

**MINUTES
CITY-COUNTY COMMON
COUNTY-CITY BUILDING, ROOM 113
TUESDAY, FEBRUARY 9, 2016
11:00 A.M.**

Present: City Council Member Trent Fellers, Chair; County Commissioner Bill Avery, Vice Chair; Roma Amundson, Todd Wiltgen, Deb Schorr and Larry Hudkins, County Commissioners; Roy Christensen, Carl Eskridge, Cyndi Lamm, Leirion Gaylor Baird and Jon Camp, City Council Members

Absent: Jane Raybould, City Council Member; and Mayor Chris Beutler

Others Present: Tory Carkoski, Lancaster County Clerk's Office

Advance public notice of the City-County Common Meeting was posted on the County-City Building bulletin board and on the Lincoln and Lancaster County, Nebraska, web sites.

The Chair noted the location of the Open Meetings Act and opened the meeting at 11:06 A.M.

Per direction of the Chair, roll call attendance was taken.

AGENDA ITEM

1. APPROVAL OF COMMON MEETING MINUTES OF NOVEMBER 2, 2015

MOTION: Hudkins moved and Amundson seconded approval of the November 2, 2015 minutes. Amundson, Avery, Eskridge, Lamm, Fellers, Hudkins, Camp and Gaylor Baird voted aye. Wiltgen abstained from voting. Schorr, Christensen, Raybould and Beutler were absent from voting. Motion carried 8-0 with one abstention.

Schorr and Christensen arrived at 11:11 A.M.

2. LINCOLN POLICE DEPARTMENT FLEET MAINTENANCE BUILDING - Jim Peschong, Lincoln Chief of Police; Dan Spiry, BVH Architects; and Pam Dingman, Lancaster County Engineer

Jim Peschong, Lincoln Police Chief, distributed copies of the Lincoln Police Department Fleet Maintenance Facility Study (Exhibit A). Peschong explained that the current building was built in the 1930's and has suffered a lot of deterioration. He gave a brief overview of Exhibit A.

Dan Spiry, BVH Architects, added that four options were included: Option A - Reuse existing building at 635 J Street; Option B - New building at 635 J Street; Option C - New building at a site to be determined (TBD); and Option D - Joint use facility at Lancaster County Complex.

Pam Dingman, County Engineer, felt it was important to co-locate and share resources when feasible. She noted that the County's current building does have some limitations and is in need of major repair in order to bring it up to standards. It is also very close to being in the floodplain.

Avery expressed concerns with potential deferred maintenance on vehicles. Peschong stated while maintenance on vehicles is adequate, the building continues to deteriorate. He questioned whether it was best to spend \$250,000 on building repairs or on a new facility.

Other concerns brought up by the County Board and the City Council included relocation costs, demolition and clean up, parking and flooding and future expansion.

Spiry noted as the County and City grow and potential police substations are added, the parking requirement at the maintenance facility would be reduced. He estimated that co-location and the sharing of resources would be able to meet the future needs of both the City and County.

Gaylor Baird questioned the cost of new construction. Dingman figured industrial ground with services would cost anywhere from \$2.50 to \$5.00 per square foot. Peschong added that he did speak with Don Killeen, County Property Manager, regarding construction and bond costs. He indicated a 25-year bond in the amount of \$15,300,000 at 2% interest would have an annual obligation of \$783,896 and would fall under the Public Building Commission's (PBC) jurisdiction. Dingman added that none of her facilities are currently covered by the PBC.

- 3. (A) CITY-COUNTY BUILDING SECURITY AND SEVERE WEATHER DRILL; (B) CITY COUNCIL/COUNTY BOARD OFFICES ACTIVE SHOOTER WALK THROUGH EXERCISES WITH COUNTY SHERIFF DEPARTMENT** - Captain Jerry Witte, Lancaster County Sheriff's Office; James Davidsaver, Emergency Management Director; and David Thurber, Utilities Security Manager, Engineering Services

James Davidsaver, Emergency Management Director, and Captain Jerry Witte, Lancaster County Sheriff's Office, gave a brief overview of the City-County Building Security Task Force. The first meeting was held in December, 2015 and another is planned for March. Sheriff Terry Wagner and Lincoln Police Chief Jim Pesching coauthored a memo offering assistance to departments with regard to training, security assessments and site surveys. Witte explained that training sessions will be tailored to individual departments and last approximately one hour. It was noted that City and County Departments are to contact their respective law enforcement agency for assistance.

- 4. SOUTH BELTWAY UPDATE** - Randy Hoskins, Assistant City Engineer/South Beltway Project Manager, Public Works and Utilities

Randy Hoskins, Assistant City Engineer/South Beltway Project Manager, gave an update on the status of the South Beltway. He said a meeting was held on November 24, 2015 which addressed the construction breakdown and included a site tour. The next public hearing is tentatively scheduled for October, 2016 and the goal is to have the environmental documentation completed by May, 2017. Hoskins estimated the project cost to be \$200,000,000 with the City of Lincoln's share (\$40,000,000) needed by 2020. He said the Railroad Transportation Safety District (RTSD) is also budgeting funds. Hoskins was optimistic that the completion date would be 2025 or 2026.

5. ADJOURNMENT

With no further business, the Chair adjourned the meeting at 12:00 P.M.

Submitted by Tory Carkoski, County Clerk's Office



Lincoln Police Department Fleet Maintenance Facility Study

December 2015



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1.0 INTRODUCTION

In April, 2014, the Lincoln Police Department retained BVH Architects to conduct a needs assessment and planning study on the Fleet Maintenance Facility located at 635 "J" Street. The building that currently houses this function no longer meets the modern vehicle maintenance and space needs of a department that has steadily grown along with the city.

A central issue to this study is where to best locate the Fleet Maintenance Facility. While the existing location is extremely convenient to the central LPD location, it may not be the highest and best use of the land given the potential for future urban mixed-use development in the South Haymarket district. To that end, two site specific options have been developed – one on the existing site and the other as a joint-use facility in conjunction with the Lancaster County Engineer's fleet maintenance facility on their Westgate Industrial Park campus. A third generic option that would be adapted to a site yet to be determined was also developed.

2.0 PARTICIPANTS

Lincoln Police Department

James Peschong, LPD Chief of Police
Brian Jackson, LPD Assistant Chief of Police
Patrick Wenzl, LPD Fleet Superintendent

Lancaster County Engineer

Pamela Dingman, PE, County Engineer
Bill Fleisher, Equipment Mechanic Supervisor

BVH Architects 440 N. 8th St, Ste 100 Lincoln, NE 68508

Steve Clymer, AIA, Project Manager
Daniel Spiry, AIA, Design Architect
Ryan Heir, Intern Architect

3.0 PROCESS

The following tasks were completed during the process of this study:

- Documented the existing LPD Fleet Maintenance Facility.
- Toured of the University of Nebraska / Lincoln Transportation Fleet Maintenance Facility located at 1931 North Antelope Valley Parkway, Lincoln, NE.
- Toured the City of Lincoln Municipal Services Center located at 901 West Bond Street, Lincoln, NE.
- Toured the Lancaster County Vehicle Maintenance Facility located at the Lancaster County Complex, 444 Cherrycreek Road, Lincoln, NE.
- Toured the Nebraska State Highway Patrol Fleet Set-up Facility located at the Lincoln Airpark Industrial Park.
- Researched and applied fleet maintenance facility **industry planning "rules-of-thumb"** to the LPD fleet maintenance program.
- Developed a LPD Fleet Maintenance Facility program area summary statement.
- Developed a concept plan that reuses the existing fleet maintenance building at the existing 635 "J" Street location.
- Developed a concept plan for an all new facility at the existing 635 "J" Street location that would make the existing building and additional "J" Street frontage available for private development as envisioned in the South Haymarket Neighborhood Study.
- Developed a generic all new concept plan that could be site adapted to a site that is yet to be determined.
- Reviewed the two (2) versions 635 "J" Street concept plans as noted above with the Lincoln-Lancaster County Planning Department.
- Developed a joint-use facility concept plan that would be shared by the Lincoln Police Department and the Lancaster County Engineer on the Lancaster County Complex campus at Westgate Industrial Park.
- Developed a Statement of Probable Construction Cost for each of the four (4) scenarios as noted above.

4.0 EXISTING FACILITY

History

The existing building at 635 "J" Street was constructed in the 1930's as an International Harvester Company sales and service center. Marble floors are still visible at the north "J" Street frontage which was the showroom area for tractors and farm equipment. Eventually, the building was vacated, condemned and became City of Lincoln property in 1973 when the City began using the building for maintenance of the Lincoln Police Department vehicle fleet.

The original building has a total gross area of 17,440 sf. In 1990 a 6,025 sf unheated addition was constructed on the south side for storage and indoor parking of police specialty vehicles. In 1992 the fleet maintenance facility added servicing of the light duty city fleet (approximately 250 vehicles). Approximately 570 vehicles and pieces of motorized equipment are maintained at this facility.

Construction

The walls of the original International Harvester Company building are constructed of masonry. A flat roof covers what was the front sales portion of the building and an arched roof formed by steel bowstring trusses covers the large open service bay. Precast concrete planks span steel purlins and form the barrel shaped deck. The garage addition to the south is pre-manufactured metal building construction with metal panel exterior walls.

Site

In addition to the building, the site is utilized for parking and for a self-contained fueling station with two (2) 10,000 gallon buried fuel tanks. Police officers arrive at this location at the beginning of their shift and park their private vehicles on site in exchange for their assigned cruiser. Approximately 163 parking stalls are currently required to accommodate shift officer's personal vehicles, their assigned police cruisers and vehicles in the process of being serviced in the maintenance facility.

Additional Storage

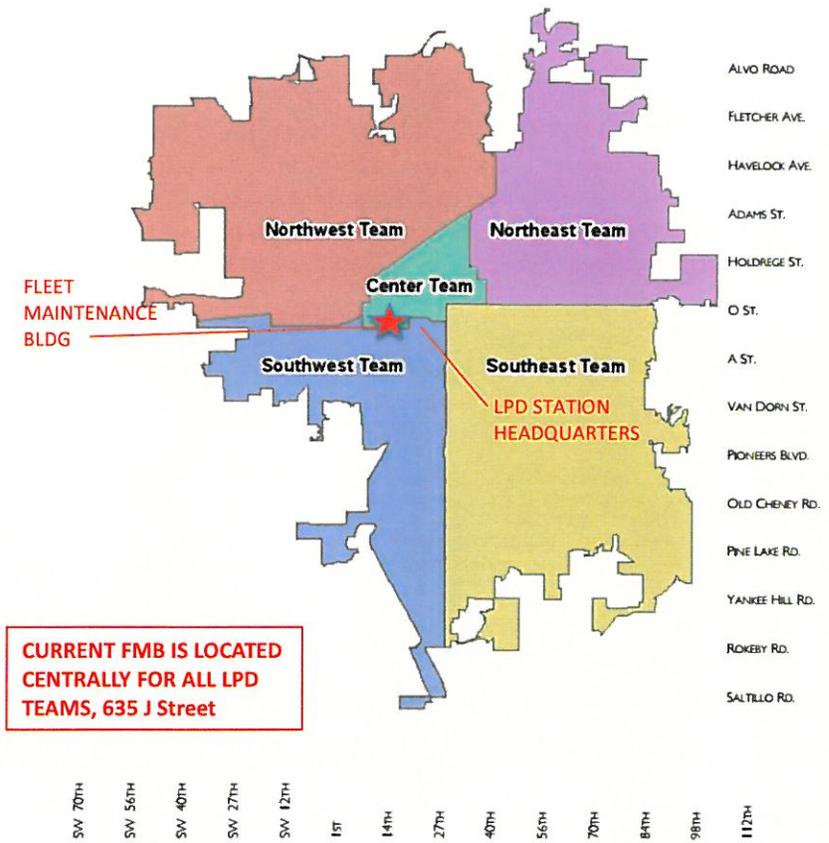
The LPD Fleet Maintenance Department utilizes approximately 1,600sf of the 18,400sf that is available in the large metal building located directly south at 630 "G" Street. This building is used for storage of the original parts that are removed from police cruisers prior to set up. These parts are put back into the vehicles when they are decommissioned and auctioned to the public. This storage building is also shared with StarTran and the Lincoln Parks and Recreation Department.

Conditions

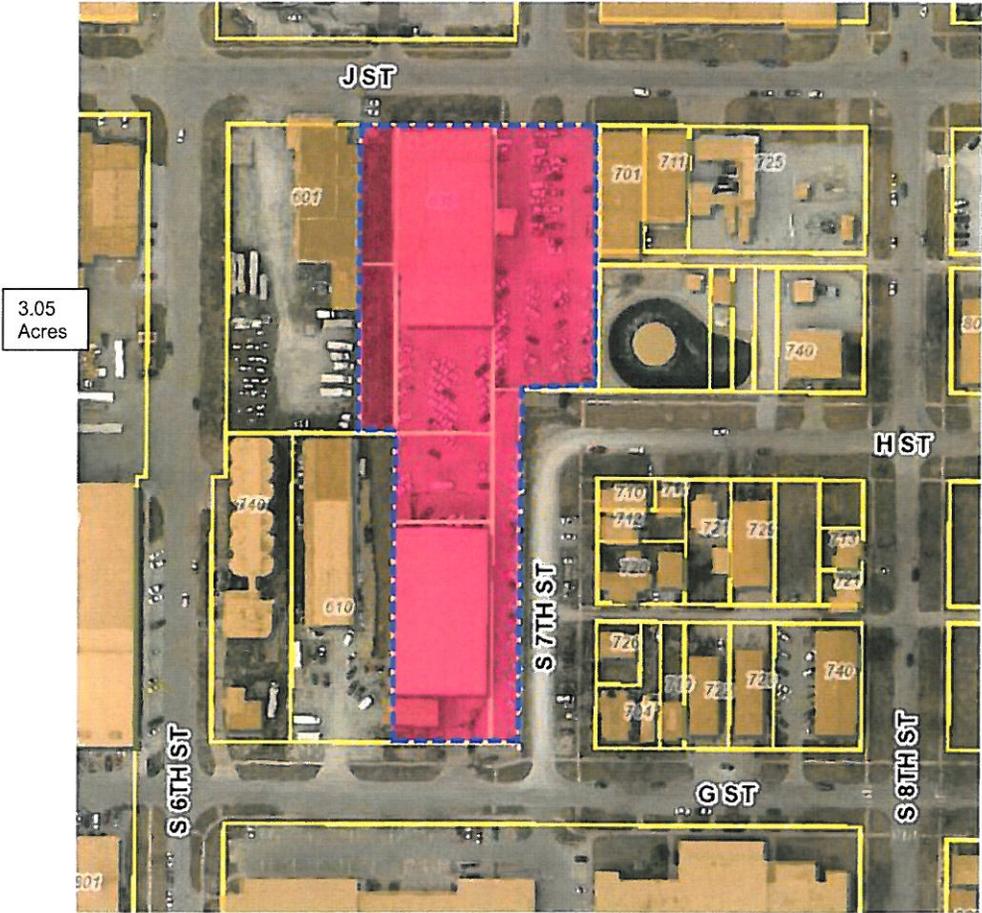
The operational conditions of the existing building are generally outdated and inefficient and do not support modern maintenance and repair needs. Specific deficiencies are as follows:

- Service floors are porous concrete and soak up oil and other engine fluids.
- The bottom cord of the existing bowstring trusses limit the desired clearance height needed for vehicle lifts.
- Poor vehicle circulation results from having to adapt within the original building layout.
- There are numerous ADA deficiencies.
- Female restroom and locker room accommodations are lacking.
- Heating, exhaust and ventilation systems are inefficient and inadequate. A window unit provides air conditioning to the office area.
- The service maintenance area is not air conditioned which results in reduced productivity during the summer months.
- The electrical system is antiquated.
- Lighting levels do not meet minimum illumination standards for vehicle maintenance tasks.
- Office space is lacking in size and quality.
- Service work load and staffing has increased over time without additional work space.
- Modern police cruiser set up involves more equipment, technology and work space.
- Sizeable space is required for the storage of components that are removed as a result of setting up police cruisers.
- Staging area is required for the holding of components that are being installed as part of setting up police cruisers.
- Fleet maintenance has evolved into a 'quick-in and quick-out' service model.
- Modern police forces have more specialty vehicles (i.e., Mobile Command Post, SWAT, motorcycles) to store and service.
- The number of fleet vehicles has increased for all departments as the city has grown.

Location in City



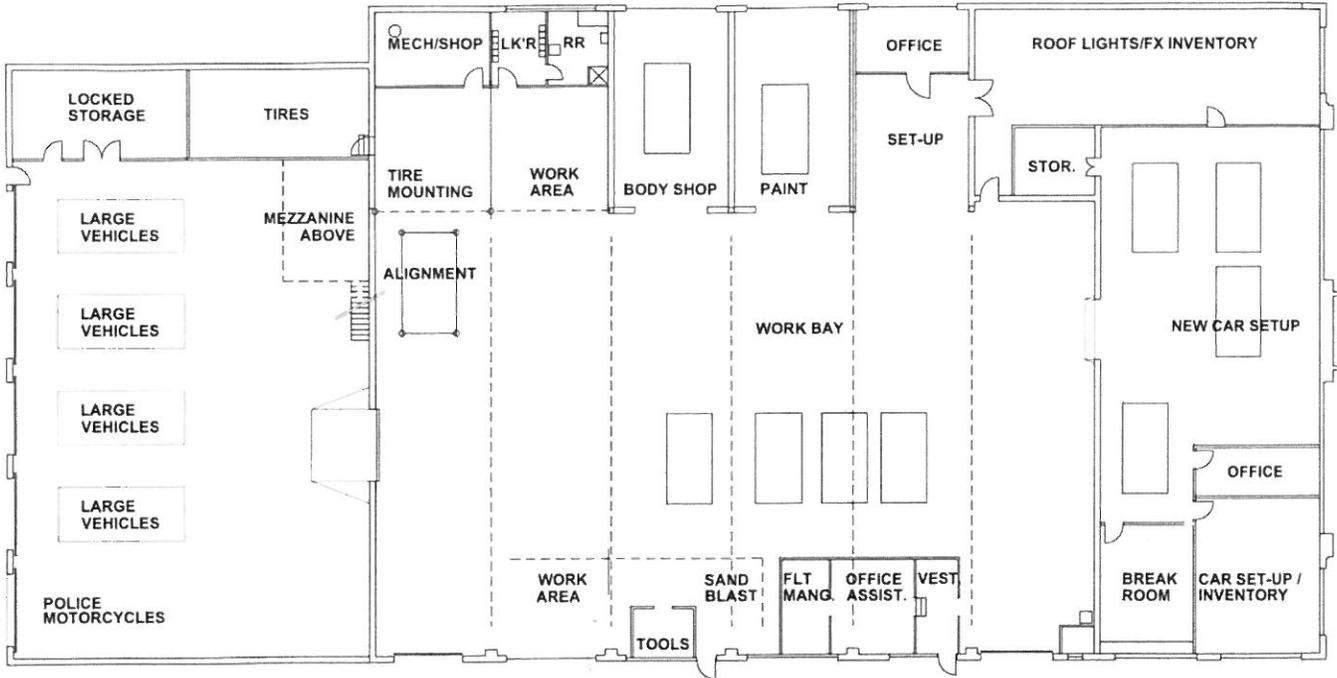
Aerial photo with property plat



Abutting Property Owners



Existing Building Floor Plan



FLEET MAINTENANCE BUILDING  NORTH

Lincoln Police Department
BVH ARCHITECTS
MAY 7, 2014

Exterior Building Views



1. North and east sides of building from 7th & "J" Streets.



2. Fueling station and service entrance / exit on east side of building.



3. 1990 addition to south side of building.



4. Storage building on south end of site fronting "G" Street.

Interior Building Views



5. Service entrance.



6. Administrative office and key room.



7. Main service bay looking south. Note height restriction of bowstring roof trusses.



8. General staging area (original International Harvester showroom).



9. Parts office.



10. Parts storage room.



11. Auto body repair area.



12. Auto body paint area.



13. Tire, wheel and alignment service area. Tire storage room beyond.



14. Locker room (men only).



15. Restroom (men only).



16. Service maintenance stalls.



17. Fabrication area.



18. Technician work area at service maintenance stalls.



19. Staff entrance.



20. Large and specialty vehicle storage on south end of facility.

5.0 STAFFING

Fleet Manager Patrick Wenzl directs the operation of the LPD Fleet Maintenance Facility. He is responsible for acquiring, up-fitting, repairing, maintaining, and replacing all police department vehicles and pieces of motorized equipment as well as light-duty vehicles from other City departments.

The facility operates 24-hours-a-day / 7-days-a-week and provides LPD vehicle support that includes service calls, property transport and winter operations.

The following staff positions split between two (2), 10-hour shifts with overlaps to ensure coverage:

- (1) Fleet Maintenance Manager
- (1) Garage Supervisor
- (1) Account Clerk
- (1) Parts Clerk
- (7) Automotive Mechanics (1 mechanic is dedicated to auto body work only)
- (4) Automotive Service Workers

6.0 PROGRAM SPACE NEEDS

<i>Space</i>	<i>Net Area (sf)</i>	<i>Quantity</i>	<i>Subtotal Area (sf)</i>	
Vehicle Maintenance				
Intake Bays	800	2	1,600	
General Repair Stalls (15x25')	375	8	3,000	
Short Term Repair Stalls	375	2	750	
Quick Lube Rack	375	1	375	
PM Lube Rack	375	1	375	
Tire Repair Stall	375	1	375	
Tire Repair Stall w/ Hoist	375	1	375	
Alignment Rack	400	1	400	
Stretch Hoist (flush in-ground)	400	2	800	
Tire Storage	375	1	375	
Wheel Storage	375	1	375	
Large Vehicle Repair (20'x60')	1,200	2	2,400	
Wash Bay (20'x40')	800	1	800	
Detail Vacuum Bay (20'x35')	700	1	700	
Garage Superintendent	100	1	100	
Supplies	100	1	100	
Small Tool Storage	200	1	200	
Large Tool Storage	400	1	400	
Machine / Welding / Fabrication Shop	500	1	500	
Lubricant / Used-Oil / Air Compressor	400	1	400	
Long Term Garage Equipment Storage	1,000	1	1,000	
				15,400
Vehicle Set-Up				
Set-Up Stalls (20'x35')	700	4	2,800	
Staging & Storage	800		800	
				3,600
Auto Body				
Repair Stalls (20'x35')	700	2	1,400	
Hoist (flush in-ground)	700	1	700	
Paint Booth	700	1	700	
Supply & Paint Mix	300	1	300	
				3,100

LINCOLN POLICE DEPARTMENT
Fleet Maintenance Facility Study

Space	Net Area (sf)	Quantity	Subtotal Area (sf)	
Parts				
Parts Counter	100	1	100	
Parts Storage (immediate)	200	1	200	
Parts Storage (mezzanine?)	1,000	1	1,000	
				1,300
Inside Vehicle Storage				
Command Post (15'x40')	600	1	600	
Wrecker (15'x40')	600	1	600	
Meth Bus	600	1	600	
Surveillance Truck	600	1	600	
Swat Weapons	600	1	600	
Shop Truck	600	1	600	
Crime Scene	600	1	600	
XQ60 Generator	600	1	600	
Swat Bus	600	1	600	
Traffic Motorcycles	50	12	600	
Long Term Vehicle Parts Storage (seats)	1,000	1	1,000	
				7,000
Office & Support				
Public Entrance Lobby	100	1	100	
Reception / Clerical	120	1	150	
Manager Office	150	1	150	
Account Clerk Office	120	1	150	
Officer Equipment	100	1	100	
Gun Vault	100	1	100	
Key Room	100	1	100	
Break / Training	500	1	500	
Locker Rooms	250	2	500	
Restrooms	150	2	300	
IT Room	100	1	100	
Custodial	100	1	100	
				2,350
Miscellaneous				
Mechanical Room	500	1	500	
Generator Room	200	1	200	
				700

Subtotal		33,450
<u>Net:Gross Factor (40%)</u>		<u>13,100</u>
TOTAL Building Area		46,550
Site Area		
Parking stalls	350	210
Building area	45,850	1
Fueling area	2,000	1
		73,500
		46,550
		2,000
<hr/>		
Subtotal		122,050
<u>Site Coverage Factor (15%)</u>		<u>18,300</u>
TOTAL Site Area		140,350 (3.22 acres)

7.0 DESIGN OPTIONS

Four (4) design options were explored as part of this study. Options A and B are located at the existing site at 635 "J" Street with one re-using the existing building with expansion and the other abandoning the existing building for an all new facility. Both of these options demonstrate the need to acquire additional property adjacent the existing site and address the opportunity for private development to occur on the "J" Street frontage as envisioned by the South Haymarket Neighborhood Study.

Option C is not site specific and illustrates an all new facility on an unconstrained site that is yet to-be-determined.

Option D explores the potential of a joint-use facility that would be shared by the Lincoln Police Department and the Lancaster County Engineer. This option is located at the existing Lancaster County Complex in the Westgate Industrial Park. It should be noted that this site was initially developed in 1984 and is located in the flood plain. As such, there will be additional challenges that are associated with constructing a building addition in the flood plain that include building up the building pad to 6" above flood plain.

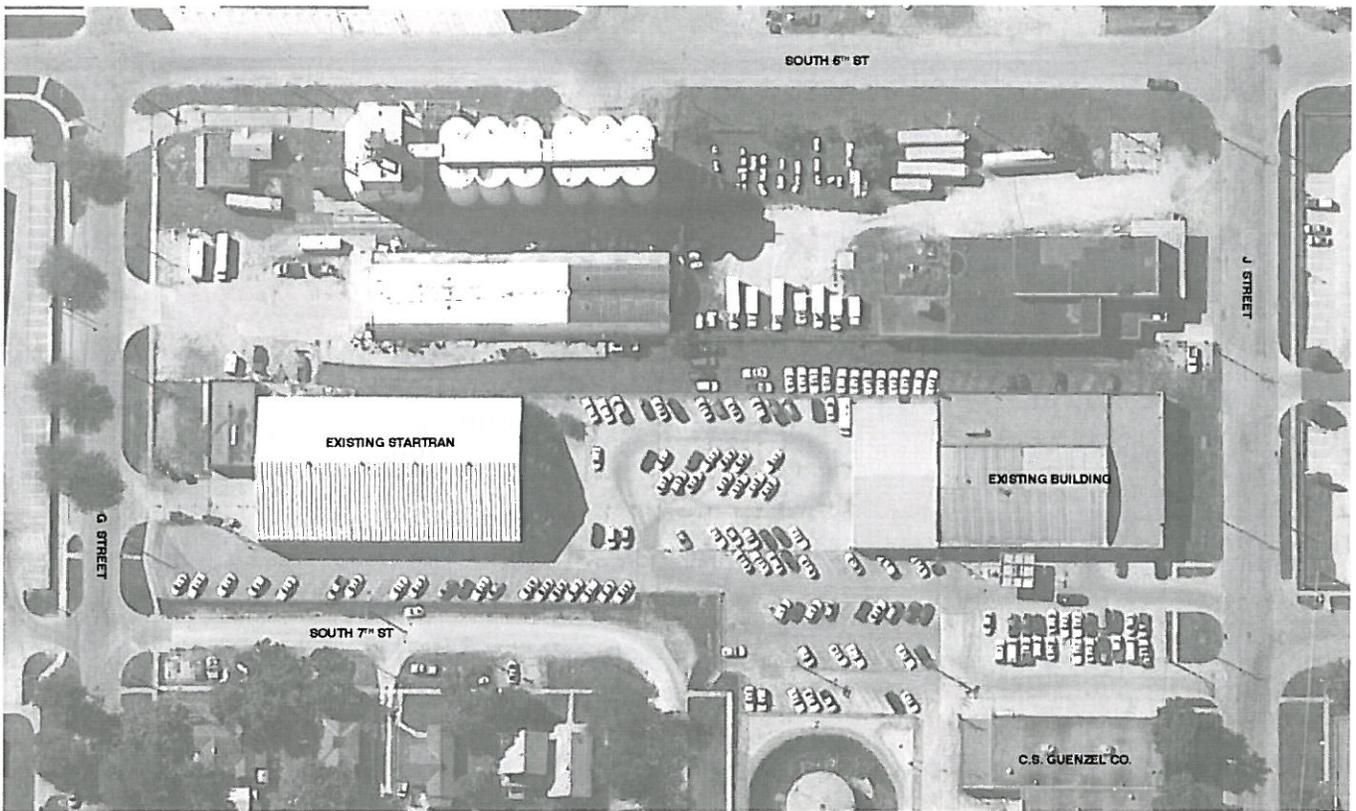
7.1 OPTION A – REUSE EXISTING BUILDING @ 635 “J” STREET

This option keeps the fleet maintenance facility at the 635 “J” Street site and renovates the existing building in conjunction with a new expansion that would provide the total area needed to meet the needs of the space program.

In order to accommodate the building expansion as well as the onsite vehicle storage needs, additional site area would be needed and achieved by vacating and removing the large corrugated steel storage building that is located south of the fleet maintenance facility and acquiring the Arctic Glacier Ice Company property located to the west on the corner of 8th and “J” Streets. The fleet maintenance expansion would require the south 40% of the Arctic Glacier Ice site. The north 60% of the site fronting “J” Street would be available for private development as envisioned in the South Haymarket Neighborhood Study.

The main challenge with this option will be keeping fleet maintenance in operation while a portion of the existing building is demolished, the addition is constructed, and the remaining existing building is renovated. The multiple phases will extend the duration and cost of construction.

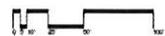
The Option A plan diagram is found on page 37.

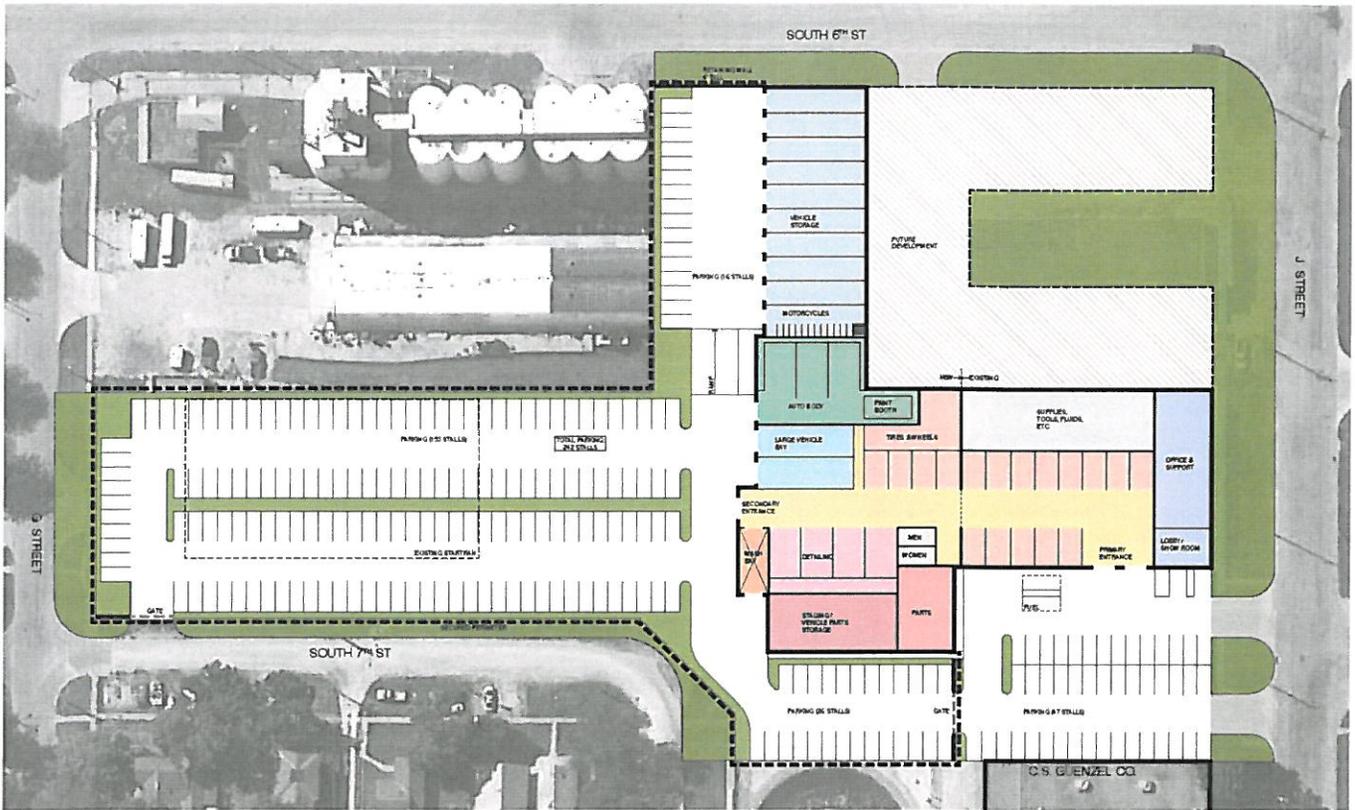


LPD FLEET MAINTENANCE -635 J STREET | EXISTING SITE



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LPD FLEET MAINTENANCE - 635 J STREET | WITH EXISTING BUILDING



2019-01-15-17



Statement of Probable Cost:

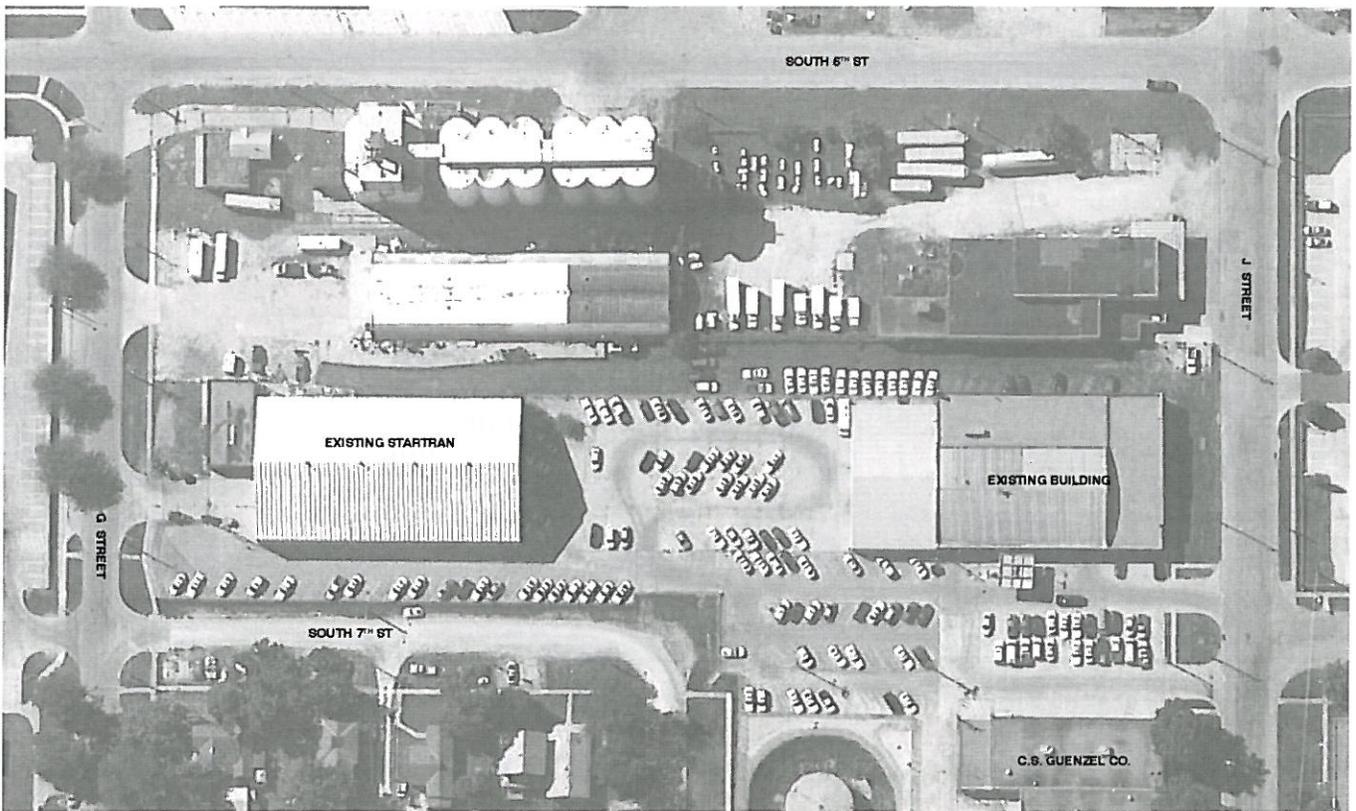
Total site area:	152,660 sf (3.57 acres)		
Total building area:	51,290 sf		
 <i>Demolition Cost:</i>			
Warehouse building demolition	18,000 sf @ \$15/sf	=	\$ 270,000
Arctic Glacier Ice demolition	12,000 sf @ \$15/sf	=	180,000
Existing building north end demolition	6,025 sf @ \$15/sf	=	90,375
Site demolition	152,660 sf @ \$1/sf	=	<u>152,660</u>
Demolition subtotal			\$ 693,035
 <i>Building Construction Cost:</i>			
New construction (maintenance)	27,730 sf @ \$150/sf	=	\$4,159,500
Renovated existing building	17,560 sf @ \$150/sf	=	2,634,000
New construction (vehicle storage)	6,000 sf @ \$100/sf	=	<u>600,000</u>
Building construction subtotal			\$7,393,500
Site construction cost allowance	101,370 sf @ \$10/sf	=	\$1,013,700
<hr/>			
Construction cost subtotal			\$ 9,100,235
Design & construction contingency @ 10%			<u>910,025</u>
Subtotal			\$10,010,260
AE fees, surveys, testing & misc. expenses @ 10%			<u>1,001,030</u>
Subtotal			\$11,011,290
Inflation to mid-point of construction (1/2019) = 10.5% @ 3.5%/year			<u>1,156,190</u>
Total project cost (not including furnishings and equipment)			\$12,167,480

7.2 OPTION B – ALL NEW BUILDING @ 635 “J” STREET

This option is very similar in most aspects to Option A except that the existing building is not adapted for reuse as a part of the fleet maintenance facility. It instead becomes available as part of a larger private development fronting “J” Street as envisioned in the South Haymarket Neighborhood Study.

The advantage of this option over Option A is that the entire new facility would be built in one phase while fleet maintenance remains in operation in the existing building. The fleet maintenance operation would move into the new facility upon completion and the existing building would be made available for private development.

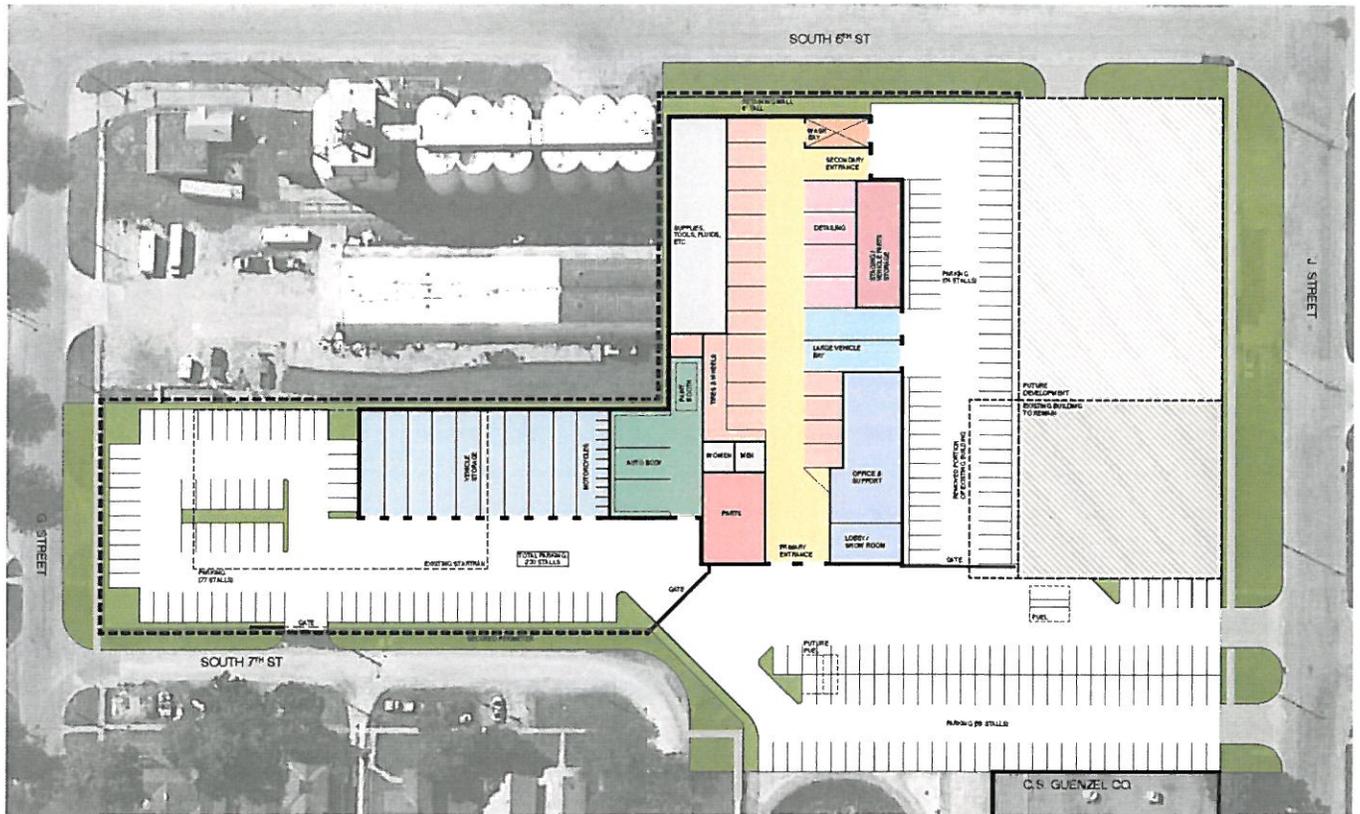
The Option B plan diagram is found on page 41.



LPD FLEET MAINTENANCE -635 J STREET | EXISTING SITE

2023.05.01

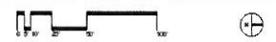




LPD FLEET MAINTENANCE - 635 J STREET | WITHOUT EXISTING BUILDING



2024.02.14.11.41



Statement of Probable Cost:

Total site area:	155,170 sf (3.56 acres)		
Total building area:	52,635 sf		
<i>Demolition Cost:</i>			
Warehouse building demolition	18,000 sf @ \$15/sf	=	\$ 270,000
Arctic Glacier Ice demolition	12,000 sf @ \$15/sf	=	180,000
Existing building north end demolition	9,500 sf @ \$15/sf	=	142,500
Site demolition	155,170 sf @ \$1/sf	=	155,170
Demolition subtotal			\$ 747,670
<i>Building Construction Cost:</i>			
New construction (maintenance)	46,635 sf @ \$150/sf	=	\$6,995,250
New construction (vehicle storage)	6,000 sf @ \$100/sf	=	600,000
Building construction subtotal			\$7,595,250
Site construction cost allowance	102,535 sf @ \$10/sf	=	\$1,025,350
<hr/>			
Construction cost subtotal			\$ 9,368,270
Design & construction contingency @ 10%			936,830
Subtotal			\$10,305,100
AE fees, surveys, testing & misc. expenses @ 10%			1,030,510
Subtotal			\$11,335,610
Inflation to mid-point of construction (1/2019) = 10.5% @ 3.5%/year			1,190,240
Total project cost (not including furnishings and equipment)			\$12,525,850

7.3 OPTION C – ALL NEW BUILDING @ SITE TBD

Option C is based on the premise that the LPD Fleet Maintenance operation will move from the 635 "J" Street site to a new site that is yet to be determined. The entire city-owned site at 635 "J" Street would then become available for private development as envisioned in the South Haymarket Neighborhood Study.

A hypothetical rectangular site would allow for a more efficient building plan diagram as well as a more efficient site plan layout. These efficiencies are demonstrated by the smaller site and building plan footprints when compared to Options A & B. This potential area reduction is further reflected in the Statement of Probable Cost, however it should also be noted that no site acquisition, demolition or preparation costs are included.

The Option C plan diagram is found on page 44.



LPD FLEET MAINTENANCE - ALTERNATE SITE



2017.01.15



Statement of Probable Cost:

Total site area:	138,360 sf (3.18 acres)		
Total building area:	47,325 sf		
<i>Demolition Cost:</i>			
Building demolition		Unknown	
Site demolition		Unknown	
Demolition subtotal			Unknown
<i>Building Construction Cost:</i>			
New construction (maintenance)	41,325 sf @ \$150/sf =	\$6,198,750	
New construction (vehicle storage)	6,000 sf @ \$100/sf =	600,000	
Building construction subtotal		\$6,798,750	
Site construction cost allowance	91,035 sf @ \$10/sf =	\$ 910,350	
<hr/>			
Construction cost subtotal			\$ 7,709,100
Design & construction contingency @ 10%			770,910
Subtotal			\$ 8,480,010
<hr/>			
AE fees, surveys, testing & misc. expenses @ 10%			848,000
Subtotal			\$ 9,328,010
<hr/>			
Inflation to mid-point of construction (1/2019) = 10.5% @ 3.5%/year			979,440
<hr/>			
Total project cost (not including furnishings and equipment)			\$10,307,450*

**Does not include site acquisition, demolition or acquisition costs which are unknown pending the identification of an actual site.*

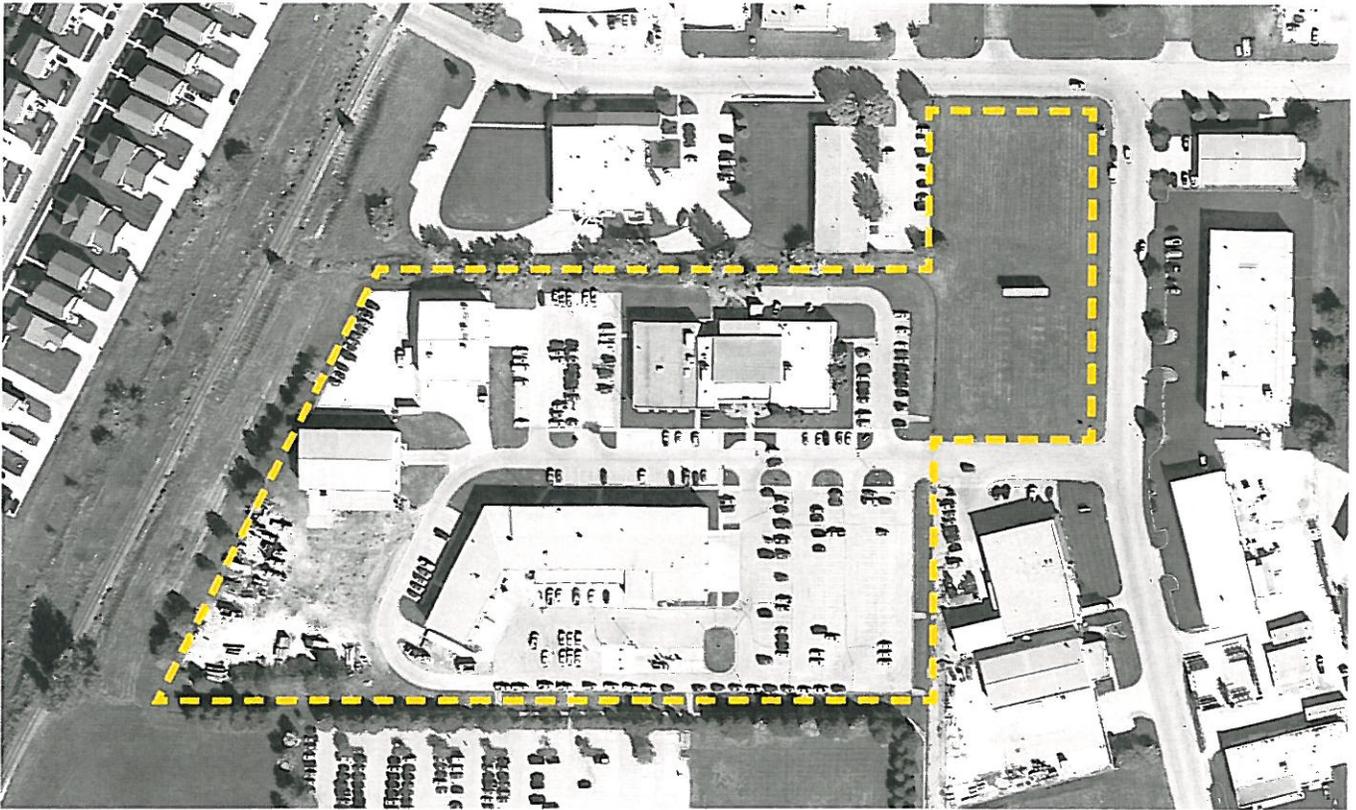
7.4 OPTION D – JOINT USE FACILITY @ LANCASTER COUNTY COMPLEX

Option D co-locates the LPD Fleet Maintenance operation with the Lancaster County Engineer's fleet maintenance operation at the Lancaster County Complex in the Westgate Industrial Park. A number of efficiencies and shared service opportunities could be realized with a joint-use facility. This would also present the opportunity to update the existing 31-year-old Lancaster County facility. Note that this site is located in the flood plain and as such will require additional site development measures including raising the building pad to 6" above the flood plain.

The key features of this option are as follows:

- The LPD Fleet Maintenance operation would be located in an addition onto the east side of the existing Lancaster County Engineer Maintenance Facility. This would displace the existing 138-stall Lancaster County Extension parking lot which would be relocated on the undeveloped site area to the east of the Lancaster County Extension facility. A 91-stall replacement parking lot is illustrated on the following plan diagram. An additional 24 stalls could be realized if the open storm drainage ditch were eliminated and the parking lot extended over the top of an underground box culvert that met the flood plain requirements.
- The Lancaster County Engineer small vehicle maintenance would continue to occur in the central portion of their existing facility with large vehicle and road equipment maintenance occurring in a new wing added to the west end of the building. This addition would take the place of the existing west wing and correct an existing circulation access conflict between small vehicles and large vehicles.
- Shared service operations such as the Lincoln Police Department's and Lancaster County Engineer vehicle set up, car wash / detailing and custom fabrication would occur in a central area of the facility. The existing fueling facility that is located in a central area on the south side of the building could also be shared with the proper dispensing and accounting equipment.
- Functions that would be located in an addition along the north side of the building include staff restrooms and locker rooms, staff break room, parts rooms with adjacent parts delivery, and the Lancaster County Weed Control offices.
- The Lancaster County Sign Shop would relocate to the very west end of the facility.
- The south and west vehicle and equipment staging areas, as well as the fueling facility, could be secured with fencing and two vehicle security gate access points.
- The LPD large and specialized vehicle storage garage would be located at the northeast corner of the site. Note that there are overhead LES transmission lines located in a 50' utility easement that cross the northeast portion of the site.
- Public Building Commission financing could be considered with this option.

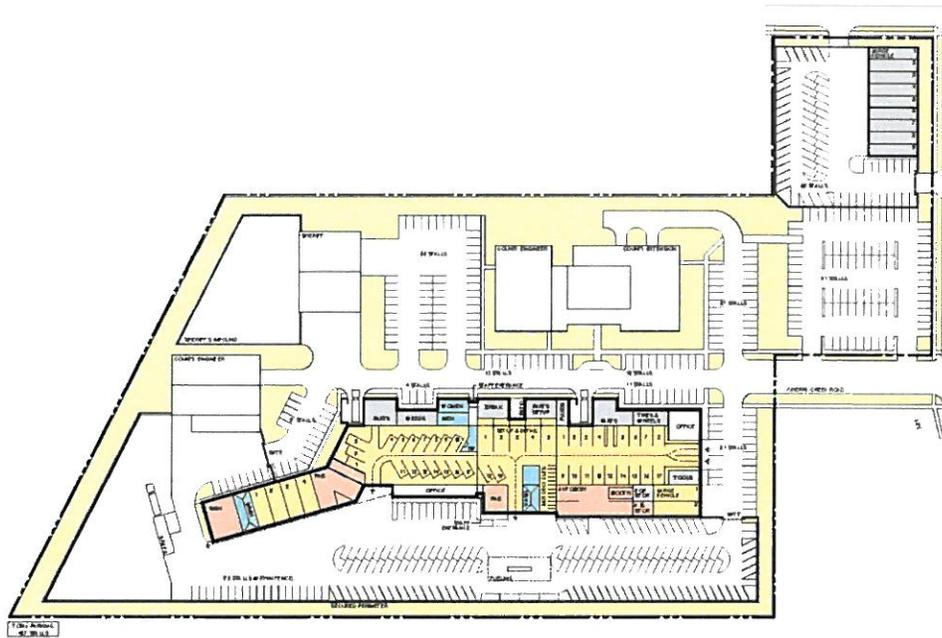
The Option D plan diagram is found on page 48.



LANCASTER COUNTY COMPLEX - WESTGATE INDUSTRIAL PARK

2017.07.14.14.14.14

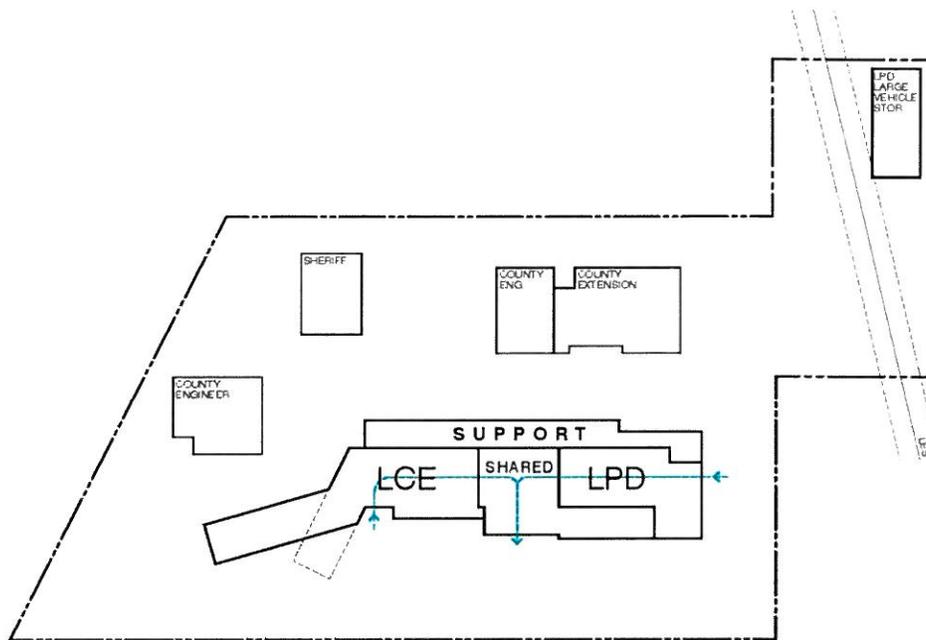




CITY-COUNTY FLEET MAINTENANCE

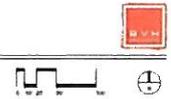
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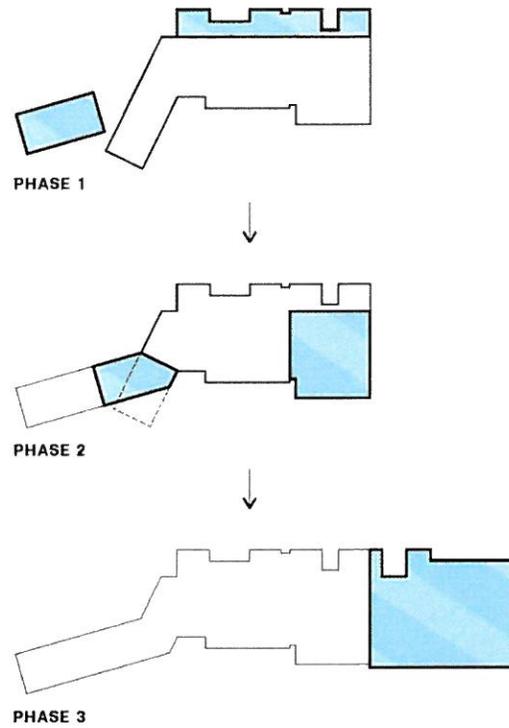




CITY-COUNTY FLEET MAINTENANCE - USER DIAGRAM

2014.04.15





CITY-COUNTY FLEET MAINTENANCE - PHASE DIAGRAM

2025.01.15



LINCOLN POLICE DEPARTMENT

Fleet Maintenance Facility Study

Statement of Probable Cost:

Total affected site area: 214,790 sf (4.93 acres)
Total building area: 73,750 sf

Building Construction Cost:

LPD maintenance (new)	21,350 sf @ \$150/sf	=	\$3,502,500
LPD vehicle storage (new)	8,100 sf @ \$100/sf	=	810,000
LPD selective demolition	1,200 sf @ \$5/sf	=	6,000
LPD existing remodeled	1,200 sf @ \$50/sf	=	60,000
LPD building subtotal			\$4,378,500

LCE SW wing demolition	5,000 sf @ \$20/sf	=	\$ 100,000
LCE maintenance (new)	10,500 sf @ \$150/sf	=	\$1,575,000
LCE selective demolition	15,125 sf @ \$5/sf	=	75,625
LCE existing remodeled	15,125 sf @ \$75/sf	=	1,134,375
LCE building subtotal			\$2,885,000

Shared maintenance (new)	9,575 sf @ \$150/sf	=	\$1,436,250
Shared selective demolition	10,025 sf @ \$5/sf	=	50,125
Shared existing remodeled	10,025 sf @ \$75/sf	=	768,750
Shared building subtotal			\$2,255,125

Weed Control (new)	1,000 sf @ \$150/sf	=	\$ 150,000
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Building construction cost subtotal			\$ 9,668,625
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Site Construction Cost (includes \$5/sf flood plain preparation allowance):

LPD site demolition & prep	66,250 sf @ \$10/sf	=	\$ 662,500
LPD maintenance site	42,750 sf @ \$10/sf	=	427,500
LPD vehicle storage site	28,000 sf @ \$10/sf	=	280,000
LPD site subtotal			\$1,370,000

LCE site demolition & prep	54,025 sf @ \$10/sf	=	\$ 540,250
LCE maintenance site	43,525 sf @ \$10/sf	=	435,250
LCE site subtotal			\$ 975,500

Shared site demolition & prep	6,750 sf @ \$10/sf	=	\$ 67,500
Shared maintenance site	2,650 sf @ \$10/sf	=	26,500
Shared site subtotal			\$ 94,000

LINCOLN POLICE DEPARTMENT

Fleet Maintenance Facility Study

Weed Control site demolition & prep	2,250 sf @ \$10/sf =	\$ 22,500
Weed Control office site	1,250 sf @ \$10/sf =	12,500
Weed Control site subtotal		\$ 35,000
Lancaster County Ext. site	32,400 sf @ \$10/sf =	\$ 324,000
Site construction cost subtotal		\$ 2,798,500
Building & site construction cost subtotal		\$12,467,125
Design & construction contingency @ 10%		1,246,715
Subtotal		\$13,713,840
AE fees, surveys, testing & misc. expenses @ 10%		1,371,390
Subtotal		\$15,085,230
Inflation to mid-point of construction (1/2019) = 10.5% @ 3.5%/year		1,583,950
Total project cost (not including furnishings and equipment)		\$16,669,180

8.0 SCHEDULE

The following project schedule durations provide a relative timeframe of the four options for comparison. Note that three (3) years from January 2016 to the mid-point of construction in January 2019 have been factored into the Statement of Probable Costs, indicating a design start time in late 2016 to early 2017.

Option A:		
1. Design through Bidding phases /	9 months	
2. Demolition & site preparation phase /	1 month	
3. New east addition construction /	14 months	
4. Vacate existing building & move to new east addition /	1 month	
5. Renovate existing building /	6 months	
6. Set up and move back into existing building /	1 month	Total Option A Design through occupancy: 32 months
Option B:		
1. Design through Bidding phases /	9 months	
2. Demolition & site preparation phase /	1 month	
3. New building construction /	16 months	
4. Set up and move to new building /	1 month	Total Option B design through occupancy: 27 months
Option C:		
1. Design through Bidding phases /	9 months	
2. Demolition & site preparation phase /	Completed under separate contract	
3. New building construction /	16 months	
4. Set up and move to new building /	1 month	Total Option C design through occupancy: 26 months
Option D:		
1. Design through Bidding phases /	9 months	
2. County Extension replacement parking lot /	Completed under separate contract	
3. Phase 1 construction (see Option D Phase Diagram) /	6 months	
4. LCE relocation & set up /	1 month	
5. Establish LCE Phase 2 vehicle exit /	1 month	
6. Phases 2 & 3 (see Option D Phase Diagram) /	12 months	
7. LPD set up and move in /	1 month	Total Option D design through occupancy: 30 months