indicated it values offering low-priced parking to staff and does not wish to pursue a program with rates this much higher than currently offered.

Parking will continue to be a vital component of the local Lincoln transportation system, and an asset for State employees. The State of Nebraska does not call for pursuing an aggressive program of remote working or virtual commuting. If the State does increase these opportunities there will be a corresponding decrease in parking demand. A consideration that could dramatically change transportation patterns is the cost of driving. If gasoline/energy prices greatly increase and the cost-per-mile to drive doubled or tripled, then there would be a marked decrease in parking demand. However, there is no data to make parking-demand projections based on this type of dramatic change.



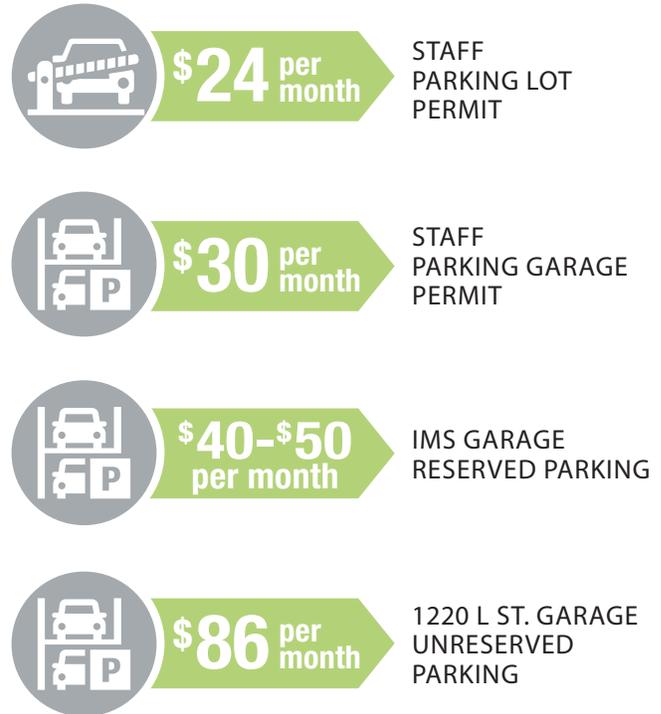
Recent technologies such as Uber, Lyft, and crowdsourced ridesharing have broadened the options for short trips and local transportation. However, they mostly impact taxi service and public transit. Transportation technologies that may radically reduce single-occupancy driving and parking, such as autonomous vehicles and commuter rail, are years away in Lincoln.

All these factors lead to a conclusion than Lincoln is a driving city and will likely continue to be one for the next few decades. In 2030, State employees will likely drive to work in similar percentages as they do today.

Section VII provides a 12-year estimate of capital maintenance expenses (CapEx) of \$8.27 million to maintain the parking facilities in Lincoln and Omaha. The projected maintenance costs average \$20.33 per space, per month spread across all parking facilities.

Operational costs such as utilities, painting, elevator maintenance, snow and ice control, insurance, and housekeeping should be included with capital expenses to develop a true cost for the State to provide staff parking. State of Nebraska parking operational costs were not available. Based on our experience in the Midwest with governmental and institutional organizations, average operational costs are approximately \$25 per space per month. Considering operational costs and capital maintenance costs of \$20.33 per month, parking fees across all facilities should average \$45 per month per space in year one. Parking fees are often based on proximity to destination. Higher fees should continue in the garages that are close to destinations, while outlying parking lots such as 1719 N Street should have lower fees due to the distance from the final destination. A fee structure of \$50 per month for garage parking and \$35 per month for surface parking is appropriate to meet projected costs.

Operating and maintenance costs should be evaluated each year and adjustments to parking fees should be made annually as part of the budget process.



## Key Findings and Recommendations:

- Driving and parking ratios and characteristics in Lincoln should remain similar over the next 10 years.
- State employee parking fees are well below market rates in Lincoln.
- The State desires to maintain low parking fees as a benefit to staff and a retention tool.
- Parking fees should be adjusted annually considering the Capital Expenses and Operating Expenses of maintaining and operating the parking facilities.
- The average fee across all parking facilities should be \$45 per month, per space, in year one.
- Transportation Demand Management Strategies will struggle to reduce parking demand without a higher cost to driving.

## VI. PARKING ALLOCATION

The goal of an efficient parking allocation plan is maximizing the State parking assets while also providing a high level of customer service. DAS/SBD wants to provide parking for each staff member desiring a State parking space upon hiring.

### Eliminate the waiting list

There is a distinction between the waiting list and the preference list. While the lists are associated, the goal of each is different.

- The waiting list is for staff seeking a parking space with no expectation of location. The waiting list has a high priority as it seeks to assure staff they have a place to park.
- The preference list is for staff seeking parking in a specific location/facility. These staff members may or may not currently park in State facilities, but they are not waiting for a parking space and this list is therefore a lower priority.

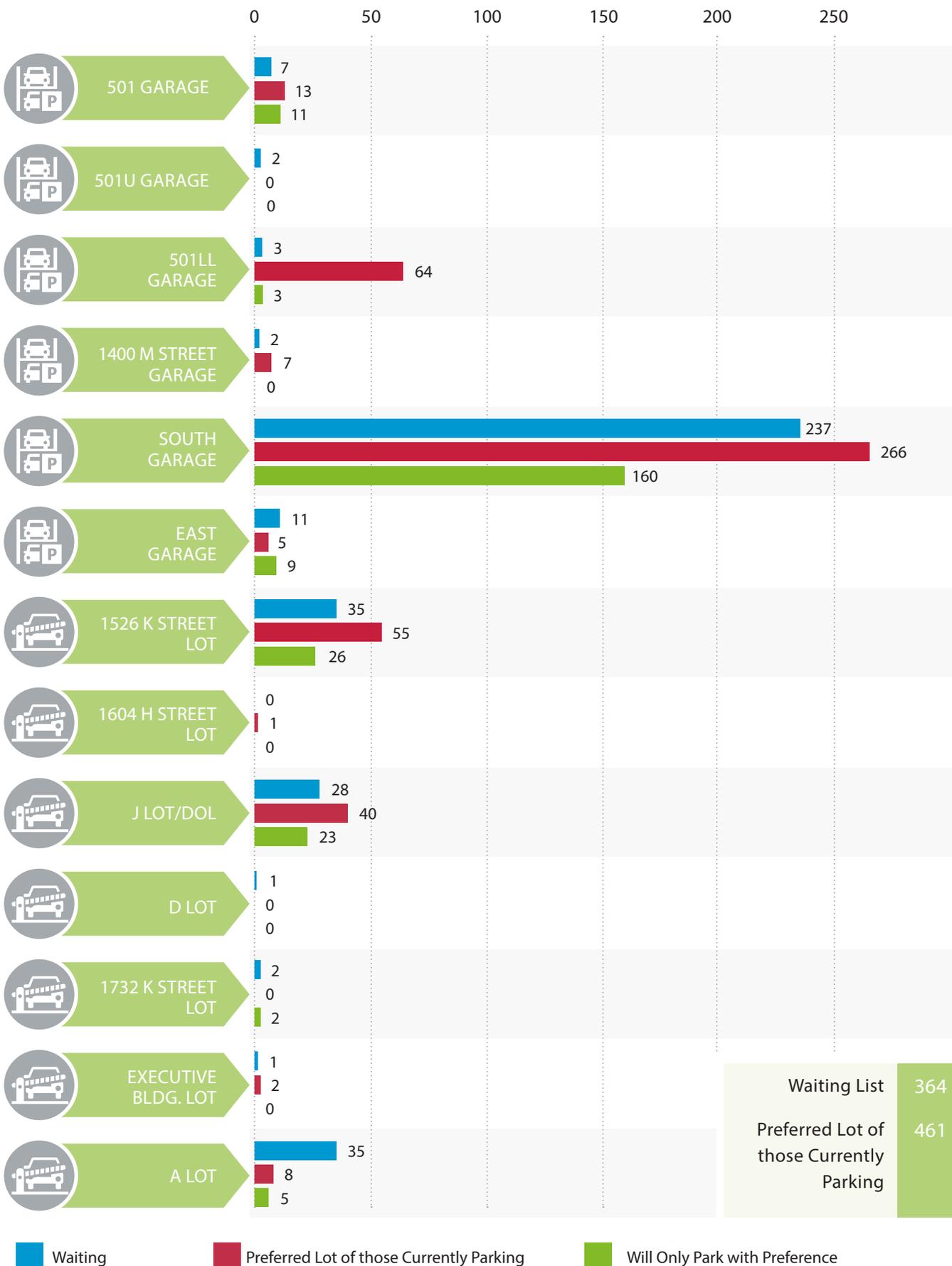
Based on the parking occupancy counts and information provided by State staff, there appears to be adequate spaces to offer parking to State employees on the waiting list. Almost the entirety of the current waiting list is associated with three facilities: the South garage, 1526 K Street lot, and the Labor lot. The South garage and 1526 K Street are prime locations near large buildings and may remain high on the preference list into the foreseeable future but could be cleared from the waiting list. Recently the State was able to bring the other half of the Labor lot into State inventory (additional 62 spaces), which should eliminate the waiting list for this facility.

The following chart was developed by State staff to show the breakdown of the waiting list by facility. As noted, the South garage and 1526 K Street are the preferred locations.

The waiting list and preference list should be separate documents until the State can eliminate the waiting list. When new employees begin work, they should be offered a parking space in available facilities (EX: Lots A, D, and 1604 H Street). They will accept or decline the parking space. Either way, they are placed on the preference list and await parking in their preferred location, but the waiting list is eliminated.



### PARKING PREFERENCES BY LOT – COMBINED



## Parking Allocation

The following considerations will inform the process of working through the waiting list.

- Optimal use of staff-only parking facilities is 90%-92% occupied. This allows a buffer for loss of spaces due to snow, unused ADA, minor repair or maintenance, and vehicles taking more than one space.
- The existing parking equipment is deficient and does not provide the information necessary to properly manage or oversell the parking facilities. Section VIII addresses new parking equipment.
- Conduct weekly field parking-occupancy counts to understand the true usage levels of the parking facilities.
- Slowly increase the number of permits in each facility and measure the impact. If the facilities are under 90% occupancy, increase the permits by 5% per month until reaching the 90% occupancy threshold. Weekly field occupancy measurements during the oversell phase allows for the maximization of parking supply, ultimately reaching optimal occupancy levels.
- Currently only the South garage has a significant oversell at 116%. With the oversell, peak occupancy in this facility was 84%. The following chart shows the oversell and peak occupancies for each of the facilities.
- Utilizing current occupancy data, the State parking facilities could be oversold by 15%-20%. Each facility will have different occupancy characteristics. A blanket oversell percentage is ineffective. The

State of Nebraska - Parking Oversell by Facility					
Facility		Oversell		Peak Occupancy	
Parking Lots	Inventory	Permits	%	Vehicles	%
1526 K Street	70	72	103%	60	86%
703 S 16th Street Lot "A"	254	228	90%	175	69%
1645 H Street Lot "D"	28	27	96%	15	54%
1604 H Street Lot "Executive"	117	102	87%	68	58%
1445 K Street Lot "Horseshoe"	13	13	100%	8	62%
1630 J Street Lot "Labor"	63	63	100%	54	86%
1719 N Street Lot	66	54	82%	34	52%
Parking Garages					
501 S 14th Street "IMS"	108	106	98%	76	70%
1400 M Street "TSB"	34	34	100%	32	94%
1401 L Street "South"	628	727	116%	526	84%
1501 M Street "East"	739	757	102%	581	79%
<b>Total</b>	<b>2120</b>	<b>2183</b>	<b>103%</b>	<b>1629</b>	<b>77%</b>

oversell for each facility is determined by achieving field-measured occupancy levels of 90%.

- Once optimal use of the parking facilities is established, utilize the preference list simply as offering a space to the next person on the list when a space in the desired facility becomes available.
- Eliminate reserved parking. Reserved parking holds a single parking space for a single user and eliminates oversell opportunities. Reserved spaces should only be used for specific purposes where the space must be restricted from all other use. The IMS garage is entirely reserved and should be changed to pool parking.
- There are fleet vehicles parked in the East garage. Currently, it appears the waiting list can be cleared without moving these vehicles to an off-site location. If there is a waiting list in the future, then strong consideration should be given to moving the fleet vehicles off-site.
- Consider premium parking rates in the most preferred locations such as the South garage. A 20% premium rate in that facility may eliminate much of the preference list, while also providing increased funds for operational and maintenance expenses.

## FROM NOW UNTIL 2024, THE FOLLOWING STEPS SHOULD BE TAKEN TO MANAGE THE PARKING DEMAND IN THE CAPITOL AREA.

1. Increase permit issuance until all facilities operate on average at 90% occupancy or until the waiting list is eliminated.
2. Field measure parking-occupancy levels weekly at first and then quarterly at all facilities to understand demand characteristics and properly oversell the facilities.
3. Eliminate reserved parking.
4. If the 17th and K garage is constructed, field measure the parking occupancy levels to assess the impact from the new building space.
5. If after the 17th and K Building is open and occupied for one year and there is a parking waiting list:
  - a. Determine the measured need for parking across all facilities.
  - b. If less than 100 spaces, utilize increased rates and alternative transportation incentives to reduce the number of people driving.
  - c. If greater than 100 spaces, consider increasing parking supply through new surface parking or parking structures on Lot A or the Labor lot.





## VII. PARKING FACILITY CONDITION ASSESSMENT

A field review of the State-owned parking facilities in Lincoln and Omaha, NE, was conducted on October 14-15, 2019. The primary objectives of the review were to assess the general condition of the facilities; identify items requiring repair, maintenance, and/or protection; and provide a base-level capital improvement and maintenance plan.

The review included a visual examination of the following parking facilities to assess the current condition and locate areas of deterioration and/or deficiencies.

- Lincoln Parking Structures
  - 1501 M Street – East Garage (739 stalls)
  - 1401 L Street – South Garage (628 stalls)
  - 1400 M Street – TSB Garage (34 stalls + 2 storage)
  - 501 S 14th Street – IMS Garage (108 stalls)
- Lincoln Parking Lots
  - 1526 K Street Lot (70 stalls, 2 motorcycle stalls)
  - 703 S 16th Street – A Lot (254 stalls)
  - 1645 H Street – D Lot (28 stalls)
  - 1604 H Street – Executive Lot (117 stalls)
  - 1445 K Street – Horseshoe Lot (13 stalls)
  - 1630 J Street – Labor Lot (63 stalls)
  - 1645 K Street Lot (66 stalls)
  - 1719 N Street Lot (66 stalls)
- Omaha Parking Structures
  - 1313 Farnam Street – OSOB Garage (83 stalls)
  - 1313 Harney Street – Omaha II Garage (549 stalls)

As part of the evaluation, we recommend repairs to address the current deterioration throughout the parking facilities and have prioritized these repairs in the first six years (Phase 1 – Initial Repair) of a 12-year capital improvement and maintenance plan. The opinion of probable cost for these initial recommended repairs is \$3,316,400 as summarized in the above table. A detailed breakdown of the repair items is provided in Appendix B. The three large garages (East, South, and Omaha II) are in relatively good condition for their age and should be useful for the next 20 years with appropriate maintenance.

TOTAL PROBABLE COST BUDGET FOR INITIAL RECOMMENDED REPAIRS	
LINCOLN PARKING STRUCTURES	
1501 M Street – East Garage	\$ 630,500
1401 L Street – South Garage	\$ 710,600
501 S 14th Street – IMS Garage	\$ 132,100
1400 M Street – TSB Garage	\$ 313,600
17th & K Garage	n/a
LINCOLN PARKING LOTS	
1719 N Street Lot	\$ 73,900
1526 K Street Lot	\$ 27,100
1445 K Street – Horseshoe Lot	\$ 50,100
1645 K Street Lot	\$ 77,200
1630 J Street – Labor Lot	\$ 377,500
1604 H Street – Executive Lot	\$ 51,300
1645 H Street – D Lot	\$ 10,100
703 S 16th Street – A or South Lot	\$ 64,800
OMAHA PARKING STRUCTURES	
1313 Harney Street – Omaha II Garage	\$ 516,100
1313 Farnam Street – OSOB Garage	\$ 281,500
<b>Opinion of Probable Cost Total</b>	<b>\$ 3,316,400</b>



Following the implementation of the Initial Repair Phase, a five-year cyclic repair plan for parking structures and three-year cyclic repair plan for parking lots (Phase 2 - Maintenance) is an effective means of keeping both long-term and short-term repair costs down, while helping to maximize the service life of each parking facility. The following work items were considered when developing the capital improvement and maintenance plans for the respective parking structures and parking lots.



### Concrete

Concrete Repairs – It is anticipated that isolated concrete repairs (slabs, toppings, ceilings, beams, columns, walls, curbs, etc.) will be required, generally due to corrosion deterioration.



### Masonry

Masonry Repairs – It is anticipated that isolated masonry repairs (tuck pointing, replacement/repair of damaged brick units, etc.) will be required, generally due to water infiltration.



### Steel

Steel Stair Repairs and Replacement – Stairs with steel stringers, steel pans, and concrete infill are generally the least durable stair system when exposed to de-icing chemicals. It is anticipated that when heavily used, these stairs will require replacement every 20 to 25 years.



### Waterproofing

Crack and Joint Sealants – It is anticipated that floor sealants will be replaced every 10 years (7 to 8 years at the exposed areas; covered areas 8 to 12 years). Exterior wall/ façade sealants to be replaced every 8 to 10 years (consider using silicone-based sealants to extend life).

Deck Coating - Recoat on average every 10 years: entry/exits and turning areas every 5 to 7 years, parking stalls every 12 to 15 years.

Concrete Sealer – It is anticipated that a penetrating sealer would require reapplication every 5 to 10 years, depending on the type of material used. Testing may be recommended to evaluate performance.

Stair/Elevator Tower Roofing Systems – These waterproofing systems will likely require replacement every 20 to 25 years.



## DIVISION 8

### Openings

Door and Frame Replacement – Stainless steel doors and frames may require replacement in 25 to 30 years. Hollow metal doors and frames will require replacement every 15 years.

Stair Glass/Framing – Architectural improvements/upgrades are anticipated at 25- to 30-year intervals. Glass sealant replacement should be anticipated every 15 to 20 years.

## DIVISION 9

### Finishes

Painting – It is anticipated that steel, concrete, and masonry surfaces will generally require repainting every 10 to 15 years. Periodic touch-up and miscellaneous painting should be anticipated.

## DIVISION 10

### Specialties

Signage – It is anticipated that electrical signage will be replaced every 10 years, and standard signage replaced every 20 to 25 years.

## DIVISION 11

### Equipment

Traffic Control Equipment - Equipment replacement should be anticipated every 7 to 10 years.

## DIVISION 14

### Elevators

Elevators – Elevator replacement should be anticipated every 25 to 30 years. Control upgrades are anticipated every 15 years.



### Fire Suppression

Fire Protection / Standpipe System – Fire protection system (sprinkler) replacement should be anticipated every 30 years. Periodic repairs may be required.



### Plumbing

Storm Drain System – Plumbing drain line and floor drain replacement should be anticipated every 30 years. Periodic repairs and/or isolated replacements may be required. Cleaning of the system should be anticipated every 10 years.



### HVAC

HVAC Equipment – Parking area ventilation replacement should be anticipated every 20 to 25 years. Elevator shaft ventilation replacement should be anticipated every 20 to 25 years.



### Electrical

Lighting – Light fixture replacement should be anticipated every 20 years.

Electrical Switchgear and Panels – Replacement should be anticipated every 25 to 30 years.



### Exterior Improvements

Pavement Markings – Parking stripes should be re-applied every 3 to 5 years.

Asphalt Repairs – It is anticipated that isolated asphalt repairs and the sealing of joints/cracks will be required at parking lots every 3 years.

Asphalt Sealer – It is anticipated that a sealer would require re-application every 3 years following asphalt repairs.

## Assumptions

WGI developed the capital improvement and maintenance plan based on the following assumptions:

- Parking structure repair projects to occur every other biennium following initial recommended repairs.
- Parking lot repair projects to occur every 3 years following initial recommended repairs.
- Addition of a reversible lane and upgrades to traffic equipment at the South and East parking structures have been included within the 12-year projection at a budgetary cost \$305,600 per structure in Year 4 (South) and Year 5 (East).
- Replacement of the HVAC system and electrical panel/switchgear at the South and East parking structures have been included within the 12-year projection in Year 6 (South) and Year 7 (East).
- Additions (vertical expansion) at the East and South parking structures were constructed in 1996, and elevators were last replaced/upgraded during those projects. Based on this assumption, replacement of these elevators is included within the 12-year projection at a budgetary cost of \$436,500 per parking structure in Year 8 (South) and Year 9 (East).
- Re-application and replacement of waterproofing will occur at the South and East parking structures in Years 11 and 12.
- Light fixtures have been upgraded at the East, South, 501, and Omaha II parking structures in the last 10 years.
- Conditioned stair tower at Omaha II parking structure is not in scope.
- The new 17th and K facility is to be constructed in 2021 and will require basic maintenance and repairs in Years 7 and 12 of the plan.

The below table is a summary of the capital improvement and maintenance plan. A detailed breakdown of the work items is provided in Appendix B.

## Limitations

The recommended restoration and protection of the parking facilities can be performed and the rate of further deterioration reduced. We cannot guarantee that further deterioration will not take place with continued service-related exposure. Effective ongoing maintenance can significantly reduce long-term maintenance costs. Monitoring of the parking facilities can assist in scheduling future maintenance.

Specific repair procedures are not part of this evaluation. This report defines items in need of repair and presents conceptual procedures. Construction Documents are required to address all aspects of materials selection and methods for repair of the parking facilities. Repair cost projections are based on deterioration quantities

identified during the review. Quantities and costs are not intended to define a guaranteed maximum cost, and variations in final quantities should be anticipated.

The evaluation and restoration of existing facilities require that certain assumptions be made regarding existing conditions. Since some of these assumptions may not be confirmed without expending additional sums of money and/or destroying otherwise adequate or serviceable portions of the building, WGI cannot be held responsible for latent deficiencies which may exist in the facilities, but which have not been discovered within the scope of this evaluation.

WGI did not review the facilities for conformance with the Americans with Disabilities Act (ADA).

## Capital Improvement & Maintenance 12-Year Plan

Parking Facility	PHASE 1 - INITIAL RECOMMENDED REPAIRS						PHASE 2 - MAINTENANCE					
	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>LINCOLN PARKING STRUCTURES</b>												
1501 M Street – East Garage				\$ 630,500	\$ 305,600			\$ 426,800	\$ 436,500			\$ 573,000
1401 L Street – South Garage			\$ 710,600	\$ 305,600			\$ 299,400	\$ 436,500			\$ 628,500	
501 S 14th Street – IMS Garage		\$ 132,100					\$ 44,700					\$ 116,200
1400 M Street – TSB Garage	\$ 14,700					\$ 298,900				\$ 234,600		
17th & K Garage		New Build					\$ 15,000					\$ 60,000
<b>LINCOLN PARKING LOTS</b>												
1719 N Street Lot	\$ 73,900			\$ 17,500			\$ 26,300			\$ 17,500		
1526 K Street Lot					\$ 27,100			\$ 15,900			\$ 16,700	
1445 K Street – Horseshoe Lot		\$ 50,100					\$ 20,900					\$ 20,900
1645 K Street Lot			\$ 77,200			\$ 20,500			\$ 23,400			
1630 J Street – Labor Lot		\$ 69,000			\$ 22,200	\$ 308,500		\$ 22,200			\$ 22,200	\$ 77,200
1604 H Street – Executive Lot					\$ 51,300			\$ 18,100			\$ 24,500	
1645 H Street – D Lot			\$ 10,100					\$ 5,300				
703 S 16th Street – A or South Lot	\$ 64,800			\$ 40,000			\$ 43,500			\$ 40,000		
<b>OMAHA PARKING STRUCTURES</b>												
1313 Harney Street – Omaha II Garage					\$ 516,100				\$ 208,000			
1313 Farnam Street – Lower Level OSOB Garage						\$ 281,500					\$ 80,800	
<b>GENERAL IMPROVEMENTS</b>												
Traffic Equipment (PARCS) Upgrades			\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200	\$ 58,200
Total Projected Budget	\$ 153,400	\$ 251,200	\$ 856,100	\$ 1,051,800	\$ 980,500	\$ 967,600	\$ 508,000	\$ 924,800	\$ 677,900	\$ 292,100	\$ 772,700	\$ 847,300

## VIII. PARKING ACCESS CONTROL SYSTEM

Parking Control Equipment, such as gates and card readers, are important to maintaining control while providing high levels of customer service in parking facilities. Systems that create long entry and exit queues, or do not adequately provide and protect access, are often disregarded by both users and administrators. Equipment is often blamed for problems, but lane design, street traffic, tight turns, and other issues likely have an impact on the overall customer experience.

### Garage Queueing and Exiting

Due to longer-than-desired vehicle exiting times, the South and East garages have the parking gates in the up position during the afternoon when most staff exit the facilities. This free flow maximizes the vehicle egress through bypassing the parking access control system, reducing controls and accountability. However, the lengthy exit times have more to do with the facilities' structural design than the presence of access control equipment. Those design features include:

- Only one entrance lane and one exiting lane in each facility.
  - A vehicle-queueing analysis was conducted and indicates that even without parking access control equipment, both garages should have two lanes flowing in the desired direction during peak times (entry in the morning and exit in the evening).
  - The East garage has a one-lane exit onto the alley on south side of Level 1. The exit lane is utilized by some drivers. Because of the location, vehicles above Level 1 must cross the M Street exit lane to access this lane. Drivers will choose to simply exit onto M Street at that point. However, all vehicles below Level 1 should utilize the alley exit lane to leave the facility.
- Drivers parking above the grade level in both garages must make a sharp right or left turn immediately prior to exiting either facility. The sharp turns make utilizing the parking equipment even more difficult, slowing down overall exiting.

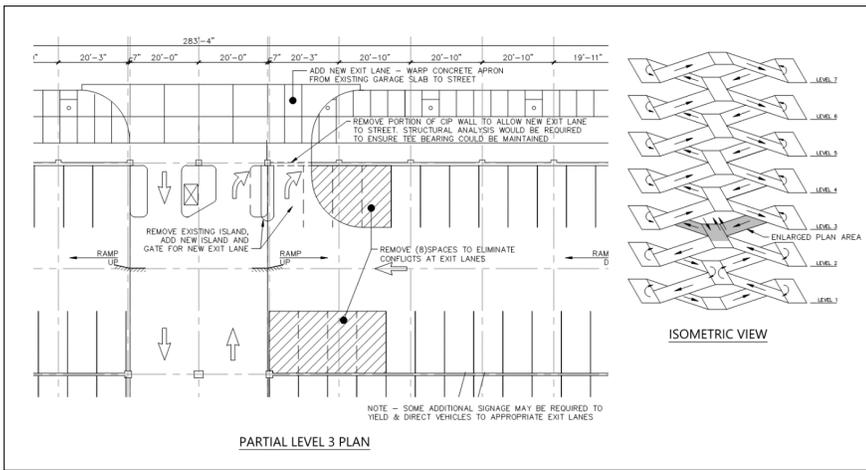
- Both garages had levels added to increase the parking inventory. However, vehicle traffic flow and lane access were not addressed to accommodate the additional parking spaces.

The morning backups in the street and afternoon backups within the garages are due to having only a single entry and exit lane, not the parking equipment. While access control equipment can slow the vehicle throughput volume, the East and South garages will back-up without any access control equipment because they do not have enough lanes to accommodate the number of vehicles entering and exiting the facilities. The vertical expansions added hundreds of parking spaces without addressing the traffic-flow needs into and out of the garages.

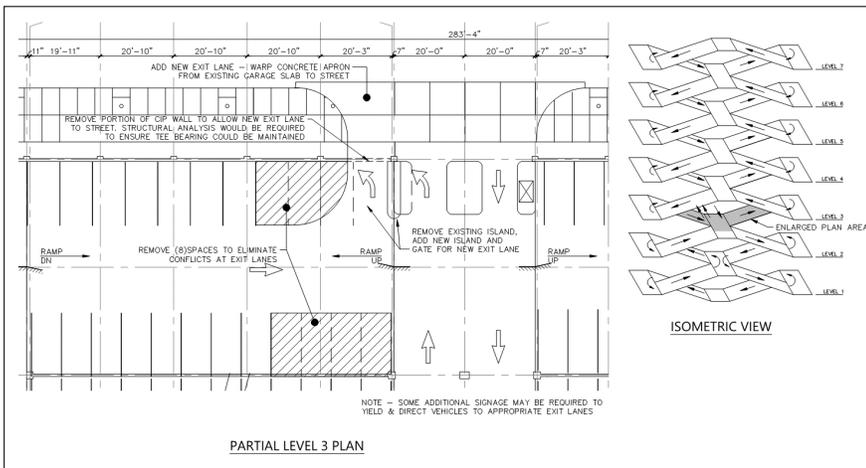
Sketches 1 and 2 show options for adding an exit lane to each facility. The current exit lane in both sketches could also serve as a reversible lane, making it an entrance lane in the morning and an exit lane in the afternoon. The feasibility of each option would require review for structural engineering and City traffic engineering. The modifications would cost approximately \$40,000 - \$60,000 per facility. Additional lanes will help with entering and exiting vehicle queues, but even with two lanes there will continue to be queues of several vehicles and the gates may still need to be placed in the open position during vehicle egress. Entry and exit lanes equipped with License Plate Recognition (LPR) equipment would provide the highest level of vehicle throughput, while monitoring vehicle entry and exit data.

### Open the Parking Equipment Contract for Renegotiation or Cancellation

The parking access control equipment is maintained through a cooperative agreement with the City of Lincoln. The vendor chosen by Lincoln utilizes Amano McGann parking equipment and iParc software. Amano is one of the largest parking equipment suppliers in the country.



Sketch 1  
East Garage –  
New Exit Lane



Sketch 2  
South Garage –  
New Exit Lane

The current parking access control equipment does not provide the information necessary to effectively administer the parking system. The antiquated software is not capable of managing access or maximizing the capacity of the facilities. A properly functioning access control system provides the information and tools necessary to maximize capacity, monitor occupancy levels, manage the preference list, track fleet vehicle use, and protect access for authorized users only. The State should cancel the current parking equipment contract and procure new equipment that provides the information necessary to administer the parking system. The East and South garages are the highest priority, with the other facilities to follow based on highest occupancy levels. There is \$500,000 (plus soft costs) included in the Maintenance Plan to address parking equipment.

With only access control and no concern regarding cash and visitor parking, the system should be straightforward to administer. The State should seek an independent parking equipment contract that provides the terms and control needed to effectively manage the access control system.

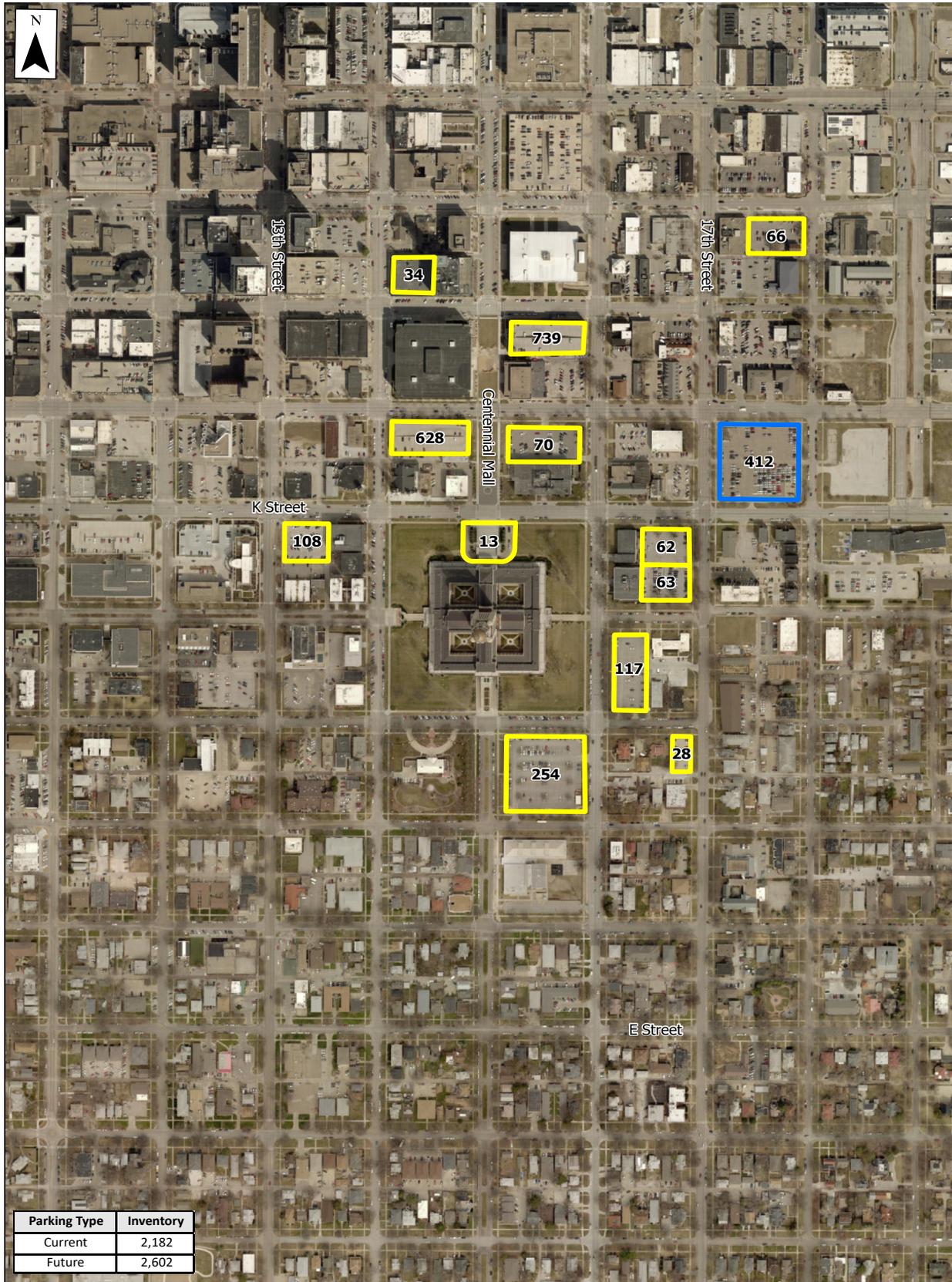


### Key Findings and Recommendations:

- The East and South garages have more parking spaces than can be accommodated by their single entry/exit areas without backups.
- There is room to add a reversible entry/exit lane. The cost would be approximately \$60,000 per facility and would need approval from the City of Lincoln traffic engineer.
- Install upgraded parking access technology (exploring the possibility of LPR for access control) to provide the customer service and administrative data necessary to accurately manage the system.
  - ◆ East and South garages - \$300,000 for LPR
  - ◆ Other facilities - \$20,000 per lane / \$200,000 total



# APPENDIX A | MAP 1 – STATE PARKING FACILITIES



Parking Type	Inventory
Current	2,182
Future	2,602



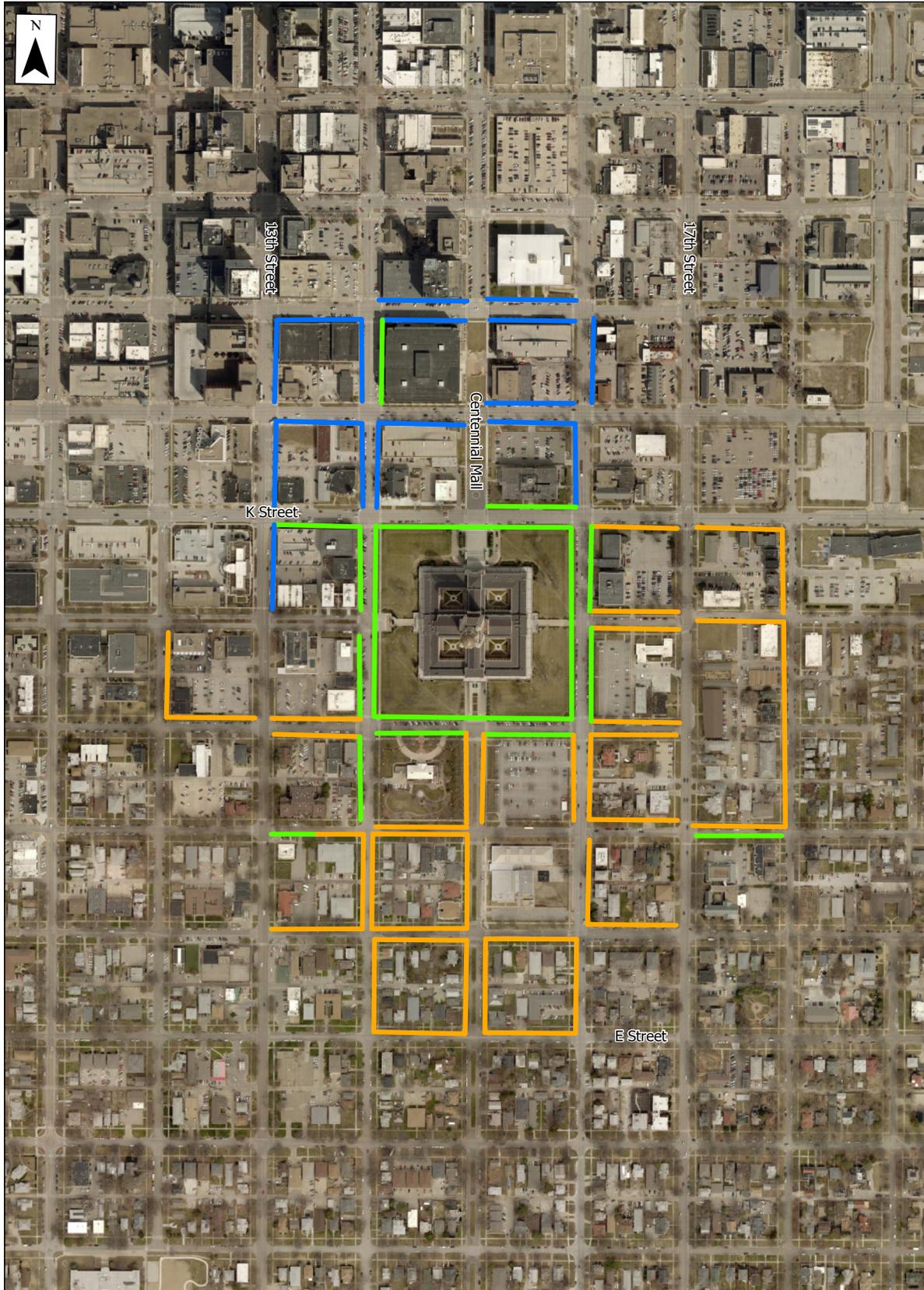
## State of Nebraska Parking Inventory Lancaster County, Nebraska

- State Controlled Facilities
- Future

Maps are for graphical purposes only. They do not represent a legal survey. While every effort has been made to ensure that these data are accurate and reliable within the limits of the process, WGI cannot assume liability for any damages caused by any errors or omissions in the data. WGI makes no warranty, expressed or implied, nor does the fact of distribution constitute such a warranty.

Map prepared by WGI, November 4th  
Data Source: Inventory collected by WGI, Basemap provided by ESRI World Imagery.

# APPENDIX A | MAP 2 - ON-STREET PARKING BY REGULATION



State of Nebraska  
 Public On-Street Parking Inventory  
 by Regulation  
 Lancaster County, Nebraska

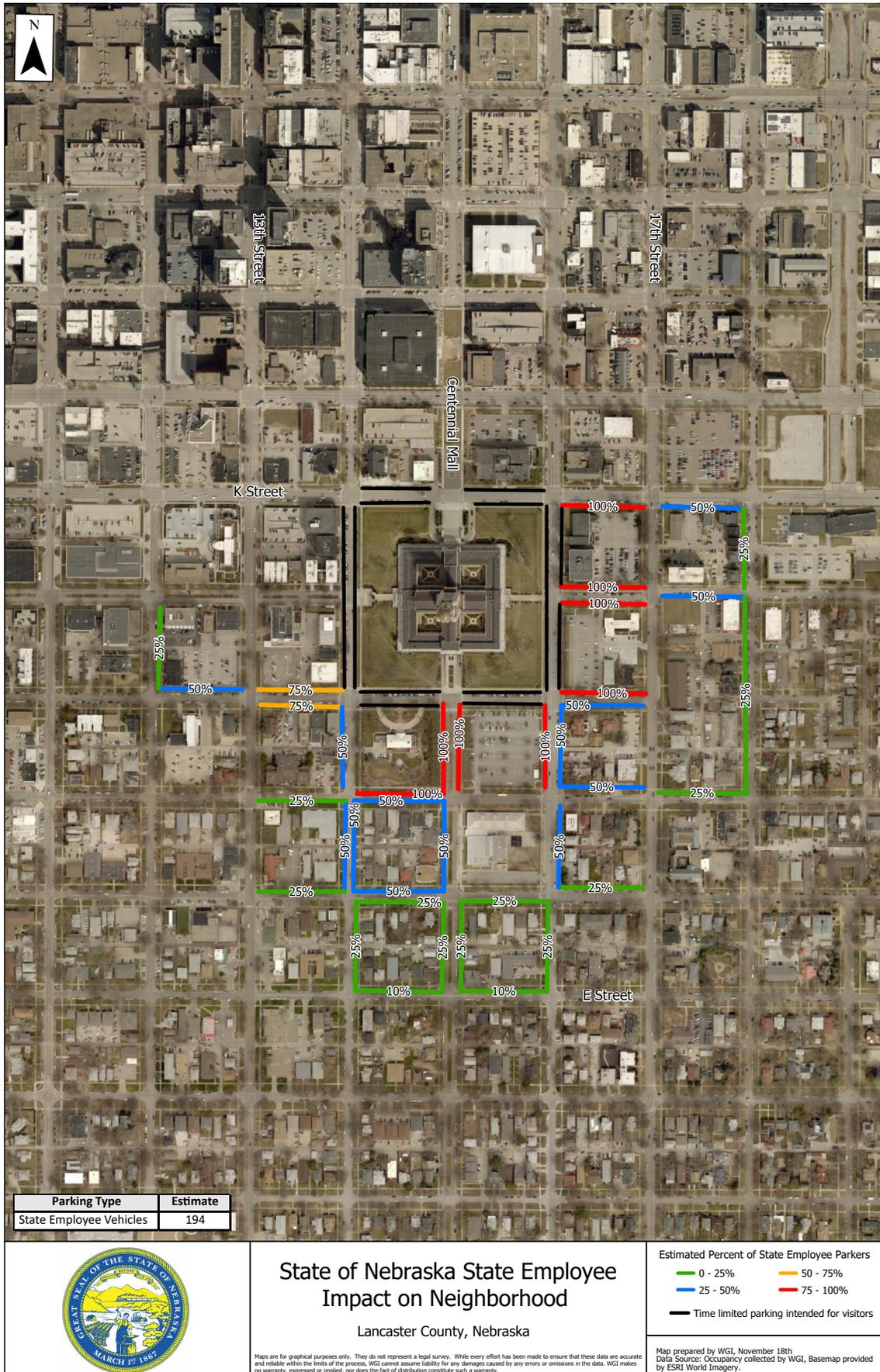
- Metered
- Non-metered time-limit
- Non-metered

Maps are for graphical purposes only. They do not represent a legal survey. While every effort has been made to ensure that these data are accurate and reliable within the limits of the process, WGI cannot assume liability for any damages caused by any errors or omissions in the data. WGI makes no warranty, expressed or implied, nor does the fact of distribution constitute such a warranty.

Map prepared by WGI, November 4th  
 Data Source: Inventory collected by WGI, Basemap provided by ESRI World Imagery.

# APPENDIX A

## MAP 3 – STATE EMPLOYEE IMPACT ON NEIGHBORHOOD PARKING



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# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1501 M Street – East Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
9.5	Clean & Paint Miscellaneous Steel	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
9.6	Clean & Paint Steel at Stair Towers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
<b>Division 10 - Specialties</b>													
10.1	Replace Standard Signage (every 20 to 25 years)	Not included in 12-year projection											
<b>Division 11 - Equipment</b>													
11.1	PARCS Upgrade	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11.2	Replace Traffic Control Equipment (every 10 years)	Not included in 12-year projection											
<b>Division 14 - Elevators</b>													
14.1	Elevator Upgrades (every 15 years)	Not included in 12-year projection											
14.2	Elevator Replacement (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -
<b>Division 21 - Fire Suppression</b>													
21.1	Fire Protection / Standpipe System Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Floor Drains	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ 5,000
22.2	Remove & Replace Drain Grates	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ 600
22.3	Clean Storm Drain System	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
22.4	Repair Leaking Pipe	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500
<b>Division 23 - HVAC</b>													
23.1	Repair Exhaust Ductwork	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
23.2	HVAC - Lower Levels (every 20 to 25 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -
<b>Division 26 - Electrical</b>													
26.1	Repair Exit Sign at Stair Tower	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26.2	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
26.3	Replace Light Fixtures (every 20 years)	Not included in 12-year projection											
26.4	Replace Switchgear & Panel (every 30 to 35 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ 11,100	\$ -	\$ -	\$ -	\$ 11,100	\$ -	\$ -	\$ -	\$ 11,100
32.2	Add Reverse Lane at Entrance	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		\$ -	\$ -	\$ -	\$ 498,300	\$ 241,500	\$ -	\$ -	\$ 337,300	\$ 345,000	\$ -	\$ -	\$ 452,900
Construction Contingency (10%)		\$ -	\$ -	\$ -	\$ 49,900	\$ 24,200	\$ -	\$ -	\$ 33,800	\$ 34,500	\$ -	\$ -	\$ 45,300
Probable Construction Cost Budget		\$ -	\$ -	\$ -	\$ 548,200	\$ 265,700	\$ -	\$ -	\$ 371,100	\$ 379,500	\$ -	\$ -	\$ 498,200
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ -	\$ 82,300	\$ 39,900	\$ -	\$ -	\$ 55,700	\$ 57,000	\$ -	\$ -	\$ 74,800
<b>Total Probable Construction Cost Budget</b>		\$ -	\$ -	\$ -	\$ 630,500	\$ 305,600	\$ -	\$ -	\$ 426,800	\$ 436,500	\$ -	\$ -	\$ 573,000

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1401 L Street – South Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ 24,500	\$ 10,500	\$ -	\$ -	\$ 10,300	\$ 15,000	\$ -	\$ -	\$ 21,600	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ 48,900	\$ 21,000	\$ -	\$ -	\$ 20,600	\$ 30,000	\$ -	\$ -	\$ 43,200	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ 26,500	\$ -	\$ -	\$ -	\$ 11,000	\$ -	\$ -	\$ -	\$ 13,500	\$ -
3.2	Topping Repair	\$ -	\$ -	\$ 12,400	\$ -	\$ -	\$ -	\$ 5,200	\$ -	\$ -	\$ -	\$ 6,400	\$ -
3.3	Full Depth Slab Repair	\$ -	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 2,400	\$ -
3.4	Tee Flange (Ceiling) Repair	\$ -	\$ -	\$ 11,700	\$ -	\$ -	\$ -	\$ 5,400	\$ -	\$ -	\$ -	\$ 6,300	\$ -
3.5	Beam Repair	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -	\$ 900	\$ -
3.6	Column Repair	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ 2,400	\$ -
3.7	Wall Repair	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ 1,600	\$ -
3.8	Curb Repair	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500	\$ -
3.9	Concrete Stair Landing Repair	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ 1,200	\$ -
3.10	Grout Repair at Column	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ 800	\$ -
3.11	Repair Lift Pocket at Column	\$ -	\$ -	\$ 5,400	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ 1,500	\$ -
3.12	Façade Repair	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -
<b>Division 5 - Metals</b>													
5.1	Remove & Replace Stair Tread Covers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 2,400	\$ -
5.2	Remove & Replace Stair Tread Pan	\$ -	\$ -	\$ 16,200	\$ -	\$ -	\$ -	\$ 7,200	\$ -	\$ -	\$ -	\$ 7,200	\$ -
5.3	Repair Down Spout	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500	\$ -
7.2	Repair Tee-to-Tee Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -
7.3	Remove & Replace Tee-to-Tee Joint Sealant	\$ -	\$ -	\$ 92,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,500	\$ -
7.4	Remove & Replace Cove Sealant at Roof Level	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 8,000	\$ -
7.5	Repair Cove Sealant	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.6	Remove & Replace Ramp Cove Sealant	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -
7.7	Remove & Replace Stair Tower Sealant	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ -
7.8	Remove & Replace Isolation Joint Sealant	\$ -	\$ -	\$ 2,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700	\$ -
7.9	Remove & Replace Wall Joint Sealant	\$ -	\$ -	\$ 5,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,200	\$ -
7.10	Remove & Replace Wall Joint Sealant (2-inch)	\$ -	\$ -	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ -
7.11	Remove & Replace Sealant at Lift Pockets	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400	\$ -
7.12	Inject Wall Crack Sealant	\$ -	\$ -	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ -
7.13	Install Deck Coating - Recoat System	\$ -	\$ -	\$ 64,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,500	\$ -
7.14	Install Deck Coating - Full System	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.15	Install Concrete Sealer at Supported Slab	\$ -	\$ -	\$ 74,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,200	\$ -
7.16	Install Concrete Sealer at Wall/Column	\$ -	\$ -	\$ 6,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.17	Remove & Replace Façade Joint Sealant	\$ -	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200	\$ -
7.18	Install Façade Joint Sealant at Columns	\$ -	\$ -	\$ 5,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.19	Repair Window Sealant	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ -	\$ 700	\$ -
7.20	Roof Repair at Stair Towers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -
<b>Division 8 - Openings</b>													
8.1	Remove & Replace Door & Frame (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -
8.2	Remove & Replace Window (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -
<b>Division 9 - Finishes</b>													
9.1	Clean & Paint Fire Protection System	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ -
9.2	Clean & Touch-up Paint Steel Stair & Railing	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9.3	Clean & Paint Ramp Handrail	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -
9.4	Clean & Paint Miscellaneous Steel	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -
9.5	Clean & Paint Steel at Stair Towers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1401 L Street – South Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 10 - Specialties</b>													
10.1	Replace Standard Signage (every 20 to 25 years)	Not included in 12-year projection											
<b>Division 11 - Equipment</b>													
11.1	PARCS Upgrade	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11.2	Replace Traffic Control Equipment (every 10 years)	Not included in 12-year projection											
<b>Division 14 - Elevators</b>													
14.1	Elevator Upgrades (every 15 years)	Not included in 12-year projection											
14.2	Elevator Replacement (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -
<b>Division 21 - Fire Suppression</b>													
21.1	Fire Protection / Standpipe System Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Floor Drains	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -
22.2	Remove & Replace Drain Grates	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ 600	\$ -
22.3	Clean Storm Drain System	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -
22.4	Repair Leaking Pipe	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ 300	\$ -
<b>Division 23 - HVAC</b>													
23.1	Repair Exhaust Ductwork	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -
23.2	HVAC - Lower Levels (every 20 to 25 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 26 - Electrical</b>													
26.1	Repair Exit Sign at Stair Tower	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26.2	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -
26.3	Replace Light Fixtures (every 20 years)	Not included in 12-year projection											
26.4	Replace Switchgear & Panel (every 30 to 35 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ 9,500	\$ -	\$ -	\$ -	\$ 9,500	\$ -	\$ -	\$ -	\$ 9,500	\$ -
32.2	Add Reverse Lane at Entrance	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		\$ -	\$ -	\$ 561,700	\$ 241,500	\$ -	\$ -	\$ 236,600	\$ 345,000	\$ -	\$ -	\$ 496,800	\$ -
Construction Contingency (10%)		\$ -	\$ -	\$ 56,200	\$ 24,200	\$ -	\$ -	\$ 23,700	\$ 34,500	\$ -	\$ -	\$ 49,700	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ 617,900	\$ 265,700	\$ -	\$ -	\$ 260,300	\$ 379,500	\$ -	\$ -	\$ 546,500	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ 92,700	\$ 39,900	\$ -	\$ -	\$ 39,100	\$ 57,000	\$ -	\$ -	\$ 82,000	\$ -
<b>Total Probable Construction Cost Budget</b>		\$ -	\$ -	\$ 710,600	\$ 305,600	\$ -	\$ -	\$ 299,400	\$ 436,500	\$ -	\$ -	\$ 628,500	\$ -



# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 501 S 14th Street – IMS Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ 4,600	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ 4,000
1.2	Contractor General Requirements (10%)	\$ -	\$ 9,100	\$ -	\$ -	\$ -	\$ -	\$ 3,100	\$ -	\$ -	\$ -	\$ -	\$ 8,000
<b>Division 3 - Concrete</b>													
3.1	Partial Depth Slab Repair	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 3,200
<b>Division 4 - Masonry</b>													
4.1	Brick Repair	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 2,500
4.2	Re-Point Deteriorated Mortar Joints	\$ -	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ 13,500
<b>Division 5 - Metals</b>													
5.1	Remove & Replace Steel Stair Tower												
5.2	Repair Metal Flashing	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000
5.3	Install Aluminum Cap over Brick at Wall Openings	\$ -	\$ 24,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000
7.2	Remove & Replace Cove Sealant	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000
7.3	Remove & Replace Wall Joint Sealant	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500
7.4	Remove & Replace Facade Joint Sealant	\$ -	\$ 5,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,300
7.5	Install Facade Joint Sealant	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.6	Remove & Replace Flashing Sealant	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600
7.7	Install Deck Coating - Recoat System at Ramp	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000
7.8	Install Concrete Sealer at Supported Slab	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000
7.9	Repair Joint Sealants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 9 - Finishes</b>													
9.1	Clean & Paint Miscellaneous Steel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000
<b>Division 10 - Specialties</b>													
10.1	Replace Standard Signage (every 20 to 25 years)	Not included in 12-year projection											
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	Not included in 12-year projection											
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Floor Drains	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 2,500
22.2	Clean Storm Drain System	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000
<b>Division 26 - Electrical</b>													
26.1	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
26.2	Replace Light Fixtures (every 20 years)	Not included in 12-year projection											
26.3	Replace Electrical Panel (every 30 to 35 years)	Not included in 12-year projection											
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ 1,700
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ 104,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 91,800</b>
Construction Contingency (10%)		\$ -	\$ 10,500	\$ -	\$ -	\$ -	\$ -	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ 9,200
Probable Construction Cost Budget		\$ -	\$ 114,800	\$ -	\$ -	\$ -	\$ -	\$ 38,800	\$ -	\$ -	\$ -	\$ -	\$ 101,000
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ 17,300	\$ -	\$ -	\$ -	\$ -	\$ 5,900	\$ -	\$ -	\$ -	\$ -	\$ 15,200
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ 132,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 44,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 116,200</b>

# APPENDIX B

## State of Nebraska Parking Study Capital Improvement & Maintenance 12-Year Plan WGI Project No. 25194448.00 12/24/2019

### 1400 M Street – TSB Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 10,300	\$ -	\$ -	\$ -	\$ 8,100	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 20,600	\$ -	\$ -	\$ -	\$ 16,200	\$ -	\$ -
<b>Division 3 - Concrete</b>													
3.1	Partial Depth Slab Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -
3.2	Full Depth Slab Repair - Slab Jacking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,200	\$ -	\$ -	\$ -	\$ 9,600	\$ -	\$ -
3.3	Ceiling Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,100	\$ -	\$ -	\$ -	\$ 16,200	\$ -	\$ -
3.4	Beam Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,200	\$ -	\$ -	\$ -	\$ 4,500	\$ -	\$ -
3.5	Joist Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -
3.6	Column Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 2,400	\$ -	\$ -
3.7	Column Repair - Strengthening	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -
7.2	Install Deck Coating - Full System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.3	Install Deck Coating - Recoat System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,300	\$ -	\$ -
7.4	Roof Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -
<b>Division 8 - Openings</b>													
8.1	Remove & Replace Door & Frame (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -
8.2	Remove & Replace Window (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ -
8.3	Remove & Replace Garage Door (every 15 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -
<b>Division 9 - Finishes</b>													
9.1	Clean & Paint Miscellaneous Steel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -
<b>Division 14 - Elevators</b>													
14.1	Elevator Upgrades (every 15 years)	Not included in 12-year projection											
14.2	Elevator Replacement (every 25 to 30 years)	Not included in 12-year projection											
<b>Division 21 - Fire Suppression</b>													
21.1	Fire Protection / Standpipe System Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Clean Storm Drain System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 23 - HVAC</b>													
23.1	Repair Exhaust Ductwork	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -
23.2	HVAC (every 20 to 25 years)	Not included in 12-year projection											
<b>Division 26 - Electrical</b>													
26.1	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -
26.2	Replace Light Fixtures (every 20 years)	Not included in 12-year projection											
26.3	Replace Electrical Panel (every 30 to 35 years)	Not included in 12-year projection											
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ 11,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 236,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 185,400</b>	<b>\$ -</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 23,700	\$ -	\$ -	\$ -	\$ 18,600	\$ -	\$ -
Probable Construction Cost Budget		\$ 12,700	\$ -	\$ -	\$ -	\$ -	\$ 259,900	\$ -	\$ -	\$ -	\$ 204,000	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 39,000	\$ -	\$ -	\$ -	\$ 30,600	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ 14,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 298,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 234,600</b>	<b>\$ -</b>	<b>\$ -</b>

# APPENDIX B

## State of Nebraska Parking Study Capital Improvement & Maintenance 12-Year Plan WGI Project No. 25194448.00 12/24/2019

### 1313 Harney Street – Omaha II Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ -	\$ -	\$ 17,800	\$ -	\$ -	\$ -	\$ 7,200	\$ -	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ -	\$ -	\$ 35,500	\$ -	\$ -	\$ -	\$ 14,300	\$ -	\$ -	\$ -
<b>Division 3 - Concrete</b>													
3.1	Partial Depth Slab Repair	\$ -	\$ -	\$ -	\$ -	\$ 4,400	\$ -	\$ -	\$ -	\$ 3,200	\$ -	\$ -	\$ -
3.2	Full Depth Slab Repair	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -
3.3	Ceiling Repair	\$ -	\$ -	\$ -	\$ -	\$ 7,200	\$ -	\$ -	\$ -	\$ 5,400	\$ -	\$ -	\$ -
3.4	Column Repair	\$ -	\$ -	\$ -	\$ -	\$ 5,600	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -
3.5	Wall Repair	\$ -	\$ -	\$ -	\$ -	\$ 5,600	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -
3.6	Curb Repair	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -
3.7	Concrete Stair Underside Repair	\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -
3.8	Concrete Stair Landing/Tread Repair	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -
3.9	Concrete Stair Nosing Repair	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -
<b>Division 4 - Masonry</b>													
4.1	CMU Block Repair	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -
4.1	Re-Point Deteriorated Mortar Joints	\$ -	\$ -	\$ -	\$ -	\$ 11,100	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ -
<b>Division 5 - Metals</b>													
5.1	Install Through-Wall Flashing at Capstone	\$ -	\$ -	\$ -	\$ -	\$ 40,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -
7.2	Remove & Replace Control Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.3	Remove & Replace Cove Sealant at Roof Level	\$ -	\$ -	\$ -	\$ -	\$ 6,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.4	Install Cove Sealant	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.5	Remove & Replace Isolation Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ 2,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.6	Remove & Replace Wall Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.7	Remove & Replace Wall Joint Sealant (2-inch)	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.8	Remove & Replace Capstone Sealant	\$ -	\$ -	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.9	Remove & Replace Ribbon Seal Expansion Joint (4")	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.10	Remove & Replace Ribbon Seal Expansion Joint (8")	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.11	Install Deck Coating - Recoat System	\$ -	\$ -	\$ -	\$ -	\$ 30,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.12	Install Deck Coating - Full System	\$ -	\$ -	\$ -	\$ -	\$ 23,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.13	Install Concrete Sealer at Supported Slab	\$ -	\$ -	\$ -	\$ -	\$ 53,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.14	Install Concrete Sealer at Column	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.15	Remove & Replace Exterior Cove Sealant	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.16	Remove & Replace Façade Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ 8,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.17	Install Coating at Beam Grout Pockets	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.18	Repair Joint Sealants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,100	\$ -	\$ -	\$ -
7.19	Roof Repair at Stair Towers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -
<b>Division 8 - Openings</b>													
8.1	Remove & Replace High Speed Garage Door	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8.2	Remove & Replace Door & Frame (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -
8.3	Remove & Replace Window (every 25 to 30 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -
<b>Division 9 - Finishes</b>													
9.1	Clean & Paint Tube Steel Guardrail	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9.2	Clean & Paint Miscellaneous Steel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -
<b>Division 10 - Specialties</b>													
10.1	Replace Standard Signage (every 20 to 25 years)	Not included in 12-year projection											

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1313 Harney Street – Omaha II Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	<i>Not included in 12-year projection</i>											
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Floor Drains	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ -	\$ -
22.2	Remove & Replace Drain Grates	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -
22.3	Remove & Replace Drain Piping (4")	\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -
22.4	Clean Storm Drain System	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 26 - Electrical</b>													
26.2	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -
26.3	Replace Light Fixtures (every 20 years)	<i>Not included in 12-year projection</i>											
26.4	Replace Switchgear & Panel (every 30 to 35 years)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -
32.2	Install New Bollard	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32.3	Clean Façade	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32.4	Trim Trees	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>OPTIONAL ITEM</b>													
O.1	Install Plate at Wall Openings	\$ -	\$ -	\$ -	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ 407,900	\$ -	\$ -	\$ -	\$ 164,300	\$ -	\$ -	\$ -
Construction Contingency (10%)		\$ -	\$ -	\$ -	\$ -	\$ 40,800	\$ -	\$ -	\$ -	\$ 16,500	\$ -	\$ -	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ -	\$ -	\$ 448,700	\$ -	\$ -	\$ -	\$ 180,800	\$ -	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ -	\$ -	\$ 67,400	\$ -	\$ -	\$ -	\$ 27,200	\$ -	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		\$ -	\$ -	\$ -	\$ -	\$ 516,100	\$ -	\$ -	\$ -	\$ 208,000	\$ -	\$ -	\$ -

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1313 Farnam Street – OSOB Garage

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,400	\$ -	\$ -	\$ -	\$ -	\$ 5,600	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Remove & Replace Control Joint Sealant at Columns	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.2	Remove & Replace Cove Sealant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.3	Install Epoxy Broadcast System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.4	Repair Epoxy Broadcast System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,200	\$ -
7.5	Repair Joint Sealant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -
<b>Division 9 - Finishes</b>													
9.1	Repair Drop Ceiling	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	<i>Not included in 12-year projection</i>											
<b>Division 21 - Fire Suppression</b>													
21.1	Fire Protection / Standpipe System Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Floor Drains	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -
22.2	Clean Storm Drain System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -
<b>Division 23 - HVAC</b>													
23.2	HVAC (every 20 to 25 years)	<i>Not included in 12-year projection</i>											
<b>Division 26 - Electrical</b>													
26.1	Misc. Electrical Repairs (Lights, Conduits, Boxes, etc.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -
26.2	Replace Light Fixtures (every 20 years)	<i>Not included in 12-year projection</i>											
26.3	Replace Electrical Panel (every 30 to 35 years)	<i>Not included in 12-year projection</i>											
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ 1,400	\$ -
<b>Construction Cost Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 222,400	\$ -	\$ -	\$ -	\$ -	\$ 63,800	\$ -
Construction Contingency (10%)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,300	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 244,700	\$ -	\$ -	\$ -	\$ -	\$ 70,200	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,800	\$ -	\$ -	\$ -	\$ -	\$ 10,600	\$ -
<b>Total Probable Construction Cost Budget</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,500	\$ -	\$ -	\$ -	\$ -	\$ 80,800	\$ -

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1719 N Street Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ 2,600	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 600	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ 5,100	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ 1,200	\$ -	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -
3.2	Curb & Walk Repair	\$ 10,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 26 - Electrical</b>													
26.1	Replace Light Fixtures (every 20 years)												
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ 17,600	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ 4,000	\$ -	\$ -
32.2	Seal Asphalt Joint/Crack	\$ 3,900	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -	\$ -
32.3	Install Asphalt Sealer	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -
32.4	Paint Pavement Markings	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ 58,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,800</b>	<b>\$ -</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ 5,900	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 2,100	\$ -	\$ -	\$ 1,400	\$ -	\$ -
Probable Construction Cost Budget		\$ 64,200	\$ -	\$ -	\$ 15,200	\$ -	\$ -	\$ 22,800	\$ -	\$ -	\$ 15,200	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ 9,700	\$ -	\$ -	\$ 2,300	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ 2,300	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ 73,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,500</b>	<b>\$ -</b>	<b>\$ -</b>

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1526 K Street Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ 600	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,200	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	<i>Not included in 12-year projection</i>											
<b>Division 26 - Electrical</b>													
26.1	Replace Light Fixtures (every 20 years)	<i>Not included in 12-year projection</i>											
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ 400	\$ -
32.2	Seal Asphalt Joint/Crack	\$ -	\$ -	\$ -	\$ -	\$ 5,300	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -
32.3	Install Asphalt Sealer	\$ -	\$ -	\$ -	\$ -	\$ 8,300	\$ -	\$ -	\$ 8,300	\$ -	\$ -	\$ 8,300	\$ -
32.4	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ 1,200	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,100</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ 1,400	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ -	\$ -	\$ 23,500	\$ -	\$ -	\$ 13,800	\$ -	\$ -	\$ 14,500	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ -	\$ -	\$ 3,600	\$ -	\$ -	\$ 2,100	\$ -	\$ -	\$ 2,200	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,700</b>	<b>\$ -</b>

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1445 K Street – Horseshoe Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ 800
1.2	Contractor General Requirements (10%)	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ 31,500	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ 13,000
3.2	Curb & Walk Repair	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 100
7.2	Install Cove Sealant at Building	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ 39,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,400</b>
Construction Contingency (10%)		\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ 1,700
Probable Construction Cost Budget		\$ -	\$ 43,500	\$ -	\$ -	\$ -	\$ -	\$ 18,100	\$ -	\$ -	\$ -	\$ -	\$ 18,100
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ 6,600	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ 2,800
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ 50,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,900</b>



# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1645 K Street Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ 2,700	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ 5,300	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -
<b>Division 3 - Concrete</b>													
3.1	Curb & Walk Repair	\$ -	\$ -	\$ 8,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ -	\$ -	\$ 33,800	\$ -	\$ -	\$ 6,800	\$ -	\$ -	\$ 6,800	\$ -	\$ -	\$ -
32.2	Seal Asphalt Joint/Crack	\$ -	\$ -	\$ 4,400	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -
32.3	Install Asphalt Sealer	\$ -	\$ -	\$ 5,200	\$ -	\$ -	\$ 5,200	\$ -	\$ -	\$ 5,200	\$ -	\$ -	\$ -
32.4	Paint Pavement Markings	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		\$ -	\$ -	\$ 61,000	\$ -	\$ -	\$ 16,100	\$ -	\$ -	\$ 18,400	\$ -	\$ -	\$ -
Construction Contingency (10%)		\$ -	\$ -	\$ 6,100	\$ -	\$ -	\$ 1,700	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ 67,100	\$ -	\$ -	\$ 17,800	\$ -	\$ -	\$ 20,300	\$ -	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ 10,100	\$ -	\$ -	\$ 2,700	\$ -	\$ -	\$ 3,100	\$ -	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		\$ -	\$ -	\$ 77,200	\$ -	\$ -	\$ 20,500	\$ -	\$ -	\$ 23,400	\$ -	\$ -	\$ -

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1630 J Street – Labor Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ 2,400	\$ -	\$ -	\$ 800	\$ 10,600	\$ -	\$ 800	\$ -	\$ -	\$ 800	\$ 2,700
1.2	Contractor General Requirements (10%)	\$ -	\$ 4,800	\$ -	\$ -	\$ 1,600	\$ 21,200	\$ -	\$ 1,600	\$ -	\$ -	\$ 1,600	\$ 5,300
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,500
3.2	Curb & Walk Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ -	\$ 36,300	\$ -	\$ -	\$ 7,300	\$ -	\$ -	\$ 7,300	\$ -	\$ -	\$ 7,300	\$ -
32.2	Seal Asphalt Joint/Crack	\$ -	\$ 4,100	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ 900	\$ -
32.3	Install Asphalt Sealer	\$ -	\$ 5,800	\$ -	\$ -	\$ 5,800	\$ -	\$ -	\$ 5,800	\$ -	\$ -	\$ 5,800	\$ -
32.4	Paint Pavement Markings	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ 1,100	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ 54,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,500</b>	<b>\$ 243,800</b>	<b>\$ -</b>	<b>\$ 17,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,500</b>	<b>\$ 61,000</b>
Construction Contingency (10%)		\$ -	\$ 5,500	\$ -	\$ -	\$ 1,800	\$ 24,400	\$ -	\$ 1,800	\$ -	\$ -	\$ 1,800	\$ 6,100
Probable Construction Cost Budget		\$ -	\$ 60,000	\$ -	\$ -	\$ 19,300	\$ 268,200	\$ -	\$ 19,300	\$ -	\$ -	\$ 19,300	\$ 67,100
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ 9,000	\$ -	\$ -	\$ 2,900	\$ 40,300	\$ -	\$ 2,900	\$ -	\$ -	\$ 2,900	\$ 10,100
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ 69,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,200</b>	<b>\$ 308,500</b>	<b>\$ -</b>	<b>\$ 22,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,200</b>	<b>\$ 77,200</b>

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1604 H Street – Executive Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ 900	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ -	\$ -	\$ 3,600	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ 1,700	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ -	\$ -	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -
3.2	Modify Walk	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.3	Replace Wheelstop	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	<i>Not included in 12-year projection</i>											
<b>Division 26 - Electrical</b>													
26.1	Replace Light Fixtures (every 20 years)	<i>Not included in 12-year projection</i>											
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ 100	\$ -
32.2	Seal Asphalt Joint/Crack	\$ -	\$ -	\$ -	\$ -	\$ 5,700	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000	\$ -
32.3	Install Asphalt Sealer	\$ -	\$ -	\$ -	\$ -	\$ 9,300	\$ -	\$ -	\$ 9,300	\$ -	\$ -	\$ 9,300	\$ -
32.4	Paint Pavement Markings	\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ 1,800	\$ -	\$ -	\$ 1,800	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,300</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ -	\$ -	\$ -	\$ -	\$ 4,100	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ 2,000	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ -	\$ -	\$ 44,600	\$ -	\$ -	\$ 15,700	\$ -	\$ -	\$ 21,300	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ -	\$ -	\$ 6,700	\$ -	\$ -	\$ 2,400	\$ -	\$ -	\$ 3,200	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,500</b>	<b>\$ -</b>

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 1645 H Street – D Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -
<b>Division 3 - Concrete</b>													
3.1	Slab-on-Grade Repair	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
3.2	Replace Wheelstop	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
<b>Division 7 - Waterproofing</b>													
7.1	Rout & Seal Cracks	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -
<b>Division 32 - Exterior Improvements</b>													
32.1	Paint Pavement Markings	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
32.2	Trim Shrubs	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
Probable Construction Cost Budget		\$ -	\$ -	\$ 8,700	\$ -	\$ -	\$ -	\$ -	\$ 4,600	\$ -	\$ -	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ -	\$ -	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# APPENDIX B

**State of Nebraska Parking Study**  
**Capital Improvement & Maintenance 12-Year Plan**  
**WGI Project No. 25194448.00**  
 12/24/2019

## 703 S 16th Street – A or South Lot

Work Item	Work Item Description	Year 1 2020	Year 2 2021	Year 3 2022	Year 4 2023	Year 5 2024	Year 6 2025	Year 7 2026	Year 8 2027	Year 9 2028	Year 10 2029	Year 11 2030	Year 12 2031
<b>Division 0 &amp; 1 - General Conditions</b>													
1.1	Contractor Mobilization (5%)	\$ 2,300	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ 1,400	\$ -	\$ -
1.2	Contractor General Requirements (10%)	\$ 4,500	\$ -	\$ -	\$ 2,800	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ 2,800	\$ -	\$ -
<b>Division 22 - Plumbing</b>													
22.1	Remove & Replace Drain Grate	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Division 11 - Equipment</b>													
11.1	Replace Traffic Control Equipment (every 10 years)	<i>Not included in 12-year projection</i>											
<b>Division 26 - Electrical</b>													
26.1	Replace Light Fixtures (every 20 years)	<i>Not included in 12-year projection</i>											
<b>Division 32 - Exterior Improvements</b>													
32.1	Asphalt Repair	\$ 1,000	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ 300	\$ -	\$ -
32.2	Seal Asphalt Joint/Crack	\$ 17,900	\$ -	\$ -	\$ 4,100	\$ -	\$ -	\$ 4,100	\$ -	\$ -	\$ 4,100	\$ -	\$ -
32.3	Install Asphalt Sealer	\$ 19,000	\$ -	\$ -	\$ 19,000	\$ -	\$ -	\$ 19,000	\$ -	\$ -	\$ 19,000	\$ -	\$ -
32.4	Paint Pavement Markings	\$ 3,900	\$ -	\$ -	\$ 3,900	\$ -	\$ -	\$ 3,900	\$ -	\$ -	\$ 3,900	\$ -	\$ -
<b>Construction Cost Subtotal</b>		<b>\$ 51,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,500</b>	<b>\$ -</b>	<b>\$ -</b>
Construction Contingency (10%)		\$ 5,200	\$ -	\$ -	\$ 3,200	\$ -	\$ -	\$ 3,500	\$ -	\$ -	\$ 3,200	\$ -	\$ -
Probable Construction Cost Budget		\$ 56,300	\$ -	\$ -	\$ 34,700	\$ -	\$ -	\$ 37,800	\$ -	\$ -	\$ 34,700	\$ -	\$ -
Soft Costs (Engineering, Testing) (15%)		\$ 8,500	\$ -	\$ -	\$ 5,300	\$ -	\$ -	\$ 5,700	\$ -	\$ -	\$ 5,300	\$ -	\$ -
<b>Total Probable Construction Cost Budget</b>		<b>\$ 64,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 43,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ -</b>