

**Tentative** Agenda for the WAVERLY CITY COUNCIL MEETING to be held on January 27, 2026 at 6:00 PM. This meeting will be held at the Waverly City Office Building, 14130 Lancashire, Waverly, NE 68462. A current Agenda shall be readily available for public inspection at the office of the City Clerk during normal business hours.

1. **Call to Order**
  - 1.a) Roll Call
  - 1.b) Pledge of Allegiance
  - 1.c) Acknowledgement of the "Open Meetings Act" poster that is posted by the south entrance.
  - 1.d) Adoption of Agenda
  - 1.e) Approval of the Consent Agenda Items\*

All items listed with an asterisk (\*) are considered to be routine by the City Council and will be approved by one motion. There will be no separate discussion of these items unless a Council Member or a Citizen so requests, in which event the item will be removed from the Consent Agenda status and considered in its normal sequence on the Agenda.
  - 1.f) Proclamations and Presentations
2. **Public Hearings**
3. **Sheriff's Report**
4. **Public Comments**
5. **Approval of Minutes**
  - 5.a) \*Minutes of the January 13, 2026 City Council Meeting
6. **Consideration of Claims and Financial Reports**
  - 6.a) Claims for Payment
  - 6.b) Keno & Sales Tax Reports
7. **Introduction of Resolutions**
  - 7.a) \*Consideration of Resolution 26-03 Authorizing the Sale of Municipal Property
8. **Introduction of Ordinances**
  - 8.a) Consideration of the First Reading of Ordinance 26-01 An Ordinance Authorizing The Issuance Of Public Safety Department Tax Anticipation Bonds, Series 2026, Of The City Of Waverly, Nebraska, Of The Principal Amount Of Not To Exceed Three Million One Hundred Fifty Thousand Dollars (\$3,150,000) Issued For The Purpose Of Paying The Costs Of Constructing A Fire Station In And For The City Pursuant To An Interlocal Agreement With Waverly Suburban Fire Protection District.
9. **Introduction of Business and Communications**
  - 9.a) Consideration of an agreement with JEO Consulting Group for Schematic Design, Design Development, Construction Documents, and Bidding Services for a New Fire Station in an amount not to exceed \$497,000, of which the City will share the cost 50/50 with the Waverly Suburban Fire District per the terms of the Interlocal Agreement.
  - 9.b) Consideration of LARM's appointment of Stephanie Fisher to the LARM Board of Directors.
  - 9.c) Consideration of accepting the bid from Bowman Consulting Group, Ltd for Canongate Road Roadway Design Engineering Services in an amount not to exceed \$65,599.00.

9.d) Consideration of bid award to Seargent Drilling for the Test Well Siting Project in an amount not to exceed \$159,024.00 and up to \$36,000.00 for Additional Water Samples as approved by the City Administrator.

9.e) Consideration of Change Order No. 1 from Sargent Drilling for the Test Well Siting Project.

9.f) Water Data Presentation - Quarter 1 2026.

**10. Committee Reports**

10.a) Human Services (Park & Recreation): Council Member Nielson

10.b) Public Works (Utilities & Street): Council Member Jespersen

10.c) Public Health (Fire & Safety): Council Member Delahoyde

10.d) Fiscal & Economic Development: Council Member Ruhter-Engelhardt

10.e) City Administrator Fisher

**11. Adjournment**

The Governing Body reserves the right to go into Executive Session at any time for the reasons outlined in State Statute 84-1410.

The following rules are established for audience members and participants at a Council meeting:

(1) Any person wishing to address the Council shall first state their name and address.

(2) Public comments may be for agenda or non-agenda items.

(3) Remarks shall be limited to five (5) minutes.

## **MINUTES OF A WAVERLY CITY COUNCIL MEETING HELD ON JANUARY 13, 2026**

### **CALL TO ORDER**

Mayor Abbey Pascoe called the meeting to order at 6:00 p.m. and led those in attendance in reciting the Pledge of Allegiance. Pascoe acknowledged the Open Meetings Act Poster located on the south wall of the Council Chambers. Mayor Abbey Pascoe and Council Members David Jespersen, Aaron Delahoyde, Dave Nielson, and Brook Ruhter-Engelhardt were in attendance. Other City Officials present were City Administrator Stephanie Fisher, City Attorney Mark Fahleson, and City Clerk Megan Frye. Others present were Fire Chief Robin Hoffman, Lancaster County Sheriff Deputy Jason Brownell, Wesley Erickson, and Kenten Jonas. Notice of the Meeting and Agenda were given to the Mayor and all Members of the City Council prior to the Meeting. Notice of the Meeting was posted at Russ's Market Express, the US Post Office, the City Office, and the City website (citywaverly.com).

### **ADOPTION OF AGENDA**

Council Member Jespersen moved to adopt the Agenda as presented. Council Member Nielson seconded the motion.

The following Council Members voted "YEA": Delahoyde, Jespersen, and Nielson. The following Council Members voted "NAY": None. Motion Carried. 3-0.

### **APPROVAL OF THE CONSENT AGENDA ITEMS**

#### **Minutes of the December 23, 2025 City Council Meeting**

#### **Consideration of Resolution 26-01 Approving Additional Volunteer Fire/Rescue Department Member(s)**

#### **Consideration of Resolution 26-02 Authorizing the Sale of Municipal Property**

#### **Consideration of Interlocal Agreement with Waverly School District #145 for the use of Lawson Park Field #1.**

#### **Consideration of depositing the interest earned on the ARPA Funds into the General Fund for future designated uses.**

Council Member Jespersen moved to approve the Consent Agenda as presented, with one change to remove agenda item 7.a) Consideration of Resolution 26-01 Approving Additional Volunteer Fire/Rescue Department Member(s) from Consent Agenda. Council Member Nielson seconded the motion.

The following Council Members voted "YEA": Jespersen, Nielson, and Delahoyde. The following Council Members voted "NAY": None. Motion Carried. 3-0.

### **PROCLAMATIONS AND PRESENTATIONS**

#### **Oath of Office to Brook Ruhter-Engelhardt for Ward 2 City Council Member.**

City Attorney Mark Fahleson administered the Oath of Office to Brook Ruhter-Engelhardt. Mayor Pascoe welcomed Ruhter-Engelhardt; replacement for Council Member Stark, who stepped down, for the remainder of the term until December 2026.

#### **Eagle Scout Proclamation for Wesley Erickson**

Pascoe thanked Erickson for the project; Council Member Jespersen said it is an amazing project. Erickson advised I chose this project due to a need for bike racks in the parks.

### **EAGLE SCOUT PROCLAMATION**

WHEREAS: THE BOY SCOUTS OF AMERICA WERE INCORPORATED ON FEBRUARY 8, 1910, AND CHARTERED BY CONGRESS IN 1916; AND

WHEREAS: THE BOY SCOUTING PROGRAM SERVES YOUTH AGES ELEVEN THROUGH SEVENTEEN AND IS DESIGNED TO ACHIEVE THE AIMS OF SCOUTING THROUGH A VIGOROUS OUTDOOR PROGRAM AND PEER LEADERSHIP, GUIDED BY THE COUNSEL AND SUPERVISION OF ADULT SCOUTMASTERS; AND

WHEREAS: WESLEY ERICKSON HAS SUCCESSFULLY COMPLETED THE REQUIREMENTS FOR THE RANK OF EAGLE SCOUT, THE HIGHEST ACHIEVEMENT IN THE BOY SCOUTS OF AMERICA, INCLUDING THE COMPLETION OF TWENTY-ONE MERIT BADGES; AND

WHEREAS: AS PART OF THE EAGLE SCOUT RANK REQUIREMENTS, ERICKSON PLANNED, LED, AND COMPLETED A SERVICE PROJECT BENEFITING THE COMMUNITY OF WAVERLY; AND

WHEREAS: ERICKSON'S EAGLE SCOUT PROJECT INVOLVED THE ASSEMBLY AND INSTALLATION OF THREE NEW BIKE RACKS AT THE WAVERLY AQUATIC CENTER AND LAWSON PARK, AS WELL AS THE REFURBISHMENT OF EXISTING BIKE RACKS FROM THE FORMER WAVERLY POOL, WHICH WERE RELOCATED AND INSTALLED AT WAYNE PARK.

NOW, THEREFORE, I, ABBEY L. PASCOE, MAYOR OF THE CITY OF WAVERLY, NEBRASKA, IN RECOGNITION AND APPRECIATION OF WESLEY ERICKSON'S CONTRIBUTIONS TO THE CITY OF WAVERLY, DO HEREBY PROCLAIM JANUARY 25, 2026, AS *WESLEY ERICKSON DAY* IN THE CITY OF WAVERLY, AND URGE ALL CITIZENS TO SUPPORT AND BECOME ACTIVE IN THE BOY SCOUTS OF AMERICA IN PROMOTING CHARACTER DEVELOPMENT, RESPONSIBLE CITIZENSHIP, AND PERSONAL FITNESS AMONG BOYS, GIRLS, AND YOUNG ADULTS.

DATED THIS 13<sup>TH</sup> OF JANUARY, 2026.

**PUBLIC HEARINGS**

None.

**SHERIFF'S REPORT**

Deputy Brownell reported on recent parking and nuisance complaints; an update on Waverly's warning/citation book is currently in progress. Mayor Pascoe reported January 9 was Law Enforcement Appreciation Day and expressed thanks and appreciation for LSO services to the community.

**PUBLIC COMMENTS**

None.

**APPROVAL OF MINUTES**

**Minutes of the December 23, 2025 City Council Meeting**

Consent Agenda.

**CONSIDERATION OF CLAIMS AND FINANCIAL REPORTS**

**Claims for Payment**

<b>Claims for Payment: December 24<sup>th</sup>, 2025 - January 13<sup>th</sup>, 2026</b>
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<b>Group A</b>		
<b>Vendor</b>	<b>Description</b>	<b>Amount</b>
Craig Demkey	Utility Deposit Refund	\$ 100.00
Lester Rolando Rivera	Utility Deposit Refund	\$ 100.00
Access Granted Systems	Pool pass software	\$ 750.00
ADP Fees	Payroll Fees	\$ 68.15
ADP Fees	Payroll Fees	\$ 133.57
ADP Fees	Payroll Fees	\$ 136.47
ADP Payroll	Payroll	\$ 41,978.20
ALLO Communications	Phone/Internet Services	\$ 973.88
Carquest Auto Parts	Supplies	\$ 218.58
Colonial Life	Insurance	\$ 43.92
Core & Main	Meter & Readout Purchase	\$ 963.00
Cubby's, Inc.	Fuel	\$ 1,871.46
DataVizion, LLC	Microsoft 365 Business, Support, fire department laptop, Adobe Pro	\$ 3,537.85
DP Plumbing Co.	Lawson Park restroom repair	\$ 415.50
ESC	Supplies	\$ 76.00
Firespring	Business cards - Brook	\$ 87.45
Heermann Economic Development	Economic development consulting services	\$ 2,900.00
Hippo Equipment	Supplies	\$ 70.18
Horizon Bank	Monthly ACH Fees	\$ 10.00
Horizon Bank	Safety Deposit Box Fee	\$ 33.00
JEO Consulting Group, Inc.	City & CRA ALTA Survey	\$ 4,250.00
JEO Consulting Group, Inc.	Comp. Safety Action Plan, 134 <sup>th</sup> & Hwy 6 Drainage Improvements, Fire Station, Survey	\$ 16,838.25
John Hancock USA	Retirement	\$ 3,619.11
Lancaster Co. Sheriff Office	January 2026	\$ 38,759.00
Lincoln Electric System	Electricity	\$ 13,823.88
Mammoth Station	Fuel	\$ 70.38
McMaster-Carr Supply Co.	Supplies	\$ 267.35
Menards-Lincoln North	Supplies	\$ 664.27
Michael Todd Industrial Supply	Vehicle strobe lights	\$ 566.50
Midwest Laboratories, Inc.	Lab fees	\$ 328.57
National Sign Company, LLC	Street signs	\$ 296.89
Nebraska Dept Revenue Waste	Utility Sales Tax	\$ 9,626.23
NEDA	NEDA Annual Membership	\$ 150.00
One Call Concepts, Inc.	One-Call Service	\$ 58.53
Paul Davis Restoration, Inc.	Laundrying Bunker Gear	\$ 50.00
Pinnacle Bank	Santa Express items	\$ 433.22
Pinnacle Bank	Office & Shop supplies, conferences	\$ 2,108.39
Point C	Health Reimbursement Account	\$ 85.25
Rembolt Ludtke LLP	Real Estate Acquisitions	\$ 717.75
Rembolt Ludtke LLP	Legal Fees, Real Estate Acquisitions	\$ 3,717.75
Southeast Area Clerks Assoc.	2026 Annual Dues	\$ 10.00
Stingray Technology Services	Park camera IT services	\$ 185.00
The Voice News	Advertising & Printing	\$ 183.16
U.S. Postmaster	Stamps/Postage	\$ 312.00
U.S. Bank Equipment Finance	Ricoh Copier	\$ 143.95

Veolia Water Technologies	New UV system at WWTP	\$ 20,800.00
Verizon Wireless	Phone Service	\$ 488.79
Visual Edge IT	Copies	\$ 137.85
Goodcents	Fire Dept - food for meeting	\$ 142.20
Menards-Lincoln South	Fire Dept supplies	\$ 105.02
Walmart	Fire Dept supplies	\$ 60.93
Kacey Mendyk	Adult coed volleyball league refund - RecDesk	\$ 150.00
RecDesk	Monthly deposit charge	\$ 25.00
RecDesk	Monthly deposit charge	\$ 25.00
Point C	Health Reimbursement Account	\$ 1,021.47
	<b>Claims Group A Total</b>	<b>\$ 174,688.90</b>

Council Member Jespersen moved to approve Claims Group A in the amount of \$174,688.90. Council Member Nielson seconded the motion.

The following Council Members voted "YEA": Nielson, Delahoyde, Jespersen, and Ruhter-Engelhardt. The following Council Members voted "NAY": None. Motion Carried. 4-0.

#### **Treasurer's Report and Budget & Expense Report**

Council Member Jespersen moved to approve Treasurer's Report and Budget & Expense Report. Council Member Nielson seconded the motion.

The following Council Members voted "YEA": Delahoyde, Jespersen, Ruhter-Engelhardt, and Nielson. The following Council Members voted "NAY": None. Motion Carried. 4-0.

#### **INTRODUCTION OF RESOLUTIONS**

##### **Consideration of Resolution 26-01 Approving Additional Volunteer Fire/Rescue Department Member(s)**

Council Member Jespersen moved to approve Resolution 26-01 Approving Additional Volunteer Fire/Rescue Department Member(s). Council Member Nielson seconded the motion.

Jonas provided an introduction; employed at Millard Lumber and available for daytime call response. Mayor Pascoe welcomed Jonas to Waverly Fire/Rescue.

The following Council Members voted "YEA": Jespersen, Ruhter-Engelhardt, Nielson, and Delahoyde. The following Council Members voted "NAY": None. Motion Carried. 4-0.

#### **RESOLUTION NUMBER 26-01**

RESOLUTION APPROVING ADDITIONAL VOLUNTEER FIRE/RESCUE DEPARTMENT MEMBER(S)

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF WAVERLY, NEBRASKA:

That the following list of additional member(s) of the Volunteer Fire/Rescue Department of the City of Waverly is hereby approved:

KENTEN JONAS

All member(s) of the Volunteer Fire/Rescue Department of the City duly approved as provided in this Resolution shall be considered employee(s) of the City of Waverly for the purpose of providing them Worker's Compensation coverage and life insurance.

PASSED AND APPROVED THIS 13<sup>TH</sup> DAY OF JANUARY, 2026.

**Consideration of Resolution 26-02 Authorizing the Sale of Municipal Property**  
Consent Agenda.

### **RESOLUTION NUMBER 26-02**

RESOLUTION AUTHORIZING THE SALE OF MUNICIPAL PROPERTY

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF WAVERLY, NEBRASKA,  
as follows:

It is hereby resolved that the City of Waverly directs the sale of the following described property:

1. Waverly Fire/Rescue Helmets, Yellow (Qty 5)
2. Waverly Fire/Rescue Helmets, Red (Qty 2)

Such sale shall be conducted through an auction by sealed bids to the City Office on items 1 through 2.  
Terms of the sale shall be cash purchase or certified check within seven (7) days of the auction.

The City reserves the right to reject any and all bids.

PASSED AND APPROVED THIS 13<sup>TH</sup> DAY OF JANUARY, 2026.

### **INTRODUCTION OF ORDINANCES**

None.

### **INTRODUCTION OF BUSINESS AND COMMUNICATIONS**

**Consideration of a bid from Tennis Courts Unlimited, Inc for improvements on the tennis courts at Wayne Park in an amount not to exceed \$64,650.00.**

Council Member Jespersen moved to approve a bid from Tennis Courts Unlimited, Inc for improvements on the tennis courts at Wayne Park in an amount not to exceed \$64,650.00. Council Member Nielson seconded the motion.

Mayor Pascoe stated this was budgeted and is the same company that completed previous work 20 years ago. Council Member Jespersen agreed this upgrade is necessary due to the frequent use by the high school tennis team. Council Members discussed pickleball courts, will be included in strategic plan.

The following Council Members voted "YEA": Ruhter-Engelhardt, Nielson, Delahoyde, and Jespersen.  
The following Council Members voted "NAY": None. Motion Carried. 4-0.

**Consideration of Interlocal Agreement with Waverly School District #145 for the use of Lawson Park Field #1.**

Consent Agenda.

**Consideration of a quote from Hy-Electric to replace an electrical panel for ballfield lights in Wayne Park in an amount not to exceed \$5,250.00.**

Council Member Jespersen moved to approve a quote from Hy-Electric to replace an electrical panel for ballfield lights in Wayne Park in an amount not to exceed \$5,250.00. Council Member Nielson seconded the motion.

The following Council Members voted “YEA”: Nielson, Delahoyde, Jespersen, and Ruhter-Engelhardt. The following Council Members voted “NAY”: None. Motion Carried. 4-0.

**Consideration of an Option and Lease Agreement with The Towers, LLC for an easement of approximately 5,600 square feet to be used for a communications tower with an access and landscape buffer.**

Council Member Jespersen moved to approve an Option and Lease Agreement with The Towers, LLC for an easement of approximately 5,600 square feet to be used for a communications tower with an access and landscape buffer and the authority for the mayor to sign all necessary documents. Council Member Nielson seconded the motion.

Council Member Jespersen stated the location is next to the dog park with potential to increase cell phone service.

The following Council Members voted “YEA”: Delahoyde, Jespersen, Ruhter-Engelhardt, and Nielson. The following Council Members voted “NAY”: None. Motion Carried. 4-0.

**Consideration of depositing the interest earned on the ARPA Funds into the General Fund for future designated uses.**

Consent Agenda.

**Consideration of the Mayor's Appointment of Tony Larson to the Waverly Community Redevelopment Authority.**

Council Member Jespersen moved to approve. Council Member Nielson seconded the motion.

Mayor Pascoe thanked Larson for volunteering; will be a good addition to the CRA.

The following Council Members voted “YEA”: Jespersen, Ruhter-Engelhardt, Nielson, and Delahoyde. The following Council Members voted “NAY”: None. Motion Carried. 4-0.

**COMMITTEE REPORTS**

**Human Services (Park & Recreation): Council Member Nielson**

Council Member Nielson reported interviews were completed for the full time Pool Manager/ Marketing Assistant position, hoping for early February start. Will be sending out letters to past lifeguards and pool staff whose evaluations met return standards about returning when summer starts. Planning to post lifeguard position by the end of January; possible part time winter help for the parks assistant. Currently seeking bids for deck expansion next fall and electrical work on the Wayne Park field one crow's nest. The park slide has been removed and cameras have been fixed in that area. Lawson Park ball fields will be overseeded and ready to open the end of March with additional work needed before the season begins. Baseball, softball, and youth spring soccer registrations are open; ball field reservation for practices is beginning. All 8 spots are filled for Coed adult volleyball season. Have been researching Pickleball tournament, hoping to offer morning and afternoon leagues this summer and fall. Received bids on the tennis courts refinishing; discussion of adding pickleball lines in addition to tennis lines and repainting the basketball court for possible an outdoor 3v3 basketball tournament July 4<sup>th</sup>. Parks Committee Members were selected: Trevor Hasenkamp continues as Chairperson, Pat Peterman begins as Vice Chair, and Arica Carlson continues as Secretary.

**Public Works (Utilities & Street): Council Member Jespersen**

Council Member Jespersen reported they moved street name signs over to new street light poles in the Waverly Ridge addition, burned additional tree debris that arrived at the tree dump site from the last two weeks, and received our new Permit for the wastewater plant to 2030. Did several water taps and sewer

inspections on newer homes in the Waverly Ridge addition, nearly a dozen homes built now, but no occupancies issued yet. Met with JEO at the wastewater treatment plant to start on the full plant backup generator project design. Graded alleys and cemetery roads, reviewed engineering proposals for Canongate Road, and filled some potholes in various parts of the city.

**Public Health (Fire & Safety): Council Member Delahoyde**

Council Member Delahoyde reported December calls went down a bit to 22, but have been busy after the new year with four calls already the first week in January. Met with the SOFOS battery storage company about the emergency response plan met, also met with the Lincoln-Lancaster Planning Commission last week. Mayor Pascoe reported Fire Chief Hoffman put together some annual numbers and will be coming out soon to share with our citizens how busy our volunteers have been.

**Fiscal and Economic Development: Council Member Ruhter-Engelhardt**

No report.

**City Administrator Fisher**

City Administrator Fisher reported the Lincoln-Lancaster County Planning Commission approved final action on the special use permit for the battery energy storage system, located generally at N 120<sup>th</sup> Street and Highway 6 on the north side of the railroad tracks. It passed with conditional approval, so they must meet the screening requirements the city has asked for—screened on the east, south, and the south half of the west side to help mask it so you can't see it from the road. There will be 258 containers on the ground including 206 storage and 52 inverter containers. They have a lot of permitting to go through now with state and federal permits and the power review board; it won't be constructed for 3 years or so. They will also have to work with LES for an inter-connection to the power line that runs through there. The next part for the fire department is to approve their emergency action plan, which must be approved by our fire department and in place before they can get a building permit.

Fisher reported another Eagle Scout is working on benches in our current pickleball court. I have been working with Economic Development Consultant Kent Heermann for a business retention and expansion survey questionnaire that will be shared with 15-20 local businesses. We completed interviews for the Aquatic Center Manager, we will follow up on references and make an offer very soon. The CRA is proceeding with a street network design concept for the parcel of land they purchased over by Highway 6.

**ADJOURNMENT**

Council Member Nielson moved to adjourn the meeting at 6:32 p.m.. Council Member Jespersen seconded the motion.

The following Council Members voted “YEA”: Ruhter-Engelhardt, Nielson, Delahoyde, and Jespersen. The following Council Members voted “NAY”: None. Motion Carried. 4-0.

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Abbey L. Pascoe  
Mayor

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Megan K. Frye  
City Clerk/Human Resources Assistant

**Claims for Payment: January 14th - 27th, 2026**

Group A			
Vendor	Description	Amount	Date Paid
ADP Fee	Payroll Fees	\$ 70.75	1/30/2026
ADP Fee	Payroll Fees	\$ 133.57	1/30/2026
ADP Payroll	Payroll	\$ 42,926.71	1/23/2026
Anderson Auto Group	2019 F-350 repair	\$ 412.12	
Aspen Builders, Inc.	Refunds - Permit 240163 & 250068	\$ 1,800.00	
Bauer Built	New tires F-150 truck	\$ 782.92	
Black Hills Energy	Natural gas	\$ 1,314.91	
Blue Cross Blue Shield NE	Health Insurance	\$ 16,939.76	2/1/2026
Commers The Water Store	Refund for Permit 260010	\$ 10.00	
Dmitry Rybak	Refund - Permit 240129	\$ 865.00	
Elliott Equipment Co.	Gutter broom set	\$ 698.73	
Frontier	Propane, multi-purpose grease, trash pump repair	\$ 1,010.19	
Guardian	Life & Vision Insurance	\$ 645.84	
Hawkins, Inc.	Supplies	\$ 845.76	
HBE LLP	Keno audit	\$ 7,260.00	
Hometown Leasing	FD Copier	\$ 71.48	
Interstate Power Systems	Air compressor	\$ 25,700.00	
JEO Consulting Group, Inc.	Waverly New Well Siting, ANP 10th Addition, Generator Replacement, Safety Action Plan	\$ 13,192.75	
John Hancock USA	Retirement	\$ 3,724.71	1/23/2026
LARM	Workers Compensation Audit	\$ 4,036.97	
Lincoln Electric System	Electricity	\$ 7,736.90	
Matheson Tri-Gas, Inc.	Oxygen bottle rental	\$ 72.55	
Menards-Lincoln North	Oil, wwppt supplies, countertop, supplies for Waverly 10	\$ 449.36	
Nadezhda Koval	Cleaning Service	\$ 452.41	
Nebraska Dept Of Revenue	Lottery Tax	\$ 11,297.00	
NE Public Health Environ. Lab	Lab Fees	\$ 344.00	
NEMSA	Fire/Rescue Membership Fee	\$ 410.00	
Oakview Builders	Refund - Permit 240089	\$ 750.00	
One Billing Solutions	December 2025 Billing-EMS	\$ 1,811.67	
Production Creek Specialty Adv	Employee clothing	\$ 52.00	
Quik Dump Refuse	Garbage Service	\$ 452.22	
Sapp Bros. Inc. - Lincoln	Oil	\$ 287.00	
Shaffer Communications	New portable radios	\$ 17,229.60	
S.E.Rural Fire Protection Dist	EMS Calls	\$ 3,500.00	
Stryker Sales, LLC	Ankle restraints	\$ 36.00	
Sunbelt Rentals, Inc.	Lift rental	\$ 304.50	
The Fort	Clothing Allowance	\$ 136.98	
U.S. Postmaster	Stamps/Postage	\$ 319.64	
Union Bank & Trust Co.	HSA Accounts	\$ 2,750.00	2/1/2026
Storage Ninjas - Waverly	Storage for Engine 34 - F.D. debit card purchase	\$ 148.00	
Point C	Health Reimbursement Account	\$ 209.23	
<b>Claims Group A Total</b>		<b>\$ 171,191.23</b>	

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Abbey Pascoe, Mayor

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Cheris Cadwell, City Treasurer/Deputy Clerk

**Sales Tax Collections: sales tax earned two months prior-- shown as month paid to City**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
January		\$32,992.14	\$29,189.49	\$29,531.36	\$32,688.55	\$32,284.36	\$33,172.54	\$46,014.14	\$41,917.94	\$46,648.43	\$90,625.85	\$103,786.45	\$105,194.37	\$104,708.89	\$125,496.52	\$126,221.23		
February		\$29,537.64	\$30,246.77	\$64,480.25	\$36,940.26	\$41,698.05	\$41,692.99	\$60,599.43	\$46,095.47	\$54,122.85	\$109,289.36	\$116,586.73	\$131,852.76	\$114,253.11	\$133,595.25			
March		\$26,920.56	\$26,887.71	\$30,457.12	\$35,161.97	\$35,290.80	\$40,821.47	\$40,219.57	\$42,933.14	\$42,610.56	\$75,928.93	\$99,352.41	\$95,771.88	\$82,176.63	\$123,786.47			
April		\$28,796.53	\$28,137.26	\$29,420.11	\$29,176.72	\$30,227.87	\$34,683.45	\$41,461.95	\$34,740.53	\$47,940.60	\$77,700.69	\$111,903.31	\$97,168.62	\$111,029.70	\$101,190.07			
May	\$8.24	\$35,288.09	\$34,362.26	\$34,621.55	\$31,802.05	\$39,108.51	\$43,465.17	\$52,003.47	\$47,233.51	\$44,064.34	\$93,473.57	\$97,854.57	\$101,491.84	\$105,729.62	\$109,905.53			
June	\$21,243.02	\$32,198.24	\$28,426.22	\$38,672.07	\$31,794.65	\$33,427.73	\$40,781.58	\$45,768.13	\$41,378.54	\$52,572.46	\$99,944.43	\$95,376.36	\$111,660.31	\$96,112.09	\$112,449.89			
July	\$25,244.63	\$30,457.75	\$31,952.30	\$39,768.61	\$43,691.63	\$5,327.24	\$45,632.90	\$50,294.37	\$52,805.83	\$45,600.18	\$98,328.54	\$100,142.61	\$106,592.60	\$107,047.20	\$109,031.89			
August	\$29,839.16	\$36,192.83	\$33,585.11	\$32,131.22	\$31,226.35	\$44,897.74	\$48,886.02	\$51,641.21	\$50,411.52	\$59,379.70	\$107,707.62	\$121,477.70	\$130,326.31	\$99,092.02	\$124,102.79			
September	\$30,988.54	\$37,130.93	\$34,002.03	\$41,645.33	\$49,711.78	\$36,561.46	\$41,391.36	\$42,353.80	\$50,953.89	\$67,428.76	\$99,848.37	\$104,395.19	\$103,737.29	\$91,604.71	\$124,882.31			
October	\$29,229.16	\$36,993.71	\$38,297.05	\$35,077.10	\$36,328.32	\$39,165.85	\$45,678.64	\$52,076.81	\$57,694.98	\$55,385.72	\$99,986.54	\$119,671.73	\$114,754.32	\$95,256.32	\$117,354.64			
November	\$29,346.34	\$32,505.44	\$41,745.15	\$37,159.48	\$36,419.27	\$47,264.28	\$50,944.62	\$42,158.82	\$58,477.36	\$56,647.46	\$118,010.17	\$109,006.57	\$102,350.94	\$104,667.52	\$133,623.58			
December	\$27,622.05	\$29,632.44	\$17,238.71	\$32,581.21	\$22,368.15	\$35,162.51	\$48,520.21	\$45,481.83	\$45,307.48	\$90,445.57	\$87,009.84	\$14,777.74	\$102,439.75	\$83,758.65	\$29,331.27			
<b>Total Year</b>	\$193,521.14	\$388,646.30	\$374,070.06	\$445,545.41	\$417,309.70	\$420,416.40	\$515,670.95	\$570,073.53	\$569,950.19	\$662,846.63	\$1,157,853.91	\$1,194,331.37	\$1,303,340.99	\$1,195,436.46	\$1,344,750.21	\$126,221.23	City	Aquatic Ctr
																	\$84,147.53	\$42,073.70
<b>Monthly Ave</b>	\$24,190.14	\$32,387.19	\$31,172.51	\$37,128.78	\$34,775.81	\$35,034.70	\$42,972.58	\$47,506.13	\$47,495.85	\$55,237.22	\$96,487.83	\$99,527.61	\$108,611.75	\$99,619.71	\$112,062.52	\$126,221.23		

Tax Year	Tax Month	Sales and Use Tax***	Consumers Use Tax	Current Month's Refunds	Administration Fee	Paid to City	Motor Vehicle Sales Tax
2011	MARCH	8.5	0	0	-0.26	8.24	0
2011	APRIL	15,415.21	6,484.81	0	-657	21,243.02	1,823.27
2011	MAY	21,667.75	4,357.64	0	-780.76	25,244.63	5,788.37
2011	JUNE	23,301.52	7,460.50	0	-922.86	29,839.16	4,130.36
2011	JULY	27,421.51	4,525.44	0	-958.41	30,988.54	7,386.23
2011	AUGUST	24,815.25	5,317.90	0	-903.99	29,229.16	6,051.95
2011	SEPTEMBER	25,308.28	4,945.68	0	-907.62	29,346.34	7,157.20
2011	OCTOBER	22,134.06	6,342.28	0	-854.29	27,622.05	4,587.09
2011	NOVEMBER	27,617.00	6,421.31	-25.79	-1,020.38	32,992.14	4,160.86
2011	DECEMBER	23,244.46	7,206.72	0	-913.54	29,537.64	4,359.71
2012	JANUARY	23,359.89	4,393.26	0	-832.59	26,920.56	6,780.83
2012	FEBRUARY	25,526.98	4,160.16	0	-890.61	28,796.53	8,674.90
2012	MARCH	28,559.75	7,902.92	-83.2	-1,091.38	35,288.09	8,671.84
2012	APRIL	23,623.05	9,574.34	-3.33	-995.82	32,198.24	6,178.25
2012	MAY	24,541.36	6,858.38	0	-941.99	30,457.75	5,172.52
2012	JUNE	27,549.48	10,143.28	-380.56	-1,119.37	36,192.83	9,538.15
2012	JULY	27,301.79	10,978.30	-0.78	-1,148.38	37,130.93	5,693.49
2012	AUGUST	30,506.45	7,633.26	-1.86	-1,144.14	36,993.71	9,079.62
2012	SEPTEMBER	24,745.01	8,767.26	-1.51	-1,005.32	32,505.44	4,169.41
2012	OCTOBER	24,429.85	6,119.06	0	-916.47	29,632.44	6,285.49
2012	NOVEMBER	26,792.27	3,318.20	-18.21	-902.77	29,189.49	6,440.89
2012	DECEMBER	27,459.37	3,722.87	0	-935.47	30,246.77	7,076.74
2013	JANUARY	24,879.70	2,889.59	-50	-831.58	26,887.71	5,370.87
2013	FEBRUARY	26,724.12	2,283.36	0	-870.22	28,137.26	3,988.43
2013	MARCH	33,193.18	2,231.83	0	-1,062.75	34,362.26	5,453.53
2013	APRIL	27,197.57	2,107.81	0	-879.16	28,426.22	5,843.58
2013	MAY	30,628.60	2,317.08	-5.16	-988.22	31,952.30	6,412.37
2013	JUNE	29,122.78	7,593.00	-2,091.96	-1,038.71	33,585.11	9,349.84
2013	JULY	32,833.59	2,223.69	-3.64	-1,051.61	34,002.03	7,990.33
2013	AUGUST	36,291.13	3,233.44	-43.08	-1,184.44	38,297.05	15,073.10
2013	SEPTEMBER	34,347.27	8,688.97	0	-1,291.09	41,745.15	11,463.13
2013	OCTOBER	30,797.91	3,943.10	-16,969.14	-533.16	17,238.71	4,370.31
2013	NOVEMBER	29,408.36	1,036.34	0	-913.34	29,531.36	8,019.80
2013	DECEMBER	61,359.57	5,114.91	0	-1,994.23	64,480.25	9,177.12
2014	JANUARY	30,017.85	1,385.43	-4.19	-941.97	30,457.12	4,790.19
2014	FEBRUARY	31,594.51	2,426.46	-3,690.96	-909.9	29,420.11	7,156.77
2014	MARCH	32,421.02	3,271.30	0	-1,070.77	34,621.55	6,011.56

2014	APRIL	33,181.11	6,687.00	0	-1,196.04	38,672.07	8,966.34
2014	MAY	36,039.59	4,958.98	0	-1,229.96	39,768.61	6,281.78
2014	JUNE	30,408.84	3,528.21	-812.08	-993.75	32,131.22	6,908.98
2014	JULY	38,778.88	4,319.77	-165.32	-1,288.00	41,645.33	10,423.14
2014	AUGUST	37,204.63	-1,042.67	0	-1,084.86	35,077.10	12,752.23
2014	SEPTEMBER	35,673.34	2,635.40	0	-1,149.26	37,159.48	6,890.30
2014	OCTOBER	32,755.32	1,097.64	-264.08	-1,007.67	32,581.21	6,242.33
2014	NOVEMBER	29,758.71	4,197.54	-256.71	-1,010.99	32,688.55	7,173.36
2014	DECEMBER	36,212.81	2,697.68	-827.75	-1,142.48	36,940.26	9,673.81
2015	JANUARY	31,430.17	4,819.28	0	-1,087.48	35,161.97	7,641.40
2015	FEBRUARY	28,073.66	2,005.43	0	-902.37	29,176.72	7,068.34
2015	MARCH	30,523.36	3,514.71	-1,252.45	-983.57	31,802.05	7,207.36
2015	APRIL	30,654.89	2,529.75	-406.65	-983.34	31,794.65	7,116.77
2015	MAY	39,248.01	5,794.91	0	-1,351.29	43,691.63	9,533.30
2015	JUNE	31,312.06	4,469.40	-3,589.35	-965.76	31,226.35	6,797.96
2015	JULY	37,820.92	13,511.27	-82.93	-1,537.48	49,711.78	10,182.40
2015	AUGUST	32,702.13	4,749.75	0	-1,123.56	36,328.32	8,532.32
2015	SEPTEMBER	34,772.93	2,776.84	-4.13	-1,126.37	36,419.27	7,182.17
2015	OCTOBER	32,438.30	3,694.75	-13,073.10	-691.8	22,368.15	8,275.22
2015	NOVEMBER	26,484.79	6,798.06	0	-998.49	32,284.36	5,183.27
2015	DECEMBER	35,027.68	8,361.67	-401.67	-1,289.63	41,698.05	5,382.21
2016	JANUARY	34,494.33	1,887.94	0	-1,091.47	35,290.80	7,568.79
2016	FEBRUARY	30,867.40	1,608.14	-1,312.79	-934.88	30,227.87	5,103.29
2016	MARCH	34,681.29	5,691.40	-54.64	-1,209.54	39,108.51	8,511.11
2016	APRIL	32,367.40	2,094.18	0	-1,033.85	33,427.73	6,657.25
2016	MAY	32,517.30	7,487.50	-34,512.80	-164.76	5,327.24	6,533.37
2016	JUNE	38,735.52	7,550.81	0	-1,388.59	44,897.74	9,915.06
2016	JULY	34,322.24	3,484.90	-114.91	-1,130.77	36,561.46	7,592.47
2016	AUGUST	36,751.30	3,824.29	-198.42	-1,211.32	39,165.85	7,313.30
2016	SEPTEMBER	42,023.77	6,704.04	-1.75	-1,461.78	47,264.28	8,791.01
2016	OCTOBER	34,633.96	1,616.05	0	-1,087.50	35,162.51	6,679.20
2016	NOVEMBER	32,423.73	1,774.77	0	-1,025.96	33,172.54	6,436.16
2016	DECEMBER	37,251.12	6,031.09	-299.75	-1,289.47	41,692.99	4,876.80
2017	JANUARY	33,469.65	8,614.34	0	-1,262.52	40,821.47	6,863.48
2017	FEBRUARY	33,713.45	2,042.68	0	-1,072.68	34,683.45	6,736.48
2017	MARCH	42,760.85	3,282.76	-1,234.16	-1,344.28	43,465.17	9,149.62
2017	APRIL	41,358.64	1,773.97	-1,089.74	-1,261.29	40,781.58	7,983.03
2017	MAY	43,807.66	3,357.01	-120.44	-1,411.33	45,632.90	11,624.63
2017	JUNE	43,258.55	7,245.94	-106.53	-1,511.94	48,886.02	9,277.24

2017	JULY	40,577.27	3,157.72	-1,063.48	-1,280.15	41,391.36	6,598.62
2017	AUGUST	41,702.65	5,463.01	-74.28	-1,412.74	45,678.64	10,427.95
2017	SEPTEMBER	50,678.98	2,160.87	-319.62	-1,575.61	50,944.62	13,695.11
2017	OCTOBER	41,192.29	8,828.54	0	-1,500.62	48,520.21	7,569.74
2017	NOVEMBER	43,767.24	5,067.77	-1,397.75	-1,423.12	46,014.14	7,294.89
2017	DECEMBER	53,503.31	8,970.33	0	-1,874.21	60,599.43	8,982.34
2018	JANUARY	40,067.17	1,396.30	0	-1,243.90	40,219.57	8,010.64
2018	FEBRUARY	38,328.66	4,632.29	-216.67	-1,282.33	41,461.95	4,361.85
2018	MARCH	44,653.78	8,958.04	0	-1,608.35	52,003.47	7,890.18
2018	APRIL	43,637.34	3,546.30	0	-1,415.51	45,768.13	7,859.35
2018	MAY	49,767.39	3,104.94	-1,022.46	-1,555.50	50,294.37	9,463.96
2018	JUNE	43,510.52	10,623.77	-895.93	-1,597.15	51,641.21	6,832.18
2018	JULY	42,122.29	1,937.52	-396.1	-1,309.91	42,353.80	5,827.99
2018	AUGUST	50,970.75	2,716.68	0	-1,610.62	52,076.81	13,293.29
2018	SEPTEMBER	39,643.73	3,818.97	0	-1,303.88	42,158.82	6,262.15
2018	OCTOBER	43,991.20	2,897.28	0	-1,406.65	45,481.83	7,533.17
2018	NOVEMBER	44,139.20	4,058.28	-4,983.11	-1,296.43	41,917.94	7,449.37
2018	DECEMBER	43,301.31	4,219.79	0	-1,425.63	46,095.47	8,658.42
2019	JANUARY	41,778.46	2,831.79	-349.28	-1,327.83	42,933.14	8,634.39
2019	FEBRUARY	37,753.03	2,595.61	-4,533.66	-1,074.45	34,740.53	4,058.98
2019	MARCH	45,207.29	3,487.95	-0.9	-1,460.83	47,233.51	8,965.99
2019	APRIL	41,931.04	1,671.25	-944	-1,279.75	41,378.54	7,105.21
2019	MAY	50,371.66	4,608.31	-540.97	-1,633.17	52,805.83	15,575.91
2019	JUNE	47,239.73	4,730.91	0	-1,559.12	50,411.52	6,902.70
2019	JULY	52,092.06	3,821.66	-3,383.94	-1,575.89	50,953.89	9,424.54
2019	AUGUST	47,578.92	11,900.44	0	-1,784.38	57,694.98	7,477.22
2019	SEPTEMBER	53,124.03	7,130.98	0	-1,807.65	58,447.36	11,382.61
2019	OCTOBER	43,090.84	4,687.33	-1,069.43	-1,401.26	45,307.48	8,105.56
2019	NOVEMBER	44,966.28	3,124.88	0	-1,442.73	46,648.43	8,702.34
2019	DECEMBER	51,145.06	4,651.69	0	-1,673.90	54,122.85	7,878.82
2020	JANUARY	42,943.97	1,004.86	-20.42	-1,317.85	42,610.56	8,420.51
2020	FEBRUARY	43,897.77	5,525.53	0	-1,482.70	47,940.60	6,559.23
2020	MARCH	42,056.98	3,509.49	-139.32	-1,362.81	44,064.34	7,372.41
2020	APRIL	41,704.64	12,631.43	-137.66	-1,625.95	52,572.46	2,409.46
2020	MAY	43,803.00	3,207.49	0	-1,410.31	45,600.18	4,510.43
2020	JUNE	55,131.98	6,084.21	0	-1,836.49	59,379.70	12,180.94
2020	JULY	66,198.05	3,798.16	-482.02	-2,085.43	67,428.76	18,066.18
2020	AUGUST	54,937.26	2,161.42	0	-1,712.96	55,385.72	11,556.38
2020	SEPTEMBER	56,125.69	2,273.75	0	-1,751.98	56,647.46	9,608.01

2020	OCTOBER	89,776.04	3,466.82	0	-2,797.29	90,445.57	18,153.45
2020	NOVEMBER	86,949.10	6,479.61	0	-2,802.86	90,625.85	21,547.71
2020	DECEMBER	108,576.77	4,092.67	0	-3,380.08	109,289.36	23,446.26
2021	JANUARY	74,598.19	4,558.11	-879.05	-2,348.32	75,928.93	13,386.75
2021	FEBRUARY	72,896.15	7,312.07	-104.42	-2,403.11	77,700.69	12,505.52
2021	MARCH	93,083.13	3,284.28	-2.9	-2,890.94	93,473.57	14,828.07
2021	APRIL	98,712.24	5,293.21	-969.96	-3,091.06	99,944.43	23,661.01
2021	MAY	97,187.83	4,222.15	-40.35	-3,041.09	98,328.54	25,823.99
2021	JUNE	108,982.91	2,055.87	0	-3,331.16	107,707.62	29,613.97
2021	JULY	95,408.95	7,528.82	-1.31	-3,088.09	99,848.37	18,159.99
2021	AUGUST	99,081.53	3,997.38	0	-3,092.37	99,986.54	19,045.36
2021	SEPTEMBER	95,169.14	26,490.83	0	-3,649.80	118,010.17	14,982.49
2021	OCTOBER	84,890.49	4,810.38	0	-2,691.03	87,009.84	9,257.17
2021	NOVEMBER	99,432.30	7,571.35	-7.31	-3,209.89	103,786.45	13,258.56
2021	DECEMBER	117,320.03	2,872.48	0	-3,605.78	116,586.73	20,511.17
2022	JANUARY	94,993.99	7,431.17	0	-3,072.75	99,352.41	16,055.01
2022	FEBRUARY	100,863.32	14,500.92	0	-3,460.93	111,903.31	31,073.57
2022	MARCH	95,600.01	5,280.99	0	-3,026.43	97,854.57	16,791.29
2022	APRIL	98,630.99	5,313.40	-5,618.25	-2,949.78	95,376.36	18,250.98
2022	MAY	96,913.50	6,326.30	0	-3,097.19	100,142.61	22,080.80
2022	JUNE	119,936.26	5,303.56	-5.08	-3,757.04	121,477.70	35,999.23
2022	JULY	110,599.83	6,739.12	-9,715.04	-3,228.72	104,395.19	25,964.36
2022	AUGUST	115,315.14	8,057.78	0	-3,701.19	119,671.73	24,717.82
2022	SEPTEMBER	107,091.76	5,286.15	0	-3,371.34	109,006.57	20,853.84
2022	OCTOBER	97,831.00	6,146.73	-88,742.95	-457.04	14,777.74	17,684.55
2022	NOVEMBER	103,147.49	5,303.92	-3.61	-3,253.43	105,194.37	14,413.06
2022	DECEMBER	126,213.66	9,717.02	0.00	-4,077.92	131,852.76	19,582.54
2023	JANUARY	99,931.16	4,540.54	-5,737.80	-2,926.02	95,771.88	16,309.36
2023	FEBRUARY	92,450.77	7,723.06	0.00	-3,005.21	97,168.62	17,766.17
2023	MARCH	104,088.00	5,851.20	-5,308.44	-3,138.92	101,491.84	19,821.37
2023	APRIL	107,671.13	7,442.59	0.00	3,453.41	111,660.31	22,676.53
2023	MAY	99,774.64	10,985.95	-871.31	-3,296.68	106,592.60	15,819.03
2023	JUNE	116,964.50	17,405.68	-13.16	-4,030.71	130,326.31	34,107.82
2023	JULY	90,489.34	16,652.84	-196.52	-3,208.37	103,737.29	20,060.61
2023	AUGUST	106,653.66	11,652.42	-2.66	-3,549.10	114,754.32	20,898.64
2023	SEPTEMBER	94,484.67	11,064.11	-32.35	-3,165.49	102,350.94	17,374.97
2023	OCTOBER	89,704.24	15,907.81	-4.06	-3,168.24	102,439.75	19,912.75
2024	NOVEMBER	97,589.16	14,908.49	-4,550.34	-3,238.42	104,708.89	21,411.40
2024	DECEMBER	95,134.75	22,651.96	0.00	-3,533.60	114,253.11	12,711.15

2024	JANUARY	76,394.12	9,310.60	-986.54	-2,541.55	82,176.63	12,082.66
2024	FEBRUARY	103,146.31	11,657.40	-340.10	-3,433.91	111,029.70	31,303.95
2024	MARCH	101,023.80	7,990.16	-14.35	-3,269.99	105,729.62	18,011.46
2024	APRIL	89,290.02	9,800.04	-5.43	-2,972.54	96,112.09	16,984.55
2024	MAY	101,290.86	9,067.08	0.00	-3,310.74	107,047.20	25,940.79
2024	JUNE	95,653.49	6,662.89	-159.66	-3,064.70	99,092.02	25,619.52
2024	JULY	87,998.16	6,439.69	0.00	-2,833.14	91,604.71	14,076.87
2024	AUGUST	90,958.63	7,243.76	0.00	-2,946.07	95,256.32	15,569.72
2024	SEPTEMBER	105,512.30	13,132.88	-10,740.52	-3,237.14	104,667.52	21,204.49
2024	OCTOBER	84,153.55	8,735.27	-6,539.70	-2,590.47	83,758.65	16,601.42
2024	NOVEMBER	120,780.83	8,597.03	0.00	3,881.34	125,496.52	22,739.09
2024	DECEMBER	131,604.25	6,273.10	-150.29	-4,131.81	133,595.25	10,951.52
2025	JANUARY	118,540.78	9,103.41	-29.27	-3,828.45	123,786.47	28,771.09
2025	FEBRUARY	91,096.33	13,343.99	-120.66	-3,129.59	101,190.07	17,224.28
2025	MARCH	107,113.04	6,276.11	-84.48	-3,399.14	109,905.53	25,630.17
2025	APRIL	111,272.09	4,690.72	-35.09	-3,477.83	112,449.89	22,174.66
2025	MAY	108,480.84	6,417.81	-2,494.64	-3,372.12	109,031.89	21,232.57
2025	JUNE	119,302.16	8,638.86	0.00	-3,838.23	124,102.79	21,591.29
2025	JULY	117,119.04	13,505.71	-1,880.10	-3,862.34	124,882.31	30,178.66
2025	AUGUST	108,870.25	18,229.43	-6,115.52	-3,629.52	117,354.64	26,196.34
2025	SEPTEMBER	118,365.45	19,427.58	-36.76	-4,132.69	133,623.58	31,172.46
2025	OCTOBER	89,413.05	11,154.22	-70,328.85	-907.15	29,331.27	15,477.33
2025	NOVEMBER	125,474.24	5,095.16	-444.42	-3,903.75	126,221.23	35,912.04
	<b>TOTALS</b>			<b>-\$328,839.77</b>		<b>\$10,879,954.48</b>	

\*\*\* The Sales and Use Tax Column includes Motor Vehicle Sales Tax. The amount of Motor Vehicle Sales Tax is separately stated in the last column of this spreadsheet.

**RESOLUTION NUMBER 26-03**

RESOLUTION AUTHORIZING THE SALE OF MUNICIPAL PROPERTY

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF WAVERLY, NEBRASKA,  
as follows:

It is hereby resolved that the City of Waverly directs the sale of the following described property:

- 1. Stryker Ambulance Cot (Qty 1)

Such sale shall be conducted through an auction by sealed bids to the City Office on all items. Terms of the sale shall be cash purchase or certified check within seven (7) days of the auction.

The City reserves the right to reject any and all bids.

PASSED AND APPROVED THIS 27<sup>TH</sup> DAY OF JANUARY, 2026.

ATTEST:

\_\_\_\_\_  
Abbey L. Pascoe  
Mayor

\_\_\_\_\_  
Megan K. Frye  
City Clerk/Human Resources Assistant

(Seal)

1. Stryker Ambulance Cot



# Bid Sheet – City of Waverly Sale of Surplus Municipal Property

Sealed bids will be received at the City Office located at 14130 Lancashire St, Waverly, NE 68462. **All bids must be submitted by 12:00 p.m. on Friday, February 13, 2026** and bids will be opened at that time. Notification to winning bidders will be no later than noon, Monday, February 16, 2026.

All items listed for sale may be viewed in-person by appointment only. Items are “as-is” and will have no warranty.

Purchased items must be paid for and removed by 2:00pm Friday, February 20, 2026.

Contact Robin Hoffman, Fire Chief at 402-786-2312 or by email at [firechief@citywaverly.com](mailto:firechief@citywaverly.com)

Bid Item	Bid Amount	Name	Phone Number	Email Address
Stryker Ambulance Cot - Manual operated - Missing all patient restraint straps				

**\*\*The City of Waverly reserves the right to reject any and all bids.**

A meeting of the Mayor and City Council of the City of Waverly, Nebraska, was held at the Community Meeting Hall, 14130 Lancashire St in said City on the 27<sup>th</sup> day of January, 2026, at 6 o'clock P.M.

Present were: Mayor: \_\_\_\_\_ . Council Members: \_\_\_\_\_

Absent: \_\_\_\_\_ . Notice of the meeting was given in advance thereof by \_\_\_\_\_ , a designated method for giving notice as shown by the (Affidavit of Publication) (Certificate of Posting Notice) attached to these minutes. Notice of this meeting was given to the Mayor and all members of the Council and a copy of their acknowledgment of receipt of notice and the agenda is attached to the minutes. Availability of the agenda was communicated in the advance notice and in the notice to the Mayor and Council of this meeting. All proceedings hereafter shown were taken while the convened meeting was open to the attendance of the public. The Mayor publicly stated to all in attendance that a current copy of the Nebraska Open Meetings Act was available for review and indicated the location of such copy posted in the room where the meeting was being held. In accordance with Section 84-1412, R.R.S. Nebraska, the public was provided with an opportunity to speak at the meeting.

Council Member \_\_\_\_\_ introduced Ordinance No26-01 entitled:

AN ORDINANCE AUTHORIZING THE ISSUANCE OF PUBLIC SAFETY DEPARTMENT TAX ANTICIPATION BONDS, SERIES 2026, OF THE CITY OF WAVERLY, NEBRASKA, IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED THREE MILLION ONE HUNDRED FIFTY THOUSAND DOLLARS (\$3,150,000) ISSUED FOR THE PURPOSE OF PAYING THE COSTS OF CONSTRUCTING A FIRE STATION IN AND FOR THE CITY PURSUANT TO AN INTERLOCAL AGREEMENT WITH WAVERLY SUBURBAN FIRE PROTECTION DISTRICT; PRESCRIBING THE FORM OF SAID BONDS; PROVIDING FOR THE LEVY OF TAXES TO PAY SAID BONDS; PROVIDING FOR THE SALE OF THE BONDS; AUTHORIZING THE DELIVERY OF THE BONDS TO THE PURCHASER; PROVIDING FOR THE DISPOSITION OF THE BOND PROCEEDS AND ORDERING THE ORDINANCE PUBLISHED IN PAMPHLET FORM,

and moved that the statutory rule requiring reading on three different days be suspended. Council Member \_\_\_\_\_ seconded the motion to suspend the rule and upon roll call vote on the motion the following Council Members voted YEA: \_\_\_\_\_

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The following voted NAY: \_\_\_\_\_. The motion to suspend the rule was adopted by three-fourths of the Council and the statutory rule was declared suspended for consideration of said ordinance.

Said ordinance was then read by title and thereafter Council Member \_\_\_\_\_ moved for final passage of the ordinance, which motion was seconded by Council Member \_\_\_\_\_. The Mayor then stated the question was “Shall Ordinance No. \_\_\_\_\_ be passed and adopted?” Upon roll call vote, the following Council Members voted YEA:

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The following voted NAY: \_\_\_\_\_. The passage and adoption of said ordinance having been concurred in by not less than three-fourths of all members of the Council, the Mayor declared the ordinance adopted and the Mayor in the presence of the Council signed and approved the ordinance and the Clerk attested the passage and approval of the same and affixed said Clerk’s signature thereto and ordered the Ordinance to be published in pamphlet form as provided therein. A true, correct, and complete copy of said ordinance is as follows:

ORDINANCE NO. 26-01

AN ORDINANCE AUTHORIZING THE ISSUANCE OF PUBLIC SAFETY DEPARTMENT TAX ANTICIPATION BONDS, SERIES 2026, OF THE CITY OF WAVERLY, NEBRASKA, OF THE PRINCIPAL AMOUNT OF NOT TO EXCEED THREE MILLION ONE HUNDRED FIFTY THOUSAND DOLLARS (\$3,150,000) ISSUED FOR THE PURPOSE OF PAYING THE COSTS OF CONSTRUCTING A FIRE STATION IN AND FOR THE CITY PURSUANT TO AN INTERLOCAL AGREEMENT WITH WAVERLY SUBURBAN FIRE PROTECTION DISTRICT; PRESCRIBING THE FORM OF SAID BONDS; PROVIDING FOR THE LEVY OF TAXES TO PAY SAID BONDS; PROVIDING FOR THE SALE OF THE BONDS; AUTHORIZING THE DELIVERY OF THE BONDS TO THE PURCHASER; PROVIDING FOR THE DISPOSITION OF THE BOND PROCEEDS AND ORDERING THE ORDINANCE PUBLISHED IN PAMPHLET FORM.

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

Section 1. The Mayor and City Council of the City of Waverly, Nebraska hereby find and determine as follows:

(a) That it is necessary for the City to provide funds for the purpose of constructing a fire station in and for the City pursuant to an interlocal agreement with Waverly Suburban Fire Protection District and acquiring related public safety equipment to be used in connection with the public safety plan of the City; and

(b) That in order to pay the cost of such fire station and equipment, it is necessary and advisable for the City to issue its bonds in the principal amount of not to exceed \$3,150,000;

(c) That the taxable valuation of all taxable property within the City as most recently determined is \$581,765,999;

(d) That pursuant to Section 18-1201, R.R.S. Nebraska, the Mayor and City Council of the City of Waverly have provided and do hereby provide for the levy of a special tax, all as more specifically described in Section 6 hereof;

(e) That the City presently has no bonds outstanding issued pursuant to the provisions of Sections 18-1201 and 18-1202, R.R.S. Nebraska;

(f) That the total of principal and interest payable in any one year on the Bonds authorized by this ordinance is not more than the amount to be received by the City as a result of the special levy of taxes authorized hereby; and

(g) That all conditions, acts, and things required by law to exist or to be done precedent to the issuance of Public Safety Department Tax Anticipation Bonds, Series 2026, in the amount of not to exceed \$3,150,000 pursuant to Section 18-1201 and 18-1202, R.R.S. Nebraska, do exist and have been done as required by law.

Section 2. For the purposes as set out in Section 1 hereof, there shall be and there are hereby ordered issued Public Safety Department Tax Anticipation Bonds, Series 2026, dated the date of delivery, in the combined principal amount of not to exceed \$3,150,000 (the “Bonds”) with the Bonds to become due as set out in the Bond Purchase Agreement (the “Agreement”), *provided* that the Bonds mature in the principal amounts and bear interest at the rates per annum as shall be determined in the Agreement signed by the Mayor or the City Clerk (each, an “Authorized Officer”, and together, the “Authorized Officers”) on behalf of the City and which may be agreed to by D.A. Davidson & Co., which Agreement may also determine or modify the principal amount for each maturity of the Bonds, mandatory redemption provisions (if any), and pricing terms, all within the following limitations:

- (a) The aggregate principal amount of the Bonds shall not exceed \$3,150,000;
- (b) The true interest cost (TIC) of the Bonds shall not exceed 5.5%;
- (c) The underwriter’s discount shall not exceed 2.0%; and
- (d) The longest maturity of the Bonds shall not be longer than 20 years.

An Authorized Officer shall be authorized to enter into an Agreement within the above parameters without further action of the Mayor and Council, provided, however, that on and after July 31, 2026, the Authorized Officers shall have no authority without further action of the Mayor and Council of the City. The Bonds shall be issued in the denomination of \$5,000 or any integral multiple thereof and shall be numbered from 1 upwards in the order of their issuance. No Bond shall be issued originally or upon transfer or partial redemption having more than one principal maturity. The initial Bond numbering and principal amounts for each of the Bonds issued shall be as directed by the initial purchasers thereof. Interest on the Bonds shall be payable semiannually the dates agreed to in the Agreement. The interest due on each interest payment date shall be payable to the registered owners of record as of the close of business on the fifteenth day (whether or not a business day) of the calendar month immediately preceding the calendar month in which the interest payment date occurs (the “Record Date”), subject to the provisions of Section 3 hereof. Payment of interest due on the Bonds prior to maturity or redemption shall be made by the Paying Agent and Registrar, as designated pursuant to Section 3 hereof, by mailing a check in the amount due for such interest on each interest payment date to the registered owner of each Bond, as of the applicable Record Date, to such owner’s registered address as shown on the books of registration, as required to be maintained in Section 3 hereof. Payment of principal due at maturity or at any date fixed for redemption, together with any accrued interest then due, shall be made by said Paying Agent and Registrar to the registered owners upon presentation and surrender of the Bonds to said Paying Agent and Registrar. In the event that Bonds of this issue are held in the nominee name of a national clearinghouse or depository, payment of principal or interest shall be made by wire transfer of funds in accordance with any applicable regulations governing “Depository Eligible Securities”. The City and said Paying Agent and Registrar may treat the registered owner of any Bond as the absolute owner of such Bond for the purpose of making payments thereon and for all other purposes and neither the City nor said Paying Agent and Registrar shall be affected by any notice or knowledge to the contrary whether such Bond or any installment of interest due thereon shall be overdue or not. All payments on account of interest or principal made to the registered owner of any Bond shall be valid and effectual and shall be a discharge of the City and said Paying Agent and Registrar, in respect of the liability upon the Bonds or claims for interest to the extent of the sum or sums so paid. If any Bond is not paid upon presentation of the Bond at

maturity or any interest installment is not paid when due, the delinquent Bond or delinquent interest installment shall bear interest thereafter until paid at a rate equal to the rate assessed against delinquent taxes under Section 45-104.01 R.R.S. Nebraska, as now existing or as the same may be amended from time to time by the Nebraska Legislature.

Section 3. BOK Financial, N.A., Lincoln, Nebraska, is hereby designated as Paying Agent and Registrar for the Bonds, provided that the Mayor may, in his or her discretion, appoint the City Treasurer or some other bank with trust powers or trust company to serve as Paying Agent and Registrar under the terms of this Ordinance as may be determined from time to time. The Authorized Officers, or either of them, are authorized to sign an agreement with the Paying Agent as may be necessary from time to time to provide for such services. Said Paying Agent and Registrar shall keep and maintain for the City books for the registration and transfer of the Bonds at the office of the Paying Agent and Registrar. The names and registered addresses of the registered owner or owners of the Bonds shall at all times be recorded in such books. Any Bond may be transferred pursuant to its provisions at the office of the Paying Agent and Registrar upon surrender of such Bond for cancellation, accompanied by a written instrument of transfer, in form satisfactory to such Paying Agent and Registrar, duly executed by the registered owner in person or by such owner's duly authorized agent, and thereupon the Paying Agent and Registrar will register such transfer upon said registration books and deliver to the transferee registered owner or owners (or send by registered mail to the transferee owner or owners at such owner's or owners' risk and expense), registered in the name of such transferee owner or owners, a new Bond or Bonds of the same interest rate, aggregate principal amount and maturity. To the extent of the denominations authorized for the Bonds by this ordinance, one Bond may be transferred for several such Bonds of the same interest rate and maturity and for a like aggregate principal amount, and several such Bonds may be transferred for one or several such Bonds, respectively, of the same interest rate and maturity and for a like aggregate principal amount. In every case of transfer of a Bond, the surrendered Bond or Bonds shall be cancelled and destroyed. All Bonds issued upon transfer of the Bonds so surrendered shall be valid obligations of the City evidencing the same obligations as the Bonds surrendered and shall be entitled to all benefits and protection of this ordinance to the same extent as the Bonds upon transfer of which they were delivered. The City and the Paying Agent and Registrar shall not be required to transfer Bonds during any period from any Record Date until its immediately following interest payment date. In the event that payments of interest due on the Bonds on an interest payment date are not timely made, such interest shall cease to be payable to the registered owners as of the Record Date for such interest payment date and shall be payable to the registered owners of the Bonds as of a special date of record for payment of such defaulted interest as shall be designated by the Paying Agent and Registrar whenever monies for the purpose of paying such defaulted interest become available.

Section 4. The Bonds maturing on or after the fifth anniversary of the date of issue shall be subject to redemption, in whole or in part, prior to maturity at any time on or after the fifth anniversary of the date of issue, at par plus accrued interest on the principal amount redeemed to the date fixed for redemption. The City may select the Bonds to be redeemed for such optional redemption in its sole discretion. Bonds shall be redeemed only in the amount of \$5,000 or integral multiples thereof. Notice of redemption of any Bond called for redemption shall be given, at the direction of the Mayor and Council in the case of optional redemptions and without further direction in the case of mandatory redemptions, by the Paying Agent and Registrar by mail not

less than thirty (30) days prior to the date fixed for redemption, first class postage prepaid, sent to the registered owner of such Bond at said owner's registered address. Such notice shall designate the Bond or Bonds to be redeemed by number and maturity, the date of original issue, the date fixed for redemption and state that such Bond or Bonds are to be presented for prepayment at the office of the Paying Agent and Registrar. In case of any Bond partially redeemed, such notice shall specify the portion of the principal amount of such Bond to be redeemed. No defect in the mailing of notice for any Bond shall affect the sufficiency of the proceedings of the Mayor and Council designating the Bonds called for redemption or the effectiveness of such call for Bonds for which notice by mail has been properly given and the Mayor and Council shall have the right to further direct notice of redemption for any such Bond for which defective notice has been given.

Section 5. If the date for payment of the principal of or interest on the Bonds shall be a Saturday, Sunday, legal holiday or a day on which banking institutions in the City where the office of the Paying Agent and Registrar is located are authorized by law or executive order to close, then the date for such payment shall be the next succeeding day which is not a Saturday, Sunday, legal holiday or a day on which such banking institutions are authorized to close, and payment on such day shall have the same force and effect as if made on the nominal date of payment.

Section 6. The City agrees that it shall, pursuant to Section 18-1201, R.R.S. Nebraska, as amended, levy a special tax so long as the Bonds remain outstanding of not more than the levy authorized by said Section 18-1201 (currently 5 cents per \$100) upon the taxable value of all the taxable property within the City. The City further agrees that in each calendar year in which payments of principal and interest fall due on the Bonds, such tax shall be levied and collected in an amount of not less than 112% of the total amount of principal and interest payable on the Bonds in such calendar year. Said Bonds shall be secured solely by such tax and shall be payable solely out of the funds derived from such tax pursuant to the terms of Section 18-1201, R.R.S. Nebraska. On receipt of such taxes, the City Treasurer shall hold such tax in a separate fund for the purpose of paying or redeeming the Bonds. The City reserves the right to issue further bonds pursuant to Sections 18-1201 and 18-1202, R.R.S. Nebraska, which may be equally and ratably secured by such taxes with the Bonds of this issue.

Section 7. The Bonds shall be executed on behalf of the City by being signed by the Mayor and the City Clerk, both of which signatures may be facsimile signatures, and shall have the City seal impressed on each Bond. The City Clerk shall make and certify a transcript of proceedings had and done precedent to the issuance of said Bonds which shall be delivered to the purchaser of said Bonds. After being executed by the Mayor and City Clerk, said Bonds shall be delivered to the Treasurer of the City who shall be responsible therefor under his/her official bond and such Treasurer shall cause said Bonds to be registered in the office of the Auditor of Public Accounts. The Paying Agent and Registrar shall register each Bond in the name of its initial registered owner as designated by the initial purchaser. Each Bond shall be authenticated on behalf of the City by the Paying Agent and Registrar. The Bonds shall be issued initially as "book-entry only" bonds using the services of The Depository Trust Company (the "Depository"), with one typewritten Bond per maturity being issued to the Depository. In such connection said officers of the City are authorized to execute and deliver a letter of representations and inducement (the "Letter of Representations") in the form required by the Depository, for and on behalf of the City, which shall thereafter govern matters with respect to registration, transfer, payment, and redemption of

the Bonds. Upon issuance of the Bonds as “book-entry-only” bonds, the following provisions shall apply:

(a) The City and the Paying Agent and Registrar shall have no responsibility or obligation to any broker-dealer, bank or other financial institution for which the Depository holds Bonds as securities depository (each, a “Bond Participant”) or to any person who is an actual purchaser of a Bond from a Bond Participant while the Bonds are in book-entry form (each a “Beneficial Owner”) with respect to the following:

(i) the accuracy of the records of the Depository, any nominees of the Depository or any Bond Participant with respect to any ownership interest in the Bonds.

(ii) the delivery to any Bond Participant, any Beneficial Owner, or any other person, other than the Depository, of any notice with respect to the Bonds, including any notice of redemption, or

(iii) the payment to any Bond Participant, any Beneficial Owner, or any other person, other than the Depository, of any amount with respect to the Bonds. The Paying Agent and Registrar shall make payments with respect to the Bonds only to or upon the order of the Depository or its nominee, and all such payments shall be valid and effective fully to satisfy and discharge the obligations with respect to such Bonds to the extent of the sum or sums so paid. No person other than the Depository shall receive an authenticated Bond, except as provided in (e) below.

(b) Upon receipt by the Paying Agent and Registrar of written notice from the Depository to the effect that the Depository is unable to or unwilling to discharge its responsibilities, the Paying Agent and Registrar shall issue, transfer and exchange Bonds requested by the Depository in appropriate amounts. Whenever the Depository requests the Paying Agent and Registrar to do so, the Paying Agent and Registrar will cooperate with the Depository in taking appropriate action after reasonable notice (i) to arrange, with the prior written consent of the City, for a substitute depository willing and able upon reasonable and customary terms to maintain custody of the Bonds or (ii) to make available Bonds registered in whatever name or names the Beneficial Owners transferring or exchanging such Bonds shall designate.

(c) If the City determines that it is desirable that certificates representing the Bonds be delivered to the ultimate Beneficial Owners of the Bonds and so notifies the Paying Agent and Registrar in writing, the Paying Agent and Registrar shall so notify the Depository, whereupon the depository will notify the Bond Participants of the availability through the Depository of bond certificates representing the Bonds. In such event, the Paying Agent and Registrar shall issue, transfer and exchange bond certificates representing the Bonds as requested by the Depository in appropriate amounts and in authorized denominations.

(d) Notwithstanding any other provision of this Ordinance to the contrary, so long as any Bond is registered in the name of the Depository or any nominee thereof, all payments with

respect to such Bond and all notices with respect to such Bond shall be made and given, respectively, to the Depository as provided in the Letter of Representations.

(e) Registered ownership of the Bonds may be transferred on the books of registration maintained by the Paying Agent and Registrar, and the Bonds may be delivered in physical form to the following:

(i) any successor securities depository or its nominee:

(ii) any person, upon (A) the resignation of the Depository from its functions as depository or (B) termination of the use of the Depository pursuant to this Section and the terms of the Paying Agent and Registrar's Agreement.

(f) In the event of any partial redemption of a Bond unless and until such partially redeemed Bond has been replaced in accordance with the provisions of this Ordinance, the books and records of the Paying Agent and Registrar shall govern and establish the principal amount of such Bond as is then outstanding and all of the Bonds issued to the Depository or its nominee shall contain a legend to such effect.

If for any reason the Depository resigns and is not replaced or upon termination by the City of book-entry-only form, the City shall immediately provide a supply of bond certificates for issuance upon subsequent transfers or in the event of partial redemption. In the event that such supply of certificates shall be insufficient to meet the requirements of the Paying Agent and Registrar for issuance of replacement bond certificates upon transfer or partial redemption, the City agrees to order printed an additional supply of bond certificates and to direct their execution by manual or facsimile signature of its then duly qualified and acting officers. In case any officer whose signature or facsimile thereof shall appear on any Bond shall cease to be such officer before the delivery of such Bond (including any bond certificates delivered to the Paying Agent and Registrar for issuance upon transfer or partial redemption) such signature or such facsimile signature shall nevertheless be valid and sufficient for all purposes the same as if such officer or officers had remained in office until the delivery of such Bond. The Bonds shall not be valid and binding on the City until authenticated by the Paying Agent and Registrar. The Bonds shall be delivered to the Paying Agent and Registrar for registration and authentication.

Section 8. Said Bonds shall be in substantially the following form:

UNITED STATES OF AMERICA  
STATE OF NEBRASKA  
COUNTY OF LANCASTER  
CITY OF WAVERLY

PUBLIC SAFETY DEPARTMENT TAX  
ANTICIPATION BOND, SERIES 2026

No. \_\_\_\_\_

<u>Interest Rate</u> %	<u>Maturity Date</u>	<u>Date of Original Issue</u>	<u>CUSIP No.</u>
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Registered Owner: \_\_\_\_\_

Principal Amount: \_\_\_\_\_

KNOW ALL PERSONS BY THESE PRESENTS: That the City of Waverly, in the County of Lancaster, in the State of Nebraska, hereby acknowledges itself to owe and for value received promises to pay to the registered owner specified above the principal amount specified above in lawful money of the United States of America on the maturity date specified above, with interest thereon from date of original issue specified above or most recent interest payment date, whichever is later, to maturity at the rate per annum specified above. Said interest shall be payable semiannually on the \_\_\_\_\_ day of \_\_\_\_\_ and \_\_\_\_\_ in each year, starting \_\_\_\_\_, 2026. If this bond is not paid upon presentation at maturity or any interest installment hereon is not paid when due, the bond or interest installment shall bear interest thereafter until paid at a rate equal to the rate assessed against delinquent taxes under Section 45-104.01 R.R.S. Nebraska, as now existing or as the same may be amended from time to time by the Nebraska Legislature. The interest hereon due prior to maturity shall be paid on each interest payment date by the Paying Agent and Registrar for the City, by wire transfer (but only in accordance with the limited terms of the authorizing ordinance), check or draft mailed to the registered owner hereof, as of the close of business on the fifteenth day (whether or not a business day) immediately preceding the interest payment date, at such owner's registered address as it appears on the books of registration of the City. The principal of this bond and the interest due at maturity is payable on presentation and surrender to said Paying Agent and Registrar at the office of the Paying Agent in Lincoln, Nebraska, or the offices of any duly appointed successor Paying Agent and Registrar. Any interest not so timely paid shall cease to be payable to the person entitled thereto as of the record date such interest was payable and shall be payable to the person who is the registered owner of this bond (or of one or more predecessor bonds hereto) on such special record date for payment of such defaulted interest as shall be fixed by the Paying Agent and Registrar whenever monies for such purpose become available. For the prompt payment of this bond, principal and interest as the same become due, the full faith, credit, and resources of said City to the extent of the levy and collection of said special tax are hereby irrevocably pledged and said bonds are secured by such tax to be so assessed and levied.

This bond is one of an issue of fully registered bonds of the total principal amount of \$ \_\_\_\_\_, of like tenor herewith except as to denomination, date of maturity and rate of interest

issued by said City solely for the purpose of providing funds to construct a fire station acquire related public safety equipment in and for the City. The issuance of said bonds has been authorized by an ordinance duly passed by the Mayor and Council of said City, all in strict compliance with Sections 18-1201 and 18-1202, R.R.S. Nebraska.

The City, however, reserves the right and option of paying bonds of this issue maturing on or after \_\_\_\_\_, in whole or in part, on the fifth anniversary of the dated date hereof, or at any time thereafter, at the principal amount thereof plus accrued interest to the date fixed for redemption. Notice of any such redemption shall be given by mail, sent to the registered owner of any bond to be redeemed at said registered owner's address in the manner provided in the ordinance authorizing said bonds. Individual bonds may be redeemed in part but only in the amount of \$5,000 or integral multiples thereof. Any bond redeemed in part only shall be surrendered to the Paying Agent and Registrar in exchange for a new bond or bonds evidencing the unredeemed principal thereof.

This bond is transferable by the registered owner or such owner's attorney duly authorized in writing at the office of the Paying Agent and Registrar upon surrender and cancellation of this bond, and thereupon a new bond or bonds of the same aggregate principal amount, interest rate and maturity will be issued to the transferee as provided in the ordinance authorizing said issue of bonds, subject to the limitations therein prescribed. The City, its Paying Agent and Registrar and any other person may treat the person in whose name this bond is registered as the absolute owner hereof for the purpose of receiving payment hereof and for all purposes and shall not be affected by any notice to the contrary, whether this bond be overdue or not.

AS PROVIDED IN THE ORDINANCE REFERRED TO HEREIN, UNTIL THE TERMINATION OF THE SYSTEM OF BOOK-ENTRY-ONLY TRANSFERS THROUGH THE DEPOSITORY TRUST COMPANY, NEW YORK, NEW YORK (TOGETHER WITH ANY SUCCESSOR SECURITIES DEPOSITORY APPOINTED PURSUANT TO THE ORDINANCE, "DTC"), AND NOTWITHSTANDING ANY OTHER PROVISIONS OF THE ORDINANCE TO THE CONTRARY, A PORTION OF THE PRINCIPAL AMOUNT OF THIS BOND MAY BE PAID OR REDEEMED WITHOUT SURRENDER HEREOF TO THE PAYING AGENT AND REGISTRAR. DTC OR A NOMINEE, TRANSFEREE OR ASSIGNEE OF DTC OF THIS BOND MAY NOT RELY UPON THE PRINCIPAL AMOUNT INDICATED HEREON AS THE PRINCIPAL AMOUNT HEREOF OUTSTANDING AND UNPAID. THE PRINCIPAL AMOUNT HEREOF OUTSTANDING AND UNPAID SHALL FOR ALL PURPOSES BE THE AMOUNT DETERMINED IN THE MANNER PROVIDED IN THE ORDINANCE.

UNLESS THIS BOND IS PRESENTED BY AN AUTHORIZED OFFICER OF DTC (A) TO THE PAYING AGENT AND REGISTRAR FOR REGISTRATION OF TRANSFER OR EXCHANGE OR (B) TO THE PAYING AGENT AND REGISTRAR FOR PAYMENT OF PRINCIPAL, AND ANY BOND ISSUED IN REPLACEMENT HEREOF OR SUBSTITUTION HEREFOR IS REGISTERED IN THE NAME OF DTC AND ANY PAYMENT IS MADE TO DTC OR ITS NOMINEE, ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL BECAUSE ONLY THE REGISTERED OWNER HEREOF, DTC OR ITS NOMINEE, HAS AN INTEREST HEREIN.

This bond shall not be valid and binding on the City until authenticated by the Paying Agent and Registrar.

IT IS HEREBY CERTIFIED AND WARRANTED that all conditions, acts and things required by law to exist or to be done precedent to and in the issuance of this bond did exist, did happen and were done and performed in regular and due form and time as required by law, and that the indebtedness of said City, including this bond, does not exceed any limitations imposed by law. The City agrees that it shall, pursuant to Section 18-1201, R.R.S. Nebraska, levy a special tax, so long as this bond remains outstanding, of not more than the levy authorized by said Section 18-1201 upon the taxable value of all the taxable property within the City. The City further agrees that in each calendar year in which payments of principal and interest fall due on the bond, such tax shall be levied and collected in an amount of not less than 112% of the total amount of principal and interest payable on the bond and on any other bonds of the City issued pursuant to Sections 18-1201 and 18-1202, R.R.S. Nebraska, in such calendar year. This bond shall be secured by such tax and shall be payable out of the funds derived from such tax pursuant to the terms of Section 18-1202, R.R.S. Nebraska. On receipt of such taxes, the City Treasurer shall hold such taxes in a separate fund for the purpose of paying or redeeming the bond and said other bonds issued pursuant to said statutory sections, equally and ratably.

IN WITNESS WHEREOF, the Mayor and Council of the City of Waverly, Nebraska, have caused this bond to be executed on behalf of the City by being signed by the Mayor and Clerk of the City, both of which signatures may be facsimile signatures, and by causing the official seal of the City to be affixed hereto all as of the date of original issue shown above.

CITY OF WAVERLY, NEBRASKA

By: \_\_\_\_\_ (Do not sign)  
Mayor

ATTEST:

\_\_\_\_\_  
(Do not sign)  
City Clerk

(S E A L)

CERTIFICATE OF AUTHENTICATION

This bond is one of the bonds authorized by an ordinance passed and approved by the Mayor and City Council of the City of Waverly, as described in said bonds.

BOK Financial, N.A., Paying Agent and  
Registrar

By:

\_\_\_\_\_

Authorized Officer

(FORM OF ASSIGNMENT)

For value received \_\_\_\_\_ hereby sells, assigns and transfers unto \_\_\_\_\_ the within bond and hereby irrevocably constitutes and appoints \_\_\_\_\_, Attorney, to transfer the same on the books of registration in the office of the within mentioned Paying Agent and Registrar with full power of substitution in the premises.

Date: \_\_\_\_\_

\_\_\_\_\_

Registered Owner

SIGNATURE GUARANTEED

By: \_\_\_\_\_

\_\_\_\_\_

Authorized Officer

Note: The signature(s) of this assignment MUST CORRESPOND with the name as written on the face of the within bond in every particular without alteration, enlargement, or any change whatsoever, and must be guaranteed by a commercial bank or a trust company or by a firm having membership on the New York, Midwest, or other stock exchange.

Section 9. The Bonds are hereby sold to D.A. Davidson & Co. (the "Initial Purchaser") upon the terms set forth in the Agreement approved by an Authorized Officer and the City Treasurer is authorized to deliver the Bonds to the Initial Purchaser upon receipt of the purchase price for the Bonds as set forth in the Agreement plus accrued interest to date of payment. The Bonds are sold to the Initial Purchaser subject to the opinion of Rembolt Ludtke LLP, as Initial Purchaser's bond counsel that the Bonds are lawfully issued; that the Bonds constitute a valid obligation of the City; and that under existing laws and regulations the interest on the Bonds is exempt from both Nebraska state and federal income taxes. Such purchaser and its agents, representatives and counsel (including Initial Purchaser's bond counsel) are hereby authorized to take such actions on behalf of the City as are necessary to effectuate the closing of the issuance and sale of the Bonds, including, without limitation, authorizing the release of the Bonds by the Depository (as defined herein) at closing. The proceeds of the Bonds shall be applied upon receipt for the purposes described in Section 1 hereof. The City may also pay costs of issuance from the proceeds of the Bonds.

Section 10. The City Council hereby authorizes the Mayor and City Clerk, or either of them, to approve and declare final on behalf of the City the preliminary Official Statement prepared with respect to the Bonds and hereby authorizes the Mayor and Clerk or either of them to approve and deliver on behalf of the City a final Official Statement relating to and describing the Bonds.

The officers of the City are further authorized to take any and all actions deemed necessary by them in connection with the carrying out and performance of the terms of this Ordinance.

Section 11. In accordance with the requirements of Rule 15c2-12 of the Securities Exchange Act of 1934 (the “Rule”) promulgated by the Securities and Exchange Commission, the City, being the only “obligated persons” with respect to the Bonds, agrees that it will provide the following continuing disclosure information to the Municipal Securities Rulemaking Board (the “MSRB”) in an electronic format as prescribed by the MSRB for the Bonds:

- (a) at least annually not later than nine months after the end of the City’s fiscal year, financial information or operating data for the City which is customarily prepared by the City and is publicly available, including the City’s audited financial statements and information of the type included in the final official statement under the heading “Financial Statement”;
- (b) in a timely manner not in excess of ten business days after the occurrence of the event, notice of the occurrence of any of the following events with respect to the Bonds:
  - (1) principal and interest payment delinquencies;
  - (2) non-payment related defaults, if material;
  - (3) unscheduled draws on debt service reserves reflecting financial difficulties;
  - (4) unscheduled draws on credit enhancements reflecting financial difficulties;
  - (5) substitution of credit or liquidity providers, or their failure to perform;
  - (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds;
  - (7) modifications to rights of the holders of the Bonds, if material;
  - (8) Bond calls, if material, and tender offers;
  - (9) defeasances;
  - (10) release, substitution, or sale of property securing repayment of the Bonds, if material;
  - (11) rating changes;
  - (12) bankruptcy, insolvency, receivership or similar events of the City (this event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the City in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the City, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental

authority having supervision or jurisdiction over substantially all of the assets or business of the City);

- (13) the consummation of a merger, consolidation, or acquisition involving the City or the sale of all or substantially all of the assets of the City, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material;
- (14) appointment of a successor or additional trustee or the change of name of a trustee, if material;
- (15) incurrence of a financial obligation of the obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the obligated person, any of which affect security holders, if material; and
- (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation of the obligated person, any of which reflect financial difficulties.

For purposes subparagraph (15) above, a “financial obligation” means a (a) debt obligation; (b) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (c) guarantee of a debt obligation or any such derivative instrument; provided that “financial obligation” shall not include municipal securities as to which a final official statement (as defined in the Rule) has been provided to the MSRB consistent with the Rule.

The City has not undertaken to provide notice of the occurrence of any other event, except the events listed above. The City agrees that all documents provided to the MSRB under the terms of this continuing disclosure undertaking shall be in such electronic format and accompanied by such identifying information as shall be prescribed by the MSRB. The City reserves the right to modify from time to time the specific types of information provided or the format of the presentation of such information or the accounting methods in accordance with which such information is presented, to the extent necessary or appropriate in the judgment of the City, consistent with the Rule. The City agrees that such covenants are for the benefit of the registered owners of the applicable series of the Bonds (including Beneficial Owners) and that such covenants may be enforced by any registered owner or Beneficial Owner, provided that any such right to enforcement shall be limited to specific enforcement of such undertaking and any failure shall not constitute an event of default under this Ordinance. The continuing disclosure obligations of the City with regard to a series of the Bonds, as described above, shall cease when none of the Bonds of such series remain outstanding.

Section 12. The City hereby covenants to the purchasers and holders of the Bonds hereby authorized that it will make no use of the proceeds of said Bond issue, including monies held in any sinking fund for the payment of said Bond, which would cause said Bond to be an arbitrage bond within the meaning of Sections 103(b) and 148 of the Internal Revenue Code of 1986, as amended (the “Code”) and further covenants to comply with said Sections 103 and 148 and all applicable regulations thereunder throughout the term of said Bond issue, including payment and

reporting of rebate amounts as and to the extent required by law and applicable regulations. The City hereby covenants and agrees to take all actions necessary under the Code to maintain the tax-exempt status of interest payable on the Bonds with respect to taxpayers generally but not including insurance companies. The City hereby designates the Bonds as its “qualified tax-exempt obligations” pursuant to Section 265(b)(3)(B)(i)(III) of the Code and covenants and warrants that it does not anticipate issuing tax-exempt obligations in the calendar year in which the Bonds are issued in an amount in excess of \$10,000,000.

Section 13. In order to promote compliance with certain federal tax and securities laws relating to the Bonds herein authorized (as well as other outstanding bonds) the City has previously adopted a Post-Issuance Compliance Policy and Procedures which remain in full force and effect and are applicable to the Bonds.

Section 14. This ordinance shall be published and take effect as provided by law.

PASSED AND APPROVED this \_\_\_\_\_ day of January, 2026.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

(S E A L)

I, the undersigned, City Clerk for the City of Waverly, Nebraska, hereby certify that the foregoing is a true and correct copy of proceedings had and done by the Mayor and City Council on January \_\_\_\_, 2026; that all of the subjects included in the foregoing proceedings were contained in the agenda for the meeting, kept continually current and readily available for public inspection at the office of the City Clerk; that such subjects were contained in said agenda for at least twenty-four hours prior to said meeting; that such agenda items were sufficiently descriptive to give the public reasonable notice of the matters to be considered at the meeting; that at least one copy of all reproducible material discussed at the meeting was available at the meeting for examination and copying by members of the public; that the said minutes from which the foregoing proceedings have been extracted were in written form and available for public inspection within ten working days and prior to the next convened meeting of said body; that all news media requesting notification concerning meetings of said body were provided advance notification of the time and place of said meeting and the subjects to be discussed at said meeting; and that a current copy of the Nebraska Open Meetings Act was available and accessible to members of the public, posted during such meeting in the room in which such meeting was held.

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City Clerk

(SEAL)



**AGREEMENT  
BETWEEN CLIENT AND JEO CONSULTING GROUP, INC.  
FOR  
PROFESSIONAL SERVICES**

THIS IS AN AGREEMENT effective as \_\_\_\_\_ (“Effective Date”) between City of Waverly, NE & Waverly Suburban Fire District (“Client”) and JEO Consulting Group, Inc. (“JEO”).

Client’s project, of which JEO’s services under this Agreement are a part, is generally identified as follows:

Waverly Fire Station Design and Bidding (“Project”).

JEO Project Number: 181924.01

Client and JEO further agree as follows:

**ARTICLE 1 - SERVICES OF JEO**

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**1.01 Scope**

- A. JEO shall provide, or cause to be provided, the services set forth in Exhibit A.

**ARTICLE 2 - CLIENT’S RESPONSIBILITIES**

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**2.01 Client Responsibilities**

- A. Client responsibilities are outlined in Exhibit A and Section 3 of Exhibit B.

**ARTICLE 3 - COMPENSATION**

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**3.01 Compensation**

- A. Client shall pay JEO as set forth in Exhibit A and per the terms in Exhibit B.
- B. The Standard Hourly Rates Schedule shall be adjusted annually (as of approximately January 1st) to reflect equitable changes in the compensation payable to JEO. The current hourly rate schedule can be provided upon request.

**ARTICLE 4 - EXHIBITS AND SPECIAL PROVISIONS**

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**4.01 Exhibits**

Exhibit A – Scope of Services  
Exhibit B – General Conditions

**4.02 Total Agreement**

A. This Agreement (consisting of pages 1 to 2 inclusive, together with the Exhibits identified as included above) constitutes the entire agreement between Client and JEO and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

Client: City of Waverly, NE

Client: Waverly Suburban Fire District

\_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date Signed: \_\_\_\_\_

Date Signed: \_\_\_\_\_

JEO Consulting Group, Inc.

  
\_\_\_\_\_

By: Corey E. Brodersen

Title: JEO Department Leader

Date Signed: 01-20-2026



## Scope of Services (SOS) Waverly Suburban Fire Station Waverly, NE

### THE PROJECT:

Your project consists of Schematic Design, Design Development, Construction Documents and Bidding services for a new fire station to be located on approximately 2.5-acre site directly northeast of the intersection at North 135<sup>th</sup> Street and Amberly Road. It is anticipated that the new building design will be a combination of conventional steel post and beam construction in conjunction with a Pre-Engineered Metal Building (PEMB) structure. It is expected that the building footprint will be approximately 90' x 235' or approximately 21,150 square feet with an upper level at approximately 5,360 square feet. The following spaces have been programmed into the new building design:

- Apparatus bays
- Meeting Room
- Dayroom
- Kitchen
- Exercise Area
- Offices
- Gear/Locker Area
- ADA Compliant Restroom
- Storage Area(s)
- Upper-Level Mezzanine
- Storm Shelter
- Training Tower
- Building Generator

This proposal is based on an initial estimated construction cost of approximately \$7,000,000.

### SCOPE OF SERVICES:

In general, JEO's scope of services include the following design services: Survey, Architectural, Structural, Mechanical, Electrical, Security/AV/Telecommunications, and Civil design. JEO along with retained sub-consultants will provide design services based on the following 5 project phases:

1. Schematic Design Phase (SD):
  - a. JEO shall provide Schematic Design services based on the initial Programming and Preliminary Design.
  - b. The Schematic Design documents shall further refine the Preliminary Design established in the previous work completed by JEO. This includes further development and refinement of the site design, building layout, spatial relationships, circulation patterns, and overall design aesthetic.
  - c. JEO will prepare Schematic Design drawings that illustrate the overall design intent, including:
    - i. Further development of the site design including grading concepts.
    - ii. Further development of the building floor plans including dimensions.
    - iii. Building elevations further illustrating the exterior appearance and building materials.

- iv. Building sections demonstrating vertical relationships and key building systems.
      - v. Key building details as necessary to convey design intent.
    - d. Administrative Final Plat - JEO will create a final plat combining Lots 2 and 3, Block 2, Watermark Addition, City of Waverly, Lancaster County, Nebraska. JEO will set the missing property pins for the new subdivision and prepare a final plat. City will be responsible for the final plat signatures, beyond the Professional Land Surveyor's signature block, and the release of easements as part of the administrative lot combination.
- 2. Design Development Phase (DD):
  - a. JEO shall provide Design Development documents based on the approved Schematic Design documents.
  - b. The Design Development documents shall identify major materials and systems and establish in general their quality levels. During this phase, the design team will develop the design into more detailed, executable plans while integrating structural, mechanical, electrical, and plumbing (MEP) systems, and other technical elements.
  - c. JEO will begin development of material specifications that describe the quality of finishes, construction techniques, and systems required for the project.
- 3. Construction Documents Phase (CD):
  - a. JEO shall provide Construction Documents based on the approved Design Development documents. The Construction Documents will consist of drawings and specifications setting forth in detail the requirements for the construction of the project.
    - i. Drawings as determined by the architect based on the complexity of the project may include:
      - 1. Floor plans (including civil, structural, mechanical, and electrical design)
      - 2. Elevations
      - 3. Sections
      - 4. Details/Schedules
    - ii. Project manual (specification) which will include:
      - 1. General, Supplementary and other conditions
      - 2. Non-technical specifications
      - 3. Technical specifications
      - 4. Bidding requirements
  - b. During the development of the Construction Documents, JEO shall assist the Owner in the development and preparation of:
    - i. Bidding and procurement information which describes the time, place and conditions of bidding
    - ii. Bidding or proposal forms
    - iii. Form of agreement between the Owner and the Contractor
    - iv. The Conditions of the Contract for Construction (General, Supplementary and other Conditions)
  - c. JEO shall submit final Construction Documents to Fire Marshal for review.
  - d. Upon completion of the Construction Document phase, JEO shall provide a final opinion of construction cost.

- e. Deliverables: Upon completion of the Construction Documents phase, JEO will provide to the Owner completed plans and specifications (contract/construction documents) from which the Owner will be able to solicit competitive contractor bids.
  - f. For this phase of the project JEO has included 2 site visit/meeting to review the Construction Documents with the Owner prior to bidding the project.
4. Bidding and Negotiation Phase (BN): JEO shall provide Bidding services as follows:
- a. JEO will assist the Owner in obtaining competitive bids for construction of the project defined above.
  - b. JEO will assist in answering Contractor questions and will issue any addenda prior to the bid date.
  - c. JEO will provide construction documents (plans and specifications) to prospective bidders/contractors and suppliers.
  - d. JEO will assist in the opening of Contractor bids.
  - e. JEO will provide a review of received bids and will provide the Owner with a recommendation for award of the contract.
  - f. JEO will assist in awarding and preparing the contracts for construction.
  - g. JEO will participate in a pre-bid meeting.
  - h. For this phase of the project JEO has included 2 site visits: 1 site visit for the pre-bid meeting and 1 site visit for the opening of bids.
5. Construction Administration Phase (CA): Construction Administration services are not included in this scope of work. CA services will be added and negotiated as an additional lump sum fee or completed hourly after the project is bid out to General Contractors.

**TERMS AND CONDITIONS:**

**Fees:**

- 1. JEO proposes to provide the services defined above for a **lump-sum fee of \$497,000.00.**  
This fee shall be broken down as follows:
  - a. Schematic Design Phase (SD): \$65,800.00
  - b. Design Development Phase (DD): \$137,200.00
  - c. Construction Documents Phase (CD): \$269,500.00
  - d. Bidding or Negotiation Phase (BN): \$24,500.00Total: \$497,000.00
- 2. Construction Administration Services: Not Included in Contract

**Reimbursable Expenses:**

- 1. JEO includes most typical reimbursable expenses in the lump sum fees.
- 2. Examples of reimbursable expenses that will be reimbursed to JEO are as defined below:
  - a. Permitting/review fees.
  - b. Cost of reproduction of Contract Documents for Bidding and Construction.
- 3. Reimbursable expenses will be billed monthly.

**Additional Services:**

- 1. For other Additional Services requested and as defined herein, work shall be completed based on standard hourly rates.
- 2. Standard hourly rates may be adjusted in accordance with annual rate increases for the upcoming year(s).

# JEO CONSULTING GROUP INC ■ JEO ARCHITECTURE INC

## GENERAL CONDITIONS

**1. SCOPE OF SERVICES:** JEO Consulting Group, Inc. ("JEO") shall perform the services described in Exhibit A. JEO shall invoice the client for these services at the fee stated in Exhibit A.

**2. ADDITIONAL SERVICES:** JEO can perform work beyond the scope of services, as additional services, for a negotiated fee or at fee schedule rates.

**3. CLIENT RESPONSIBILITIES:** The client shall provide all criteria and full information as to the client's requirements for the project; designate and identify in writing a person to act with authority on the client's behalf in respect to all aspects of the project; examine and respond promptly to JEO's submissions; and give prompt written notice to JEO whenever the client observes or otherwise becomes aware of any defect in work.

Unless otherwise agreed, the client shall furnish JEO with right-of-access to the site in order to conduct the scope of services. Unless otherwise agreed, the client shall also secure all necessary permits, approvals, licenses, consents, and property descriptions necessary to the performance of the services hereunder. While JEO shall take reasonable precautions to minimize damage to the property, it is understood by the client that in the normal course of work some damage may occur, the restoration of which is not a part of this agreement.

Client is responsible for paying the sales tax/fees on services provided, if sales tax/fees are required by the jurisdiction of the project. This amount may not be included in the fee for the project.

**4. TIMES FOR RENDERING SERVICES:** JEO's services and compensation under this agreement have been agreed to in anticipation of the orderly and continuous progress of the project through completion. Unless specific periods of time or specific dates for providing services are specified in the scope of services, JEO's obligation to render services hereunder shall be for a period which may reasonably be required for the completion of said services.

If specific periods of time for rendering services are set forth or specific dates by which services are to be completed are provided, and if such periods of time or date are changed through no fault of JEO, the rates and amounts of compensation provided for herein shall be subject to equitable adjustment. If the client has

requested changes in the scope, extent, or character of the project, the time of performance of JEO's services shall be adjusted equitably.

**5. INVOICES:** JEO shall submit invoices to the client monthly for services provided to date and a final bill upon completion of services. Invoices are due and payable within 30 days of receipt. Invoices are considered past due after 30 days. Client agrees to pay a finance charge on past due invoices at the rate of 1.0% per month, or the maximum rate of interest permitted by law.

If the client fails to make any payment due to JEO for services and expenses within 30 days after receipt of JEO's statement, JEO may, after giving 7 days' written notice to the client, suspend services to the client under this agreement until JEO has been paid in full all amounts due for services, expenses, and charges.

**6. STANDARD OF CARE:** The standard of care for all services performed or furnished by JEO under the agreement shall be the care and skill ordinarily used by members of JEO's profession practicing under similar circumstances at the same time and in the same locality. JEO makes no warranties, express or implied, under this agreement or otherwise, in connection with JEO's services.

JEO shall be responsible for the technical accuracy of its services and documents resulting therefrom, and the client shall not be responsible for discovering deficiencies therein. JEO shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in client furnished information.

**7. REUSE OF DOCUMENTS:** Reuse of any materials (including in part plans, specifications, drawings, reports, designs, computations, computer programs, data, estimates, surveys, other work items, etc.) by the client on a future extension of this project, or any other project without JEO's written authorization shall be at the client's risk and the client agrees to indemnify and hold harmless JEO from all claims, damages, and expenses including attorney's fees arising out of such unauthorized use.

**8. ELECTRONIC FILES:** Copies of Documents that may be relied upon by the client are limited to the printed copies (also known as hard copies) that are signed or sealed by JEO. Files in electronic media format of text,

# JEO CONSULTING GROUP INC ■ JEO ARCHITECTURE INC

## GENERAL CONDITIONS

data, graphics, or of other types that are furnished by JEO to the client are only for convenience of the client. Any conclusion or information obtained or derived from such electronic files shall be at the user's sole risk.

a. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the party receiving electronic files agrees that it shall perform acceptance tests or procedures within 30 days, after which the receiving party shall be deemed to have accepted the data thus transferred. Any errors detected within the 30 day acceptance period shall be corrected by the party delivering the electronic files. JEO shall not be responsible to maintain documents stored in electronic media format after acceptance by the client.

b. When transferring documents in electronic media format, JEO makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by JEO at the beginning of the project.

c. The client may make and retain copies of documents for information and reference in connection with use on the project by the client.

d. If there is a discrepancy between the electronic files and the hard copies, the hard copies govern.

e. Any verification or adaptation of the documents by JEO for extensions of the project or for any other project shall entitle JEO to further compensation at rates to be agreed upon by the client and JEO.

**9. SUBCONSULTANTS:** JEO may employ consultants as JEO deems necessary to assist in the performance of the services. JEO shall not be required to employ any consultant unacceptable to JEO.

**10. INDEMNIFICATION:** To the fullest extent permitted by law, JEO and the client shall indemnify and hold each other harmless and their respective officers, directors, partners, employees, and consultants from and against any and all claims, losses, damages, and expenses (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) to the extent such claims, losses, damages, or expenses are caused by the indemnifying parties' negligent acts, errors, or omissions. In the event claims, losses, damages, or expenses are caused by the joint or concurrent

negligence of JEO and the client, they shall be borne by each party in proportion to its negligence.

**11. INSURANCE:** JEO shall procure and maintain the following insurance with limits not less than shown during the performance of services under this agreement:

a. Workers' Compensation: Statutory

b. Employer's Liability

i. Each Accident: \$500,000

ii. Disease, Policy Limit: \$500,000

iii. Disease, Each Employee: \$500,000

c. General Liability

i. Each Occurrence (Bodily Injury and Property Damage): \$1,000,000

ii. General Aggregate: \$2,000,000

d. Auto Liability

i. Combined Single: \$1,000,000

e. Excess or Umbrella Liability

i. Each Occurrence: \$1,000,000

ii. General Aggregate: \$1,000,000

f. Professional Liability:

i. Each Occurrence: \$1,000,000

ii. General Aggregate: \$2,000,000

g. All policies of property insurance shall contain provisions to the effect that JEO and JEO's consultants' interests are covered and that in the event of payment of any loss or damage the insurers shall have no rights of recovery against any of the insureds or additional insureds thereunder.

h. For projects with construction services, the client shall require the contractor to purchase and maintain general liability and other insurance as specified in the Contract Documents and to cause JEO and JEO's consultants to be listed as additional insured with respect to such liability and other insurance purchased and maintained by the contractor for the project.

i. The client shall reimburse JEO for any additional limits or coverages that the client requires for the project.

**12. TERMINATION:** This agreement may be terminated by either party upon 7 days prior written notice. In the event of termination, JEO shall be compensated by client for all services performed up to and including the termination date. The effective date of termination may be set up to thirty (30) days later than otherwise provided to allow JEO to demobilize personnel and equipment from the site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble project materials in orderly files.

## JEO CONSULTING GROUP INC ■ JEO ARCHITECTURE INC

### GENERAL CONDITIONS

**13. GOVERNING LAW:** This agreement is to be governed by the law of the state in which the project is located.

**14. SUCCESSORS, ASSIGNS, AND BENEFICIARIES:** The client and JEO each is hereby bound and the partners, successors, executors, administrators and legal representatives of the client and JEO are hereby bound to the other party to this agreement and to the partners, successors, executors, administrators and legal representatives (and said assigns) of such other party, with respect to all covenants, agreements and obligations of this agreement.

a. Neither the client nor JEO may assign, sublet, or transfer any rights under or interest (including, but without limitation, monies that are due or may become due) in this agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment shall release or discharge the assignor from any duty or responsibility under this agreement.

b. Unless expressly provided otherwise in this agreement: Nothing in this agreement shall be construed to create, impose, or give rise to any duty owed by the client or JEO to any contractor, contractor's subcontractor, supplier, other individual or entity, or to any surety for or employee of any of them.

c. All duties and responsibilities undertaken pursuant to this agreement shall be for the sole and exclusive benefit of the client and JEO and not for the benefit of any other party.

**15. PRECEDENCE:** These standards, terms, and conditions shall take precedence over any inconsistent or contradictory language contained in any proposal, contract, purchase order, requisition, notice to proceed, or like document regarding JEO's services.

**16. SEVERABILITY:** Any provision or part of the agreement held to be void or unenforceable shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the client and JEO, who agree that the agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

**17. NON-DISCRIMINATION CLAUSE:** Pursuant to Neb. Rev. Stat. § 73-102, the parties declare, promise, and warrant that they have and will continue to comply fully with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C.A § 1985, et seq.) and the Nebraska Fair Employment Practice Act, Neb. Rev. Stat. § 48-1101, et seq., in that there shall be no discrimination against any employee who is employed in the performance of this agreement, or against any applicant for such employment, because of age, color, national origin, race, religion, creed, disability or sex.

**18. E-VERIFY:** JEO shall register with and use the E-Verify Program, or an equivalent federal program designated by the United States Department of Homeland Security or other federal agency authorized to verify the work eligibility status of a newly hired employee pursuant to the Immigration Reform and Control Act of 1986, to determine the work eligibility status of new employees physically performing services within the state where the work shall be performed. Engineer shall require the same of each consultant.

**19. WAIVER OF CONSEQUENTIAL DAMAGES:** Client and JEO expressly waive any and all claims for consequential damages for the Project including, but not limited to, loss of use, profits, business, reputation, financing, rental expenses, loss of income, and overhead.

**20. DISPUTE RESOLUTION:** In the event of any dispute between the Parties related to the Project, the Parties agree to first negotiate in good faith toward a resolution with participation by representatives of each Party holding sufficient authority to resolve the dispute. If such dispute cannot be resolved within fifteen (15) business days, before any action or litigation is initiated other than as required to secure lien rights, the dispute shall be submitted to mediation using a mediator mutually selected by the Parties. Such mediation shall be completed within forty-five (45) days of either the Party's written demand, with each Party to bear its share of the mediation fees and its own respective costs.

# Cost Proposal

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>1. Project Scope Review</b>										
a. Meet with City Public Works Department to ensure the proposed scope of work addresses all project needs.	4	4								
<b>2. Engineering and Land Surveying</b>										
a. Perform a complete topographic survey of the site.								30	30	
b. Locate all known utilities.								8	8	
c. Perform a legal survey to establish the existing right of way.							8		8	
<b>3. Roadway Alignments (horizontal and vertical)</b>										
a. Establish a horizontal alignment that meets all constraints and conforms to current design standards.			2		8					
b. Establish a vertical alignment to ensure project remains within existing right of way, matches existing elevations and grades at key points and conforms to current design standards.			2		8					
<b>4. Pavement geometrics, design, and pavement thickness analysis</b>										
a. Provide detailed geometric sheets for all paved intersections and bridge approaches.						4				
b. Determine appropriate pavement thickness and type to ensure Canongate Road is a long-lasting low maintenance road for the City of Waverly for the next 25 years.		8	8							
<b>5. Earthwork Quantities</b>										
a. Utilizing Open Roads Designer, model the new Canongate Road to provide an accurate summary of earthwork required to construct the road.			16	8	16	8				
<b>6. Subgrade and Geotechnical Design</b>										
a. Determine an appropriate subgrade treatment and subbase.		8								
<b>7. Drainage Design</b>										
a. Hydraulically analyze and size all roadway culverts to be replaced.			4	4		2				
b. Hydraulically analyze and size all driveway culverts to be replaced.				2		2				
<b>8. Erosion Control</b>										
a. Design temporary erosion control measures to maintain compliance with NDEQ SWPPP requirements.		1		4		4				
b. Design permanent erosion control measures to establish a permanent vegetation cover on the project site.		2			4	4				
<b>9. ADA compliance</b>										
a. Design any connecting curb ramps to comply with ADA requirements.			8		4					
<b>10. Guardrail Layout</b>										
a. Coordinate with Lancaster County to determine if any grading and paving widening will be required for the bridge work on the Canongate Road Bridge.		4	8			2				
b. Design new approach guardrail to the Canongate Road Bridge if necessary.			8			4				

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>11. Pavement Markings and Signage</b>										
a. Design temporary traffic control plans and signage				4		8				
b. Design permanent pavement markings			2	2		4				
c. Design permanent traffic control measures and signage			2	2		2				
<b>12. Cost Estimates</b>										
a. Cost estimate at the 30% phase	2	6	6							
b. Cost estimate at the 90% phase		3	3							
c. Cost estimate prior to the bid letting										
<b>13. Utility Coordination</b>										
a. Submit 30% plans to utilities to identify any conflicts.		4								
b. Submit 90% plans to utilities to make sure conflicts are resolved if possible.										2
<b>14. Quantity Calculations</b>										
a. Provide preliminary quantity calculations for 30% plans			8		8					
b. Update and finalize quantity calculations for 90% and final plans.			4		4					
<b>15. Construction and Traffic Phasing</b>										
a. Determine appropriate construction phasing and ensure it is included in the plans and specifications.		2	4		8					
<b>16. Construction Staking</b>										
a. Provide construction staking for the contractor:										
i. Earthwork										
ii. Pavement										
iii. Traffic control measures (temp and perm)										
iv. Existing right of way										
v. Geometrics										
<b>17. Final Plan, Specifications and Bid Documents</b>										
a. Submit final plans, specifications and bid documents to the City one month prior to bid letting.		10	10							
b. Assist the City with the bid letting process by distributing plans and specifications to contractors.		4								6
c. Attend the bid letting, analyze the bids and make a recommendation to the City on award of the contract.		6								
<b>18. Public Involvement</b>										
a. Develop mailers to send to adjacent landowners explaining the project and project timing.		4								4
b. Attend one open house at a location determined by the City		4	4							
i. Provide handouts										2
ii. Provide one large mosaic					4					

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>19. Project Management Services</b>										
a. Provide project management during the design phase	4	40								
b. Provide project management during the construction phase (TBD after letting)										
<b>20. Provide Project Schedule</b>										
a. Submit preliminary schedule at scoping meeting		6								
b. Update schedule at 30% submittal		2								
c. Provide final schedule at 90% submittal		2								
<b>Total Hours</b>	<b>10</b>	<b>120</b>	<b>99</b>	<b>26</b>	<b>64</b>	<b>44</b>	<b>8</b>	<b>38</b>	<b>46</b>	<b>16</b>
<b>Rate</b>	\$290.00	\$205.00	\$135.00	\$117.00	\$117.00	\$87.00	\$160.00	\$117.00	\$75.00	\$75.00
<b>Total</b>	\$2,900.00	24,600.00	\$13,365.00	\$3,042.00	\$7,488.00	\$3,828.00	\$1,280.00	\$4,446.00	\$3,450.00	\$1,200.00
<b>Total Estimated Fee</b>	<b>\$65,599.00</b>									



**City of Waverly**  
*Canongate Road Roadway Design  
Engineering Services*

**SUBMITTED TO:**

**Public Works Director**  
City of Waverly  
14130 Lancashire Street  
Waverly, Nebraska 68462

**SUBMITTED BY:**

**Chris Lane, PE**  
*Principal*  
Bowman Consulting Group Ltd  
906 South 26th Street  
Lincoln, Nebraska 68510  
P: 402.483.5466  
E: [chris.lane@bowman.com](mailto:chris.lane@bowman.com)  
[bowman.com](http://bowman.com)



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**SECTION**

# 01

**Introductory Letter**

## Introductory Letter

January 7, 2026

City of Waverly Nebraska  
14130 Lancashire Street  
PO Box 427  
Waverly, Nebraska 68462

### **Subject: Proposal for Canongate Road – Roadway Design Engineering Services**

Dear Selection Committee:

**Bowman Consulting Group Ltd (Bowman)**, submits our proposal to provide Roadway Design Engineering Services for the Canongate Road Reconstruction Project. We appreciate the opportunity to support the City of Waverly as it advances this important infrastructure improvement that will enhance safety, mobility, drainage performance and long-term pavement durability along a key north-south corridor within the community.

Our team understands the full scope of services requested in the City's RFP, including engineering surveying, roadway geometric design, pavement thickness analysis, drainage and erosion control design, utility coordination, public involvement support and the preparation of complete final plans, specifications and bid documents. We recognize the need for close collaboration with Lancaster County regarding the Canongate Road bridge approaches, as well as effective coordination with Terracon to integrate geotechnical recommendations into pavement and subgrade design. We also understand the importance of maintaining the project schedule outlined in the RFP and providing a responsive, communicative project management approach.

As a **Nebraska-based engineering team** with extensive experience in roadway reconstruction, 3R design, and NDOT-standard processes, Bowman is fully qualified to deliver the technical expertise, local presence and collaborative service the City expects. Our project team meets all required NDOT Standard Work Categories, and our licensed professional engineers will complete all work in accordance with applicable local, state and federal regulations, including AASHTO, NDOT, MUTCD, ADA and Nebraska Minimum Design Standards.

We appreciate your consideration of our proposal and welcome the opportunity to partner with the City of Waverly on the successful delivery of this project.

Sincerely,



Chris Lane, PE  
Principal  
Bowman Consulting Group Ltd.  
P: 402.483.5466  
E: [chris.lane@bowman.com](mailto:chris.lane@bowman.com)

906 South 26th Street  
Lincoln, Nebraska 68510



SECTION

# 02

Executive Summary

## Executive Summary

**Nebraska-based engineers with decades of experience delivering rural and municipal roadway projects for local public agencies.**

Bowman submits this proposal to provide *Roadway Design Engineering Services for the Canongate Road Reconstruction project*. We recognize the significance of this corridor to the City of Waverly's transportation network and stand ready to advance the project from design through construction.

Our team brings decades of experience delivering roadway design, surveying, pavement analysis, drainage engineering, traffic control and construction-phase support services for local public agencies throughout Nebraska. As a Nebraska-based firm with deep familiarity in rural and municipal roadway design, we understand the technical, environmental and coordination requirements necessary to deliver a successful project from initial survey to final bid documents.

The Canongate Road project presents unique considerations including integration of new pavement design with existing roadway segments, anticipated mill-and-overlay sections and coordination with Lancaster County regarding the adjacent bridge and approach work. Our team is prepared to work collaboratively with the City, Terracon, Lancaster County and local utilities to ensure that all design elements align, conflicts are minimized and construction staging is optimized.

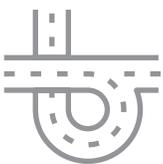
Bowman provides a full-service multidisciplinary team capable of meeting all requested tasks in the City's RFP including:

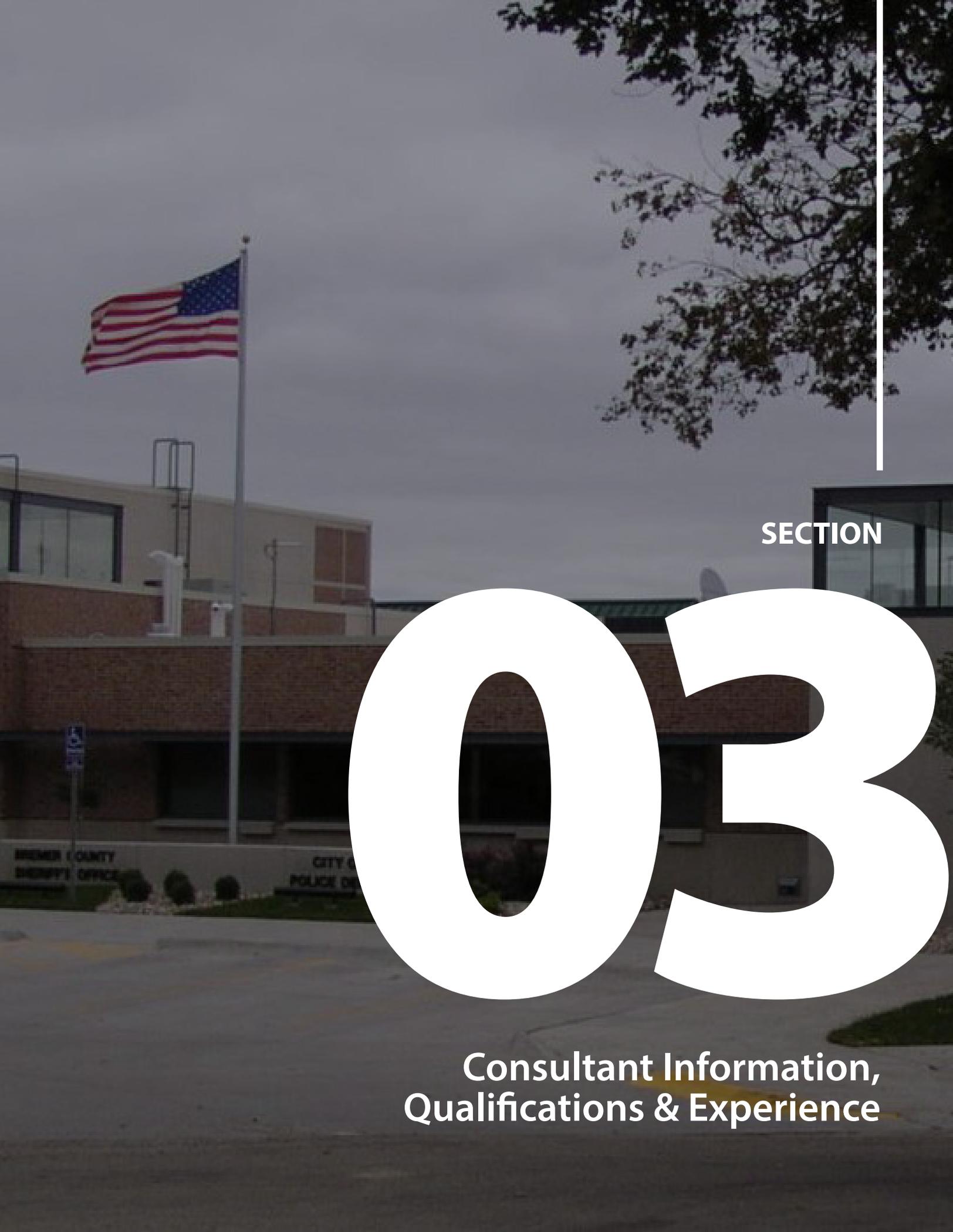
- Engineering surveying and base mapping
- Roadway geometric design

- Pavement thickness analysis and subgrade evaluation
- Drainage and erosion control design
- ADA compliance and pedestrian considerations
- Signing, striping, guardrail and traffic phasing
- Utility coordination and identification of conflicts
- Preparation of final plans, specifications and bid documents
- Cost estimating and value engineering support
- Public involvement assistance and City Council presentations

Our approach emphasizes clear communication, proactive coordination and a structured design process that moves through defined milestones to ensure accuracy, transparency and timely progress. Each plan stage will be thoroughly reviewed by our internal QA/QC team and presented to City staff for input prior to advancing to the next milestone.

Bowman is committed to delivering a design package that is technically sound, cost-effective and fully aligned with Nebraska Minimum Design Standards, NDOT design manuals, AASHTO guidelines and all applicable local, state and federal requirements. We look forward to partnering with the City of Waverly to develop a durable, safe and constructible design for Canongate Road.





SECTION

# 03

Consultant Information,  
Qualifications & Experience

# Steele City South

Jefferson County, NE



## Contracting Agency

Jefferson County  
Terry Blas  
402.729.6373  
terry.blas@jeffersoncountyne.gov

## Contract Amount

Design Engineering: \$125,000;  
Construction Engineering:  
\$301,000; Construction Cost:  
\$3,561,000

## Funding Source

Public-private partnership  
between Jefferson County and TC  
Energy

## Date of Contract / Completion

2/27/2023 / 10/18/2024

## Bowman Project Manager

Timothy Farmer  
402.483.5466  
farmer@bowman.com

## Project Objective

The purpose of this project was to replace a badly deteriorated section of county road south of Steele City to safely accommodate heavy truck traffic associated with a major earthwork hauling operation. TC Energy approached the County in 2022 seeking to use this corridor for hauling from Steele City to a mitigation site in northern Kansas, but the existing roadway, already posted against heavy truck loads, could not support the anticipated traffic. TC Energy entered into an agreement with the County acknowledging that the road would be reconstructed upon completion of hauling operations and agreed to fund most of the work in exchange for use of the corridor.

## Project Description

The 2.65 mile project included removal of the existing surfacing, grading the roadway, replacement of existing culvert pipes, and construction of 9 inch doweled concrete pavement on an aggregate subgrade base.

## Project Outcome

The project was successfully completed in October 2024, approximately 20 months after the start of design. It was recognized by the Nebraska Concrete Paving Association with an Award of Merit and by the American Concrete Pavement Association with an Award of Excellence in Concrete Paving, highlighting the quality of the design and construction.

# Brickyard Road

Jefferson County, NE



## Contracting Agency

Jefferson County  
Terry Blas  
402.729.6373  
terry.blas@jeffersoncountyne.gov

## Contract Amount

Design Engineering: \$145,000;  
Construction Engineering:  
\$454,000; Construction Cost:  
\$3,760,000

## Funding Source

U.S. Development Administration  
grant, private contributions  
from Endicott Clay Products, and  
Jefferson County

## Date of Contract / Completion

10/4/2019 / 9/23/2024

## Bowman Project Manager

Timothy Farmer  
402.483.5466  
farmer@bowman.com

## Project Objective

The purpose of this project was to provide a reliable hard-surfaced roadway serving Endicott Clay Products, the largest employer in Jefferson County. The former access route extended east from the plant through a roadway segment located in the floodplain, where frequent inundation degraded the subgrade and resulted in ongoing maintenance and reliability issues.

## Project Description

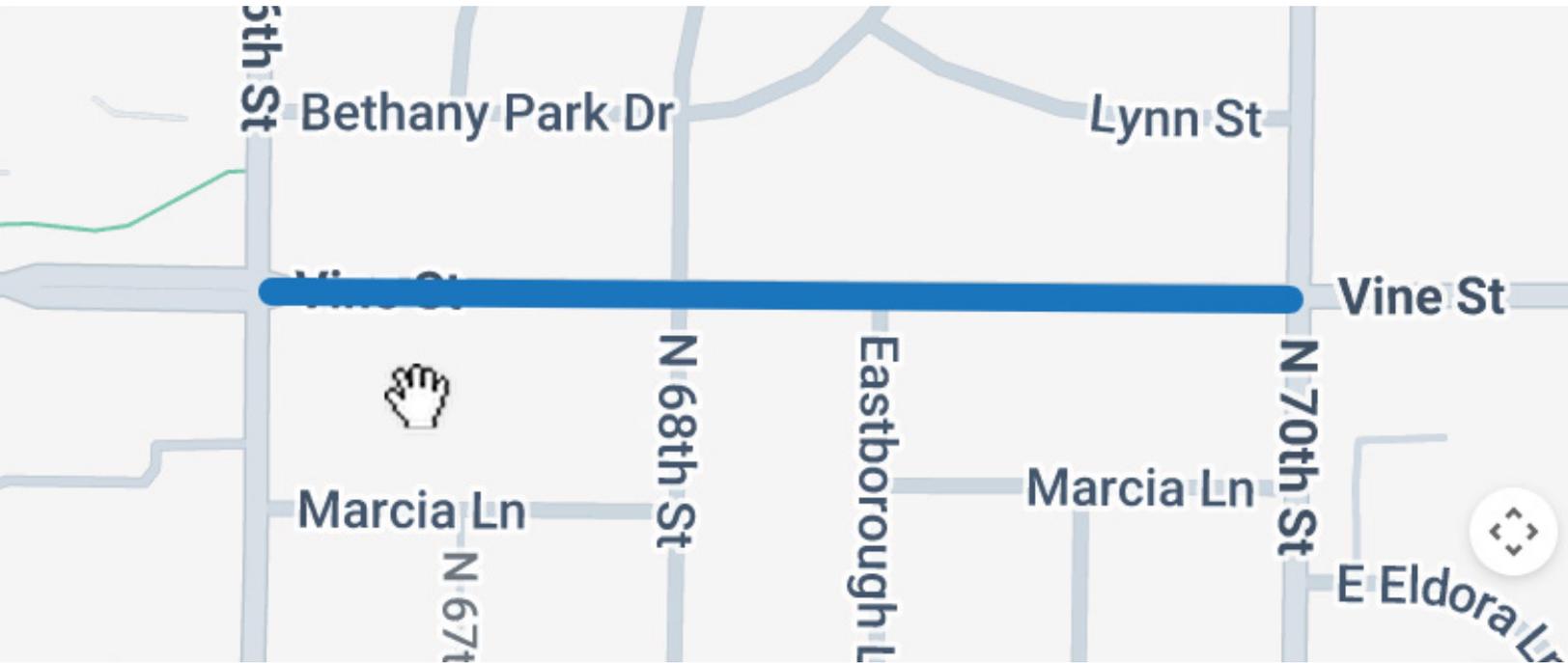
The 3.4 mile project consisted of grading the new roadway corridor, replacing existing culvert pipes, and constructing 9-inch doweled concrete pavement on an aggregate subgrade base.

## Project Outcome

The project was substantially completed in September 2024, delivering a dependable all-weather route for Endicott Clay Products and supporting the county's long-term economic stability. The multi-source funding strategy allowed Jefferson County to realize only approximately 25 percent of the total project cost while achieving full corridor reconstruction.

# Vine Street from 66th to 70th - Street Improvements

Lincoln NE



## Contracting Agency

City of Lincoln  
 – Jackie Nguyen  
 402.580.4832  
 jnguyen@lincoln.ne.gov

## Contract Amount

Design Engineering: \$89,800;  
 Construction Cost: \$946,390  
 (estimated)

## Funding Source

City of Lincoln “Lincoln on the Move” street improvement funds

## Date of Contract / Completion

6/6/2025 / Fall 2026 (estimated)

## Bowman Project Manager

Timothy Farmer  
 402.483.5466  
 farmer@bowman.com

## Project Objective

The purpose of this project is to reconstruct a substandard segment of Vine Street between 66th and 70th Streets in Lincoln, Nebraska, to improve safety, operations, and accessibility. This corridor currently has aging pavement, constrained geometry, and curb ramps that do not meet current Americans with Disabilities Act (ADA) standards

## Project Description

The 1,500 foot project includes removing the existing pavement, widening the roadway from 32 feet to 35 feet, and upgrading curb ramps to current ADA standards. Work also includes replacement of driveway approaches and sidewalks as needed to provide compliant and continuous pedestrian access.

## Project Outcome

Upon completion, the project will improve the safety and efficiency of Vine Street through a wider roadway section, upgraded pedestrian facilities, and ADA-compliant curb ramps, all delivered using dedicated Lincoln on the Move transportation funding.



**SECTION**

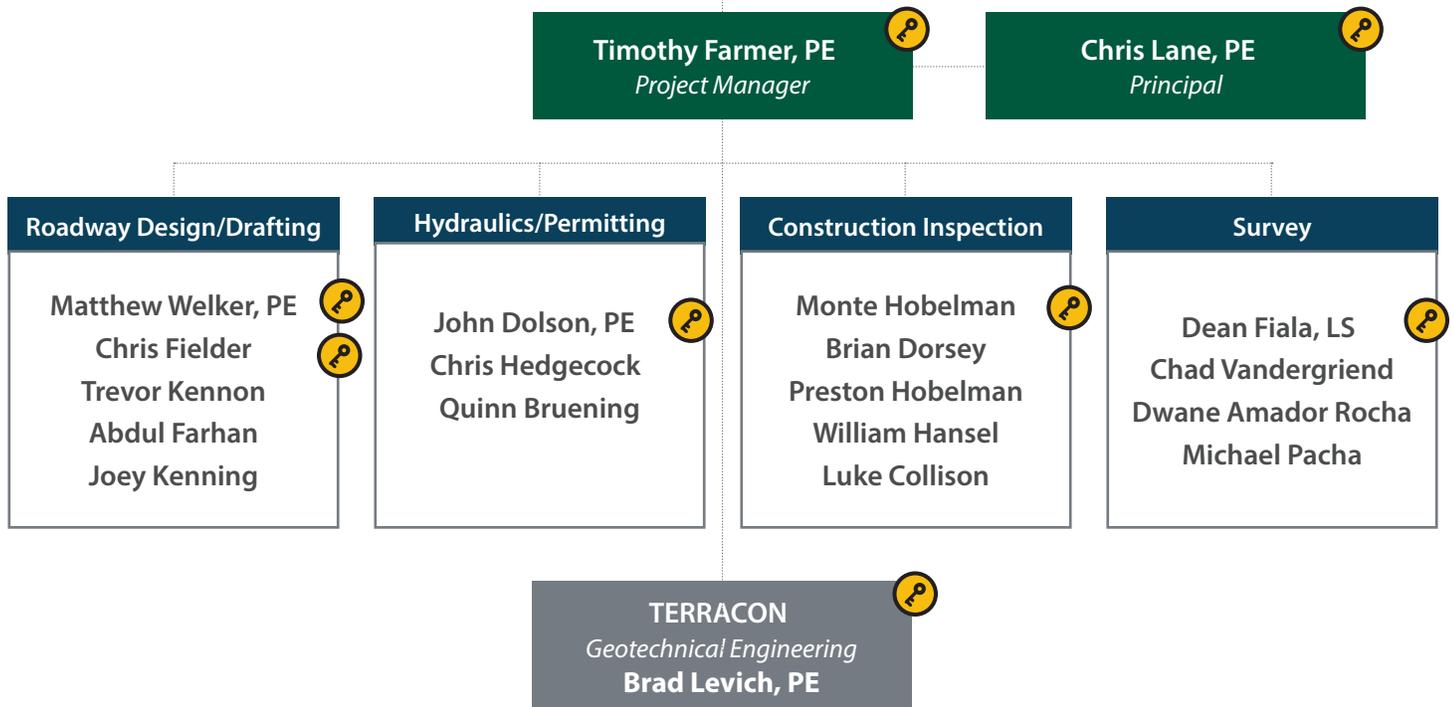
# 04

**Organization and Approach**

# Organizational Chart

## ROLES AND ORGANIZATION OF PROPOSED TEAM

Our project team is organized to deliver the Canongate Road reconstruction with clear roles, efficient communication, and seamless coordination across all technical disciplines. The following organizational structure reflects a streamlined chain of responsibility led by our Project Manager, who serves as the primary point of contact and is supported by discipline leads in roadway design, surveying, pavement and geotechnical evaluation, drainage, traffic design, and construction-phase services. This structure ensures the City receives a fully integrated team with the capacity to manage design progress, address technical issues quickly, and maintain close coordination with Terracon, Lancaster County, utilities and City staff throughout all phases of the project.



**KEY**

- Project Lead
- Support Staff
- Subconsultant

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- Ⓚ Key Personnel Resume

## ROLES AND ORGANIZATION OF PROPOSED TEAM

Our proposed team consists of experienced professionals from our Lincoln, Nebraska office:  
 906 South 26th Street  
 Lincoln, NE 68510

Formerly known as Speece Lewis Engineers, our firm has been part of the Bowman team since February 2024. The team structure is organized to efficiently deliver all required disciplines while maintaining clear lines of responsibility and communication.

**This team has worked together on similar projects and brings local knowledge, technical expertise and familiarity with public agency requirements.**

*The Project Manager for this project will be Tim Farmer, who has more than 30 years of experience in transportation engineering and public sector roadway projects. Tim will be responsible for overall project management, coordination with the City of Waverly, schedule oversight and quality control.*

*Mat Welker will serve as Lead Designer and will be responsible for roadway geometric design, plan development, quantities and technical coordination across design disciplines. Mat has 15 years of experience in roadway design for urban and rural transportation projects.*

*Survey coordination will be led by Dean Fiala, who has over 30 years of experience providing topographic and legal surveying services. Dean will oversee all field survey activities and survey deliverables required to support design and right-of-way verification.*

Upon completion of design and once the project is let for construction, *Monte Hobelman will lead construction engineering services*. Monte has more than 29 years of experience providing construction inspection and construction administration services on transportation projects.

*To deliver Geotechnical Services, Bowman will partner with Terracon, a 100% employee-owned consulting firm with 5,000+ employees nationwide. Terracon brings extensive expertise in subsurface investigations, pile evaluations, settlement control and slope stability monitoring and will serve as task lead providing the field and laboratory support required.*

# 300+

Professional Engineers

# 60+

Professional Surveyors

# 20+

Landscape Architects

# 2,400+

Project Staff

# 105+

Facilities Available

# 30

Years Experience



**The project team will remain responsive, accountable and aligned with the City throughout design and construction.**

### PROJECT AND MANAGEMENT APPROACH

The project will be managed using a structured and collaborative approach designed to maintain schedule, control scope and ensure consistent communication with the City.

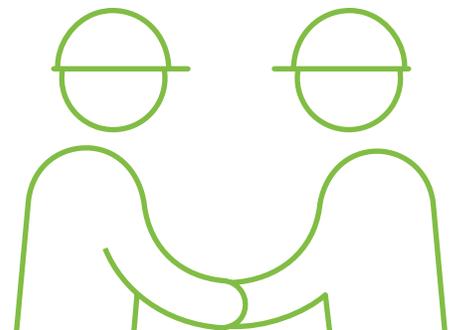
The project team will conduct internal coordination meetings on a weekly basis to track progress, confirm task assignments and identify potential scope, schedule or coordination issues early. This approach allows the team to proactively resolve issues and communicate with the City before they impact the project.

Key milestone meetings will be held with the City of Waverly to review project development and confirm alignment with project objectives. An initial scoping meeting will be conducted on site and is considered critical to project success. This meeting will focus on confirming the City's

desired outcomes, reviewing existing conditions and identifying coordination needs. Representatives from the Lancaster County Engineering Department will participate to coordinate with their planned bridge repair project within the project limits.

Formal design review meetings will be held at the 30 percent and 90 percent design stages to verify that technical requirements, stakeholder expectations and project goals are being met. Prior to construction, a preconstruction meeting will be held to review project requirements, construction sequencing, coordination responsibilities and desired outcomes.

This management approach ensures the project team remains responsive, accountable and aligned with City's needs throughout design and construction.



## Key Team Member Roles

We have assembled a highly experienced project team with extensive knowledge of roadway design, construction coordination and public agency project delivery. Our proposed team is led by Christopher Lane, PE as Principal, Timothy Farmer, PE as Project Manager and Matthew Welker, PE as Roadway Designer. Resumes for all key team members are provided on the following pages.



**Timothy Farmer, PE**  
*Project Manager*

Timothy Farmer, PE will be responsible for day to day project management, technical coordination and delivery of all roadway design services. With more than 25 years of experience, Tim brings extensive expertise in urban and rural roadway design, pavement rehabilitation and reconstruction and coordination with public agencies. His background includes managing complex transportation projects from initial design through final plans and construction support.

Tim will lead the project team, manage scope, schedule and budget and serve as the primary point of contact for the City. He will coordinate closely with City staff, Terracon and Lancaster County to ensure pavement design, roadway geometry and construction staging are fully integrated. Tim's experience working with counties and municipalities across Nebraska will support efficient decision making and timely delivery of high quality bid ready documents.



**Mat Welker, PE**  
*Roadway Designer*

Mat Welker, PE will be responsible for development of roadway geometry, pavement sections and construction plans. With more than 14 years of experience, Mat brings extensive expertise in urban and rural roadway design, pavement rehabilitation and traffic control for complex transportation projects. His background includes integration of drainage, grading and safety elements to support constructable and cost effective designs.

Mat will prepare roadway layouts, profiles and typical sections and develop quantities and plan sheets to support final bid documents. He will coordinate closely with the project manager and other discipline leads to ensure design elements align with project goals, standards and constructability considerations. Mat's experience with 3D modeling and NDOT design criteria will support efficient plan development and accurate quantities throughout the design process.



**Dean Fiala, LS**  
*Surveyor*

Dean Fiala will serve as the survey lead for the City of Waverly's Canongate Road project. In this role, he will be responsible for coordinating and managing all survey activities required to support roadway design, right-of-way verification and construction coordination.

Dean will oversee the collection of topographic survey data, establishment of horizontal and vertical control and verification of existing roadway features, drainage elements and right-of-way limits. He will coordinate closely with the design team to ensure survey information is accurate, complete and compatible with design modeling and plan development.

Throughout the project, he will work directly with the project manager and design staff to address survey-related questions and resolve field conditions that may affect design or construction.



## Christopher Lane, PE

*Principal*

Christopher Lane, PE is a principal with more than 31 years of experience delivering transportation projects throughout Nebraska. His background includes construction engineering, bridge design and reconstruction and materials engineering for urban and rural roadway and bridge projects. Chris brings a strong understanding of constructability, cost control and quality management developed through decades of hands on experience supporting public agencies.

As principal, Chris provides senior technical oversight, quality assurance and strategic guidance for project teams. His experience working closely with NDOT, counties and municipalities supports effective coordination, practical design solutions and successful project delivery from design through construction..

### Key Highlights

-  **Registered PE in Nebraska**
-  **29 Years with Firm**

### Education

B.S. Civil Engineering University of Nebraska-Lincoln

### Registrations

Professional Engineer: NE (#E-9898)

### Certifications

NDOR Concrete Field Inspector, Level 1

ACI Concrete Field-Testing Technician, Grade 1

Certified Erosion & Sediment Control Inspector

Team Leader for NBIS - Fracture Critical Bridge Inspections

### References

#### Scott Huppert

Dodge County Highway Superintendent  
402.727.2722  
roads@dodgecountyne.gov

#### Gary Connot

Holt County Highway Superintendent  
402.336.3888  
gary.connot@holtcountyne.gov

#### Don Robb

Hall County Highway Superintendent  
308.385.5126  
donr@hallcountyne.gov

### Experience

**NDOT - 27th/Fairfield & West 'O' Street Bridges (NDOT #LCLC-5231(15)) | Lincoln, NE**

**NDOT - 10th & Salt Creek Bridge Replacement (NDOT #LCLC-5215(3), CN 13233) | Ashland, NE**

**NDOT - Naper South (NDOT #ER-2115(6)) | Naper, NE**

**City of Crete - Construction Engineering | Crete, NE**

**Pierce County - Willow Creek Reservoir State Recreation Area - Construction Engineering | Pierce County, NE**

**Crete Northwest - Construction Engineering | Saline County, NE**

**Fremont West - Construction Engineering | Fremont, Dodge County, NE**

**Friend South - Construction Engineering | Saline County, NE**

**Geneva Northwest - Construction Engineering | Fillmore County, NE**

**Scribner Herman Road - Construction Engineering | Dodge County, NE**

**Superior - Construction Engineering | Superior, Nuckolls County, NE**

**Beaver Crossing Southeast - Construction Engineering | Seward County, NE**

**Beaver Crossing Southwest - Construction Engineering | Seward County, NE**

**Friend Construction Engineering | Friend, Saline County, NE**

**Ponca State Park - Construction Engineering | Ponca, Dixon County, NE**

**Bristow Construction Engineering | Bristow, Boyd County, NE**

**City of Plattsmouth - Plattsmouth Toll Bridge over the Missouri River - Construction Engineering | Plattsmouth, NE**

**Various Box Culvert & Bridge Construction Projects | Boyd, Dodge, Fillmore, Hamilton, Holt, Jefferson, Richardson, Washington, Saline, Seward, Washington, & Webster Counties, NE**



## Timothy Farmer, PE

### *Project Manager*

Timothy Farmer, PE has 29 years of experience delivering urban and rural roadway design projects for counties and municipalities throughout Nebraska. His expertise includes roadway geometric design, pavement rehabilitation and reconstruction, earthwork quantities, drainage coordination and development of final plans and specifications. Tim has extensive experience managing projects that involve mill and overlay, full reconstruction and coordination with adjacent structures such as box culverts and bridges.

Tim will be responsible for day to day project management, technical coordination and delivery of all roadway design services. He will lead coordination with the City of Waverly, Terracon and Lancaster County to integrate pavement design recommendations, roadway geometry and construction phasing. Tim's long standing experience working with local agencies and his role as a county highway superintendent provide valuable insight into constructability, maintenance considerations and efficient delivery of clear, bid-ready documents.

### Key Highlights

-  **Registered PE in Nebraska**
-  **29 Years with Firm**

### Education

B.S. Civil Engineering, United States  
Military Academy, West Point

### Registrations

Professional Engineer: NE (#E-9725)

### Associations

American Council of Engineering  
Companies

National Society of Professional  
Engineers

American Society of Civil Engineers

Lincoln Engineers Club

### References

#### **Bruce Filipi**

Saline County Highway  
Superintendent  
402.821.2737  
bfilipi@salinecountyne.gov

#### **Gary Connot**

Holt County Highway Superintendent  
402.336.3888  
gary.connot@holtcountyne.gov

#### **Don Robb**

Hall County Highway Superintendent  
308.385.5126  
donr@hallcountyne.gov

### Experience

**City of Lincoln - 18th & Old Cheney Road Retaining Wall Design** | Lincoln, NE

**Brickyard Road Roadway Design** | Jefferson County, NE

**County Road P16 Roadway Design** | Washington County, NE

**County Road 32 Roadway Design** | Washington County, NE

**North Somers Avenue Roadway & Box Culvert** | Fremont, NE

**Dead Timber Road Roadway Design** | Dodge County, NE

**Big Island Road Roadway Design** | Dodge County, NE

**Crete Northwest Roadway Design** | Saline County, NE

**NRCS Channel Repair Design Projects** | Holt County, NE

**NRCS Channel Repair Design Projects** | Boyd County, NE

**Saline County, Crete East Overlay – Design** | Saline County, NE

**Prague South – Roadway & Box Culvert Design** | Saunders County, NE

**O'Neill West Roadway & Box Culvert Design** | Holt County, NE

**Geneva West Roadway Design** | Fillmore County, NE

**Milligan South Roadway Design** | Fillmore County, NE

**Various Box Culvert & Roadway Design Projects** | Boyd, Dodge, Fillmore, Hamilton, Holt, Jefferson, Richardson, Saline, Seward, Washington & Webster Counties, NE



## Mat Welker, PE

### Lead Roadway Designer

Mat Welker, PE has more than 20 years of experience supporting urban and rural roadway improvement projects throughout Nebraska. His experience includes roadway geometric design, pavement rehabilitation and reconstruction, drainage and erosion control design, traffic control and development of final construction plans and quantities. Mat has worked on projects involving mill and overlay, concrete paving and coordination with bridge and culvert improvements which aligns directly with the scope of work for the Canongate Road project.

Mat will be responsible for development of roadway layouts, profiles, typical sections and detailed plan sheets. He will prepare quantities and assist with cost estimates and construction staging while coordinating closely with the project manager and discipline leads to ensure compliance with NDOT standards and City requirements. Mat's experience with 3D modeling and plan production supports efficient design development and delivery of accurate bid ready documents

### Experience

#### **NDOT - N-133 East Roadway Improvements** | *Douglas County, NE*

Milling and resurfacing 5.11 miles of roadway along N-36 in Douglas County. This project involved roadway drainage culvert design, guardrail design, phasing crossovers and traffic control to accommodate traffic during bridge repairs, erosion and sediment control design, horizontal curve and superelevation analysis, vertical curve analysis, lateral obstacle clear zone analysis, 3D grading model design, plan production, quantity calculations, right of way investigation, preparation of a USACE Section 408 submittal package, public notification for a highway improvement project and general project management.

#### **County Road 4 Roadway Improvements** | *Washington County, NE*

Milling and resurfacing 4.84 miles of roadway along County Road 4 in Washington County. This project involved asphalt patching and overlay, superelevation correction, concrete paving, culvert extensions, guardrail design, reinforced concrete barriers, erosion control design, right of way design, quantity calculations and plan production.

#### **City of Omaha - 122nd & Q Street Roadway Improvements** | *Omaha, NE*

Concrete paving, guardrail design, storm sewer design, curb ramp and sidewalk design, gravity block retaining wall design, traffic control, erosion control design, quantity calculations and plan production.

#### **Statewide Roadway Support** | *Nebraska*

Developed 3D grading/paving models and temporary traffic control plans for NDOT and local projects.

### Key Highlights

- ✓ Registered PE in Nebraska
- ✓ 14 Years with Firm

### Education

B.S. Civil Engineering, University of Nebraska

Associates in Computer Aided Drafting, Southeast Community College

### Registrations

Professional Engineer: NE (#E-17957)

### Associations

Lincoln Engineers Club

### Certifications

ACI Concrete Field-Testing Technician, Grade 1

### References

#### **Bruce Filipi**

Saline County Highway Superintendent  
402.821.2737  
bfilipi@salinecountyne.gov

#### **Gary Connot**

Holt County Highway Superintendent  
402.336.3888  
gary.connot@holtcountyne.gov

#### **Don Robb**

Hall County Highway Superintendent  
308.385.5126  
donr@hallcountyne.gov



## Dean Fiala, LS

*Surveyor*

Dean Fiala has more than 36 years of experience providing surveying services for transportation, municipal and utility projects throughout Nebraska. For the Canongate Road project, Dean will be responsible for survey coordination and support including topographic data collection, boundary research and survey deliverables that support roadway design and construction.

Dean's experience includes performing topographic surveys, boundary and right-of-way surveys, flood elevation certifications and deed and survey research for roadway and bridge projects. He has extensive field experience collecting roadway centerline, edge of pavement and drainage feature data and is well versed in interpreting profiles, cross sections and construction plans to support accurate design and construction staking.

Dean also brings experience preparing survey plats and easements and supporting coordination with utilities and public agencies. His practical field knowledge and attention to detail support efficient design development and reduce risk during construction.

### Experience

#### **Rushville North** | *Nebraska*

Collected topographic data for future highway improvements including verification of culvert and box culvert sizes. Surveyed highway centerline, pavement edges and ditch breaklines.

#### **Giltner Spur** | *Nebraska*

Collected topographic data for future highway improvements including verification of culvert and box culvert sizes. Surveyed highway centerline, pavement edges and ditch breaklines.

#### **Highway 32** | *West Point, NE*

Collected topographic data for future highway improvements including verification of culvert and box culvert sizes. Surveyed highway centerline, pavement edges and ditch breaklines.

#### **Highway 10** | *Hazard to Loup City, NE*

Collected topographic data for future highway improvements including verification of culvert and box culvert sizes. Surveyed highway centerline, pavement edges and ditch breaklines.

### Key Highlights

 **3 Years with Firm**

### Education

Southeast Community College, Milford

### Registrations

Professional Land Surveyor: NE (#LS-654)

### Associations

Professional Surveyors Association of Nebraska

### References

**Brian Foral**  
402.641.4835  
bforal@jeo.com

**Mike Hancock**  
402.426.6844  
mhancock@insproins.com



## Chris Fielder

### *Roadway Designer*

Chris Fielder is a Roadway Designer with more than 28 years of experience supporting urban and rural transportation projects for local and state public agencies. For the Canongate Road project, Chris will provide roadway design and plan development services supporting grading, paving, drainage and traffic control elements in accordance with City of Waverly and NDOT standards.

His experience includes horizontal and vertical geometry development, pavement section layout, drainage coordination, erosion control and right-of-way plan development including legal descriptions and exhibits. He also brings extensive experience processing GPS topographic survey data and developing construction-ready plans with a strong focus on constructability and coordination.

Chris is highly proficient in Bentley OpenRoads Designer and MicroStation as well as Autodesk and Trimble platforms and regularly supports development of machine control grading and paving models when appropriate. His technical expertise and attention to detail support efficient plan production and clear bid documents that reduce construction risk and change orders.

### Experience

#### **Boswell Avenue** | *Saline County, NE*

Approximately one mile of grading, paving and drainage improvements along Boswell Avenue within the City of Crete. Chris also served as the lead for right-of-way design and the creation of legal descriptions and legal exhibits. Additional duties included GPS topographic survey processing, environmental wetlands survey processing and plan development utilizing Nebraska Department of Roads standards.

#### **10th and Salt Creek Bridge** | *Lincoln, NE*

Roadway design for the new 360-foot-long prestressed concrete girder bridge on 10th Street over Salt Creek in Lincoln. He was responsible for the design of grading, paving, bikeway and storm drainage improvements along the roadway portion of the project. Chris also served as the lead for right-of-way design and the creation of legal descriptions and legal exhibits. His involvement included GPS topographic survey processing, environmental wetlands survey processing and plan development utilizing Nebraska Department of Roads and City of Lincoln standards.

#### **Fullerton North** | *Nance County, NE*

Roadway design for approximately 10 miles of grading, paving, turn lane and drainage improvements along Nebraska Highway 22 north of the City of Fullerton. He served as the lead for right-of-way design and the creation of legal descriptions and legal exhibits. Additional duties included GPS topographic survey processing, environmental wetlands survey processing and plan development. His involvement also included GPS machine control modeling to be utilized during construction of the project.

### Key Highlights

 **26 Years with Firm**

### Education

B.S. Geography, Northwest Missouri State University

### References

#### **Scott Huppert**

Dodge County Highway Superintendent  
402.727.2722  
roads@dodgecountyne.gov

#### **David Kruger**

Washington County Highway Superintendent  
402.426.6844  
washcoroadconcerns@washingtoncountyne.gov

#### **Don Robb**

Hall County Highway Superintendent  
308.385.5126  
donr@hallcountyne.gov



## John Dolson, PE

### Hydraulic Engineer

John Dolson, PE, has more than 28 years of experience providing hydrologic and hydraulic analysis for roadway and bridge projects for local, county and state agencies throughout Nebraska. For the Canongate Road project, John will be responsible for drainage evaluation and design including analysis of existing conditions and development of improvements that support roadway reconstruction and long-term pavement performance.

John's experience includes hydraulic design and modeling for culverts, box culverts, bridges, roadway drainage systems and channel improvements. He routinely performs floodplain modeling and hydraulic studies using HEC-RAS and related tools and has extensive experience coordinating with regulatory agencies including the U.S. Army Corps of Engineers and local floodplain administrators. His background supports efficient integration of drainage solutions into roadway design while maintaining compliance with applicable local, state and federal requirements.

John has worked extensively on projects involving pavement design coordination, construction inspection support and drainage solutions for rural and municipal roadways. His practical, solutions-oriented approach helps minimize construction risk and supports clear, constructible plan sets.

### Experience

#### LOMR - Oak Creek | Lincoln, NE

Completed a Letter of Map Revision (LOMR) to remove approximately 80 developable acres out of the Oak Creek floodway. The project involved increasing the capacity and stability of the Oak Creek channel to allow it to carry the 100-year flood event, which allowed the floodway limits to be moved near the channel banks, opening the area for potential development.

#### 10th and Salt Creek Bridge Replacement | Lincoln, NE

Hydraulic design of the 10th Street Bridge replacement over Salt Creek. Created Corrective Effective Model from Salt Creek HEC-RAS model using site survey data and a proposed model to design new structure over Salt Creek floodway.

#### 13th Street/Blue River | Crete, NE

Provided hydraulic design for the 13th Street Bridge replacement over the Big Blue River. Developed duplicate and corrective effective HEC-RAS models based on the effective Big Blue River HEC-2 model using site survey data. Prepared a proposed hydraulic model to support design of the new bridge structure and associated overflow structure within the floodway.

#### Big Blue River Crossing Study | Beatrice, NE

Hydraulic study of three potential bridge crossing alternatives over the Big Blue River east of Beatrice. Developed duplicate and corrective effective HEC-RAS models using site survey data and a proposed model to evaluate structure crossings within the floodway for the City of Beatrice.

### Key Highlights

✓ Registered PE in Nebraska

✓ 24 Years with Firm

### Education

B.S. Civil Engineering, University of Nebraska-Lincoln

### Registrations

Professional Engineer: NE (#E-10649)

### Associations

Lincoln Engineers Club

### Certifications

NBIS Bridge Inspection Team Leader

FWHA-NHI-130053 Bridge Inspection Refresher Training, 04/2025

FHWA-NHI-135047 Stream Stability and Scour at Highway Bridges for Bridge Inspectors, 2024

FWHA NHI-130055 Safety Inspection of In-Service Bridges, 2000

### References

#### Scott Huppert

Dodge County Highway Superintendent  
402.727.2722  
roads@dodgecountyne.gov

#### Bruce Filipi

Saline County Highway Superintendent  
402.821.2737  
bfilipi@salinecountyne.gov



## Monte Hobelman

### Senior Construction Inspector

Monte Hobelman has more than 25 years of experience supporting roadway and bridge construction projects for local, state and federal agencies throughout Nebraska. For the Canongate Road project, Monte will provide construction inspection services supporting grading, paving, drainage and traffic control activities to help ensure compliance with plans, specifications and applicable standards.

Monte's experience includes inspection and documentation of roadway reconstruction, pavement rehabilitation, bridge replacement and culvert projects in both urban and rural settings. He has extensive knowledge of construction methods, materials and quality control procedures and is highly experienced in documenting federally funded projects using SiteManager and AASHTOWare as well as municipal documentation systems. His background supports effective coordination with contractors, agency staff and design engineers throughout construction.

### Experience

#### **56th Street, Spruce to Van Dorn** | *Lincoln, NE*

Federally-funded pavement rehabilitation and asphalt surfacing project.

#### **Atkinson Southeast** | *Holt County, NE*

Federally-funded bridge replacement project.

#### **Spencer Northwest** | *Boyd County, NE*

Federally-funded bridge replacement project.

#### **Brickyard Road and Steele City South** | *Jefferson County, NE*

Roadway grading, culvert replacement and concrete pouring projects.

#### **Herman Scribner County Road 4** | *Washington County, NE*

Asphalt overlay project.

#### **Road 18** | *Dodge County, NE*

Roadway grading and paving project.

#### **Bell Street Viaduct** | *Fremont, NE*

Bridge rehabilitation and approach and pavement repairs, including bridge membrane and asphalt overlay.

#### **27th and Fairfield and West "O" Street Bridges** | *Lincoln, NE*

Federally-funded bridge rehabilitation project.

### Key Highlights

 **24 Years with Firm**

### Certifications

NDOT Concrete Field Inspector, Level 1

ACI Concrete Field-Testing Technician,  
Grade 1

NDOT Certified Erosion & Sediment  
Control Inspector, Level 1

NDOT Earthwork Inspector, Level 1

NDOT Asphaltic Field Technician, Level  
1 and 2

### References

#### **Scott Huppert**

Dodge County Highway  
Superintendent  
402.727.2722  
roads@dodgecountyne.gov

#### **David Kruger**

Washington County Highway  
Superintendent  
402.426.6844  
washcoroadconcerns@  
washingtoncountyne.gov

#### **Don Robb**

Hall County Highway Superintendent  
308.385.5126  
donr@hallcountyne.gov

## Bradley A. Levich

Senior Principal, Office Manager

### PROFESSIONAL EXPERIENCE

Mr. Levich is the office manager of Terracon's Lincoln, NE, office. He plans and directs field investigations, laboratory testing and materials testing services. He performs construction observation and testing in both shallow and deep foundation; slope stability, review and reporting of construction quality assurance testing services. He also performs engineering analyses based on information from the interpretations and laboratory soil/rock test data and mechanical analyses, and incorporates the results into final geotechnical engineering project reports.

Mr. Levich has been involved with many types of projects, ranging from light commercial buildings to multi-story buildings and large bridge reconstructions. He is experienced in performing pressuremeter tests, pile load tests, crosshole sonic logging testing, and inclinometer and pressuremeter monitoring. He is also experienced in performing slope stability analyses on large embankments and design of Mechanical Stabilized Earth walls.

### PROJECT EXPERIENCE

#### **10th and Salt Creek Bridge – Lincoln, Nebraska**

Project management and geotechnical recommendations for the proposed new bridge over Salt Creek. Project was supported on driven H-pile to sandstone bedrock. Interpreted subsurface geology based on field boring data and laboratory test results. Provided some chemical testing on soils and paint for lead. Provided consulting during construction.

#### **14th Street, Old Cheney and Warlick Elevated Roundabout – Lincoln, Nebraska**

Geotechnical engineer of record for the proposed new elevated roundabout and underpass at the redesigned intersection. Performed numerous cone soundings and borings to provide a geotechnical profile and provide recommendations for bridge foundations, MSE retaining walls, new underpass and bike trail.

#### **Harris Overpass – Lincoln, Nebraska**

Performed stability analyses for Mechanically Stabilized Earth walls at bridge abutments. Performed consolidation tests and used the results in settlement analyses for the proposed embankments recommendations and soil stabilization. Developed recommendations for deep foundation support of bridge abutments and piers for the new bridge. Interpreted subsurface geology based on field boring data, electronic cone soundings, and laboratory test results.

#### **SW 40th Street Bridge - Lincoln, Nebraska**

Project management and geotechnical recommendations for the new bridge proposed located over Middle Creek and BNSF railroad tracks in Lincoln, Nebraska. Performed stability analyses for 40-foot tall Mechanically Stabilized Earth walls at bridge abutments and between the two bridges. Performed consolidation tests and used the results in settlement analyses for the proposed new walls and soil stabilization. Developed recommendations for deep foundation support of bridge abutments and piers for the new bridges.



### EDUCATION

Master of Science, Geotechnical Engineering, 1994, Iowa State University

Bachelor of Science, Civil Engineering, 1992, Iowa State University

### REGISTRATIONS

Professional Engineer:  
Nebraska and Iowa

### AFFILIATIONS

American Society of Civil Engineers

### PRESENTATIONS /PUBLISHED ARTICLES

Levich, B.A. and Lohnes, R.A., 1995, "Prediction at Channel Degradation in Western Iowa", 26th Annual International Erosion Control Association Conference, Atlanta, Georgia.

SECTION

# 05

Scope of Work

## DETAILED SCOPE OF WORK STATEMENT



***Bowman will perform the following scope of work to assist the City of Waverly in ensuring the reconstruction of Canongate Road is completed on time and within budget.***

### Project Scope Review

- Meet with the City's Public Works Department to confirm the proposed scope of work fully addresses all project requirements and objectives.

### Engineering and Land Surveying

- Perform a complete topographic survey of the site.
- Locate all known utilities.
- Legal survey to establish the existing right of way.

### Roadway alignments both horizontal and vertical

- Establish a horizontal alignment that meets all constraints and conforms to current design standards.
- Establish a vertical alignment to ensure project remains within existing right of way, matches existing elevations and grades at key points and conforms to current design standards.

### Pavement geometrics, design, and pavement thickness analysis

- Provide detailed geometric sheets for all paved intersections and bridge approaches.
- Determine appropriate pavement thickness and type to ensure Canongate Road is a long-lasting low-maintenance road for the the next 25 years.

### Earthwork Quantities

- Utilizing Open Roads Designer, model the new

Canongate Road to provide an accurate summary of earthwork required to construct the road.

### Subgrade and Geotechnical Design

- Determine an appropriate subgrade treatment and subbase.

### Drainage Design

- Hydraulically analyze and size all roadway culverts to be replaced.
- Hydraulically analyze and size all driveway culverts to be replaced.

### Erosion Control

- Design temporary erosion control measures to maintain compliance with NDEQ SWPPP requirements.
- Design permanent erosion control measures to establish a permanent vegetation cover on the project site.

### ADA Compliance

- Design any connecting curb ramps to comply with ADA requirements.

### Guardrail Layout

- Coordinate with Lancaster County to determine if any grading and paving widening will be required for the bridge work on the Canongate Road Bridge.
- Design new guardrail approach to the Canongate Road Bridge if necessary.

### Pavement Markings and Signage

- Design temporary traffic control plans and signage.
- Design permanent pavement markings.
- Design permanent traffic control measures and signage.

**Cost Estimates**

- Provide a cost estimate at the 30% phase.
- Provide a cost estimate at the 90% phase.
- Provide a cost estimate prior to the bid letting.

**Utility coordination**

- Submit 30% plans to utilities to identify any conflicts.
- Submit 90% plans to utilities to make sure conflicts are resolved if possible.

**Quantity Calculations**

- Provide preliminary quantity calculations for 30% plans.
- Finalize quantity calculations for 90% and final plans.

**Construction and Traffic Phasing**

- Determine appropriate construction phasing and ensure it is included in the plans and specifications.

**Construction Staking**

- Provide Construction Staking for the contractor for:
  - Earthwork
  - Pavement
  - Traffic control measures (temporary and permanent)
- Existing right of way
- Geometrics

**Final Plan, Specifications and Bid Documents**

- Submit final plans, specifications and bid documents to the City one month prior to bid letting.
- Assist the City with the bid letting process by distributing plans and specifications to contractors.
- Attend the bid letting, analyze the bids and make a recommendation to the City on award of the contract.

**Public Involvement**

- Develop mailers to send to adjacent landowners explaining the project and project timing.
- One open house at a location determined by the City.
  - Provide handouts and one large mosaic

**Project Management Services**

- Project Management during the design phase
- Project Management during the construction phase

**Project Schedule**

- Submit preliminary schedule at scoping meeting
- Update schedule at 30% submittal
- Final schedule at 90% submittal

**PROJECT DELIVERABLES**

- Upon completion of topographic and legal survey a set of as is plans will be submitted to the City.
- 30% plans will include roadway plan and profile, roadway cross sections and preliminary drainage sheets.
- 90% plans will be a complete set of unsigned plans.
- Final signed plans, specifications and bid documents will be one month prior to the scheduled bid letting.

**COST CONTROL AND BUDGETING METHODOLOGY**

Bowman utilizes Deltek Vantagepoint accounting software for project accounting and management. This system provides project managers with real-time visibility into project utilization and expenditures, allowing the team to actively track progress against the approved design budget. Continuous monitoring enables project managers to promptly identify and address potential issues and implement corrective actions as needed to maintain budget compliance throughout the design process.

Project cost estimates are developed using current and relevant bid data compiled from an aggregate of projects delivered for other clients, projects prepared by other consultants for local public agencies, and projects let by the Nebraska Department of Transportation. This approach supports the development of reliable and realistic cost estimates at each stage of design, allowing the City to plan and budget for the project with confidence.

**Our proposed team has been providing transportation engineering services throughout Nebraska since 1974.**

## CRITICAL ENGINEERING DESIGN ISSUES

The critical engineering issues for this project include selecting the appropriate pavement section and subgrade treatment and developing effective construction phasing, particularly for the segment north of the Canongate Road Bridge. Careful consideration of these elements is essential to ensure long-term pavement performance and maintain access during construction.

Bowman will apply the pavement determination process described below to confirm that the selected pavement section provides a durable and long-lasting roadway for the City. In addition, detailed construction phasing plans will be prepared to maintain neighborhood access west of Canongate Road throughout the construction period while minimizing disruption to local traffic.

## PROCESS TO DERIVE RECOMMENDED PAVEMENT THICKNESS

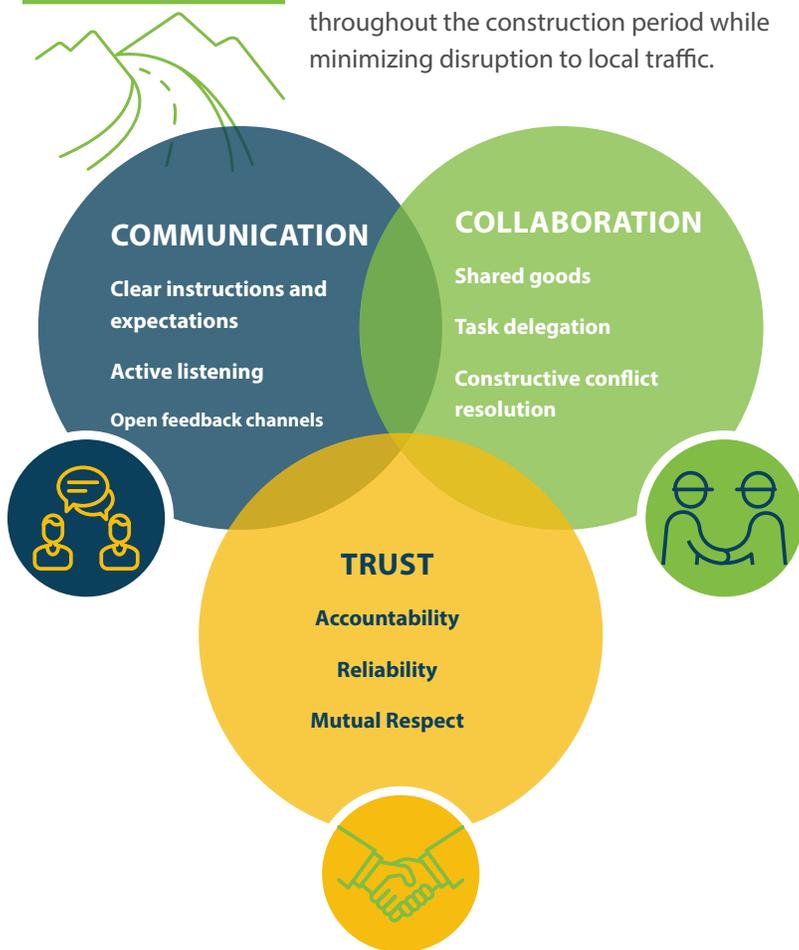
We will follow Nebraska Department of Transportation guidance to determine the appropriate pavement thickness for the project. This process is based on the 1993 AASHTO Guide and incorporates NDOT-specific criteria applicable to roadway conditions in Nebraska.

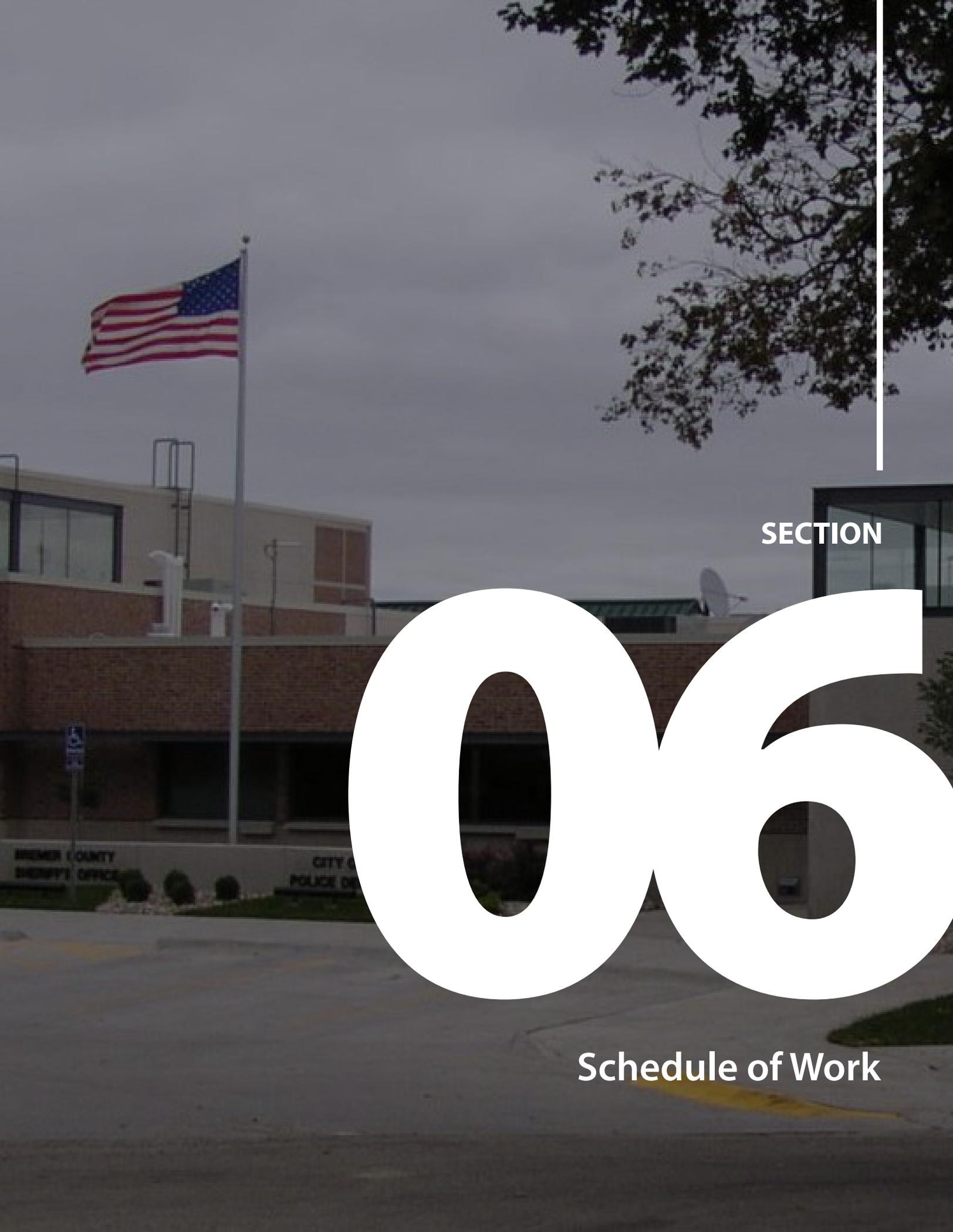
Key inputs to the pavement design include subgrade characteristics identified through geotechnical data and anticipated traffic volumes, including projected truck traffic. These inputs are used to calculate Equivalent Single Axle Loads (ESALs) and the resilient modulus of the roadbed soil. The resulting values are then applied to determine the required structural number. Pavement materials and individual layer thicknesses are established through an iterative design process to satisfy the required structural number and provide long-term pavement performance.

## 3R AND RECONSTRUCTION STANDARDS KNOWLEDGE

Our team has extensive experience applying the State of Nebraska's 3R and Reconstruction Standards for local roadway projects. Since 1974, Bowman's Lincoln office, formerly known as Speece Lewis Engineers, has specialized in providing transportation engineering services to Local Public Agencies throughout Nebraska.

In addition to local projects, we have completed numerous 3R projects on the Nebraska state highway system for the Nebraska Department of Transportation. This experience provides a strong understanding of when 3R standards are appropriate and when full reconstruction or new construction standards should be applied to meet project goals, safety requirements and long-term performance objectives.





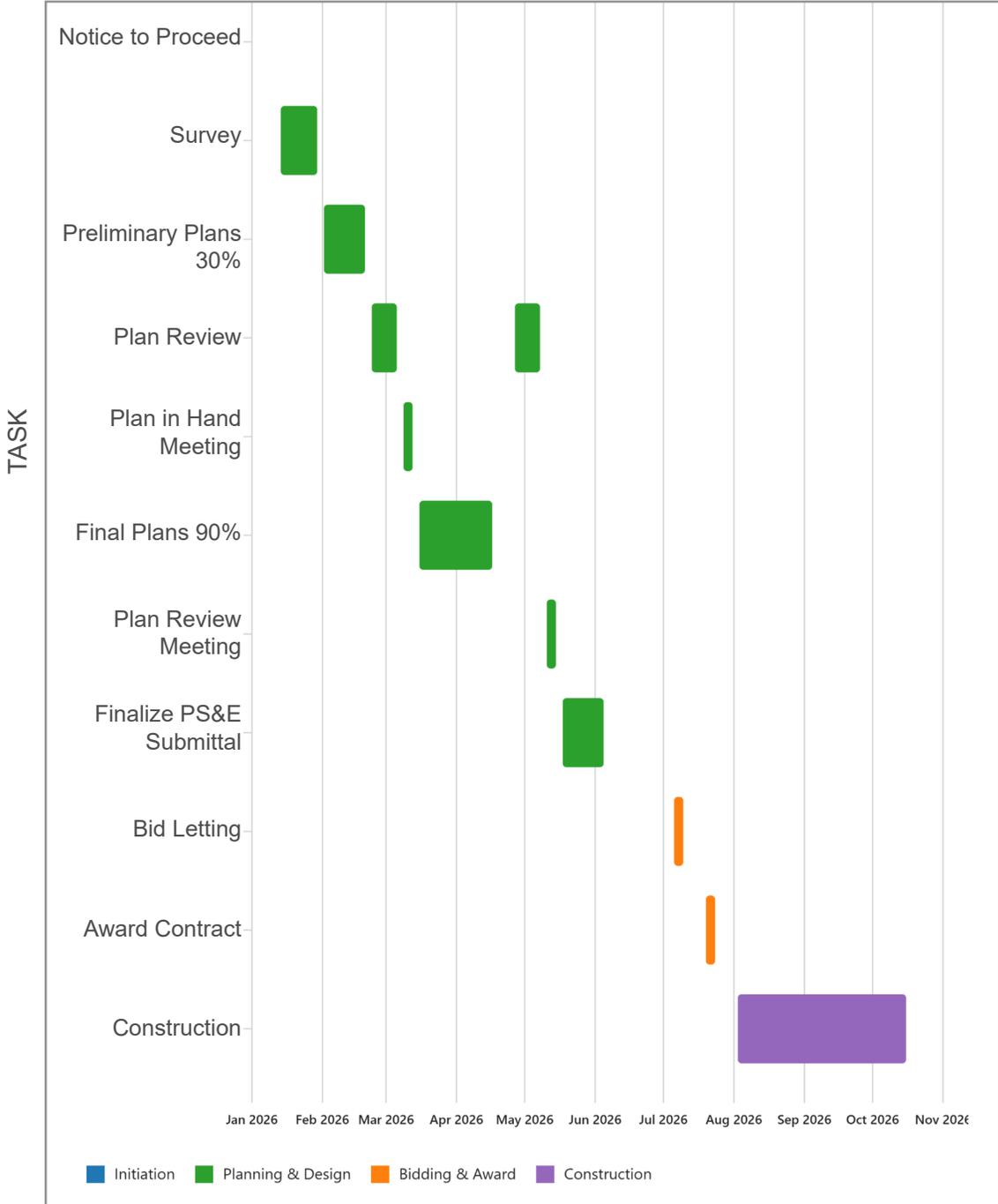
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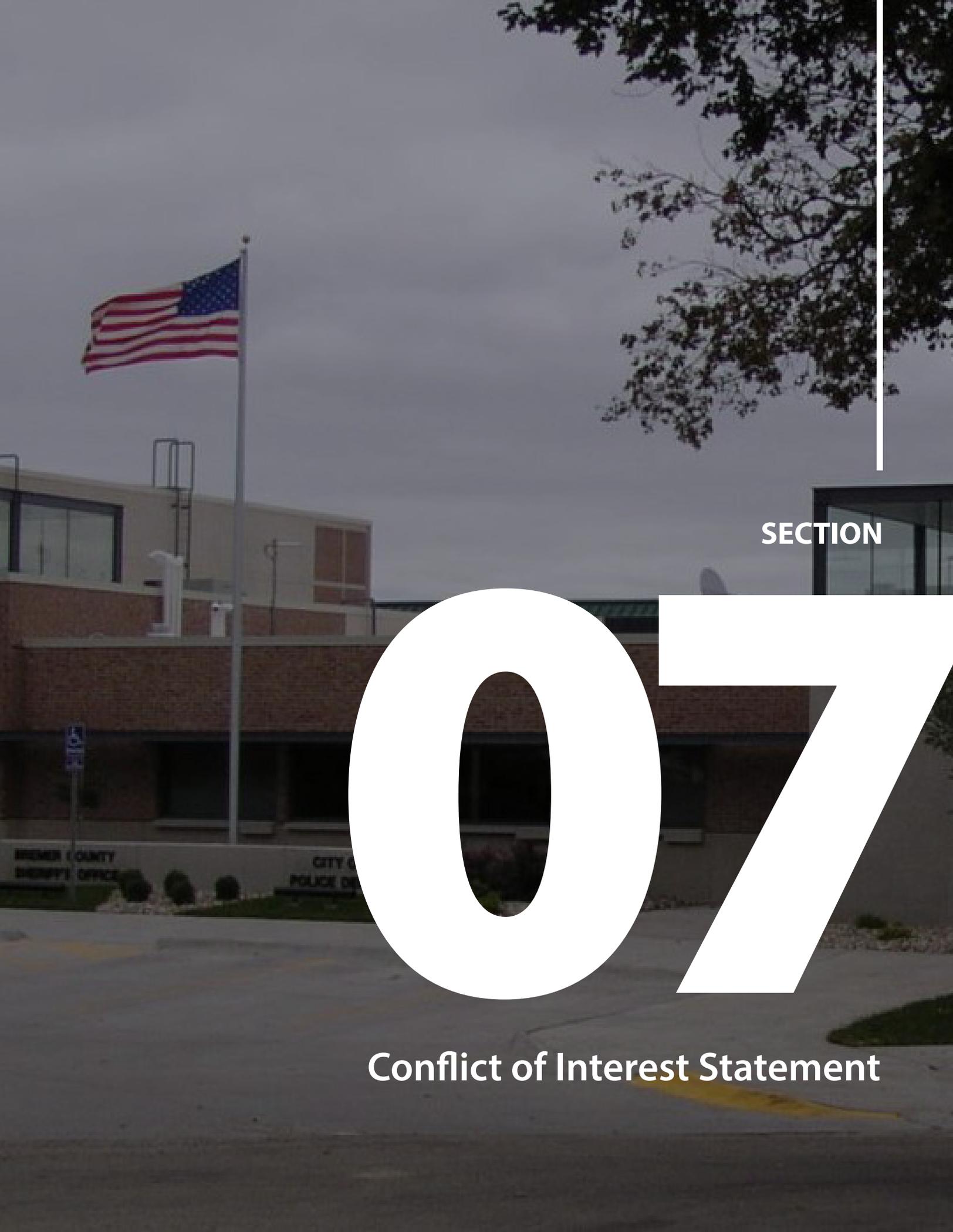
# 06

**Schedule of Work**

# Schedule of Work

Bowman has prepared a preliminary schedule of work that identifies all major phases of the Canongate Road project from notice to proceed through construction. The schedule reflects a logical progression of tasks and is consistent with the City’s anticipated review and approval process. It incorporates time for surveying, preliminary and final design, plan reviews, coordination meetings and preparation of final plans specifications and bid documents. The schedule will be used as an active project management tool and will be refined as needed based on City input agency coordination and review comments while maintaining the overall project delivery timeline.





**SECTION**

# 07

**Conflict of Interest Statement**

## Conflict of Interest Statement

Bowman confirms that we have no financial, business, or other relationships with the City of Waverly that could influence the outcome of this contract or the subsequent construction project. We also have no current clients with a financial interest in this project and no relationships with any construction contractors who may submit bids. No conflicts of interest, real or perceived, exist for any member of our proposed team.



**SECTION**

# 08

**Litigation**

BERNER COUNTY  
SHERIFF'S OFFICE

CITY OF  
POLICE DEPARTMENT

# Litigation

## Bowman Consulting Claim and Litigation Matters

From time to time, Bowman Consulting Group Ltd. (“Bowman” or “Company”) is subject to various legal proceedings that arise in the normal course of our business activities. The following is a list of proceedings against the Company during the past five (5) years, none of which we deem to be material or which have any impact on the performance of the services to be rendered to our clients.

- a) Avora at Port Imperial Condominium Association, Inc. v. Bowman Consulting Group Ltd, et al (2025) filed in the Superior Court of New Jersey Law Division: Hudson County (HUC-L-2172-23). Company is one of 29 Defendants, Plaintiff is alleging negligence and construction defects against all defendants. Company is vigorously defending.
- b) Katie Nothum v. Bowman Consulting Group Ltd, et al (2025). Suit filed in Superior Court of the state of Arizona in and for the County of Maricopa (CV2025-008982) for negligence. **Case was dismissed in Company’s favor, no settlement.**
- c) 888 17th Street Corporation. v. Bowman Consulting Group Ltd (2025). Suit filed in the Superior Court for the District of Columbia(2025-CAB-002219) for alleged breach of contract relative to a commercial lease. **Case settled and dismissed with no admission of wrongdoing.**
- d) Hoefer Welker, LLC v. Bowman Consulting Group Ltd., et al (2025) filed in the Adams County District Court, Colorado (2025cv30049). Primary suit alleges construction defects and negligence against Hoefer Welker, LLC and Hoefer Welker, LLC filed a third party complaint seeking contractual indemnification and alleging negligence and breach of contract against Company and others. Company is vigorously defending.
- e) Quintana, Susana v. Bowman Consulting Group Ltd, et al (2025) filed in the Circuit Court of the Eighteenth Judicial Circuit in Brevard County Florida, Civil Division (05-2024-CA-03591-XXCA-BC) alleging negligence against several parties which resulted in personal injuries sustained by a trip and fall. **Voluntary dismissal in Company’s favor, no settlement.**
- f) Hernandez, Franklin v. Bowman Consulting Group Ltd, et al. (2024). Suit filed in Superior Court of New Jersey Middlesex-law Division (MID-L-004063-24) alleging personal injuries resulting from negligence against several parties. **Voluntary dismissal in Company’s favor, no settlement.**
- g) Christian Brothers Automotive Corporation and CBH Properties v. Bowman Consulting Group Ltd, et al (2024). Claim filed with the American Arbitration Association (Case 01-24-0003-3676) alleging design errors. **Case settled and dismissed with no admission of wrongdoing.**
- h) LG APT SC IRMO COLUMBIA. LLC v. Bowman Consulting Group Ltd (2024). Suit filed in Court of Common Pleas of Richland County, South Carolina (2024CP4001092) alleging design errors. Company is vigorously defending. Litigation tolled pending mediation.
- i) Killkenny, Maureen v. Township of Abington, et al (2023). Suit filed in the Court of Common Pleas of Philadelphia County, Pennsylvania (2023-15351). Company is one of ten defendants in a civil suit alleging construction, design, and maintenance defects which resulted in personal injuries to Plaintiff. Company disputed any involvement in construction, design, and maintenance of property at issue. **Voluntary dismissal in Company’s favor, no settlement.**
- j) Wexminister Limited Inc. v. Bowman (2023). Suit filed in the Court of Common Pleas in Allegheny County, Pennsylvania (AR23-617) for alleged property damage following lease termination. **Case was dismissed in Company’s favor, no settlement.**
- k) JBG Smith Properties et al v. Bowman Consulting, et al. (2023). Suit filed in the Circuit Court of Arlington County, Virginia (CL20004392-00). Company is a third-party defendant in a civil suit alleging construction and design defects which resulted in personal injuries to Plaintiff. **Voluntary dismissal in Company’s favor, no settlement.**

- l) Walton Global Investments v. Bowman Consulting Group (2023). Suit filed in the United States District Court for the Eastern District of Virginia-Richmond Division (3:23-cv-00087) alleging defects in a due diligence report. **Case settled and dismissed with no admission of wrongdoing.**
- m) JE Dunn Construction Company v. Bowman Consulting Group (2022). Suit filed in District Court, Denver County, Colorado (2022cv33535) alleging design errors and defects. **Case settled and dismissed with no admission of wrongdoing.**
- n) G3 Engineering & Surveying, LLC vs. Adam Dew & Bowman Consulting Group Ltd. (2021). Suit filed in the Court of Common Pleas, Fifteen Judicial Circuit in the County of Horray, South Carolina (2021-CP-26-07820) naming Company as a defendant, along with a current employee, in an action filed by a competitor. **Case settled and dismissed with no admission of wrongdoing.**
- o) Theadora Detullio v. Village Super Market of NJ, L.P. d/b/a Shoprite of Old Bridge (2021). Civil Action filed in the Superior Court of New Jersey, Middlesex County Law Division (MID-L-0337-21). **Case settled and dismissed with no admission of wrongdoing.**
- p) Douglas N. Krening and Hannah J. Krening v. Jonathan Coppin and Elemental Homes (2021). Company is a third-party defendant in a civil suit filed in District Court, Douglas County, Colorado (2020cv030831) alleging construction and design defects. **Case settled and dismissed with no admission of wrongdoing.**
- q) Hancock Builders LLC v. Alpha Geotechnical Materials LLC. Et. al (2021). Company is one of many defendants in a civil suit filed in the Superior Court of Maricopa County, Arizona (cv2020-055186) alleging construction and design defects. **Case settled and dismissed with no admission of wrongdoing.**
- r) David Turnbull v. Bowman Consulting Group, Ltd. (2020). Suit filed by former employee in the U.S. District Court for the Southern District of Florida (0:20cv-60864-AHS) alleging violation of Fair Labor Standards Act. **Case settled and dismissed with no admission of wrongdoing.**



**SECTION**

**09**

**Contract Agreement**

# Contract Agreement

Bowman affirms that all terms, conditions, and commitments included in this proposal will remain valid for a period of ninety (90) days from the proposal due date. We acknowledge that a standard contract agreement is not required at this stage and will provide any necessary documentation upon award of the project.



**SECTION**

# 10

**Cost Proposal**

# Cost Proposal

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>1. Project Scope Review</b>										
a. Meet with City Public Works Department to ensure the proposed scope of work addresses all project needs.	4	4								
<b>2. Engineering and Land Surveying</b>										
a. Perform a complete topographic survey of the site.								30	30	
b. Locate all known utilities.								8	8	
c. Perform a legal survey to establish the existing right of way.							8		8	
<b>3. Roadway Alignments (horizontal and vertical)</b>										
a. Establish a horizontal alignment that meets all constraints and conforms to current design standards.			2		8					
b. Establish a vertical alignment to ensure project remains within existing right of way, matches existing elevations and grades at key points and conforms to current design standards.			2		8					
<b>4. Pavement geometrics, design, and pavement thickness analysis</b>										
a. Provide detailed geometric sheets for all paved intersections and bridge approaches.						4				
b. Determine appropriate pavement thickness and type to ensure Canongate Road is a long-lasting low maintenance road for the City of Waverly for the next 25 years.		8	8							
<b>5. Earthwork Quantities</b>										
a. Utilizing Open Roads Designer, model the new Canongate Road to provide an accurate summary of earthwork required to construct the road.			16	8	16	8				
<b>6. Subgrade and Geotechnical Design</b>										
a. Determine an appropriate subgrade treatment and subbase.		8								
<b>7. Drainage Design</b>										
a. Hydraulically analyze and size all roadway culverts to be replaced.			4	4		2				
b. Hydraulically analyze and size all driveway culverts to be replaced.				2		2				
<b>8. Erosion Control</b>										
a. Design temporary erosion control measures to maintain compliance with NDEQ SWPPP requirements.		1		4		4				
b. Design permanent erosion control measures to establish a permanent vegetation cover on the project site.		2			4	4				
<b>9. ADA compliance</b>										
a. Design any connecting curb ramps to comply with ADA requirements.			8		4					
<b>10. Guardrail Layout</b>										
a. Coordinate with Lancaster County to determine if any grading and paving widening will be required for the bridge work on the Canongate Road Bridge.		4	8			2				
b. Design new approach guardrail to the Canongate Road Bridge if necessary.			8			4				

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>11. Pavement Markings and Signage</b>										
a. Design temporary traffic control plans and signage				4		8		30	30	
b. Design permanent pavement markings			2	2		4		8	8	
c. Design permanent traffic control measures and signage			2	2		2	8		8	
<b>12. Cost Estimates</b>										
a. Cost estimate at the 30% phase	2	6	6					30	30	
b. Cost estimate at the 90% phase		3	3					8	8	
c. Cost estimate prior to the bid letting							8		8	
<b>13. Utility Coordination</b>										
		4								
a. Submit 30% plans to utilities to identify any conflicts.										2
b. Submit 90% plans to utilities to make sure conflicts are resolved if possible.										2
<b>14. Quantity Calculations</b>										
a. Provide preliminary quantity calculations for 30% plans			8		8					
b. Update and finalize quantity calculations for 90% and final plans.			4		4					
<b>15. Construction and Traffic Phasing</b>										
a. Determine appropriate construction phasing and ensure it is included in the plans and specifications.		2	4		8					
<b>16. Construction Staking</b>										
a. Provide construction staking for the contractor:									40	
i. Earthwork							4	40	40	
ii. Pavement							4	40	8	
iii. Traffic control measures (temp and perm)								8	16	
iv. Existing right of way							8		12	
v. Geometrics								12	12	
<b>17. Final Plan, Specifications and Bid Documents</b>										
a. Submit final plans, specifications and bid documents to the City one month prior to bid letting.		10	10							
b. Assist the City with the bid letting process by distributing plans and specifications to contractors.		4								6
c. Attend the bid letting, analyze the bids and make a recommendation to the City on award of the contract.		6								
<b>18. Public Involvement</b>										
a. Develop mailers to send to adjacent landowners explaining the project and project timing.		4								4
b. Attend one open house at a location determined by the City		4	4							
i. Provide handouts										2
ii. Provide one large mosaic					4					
iv. Existing right of way							8		12	

Scope Item	Hours									
	Principal	Project Manager	Engineer III	Engineer II	Engineer Tech III	Engineer Tech	RLS	Party Chief	Survey Crew Member	Admin
<b>19. Project Management Services</b>										
a. Provide project management during the design phase	4	40								
b. Provide project management during the construction phase	4	40	60		360					
<b>20. Provide Project Schedule</b>										
a. Submit preliminary schedule at scoping meeting		6								
b. Update schedule at 30% submittal		2								
c. Provide final schedule at 90% submittal		2								
<b>Total Hours</b>	<b>14</b>	<b>160</b>	<b>159</b>	<b>26</b>	<b>424</b>	<b>44</b>	<b>24</b>	<b>138</b>	<b>162</b>	<b>16</b>
<b>Rate</b>	\$290.00	\$205.00	\$135.00	\$117.00	\$117.00	\$87.00	\$160.00	\$117.00	\$75.00	\$75.00
<b>Total</b>	\$4,060.00	\$32,800.00	\$21,465.00	\$3,042.00	\$49,608.00	\$3,828.00	\$3,840.00	\$16,146.00	\$12,150.00	\$1,200.00
<b>Total Estimated Fee</b>	<b>\$148,149.00</b>									

City of  
**Waverly**

**Canongate Road**

**Proposal for Roadway  
Design Engineering  
Services**

January 7, 2026



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January 7, 2026

City of Waverly  
Attn: Tracey Whyman, Director of Public Works  
14130 Lancashire Street  
Waverly, NE 68462

RE: Proposal for Canongate Road

Dear Selection Committee,

**Snyder & Associates** is pleased to submit our proposal for roadway design engineering services for Canongate Road project. We have assembled a strong team to manage all facets of this important project. Our collective experience and technical depth align well with the requirements outlined in the RFQ. For your consideration, we highlight a few differentiators of our team:

### Key Aspects of the Project Team

- **Strong Relationship with the City:** Snyder's previous collaboration with the City has provided valuable insights into its operations and communication practices, ensuring project success.
- **Passionate Experts:** Our project team has worked together for years to complete successful roadway projects. Our team is passionate about what they do, providing the best and most effective solutions that are cost conscious. We will work with the City to develop a shared understanding of the existing conditions of the area and the improvements required to meet the City's goals and budget.
- **Flexible and Committed Resources:** With an expanding Omaha office and the full support of our multidisciplinary team, Snyder & Associates can commit the staff necessary to meet Waverly's project schedule and adapt quickly to any challenges. We offer local, responsive, and quality services to our clients.

We appreciate this opportunity to present our proposal and express our strong commitment to providing quality and responsive engineering services for the City of Waverly. We look forward to your favorable consideration of our Team. Please contact me at (402) 934-5122 or at [bjohnston@snyder-associates.com](mailto:bjohnston@snyder-associates.com) if you have any questions.

Respectfully,



SNYDER & ASSOCIATES, INC.

**Barbara Johnston, PE**

*Project Manager*

### A Note from the Project Manager



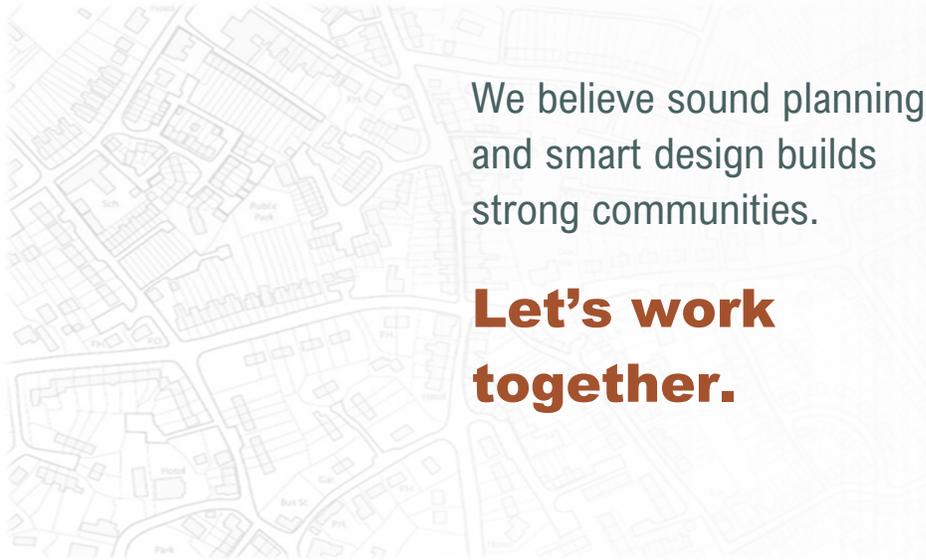
As an Omaha resident and native, I am passionate about improving the quality of life in Nebraska cities through infrastructure projects, development, and safety improvements. I have spent my entire career at Snyder & Associates in Nebraska, working on projects to enhance and advance our communities and am committed to supporting the vision and values of our state. I am especially passionate about accessible pedestrian connectivity, stormwater management and stewardship, and safe and reliable roadways. I am enthusiastic about being a part of Public Works projects, large or small, and look forward to the opportunity to provide roadway design engineering services to the City of Waverly.

## Executive Summary

Within the pages of this proposal, we outline our team, qualifications, recent relevant experience, project understanding and approach, anticipated schedule, and proposed fees for your consideration. Our Omaha-based team brings deep experience in municipal roadway improvements, pavement evaluation, stormwater management, and construction coordination – experience gained through years of partnering with Midwest communities on projects very similar in scale and complexity. We understand the City of Waverly’s expectations for responsiveness, clarity, and technical excellence, and we are committed to delivering a design that is cost-effective, constructible, and aligned with your long-term infrastructure goals.

Our approach to the Canongate Road rehabilitation centers on a thorough understanding of existing conditions and a practical, data-driven design process. We will begin with detailed survey and pavement evaluation to determine the most appropriate rehabilitation methods – balancing structural needs, drainage performance, and budget considerations. Our team will evaluate opportunities for targeted full-depth repairs, optimized pavement sections, and improved stormwater conveyance where needed. We believe Canongate Road is a good candidate for partial full depth reconstruction with the remainder being milled and overlaid as a means of reducing overall construction cost. Additionally, we recommend trench widening as a cost-effective method of introducing a paved shoulder and reducing devegetative erosion at the edge of road.

Throughout design, we will apply our proven QA/QC processes, coordinate closely with utilities, and incorporate constructability reviews to minimize disruptions during construction. We will maintain open communication with City staff, provide clear plan sets at each milestone, and ensure that the final design supports a smooth, efficient construction phase. Our goal is simple: to deliver a durable, well-coordinated improvement to Canongate Road that reflects the City’s priorities and serves the community for years to come.



We believe sound planning  
and smart design builds  
strong communities.

**Let’s work  
together.**



## About Snyder & Associates

Snyder & Associates is a multidisciplinary civil engineering, planning, and design firm serving communities throughout the Midwest. We regard ourselves as an integrated team of problem solvers — aspiring to think beyond engineering to deliver solutions that improve the quality of life for our clients. Our comprehensive services allow for us to manage all aspects of your project from start to finish — providing sustainable solutions and the critical information you require to make informed decisions. Our forward-thinking professionals are our greatest asset, proactively addressing infrastructure challenges with your immediate and future needs in mind.



Our firm's unwavering commitment to our client's success has allowed us to build decades-long relationships with communities of all sizes. These partnerships have enabled us to grow our firm from a single location in central Iowa to thirteen offices spanning five Midwestern states. Our solid reputation and growing footprint allow us to attract professionals that have the knowledge and experience to solve the unique issues that exist in each of the regions we serve and call home.

## Prioritizing Your Goals

When you enlist the services of the Snyder & Associates team for your engineering needs, you'll receive a thorough assessment of your project and a detailed roadmap for how to accomplish your goals most efficiently and cost-effectively. Always on the cutting edge of new technology and techniques, our dedicated and highly experienced team will provide your municipality with the highest quality solutions for your investment dollar. An open channel of communication with your community's decision-makers will ensure you're always informed and up to date with accurate and timely information.

Today, we remain true to our founding vision — while always striving to do better for our clients. With your community's specific needs in mind, we'll assemble a skilled team of engineers, technicians, planners, and specialists to guide you every step of the way. Together, we'll explore all viable options so you can make informed decisions. From concept through final construction, we'll work to minimize your in-house administration and coordination needs — and help move your community forward into a thriving and prosperous future.



## Areas of Expertise

Snyder & Associates, Inc. provides a significant depth of staff for this agreement, both in number and location. Our employees specialize in a broad range of civil engineering disciplines, including:

- Municipal Engineering
- Transportation Engineering
- Water and Wastewater Engineering
- Structural Engineering
- Environmental Engineering
- Land Development & ROW



## Location of Responsible Office

Snyder & Associates  
Omaha Office  
11850 Nicholas Street  
Suite 110  
Omaha, NE 68154

## Project Experience

### ROADWAY REHABILITATION – EAGLE, NEBRASKA

#### Project Objective

As part of our comprehensive municipal engineering services for the Village of Eagle, Snyder & Associates has assisted with annual roadway rehabilitation projects since 2022. Services for these projects include special assessments, civil engineering, bid phase services, and construction administration and observation.

#### Project Description

These projects included mill and HMA overlay, full depth HMA patches as necessary, and pavement parking. The improved roadways for each project included:

- 2022  
Wenzel Circle
- 2023  
Parkview Avenue, Applewood Drive to F Street  
D Street, 1<sup>st</sup> Street to 5<sup>th</sup> Street
- 2024  
6<sup>th</sup> Street, D Street to F Street  
D Street, 5<sup>th</sup> Street to 6<sup>th</sup> Street  
2<sup>nd</sup> Street, D Street to F Street
- 2025  
G Street, Wulf Drive to 3<sup>rd</sup> Street

#### Project Outcome

Pavement cores were taken throughout each project area to identify the existing pavement section, assess the condition, and determine the appropriate rehabilitation method. Visual inspections prior to and during construction were completed to identify areas where full depth patches were necessary. Construction observation was completed on an as-needed basis and upon project completion to ensure the completed work adhered to the plans and specifications and to identify any punch list items prior to closeout. Each of these projects was successfully completed on time and under budget through prompt design, responsiveness throughout construction, and effective coordination between the Village of Eagle, the contractors, and affected stakeholders.



#### Client Contact

Nick Nystrom  
Village Clerk / Treasurer  
Village of Eagle  
402.781.2748  
nick@eaglene.gov

#### Contract Information

Initiation Dates:  
February 2022  
January 2023  
March 2024  
April 2025

#### Amount:

\$97,000  
\$107,000  
\$86,000  
\$103,000

#### Completion Date:

July 2022  
May 2023  
June 2024  
September 2025

Funding Source: Local

#### Snyder Project Contact

Barbara Johnston, PE  
402.934.5122  
bjohnston@snyder-associates.com

## LAKEWOOD DRIVE RECONSTRUCTION & IMPROVEMENTS – NORWALK, IOWA

### Project Objective

The objective of this project was to rehabilitate deteriorated pavement and upgrade storm sewer on a one-mile stretch of Lakewood Drive, as part of the Norwalk Community Infrastructure Study. Services included survey, civil engineering, utility coordination, special assessments, bid phase services, construction administration and observation, and record drawings.

### Project Description

Lakewood Drive borders the south side of Lake Colchester in the City of Norwalk. This Lakewood Village neighborhood is fully developed and was annexed in the City from the County in 1989. The existing pavement condition showed signs of deterioration along the entire corridor. The selected design and construction method for this one-mile project was to perform crack and seating on the existing pavement, selective full-depth patching, installation of subdrain, reconstruction of PCC curb and gutter, and construction of an HMA overlay. During project design and development, it was determined that the existing storm sewer infrastructure was significantly undersized and ultimately upgrading the storm sewer system was included in the project. The City of Norwalk has adopted special assessments within the CIP and Snyder & Associates assisted the City in facilitating the intricacies of this process.

### Project Outcome

Snyder & Associates coordinated this important project with multiple entities including the City of Norwalk, Lakewood Village Association, property owners, lake users, and other members of the community to facilitate a successful project with orderly construction over two seasons.

Public involvement, project management, and construction staging were all very important aspects of this project. Hosting two public information meetings assisted in fielding property owners' questions and preparing them for what to expect during construction. Holding monthly project management team meetings with stakeholders was critical to establishing the desirable roadway section, working through design challenges, and balancing neighborhood desires with budget constraints. The design/construction methods including tandem paving operations were primarily selected to assist in maintaining access to residents while keeping project costs manageable.

#### Client Contact

Wayne Schwartz  
Public Works Director  
City of Norwalk  
515.981.9527  
wschwartz@norwalk.iowa.gov

#### Contract Information

Initiation Date: October 2016  
Construction Amount: \$2.9M  
Completion Date: March 2019  
Funding Source: Local

#### Snyder Project Contact

Laura Lamberty, PE  
515.964.2020  
llamberty@snyder-associates.com



**SCHOOL STREET RECONSTRUCTION – CARLISLE, IOWA****Project Objective**

The objective of this project was to explore repair options for replacing the cracked and deteriorated street while keeping financial considerations at the forefront of the planning process. Services included survey, civil engineering, special assessments, utility coordination, stormwater management planning, funding assistance, bid phase services, and construction administration and observation.

**Project Description**

School Street is a well-traveled local collector between Iowa Highway 5 and the downtown region of Carlisle. The make-up of the School Street corridor includes a mix of uses including commercial and residential near Iowa Highway 5 to a commercial business district near downtown and also shoulders the Carlisle Elementary and High Schools. It's heavily traveled by school bus traffic and supports school drop-off and pick-up points.

The roadway pavement was in marginal condition with a multitude of surface distresses and drainage issues. To correct the varying roadway and pavement problems, it was decided to use two different design/construction methods. Full-depth HMA pavement with PCC curb and gutter was specified for the areas with drainage issues and full-depth patching with crack and seat + HMA overlay for other areas. Sidewalk and pedestrian improvements were designed to assist in connectivity along the corridor. The City of Carlisle was selected to utilize special assessments for this project and our team assisted the City in navigating through that complex process.

**Project Outcome**

The poor condition of the storm sewer system had led to numerous cases of stormwater backing up into residences during periods of heavy rain. An upgrade to a portion of the existing storm sewer system was necessary to minimize the recurring flooding issues, as well as new manhole lining to reduce infiltration.

A geotechnical pavement analysis was completed on the existing roadway. This included obtaining pavement cores and performing an analysis of the subbase and subgrade. It was determined that a complete reconstruction of the roadway would be required for the west end section. The east end, however, would receive a cost-savings "crack and seat" method, followed by a HMA overlay. The crack and seat process involves cracking the existing pavement into pieces small enough to reduce horizontal movement, but large enough to maintain structural integrity. After seating the pieces into the subgrade using a weighted roller, HMA was then used to overlay the roadway.

Since the existing pavement doesn't need to be removed, the roadway was kept open to local traffic during most of the process with minimal disruption to residents. The storm sewer, curb, gutter, and sidewalk replacement work only required minimal periodic closures to individual residential driveways. Breaking the construction into two phases allowed for better coordination with the multiple utilities in the project zone, as well as minimizing the impact for local residents.

**Client Contact**

Deven Markley  
City Administrator  
City of Carlisle  
515.989.3224  
dmarkley@carlisleiowa.org

**Contract Information**

Initiation Date: August 2017  
Amount: \$700,000  
Completion Date: April 2019  
Funding Source: Local

**Snyder Project Contact**

Andy Burke, PE  
515.964.2020  
aburke@snyder-associates.com



**ROADWAY REHABILITATION – NDOT PROJECTS****Lemoyne East****STP-HSIP-92-2(112) | CN 61668**

The existing asphalt on N-92 in Keith County from Lemoyne East is rutted and beyond its service life. Located in the Sandhills region of the state, this 6.74-mile segment from Lemoyne to N-61 was a candidate for the Nebraska 28 Foot Top System. Work on this project includes trench widening, milling and resurfacing, culvert extensions, curb and flume, and grading. T&E species review and wetland delineation were also performed. This project was constructed in 2025 with a construction cost of \$4.7 million.

**Valentine Southwest****STP-97-4(115) | CN 81075**

Due to rutting and depressed thermal cracks, N-97 in Cherry County needs rehabilitation. Located in the Sandhills region of the state, this 6.54-mile segment from Valentine southwest was a candidate for the Nebraska 28 Foot Top System. Work on this project includes trench widening, milling and resurfacing, and grading through rural and municipal segments of the highway. Environmental services will also be provided. This project is currently under design with an anticipated letting date of August 2028. Construction is estimated at \$3.3 million.

**N Jct US-136 – N-4****STP-183-1(119) | CN 71247**

This project involves milling and resurfacing of 11.68 miles of US-183 between US-183 and N-4, guardrail updates, culvert extensions and special ditch design at numerous locations, and grading and erosion control at a large box culvert. This project is currently under design with an anticipated letting date of August 2027. Construction is estimated at \$7.9 million.

**Doniphan to I-80****NH-34-4(136) | CN 42944**

US-34 south of its interchange with I-80 is a highly trafficked divided expressway with significant pavement distress. In recent years, this 3.36-mile stretch has been deteriorating with modernizing adjustments needed to accommodate increased traffic. Work on this project includes milling and resurfacing, guardrail, bridge repairs, and existing turn lane modifications. This project is currently under design with an anticipated letting date of August 2026. Construction is estimated at \$7.1 million.

**N-103 – US-77****STP-8-6(118) | CN 13508**

The existing asphalt on N-8 in Gage County is distressed and beyond its service life. This 14.1-mile segment from N-103 to US-77 was a candidate for the Nebraska 28 Foot Top System. Work on this project includes trench widening, milling and resurfacing, culvert extensions, guardrail, grading, bridge repairs, and new turn lane construction. T&E species review, wetland delineation, hazardous materials review, and NEPA documentation were also included. This project is currently under design with an anticipated letting date of August 2027. Construction is estimated at \$9.9 million.

**Client Contact**

Jacqueline Baird  
Unit Head  
NDOT Roadway Design Division  
402.479.4625

Tony Kessler  
Unit Head  
NDOT Roadway Design Division  
402.479.3994

Kevin Krolikowski  
Unit Head  
NDOT Roadway Design Division  
402.479.4618

**Funding Sources**

STP – Surface Transportation  
Program  
HSIP – Highway Safety  
Improvement Program  
NH – National Highway  
Performance Program

**Snyder Project Contact**

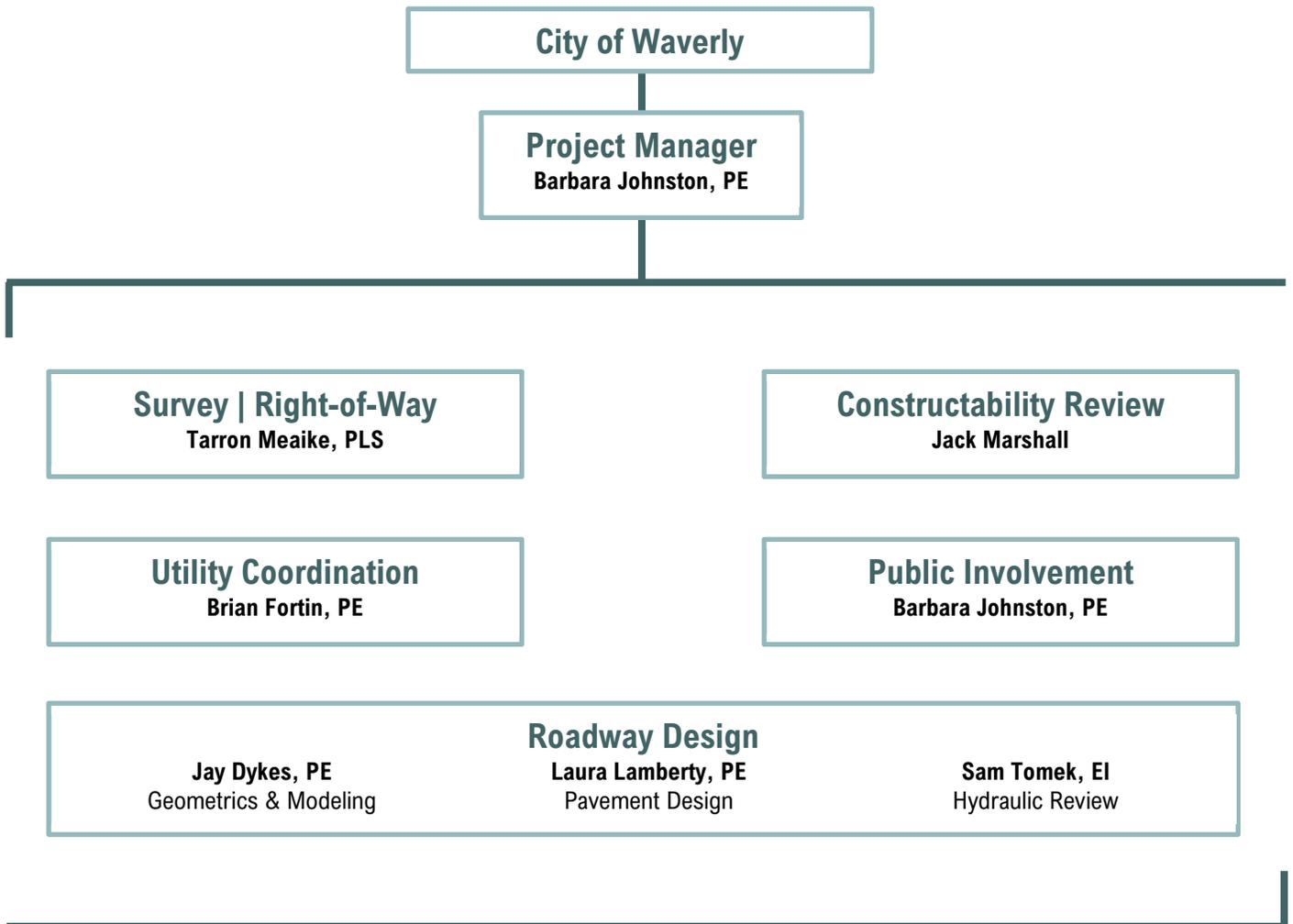
Barbara Johnston, PE  
402.934.5122  
bjohnston@snyder-associates.com

## Team Organization

As a full-service survey and civil engineering firm, Snyder & Associates anticipates completing all project tasks in-house without subconsultants. The project will be managed out of the Omaha office and utilize local staff for survey, design, plan production, and construction services.

### ORGANIZATIONAL CHART

Our team will be led by Barbara Johnston out of our Omaha office, who will serve as the main point of contact for City of Waverly and manage the design, schedule, and budget for the project. Individual team members are identified in the organizational chart below.

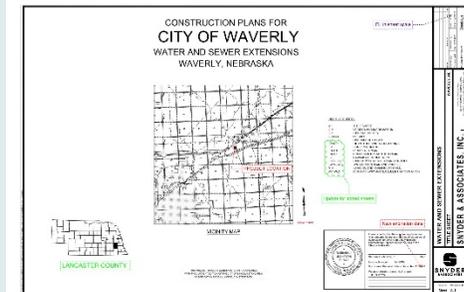


## PROJECT MANAGEMENT

As leader of the Omaha office, our project manager Barbara Johnston is able to assign resources and set priorities for the team as project needs and schedules develop. Our team meets weekly to discuss the status of all ongoing projects and assign tasks for the week. This allows us to coordinate shifting workloads with upcoming milestones to ensure project schedules are met. Additionally, these meetings serve as an opportunity for the team to address any challenges that have arisen and discuss solutions that address the issue at hand, while staying aligned with the goals and budget of the project.

Barbara’s approach to project management centers around collaboration and quality. Our team prides itself on asking the right questions and thinking about problems holistically. If we don’t have the answers, we aren’t afraid to dig in to improve our understanding or reach out to subject matter experts within the firm for support. Our open communication allows us to focus on continuous improvement, which leads to identifying opportunities to increase efficiency in our design and workflow. This collaboration also gives the team a sense of collective ownership on the final product, which allows for creative problem solving and a focus on quality.

In practical terms, Barbara will assign scope tasks as outlined in Section Five of this proposal to the project team. In addition to weekly team meetings as described above, regular check sets will be produced for plan review ahead of each milestone deliverable. Plan review and QA/QC occur within Bluebeam Revu. The team also utilizes Microsoft OneNote for a shared and comprehensive log of design decisions, questions, and assignments. This helps bridge the gap between team members working on different aspects of the same design and creates consistency across the design team.



## REVIEWS IN REVU

We leverage QA/QC software to ensure our designs are thoroughly reviewed by the appropriate senior technical staff. This includes utilizing Bluebeam Revu work sessions with custom Snyder markup status properties to track revisions and get the right audience involved in the review process. We can do this in real-time and get more eyes on our deliverables to guide the project. Our work sessions can also be shared with City staff to allow for faster collaboration, easier reviews, and quicker turnaround times for updates and revisions, increasing efficiency and reducing errors.

Following each design deliverable, the team will have a brief meeting to go over feedback, changes, or questions from City staff, the status of ongoing design items, and any outstanding issues that still need to be addressed. An update of the project schedule and budget will also occur at these meetings and due dates of internal check sets will be determined.

One final aspect of our approach to project management is client communication. We strive to be clear and concise with our communication and available clients whenever we are needed. With one primary point of contact through whom all communication flows, we minimize misunderstandings and conflicting information. We are here to assist the City in all aspects of this project and will be ready and willing to support you with prompt and complete responses.

### TEAM MEMBER ROLES

#### Survey Team

The survey team will be led by Tarron Meaike, PLS. Prior to their field visit, Tarron’s team will complete a desktop review of the site and call in utility locates. After consultation with the design team on project limits, needs, and scope, they will complete the topographic, boundary, and feature survey of the project area. The survey team is also responsible for downloading the data for use in CAD and any additional survey requests the team may have later in design.

#### Design Team

The design team consists of Jay Dykes, Laura Lamberty, and Sam Tomek. Jay will serve as the technical lead for the design of the project and manage the CAD model. He will also lead plan production efforts, with assistance from CAD technicians, as necessary. Once preliminary design is complete, Sam Tomek will complete a hydraulic review of the project area to identify any areas where drainage patterns will be impacted. Jay and Sam will work closely on any stormwater solutions that may be required. Laura Lamberty is the subject matter expert for asphalt pavement at Snyder & Associates. Laura will serve as a technical resource for the design team and perform reviews on pavement related calculations.

#### Utility Coordination

When preliminary design is complete, Brian Fortin will complete a review of the project plans and identify any potential utility conflicts. He will assist with modifying the design to minimize conflicts and coordinate with third party utilities if/when relocations or field adjustments are required.

#### Constructability Review

Jack Marshall serves as the construction technician on the team and will complete constructability reviews of the project plans at approximately 50% and 90% design. Jack brings an important perspective on how things are constructed in the field, provides suggestions on phasing, and offers input on construction methods that impact design decisions.

#### Public Involvement

If necessary for the project and desired by the City, Barbara Johnston will provide any information or exhibits necessary to notify the public about the project. She will also be available to attend any public meetings and answer questions residents may have about construction impacts, phasing, schedule, etc.

### KEY PERSONNEL

Resumes for key individuals on the team can be found on the following pages.



## BARBARA JOHNSTON, PE

Project Manager

### QUALIFICATIONS

Barbara has served as a project engineer and project manager for over 10 years. As the leader of the Omaha work group, she specializes in project coordination and resource allocation for all Nebraska projects. With a diverse background of project experience, from highways and trails to sewer improvements, and site design, she is skilled at collaborating across the Snyder work groups to improve project success. Barbara is known to her clients as a responsive and organized manager, a creative problem solver, and adaptable as project needs and schedules evolve. She enjoys the wide variety of client and project types she works with and is passionate about enhancing Nebraska communities, small and large.

### Education

B.S. Civil Engineering –  
Colorado School of Mines,  
2013

M.S. Civil Engineering –  
University of Colorado, 2014

### Registration

Professional Engineer –  
Nebraska and Iowa  
Class B Nebraska State  
Highway and City Street  
Superintendent

### Affiliations

- Engineers Without Borders
- Engineer’s Club of Omaha
- Metropolitan Community College Civil Engineering Advisory Committee
- Society of Women Engineers

### Technical Specialties

- Roadway Design
- Municipal Engineering
- QA/QC
- Construction administration
- Project Management and Coordination
- Resource Allocation

### SELECT PROJECT EXPERIENCE

#### NDOT Lemoyne East – Keith County, Nebraska

The existing asphalt on N-92 in Keith County from Lemoyne East is rutted and beyond its service life. Located in the Sandhills region of the state, this 6.74-mile segment from Lemoyne to N-61 was a candidate for the Nebraska 28 Foot Top System. Work on this project includes trench widening, milling and resurfacing, culvert extensions, curb and flume, and grading. T&E species review and wetland delineation were also performed. This project was constructed in 2025.

#### 4<sup>th</sup> Street Reconstruction – Eagle, Nebraska

In the Village of Eagle, 4<sup>th</sup> Street serves as a primary thoroughfare connecting residential areas to the downtown business district. With decaying asphalt pavement, drainage issues, undersized utilities, and disconnected or substandard sidewalks, a portion of the street was to be fully reconstructed. The project included replacing the asphalt and ditch section with a widened, curbed PCC roadway with storm sewer, and the addition of ADA compliant sidewalks and crosswalks, upsized water main, utility relocations, and driveway improvements. Construction is anticipated for spring and summer 2026.

#### 2nd Street, Court – Ella, Rehabilitation – Beatrice, Nebraska

The Gage County Historical Museum is a historical landmark for the community in Beatrice, Nebraska. The museum entrance, as well as the surrounding brick streets, constructed in 1913, required rehabilitation due to deteriorated brickwork, a poor base, and uneven driving surface. Additionally, the museum lacked ADA accessible parking stalls and pedestrian ramps. Final design of the museum site entailed coordination with NDOT and the City of Beatrice, paving a new circular drive entrance, remediating drainage issues, adding an ADA compliant parking area, relaying brick sidewalks, constructing ADA compliant pedestrian ramps, and converting portions of the site to greenspace, including a new irrigation system. The rehabilitation of 2nd Street, from Court to Ella, included enhancing the subgrade and base below the pavers, removing, salvaging, and replacing brick pavers and stone curbs, and improving drainage in front of the driveway and throughout the intersection.

**JAY DYKES, PE**

Project Engineer



Jay is a licensed professional engineer in the state of Nebraska with four years of experience designing solutions to infrastructure needs. As a member of the Omaha office team, Jay works to develop unique solutions and methods of rehabilitating roadways that are tailored to budgetary and time constraints. With a diverse background in project types ranging from green field development, sanitary and water main installation and freight railroad track design, Jay brings a unique perspective that incorporates many facets of municipal projects to reduce costly construction conflicts before they arise. Jay is particularly passionate about approaching projects with an understanding of funding sources and deadlines so that designs fit within the parameters of funding and are delivered on time.

**TECHNICAL SPECIALTIES**

- Roadway Rehabilitation and Reconstruction
- Urban Roadway Design
- Pavement Management
- Municipal Railroad Coordination
- ADA Compliance
- Drainage Improvements
- Project Visualization

**EDUCATION**

BSCE, University of Wyoming, 2021

**SELECT PROJECT EXPERIENCE**

- Village of Eagle Municipal Engineering – Eagle, Nebraska
- Railroad Highway Trail – Council Bluffs, Iowa
- NDOT Highway 92 Rehabilitation – Keith County, Nebraska
- NDOT Highway 34 Rehabilitation – Hall County, Nebraska
- NDOT Highway 8 Widening & Rehabilitation – Jefferson & Gage Counties

**BRIAN FORTIN, PE**

Project Engineer



Brian is a licensed Professional Engineer and has over 20 years of experience in civil and site design. He has background in construction administration, plan production, environmental and site inspection, permitting, and project management. Brian also has extensive experience in water distribution design, environmental engineering and permitting, stormwater and drainage analysis, materials testing and assisting with surveying. Familiar with all facets of the construction process, he coordinates well with project stakeholders throughout the design and construction phases.

**TECHNICAL SPECIALTIES**

- Roadway Design
- Utility Coordination
- Water Main Design
- Construction Administration
- Regulatory Permitting
- Materials Testing
- Sewer Design

**EDUCATION**

BSCE, University of Minnesota, 2002

**SELECT PROJECT EXPERIENCE**

- Gifford Road Rehabilitation – Council Bluffs, Iowa
- South 1<sup>st</sup> Street Rehabilitation Phases 1 – 13 – Council Bluffs, Iowa
- Avenue B Reconstruction – Council Bluffs, Iowa
- Hillcrest Drive Rehabilitation – Council Bluffs, Iowa
- 6<sup>th</sup> Street Water Main Extension – Eagle, Nebraska



## TARRON MEAIKE, PLS

Land Surveyor

Tarron has been with Snyder & Associates for over 18 years and holds a license as a Land Surveyor in Nebraska, Iowa, and Missouri. Tarron serves as a project manager for various types of surveying projects with an emphasis in ALTA/NSPS land title surveys, boundary surveys, topography surveys, FEMA elevation surveys, subsurface utility surveys, construction surveys, and right-of-way acquisitions. He is proficient in AutoCAD, MicroStation, Geopak, OpenRoads, Trimble and Leica Survey software. Tarron leads Snyder & Associates' survey efforts throughout Nebraska and works closely with Omaha staff for project scheduling and resource allocation. He also assists with cost estimating and survey field crew coordination.

### TECHNICAL SPECIALTIES

- ALTA/NSPS Land Title Survey
- Acquisition Plat
- Boundary Retracement Survey
- Easement Plat
- Plat of Survey – Property Splits
- Construction Survey
- As-built Survey
- Topographic Survey
- Utility Subsurface Survey

### EDUCATION

Associate of Applied Science – Civil Engineering Technology & Construction Management 2005

### SELECT PROJECT EXPERIENCE

- F Street Reconstruction – Eagle, Nebraska
- 4<sup>th</sup> Street Reconstruction – Eagle, Nebraska
- 6<sup>th</sup> Street Water Main Extension – Eagle, Nebraska
- Water and Sewer Extension – Waverly, Nebraska
- Applewood Creek Connector Trail – Papillion & La Vista, Nebraska



## LAURA LAMBERTY, PE

HMA Subject Matter Expert

Laura has over 30 years of professional engineering and construction experience with an emphasis on municipal projects and construction administration. She has performed design for over 300 projects including major street improvements, utility extensions, and 4 to 3 Lane conversions. Staging and constructability review are areas of expertise. Laura has successfully completed a variety of projects including roadway reconstruction, utility upgrades, roadway maintenance, and new roadway construction. Laura has experience working with rehabilitation and repair of aging utility systems, including video review and assessments. She serves as the practice expert for Hot Mix Asphalt Pavement for Snyder & Associates. Laura has authored development review standards, construction specifications, and code revisions.

### TECHNICAL SPECIALTIES

- HMA Pavement Design
- HMA Pavement Rehabilitation
- Municipal Projects
- Staging and Constructability Review
- Pavement Management
- Development Review

### EDUCATION

BSCE, California Polytechnic State University, 1988

### SELECT PROJECT EXPERIENCE

- Cedar Heights Drive Reconstruction – Cedar Falls, Iowa
- Lakeview Drive Improvements – Norwalk, Iowa
- 1st Avenue S & 15th Street Improvements – Fort Dodge, Iowa
- Broadway Avenue BUILD Pavement Design – Des Moines, Iowa
- 8th Street SW Overlay Project, Altoona, Iowa
- Annual Webster City HMA Improvements Projects, 2017 - Present



## SAM TOMEK, EI

### Project Engineer

Sam is an Engineering Intern in the state of Nebraska with two years of experience supporting a wide range of civil engineering design applications. Working out of the Omaha office, Sam delivers design solutions for municipal roadway reconstruction projects, wastewater treatment improvements, stormwater management systems, and both public and private site development. With hands-on experience across multiple disciplines, Sam brings a practical and detail-oriented approach to problem solving, focusing on creating efficient, constructible designs that meet project goals and community needs. Sam is committed to producing work that aligns with funding requirements, schedule expectations, and long-term infrastructure performance.

### TECHNICAL SPECIALTIES

- Municipal Roadway Reconstruction
- Stormwater Drainage Design
- Stormwater Modeling
- ADA Compliance
- Wastewater Treatment Solutions
- Site Design
- Watershed Delineation

### EDUCATION

BSCE, Iowa State University, 2023

### SELECT PROJECT EXPERIENCE

- F Street Reconstruction – Eagle, Nebraska
- 4<sup>th</sup> Street Reconstruction – Eagle, Nebraska
- 6<sup>th</sup> & G Water Main Extension – Eagle, Nebraska
- NDOT Highway 34 Rehabilitation – Hall County, Nebraska
- NDOT Highway 8 Widening & Rehabilitation – Jefferson & Gage Counties

## JACK MARSHALL

### Construction Technician



Jack is a certified construction technician with over 35 years of transportation construction experience. He has background in planning, scheduling, and managing construction operations. He holds certifications in PCC, aggregate sampling, HMA, and erosion and sediment control. Jack also has extensive experience in quality management, safety, site inspection, and environmental inspection. Jack's technical specialties include construction cost estimating, scheduling, quality management, safety, construction inspection, and record keeping. Jack has performed construction observation and administration services for multiple roadway rehabilitation projects in Nebraska. His detailed record keeping and comprehensive project documentation have helped aid clients in identifying patterns with insufficient material test results, negotiating quantity disputes, and navigating change requests. He is also skilled at shop drawing, plan, and specification review with exceptional attention to detail and field experience.

### TECHNICAL SPECIALTIES

- Construction Observation
- Contractor Coordination
- Materials Testing
- ADA Compliance
- Constructability Reviews
- Quality Management
- Record Keeping

### SELECT PROJECT EXPERIENCE

- Concrete Panel Replacement – Omaha, Nebraska
- Asphalt Roadway Rehabilitation – Eagle, Nebraska
- Hillcrest Avenue Reconstruction – Council Bluffs, Iowa
- South 1<sup>st</sup> Street Rehabilitation Phases 1 – 13 – Council Bluffs, Iowa
- Oakland Drive Reconstruction – Council Bluffs, Iowa

## Scope of Work

A well-defined scope is critical to any project's success. In the sections below, we have outlined specific scope tasks and deliverables and discussed cost control and design considerations.

### SCOPE OF WORK STATEMENT

#### Project Overview

The project limits span approximately 4,200' of Canongate Road in Waverly Nebraska, however 450' of that length is the bridge over US-6 and the BNSF Creston subdivision. This bridge is owned by Lancaster County and not part of the project in any capacity, beyond coordination.

The project generally consists of two typical sections:

- From the southern limit of the project through the intersection of Canongate Road and Jamestown Street, the roadway consists of 2-12' asphalt lanes, each with a 4-6' paved shoulder and a 2' turf shoulder. This typical section accounts for approximately 3,000' of the project.
- North of the intersection of Canongate Road and Jamestown Street, the roadway consists of 2-12' asphalt lanes with approximately 4-6' of turf shoulder. This typical section accounts for approximately 750' of the project.

#### Project Management & Coordination

Project management includes coordination efforts outside of specific design tasks, including but not limited to attending kickoff and periodic team coordination meetings, providing regular progress updates, schedules, and coordination with stakeholders, and responding to client questions throughout preconstruction phases. This task will also include a field walkthrough of the corridor prior to design.

#### Survey

Surveying efforts will commence as soon as possible following the receipt of the notice to proceed. Our Nebraska survey team will locate existing site features within the right of way limits including utilities, structures, pavements, buildings, tree areas, and fences. Utilities will be located from visual information and information supplied by utility owners.

#### Design Services

Once the survey has been completed, the team will begin the design phase of the project. Utilizing the survey and information obtained during the field walkthrough of the corridor, limits of reconstruction and resurfacing will be determined. Construction drawings showing these areas as well as details for their construction will be developed and reviewed for utility conflicts and constructability. Through an iterative process of developing, reviewing, and correcting, the plans and specifications will be refined until all members of the team are confident in their quality and constructability.

#### Bid Phase Services

Once the design has been completed and approved by city staff, we will initiate the bid phase. We will begin by preparing the final bid documents – plans, specifications, and contract documents. Once prepared, these documents will be advertised to bidders and our staff will diligently respond to bidder questions and, if necessary, issue any addenda. If requested, we will also attend a pre-bid meeting to discuss the project in person with any interested bidders. Once all bids have been submitted, we will attend the bid opening, assemble a bid tab, and provide a recommendation for award.

## PROJECT DELIVERABLES

### Preliminary Design

Following preliminary design, deliverables will include 30% plans and an engineer’s opinion of probable cost (OPC). These items will be discussed at a review meeting with City staff.

### Final Design

The final design phase begins after the 30% review meeting. The first deliverables in this phase will be 90% plans and an OPC, as well as draft bid documents and any supplemental specifications that will be required. These items will be discussed at a review meeting with City staff.

### Bid Documents

The ultimate design submittal will be a complete bid package, including final plans, signed by a Nebraska licensed professional engineer, a final OPC, bid documents, and specifications. If any addenda are required during the bid phase, Snyder & Associates will prepare those as well.

### Supporting Documentation

As design progresses, we may discover unexpected conditions or irregularities that require special attention. When this occurs, we typically present the issue in a technical memo, which outlines the details of the situation, alternatives considered, design criteria, and a recommended solution. These memos will be submitted to City staff for review and concurrence before solutions are incorporated into final design.

## COST CONTROL & BUDGETING METHODOLOGY

At Snyder & Associates, we pride ourselves on providing “right-sized” solutions. We recognize that not every project requires us to reinvent the wheel or expand our design to solve out-of-scope problems. It is our responsibility as your design professional to meet Waverly’s needs on the project while staying within budget.

### Design

Cost control during design includes active participation from the project manager and regular check-ins with the design team. It is crucial that the entire design team, not just the project manager, is aware of budgets and time allotted for each task. This transparency allows for expectations to be clearly communicated and empowers team members to meet them.

### Construction

Managing construction costs starts in the design phase. Being cognizant of the City’s anticipated budget throughout design allows us to appropriately scope recommended improvements. Based on the Waverly One- and Six-Year Road Plan, it is understood that the current estimated cost for this project is \$415,000 of local dollars. Our initial estimates based on the geotechnical report and a desktop evaluation of the corridor include larger quantities of full depth repair areas and therefore, significantly higher construction costs. The specific pavement design, priorities, and budget for this project will be discussed and agreed upon with the City of Waverly at the kickoff meeting so all project goals are aligned. Our team also has experience in identifying and securing other sources of funding to support evolving project scopes.

Improvement Type	1&6 Road Plan Quantity	Estimated Quantity
Full Depth Repairs	2,877 SY	7,300 SY
2” Resurfacing	10,216 SY	10,400 SY
1” SLX Overlay	5,216 SY	-
Trench Widening	-	800 LF
<b>Estimated Price</b>	<b>\$ 415,000</b>	<b>\$ 950,000</b>

## DESIGN QUESTIONS

Below are responses to the questions outlined in the RFP.

### **Describe critical engineering design issues associated with the project and how you will address these.**

The primary engineering design concern for our team is identifying the portion of the roadway that can be milled and overlaid versus full depth reconstructed. After reviewing the final Terracon report (dated 8/5/2025) and completing a desktop analysis of the corridor, we estimate that of the 3,750' (not including the 450' bridge over US-6 and the BNSF Creston Subdivision) of project roadway, 1,600' or 40% could be suitable for treating with a mill and overlay – provided that a proper quantity is designated for small area subgrade stabilization during construction. The remaining 2,150' of roadway will require a full depth reconstruction.

The inherent complexity of non-uniform roadway rehabilitation is further compounded by the alternating nature of the segments. From the start of the project at Castlewood Street, the treatment of each segment of roadway frequently switches back and forth. Unfortunately, this pattern of work increases the likelihood that a contractor will “back themselves into a corner” and strand their equipment behind a segment that is yet to be completed, which of course slows down construction and elongates disruptions to travelers.

Our team plans to address this complexity with a detailed phasing plan, informed by conversations with contractors. Taking time to adequately consider the order that segments are to be worked will reduce headaches during construction.

Another challenge introduced by the partial mill/partial reconstruct approach is that it can reduce the accuracy of cost estimates throughout design because of the subgrade repair allowance. To reduce this uncertainty, the team will conduct an onsite visit to walk the corridor and delineate areas with a high likelihood of requiring subgrade repair.

One final design concern anticipated by the team relates to the earth shoulder erosion and de-vegetation observed north of the intersection of Canongate Road and Jamestown Street. Erosion of the earth shoulder often contributes to accelerated deterioration of the adjacent pavement, which is visible in the photos below. We anticipate the most cost-effective way of addressing this deterioration is with trench widening. This is a low cost method of widening, where by a trench is created at the edge of the road which is then filled with compacted millings and finally overlaid to create a durable paved shoulder with materials that would not be used otherwise.



*Erosion of earth shoulders along Canongate Road*

**Describe your process on how you will derive at a pavement thickness recommendation. Include any software, calculations, and data used, traffic counts along with future calculated axel loadings the roadway is expected to endure for a 25-year period, to ensure the pavement thickness will be able to withstand the predicted wheel loading without failure to the pavement surface or the subbase.**

Our process for the structural design of the pavement will follow the NDOT's *Local Projects Pavement Design Guidance (2018)* which begins by establishing the volume and distribution of user types on Canongate Road. The Terracon Geotechnical Engineering report includes some data on the traffic volumes and the variety of vehicles on this roadway segment, which can provide a baseline for the design. Typically, we also will discuss any planned changes to the City's roadway network that have the potential to influence traffic volumes on this roadway so we can account for that in our pavement design.

After the baseline traffic volumes have been determined, we will utilize the American Association of Highway and Transportation Officials (AASHTO) Guide for Design of Pavement Structures 1993 to calculate the design factors for different aspects of the pavement design. These design factors are as follows:

For calculating the design load on the roadway

- Growth Rate (GR)
- Growth Factor (GF)
- Truck Factor (TF)
- Directional Distribution Factor (DD)
- Lane Distribution Factor (DF)

For determining the thickness of the pavement layers

- Effective Roadbed Soil Resilient Modulus (MR)
  - o This will be calculated for a variety of conditions we anticipate the roadbed will experience throughout its life, including wet, dry, frozen, and chemically stabilized.
- Layer coefficients of surface, base, and subbase (a1, a2, a3)
- Drainage coefficients of base and subbase (m2, m3)

The design load of the roadway will be calculated as a quantity of Equivalent Single Axle Loads (ESALs), which are the number of 18,000 lb. single axels that will pass over the road throughout its design life.

Finally, after all of these values have been calculated we will be able to determine the depths of each pavement layer required to sustain the design load through an iterative process. Because there are many potential roadway sections that will be able to support a given load, we will optimize our roadway structure for cost and constructability.

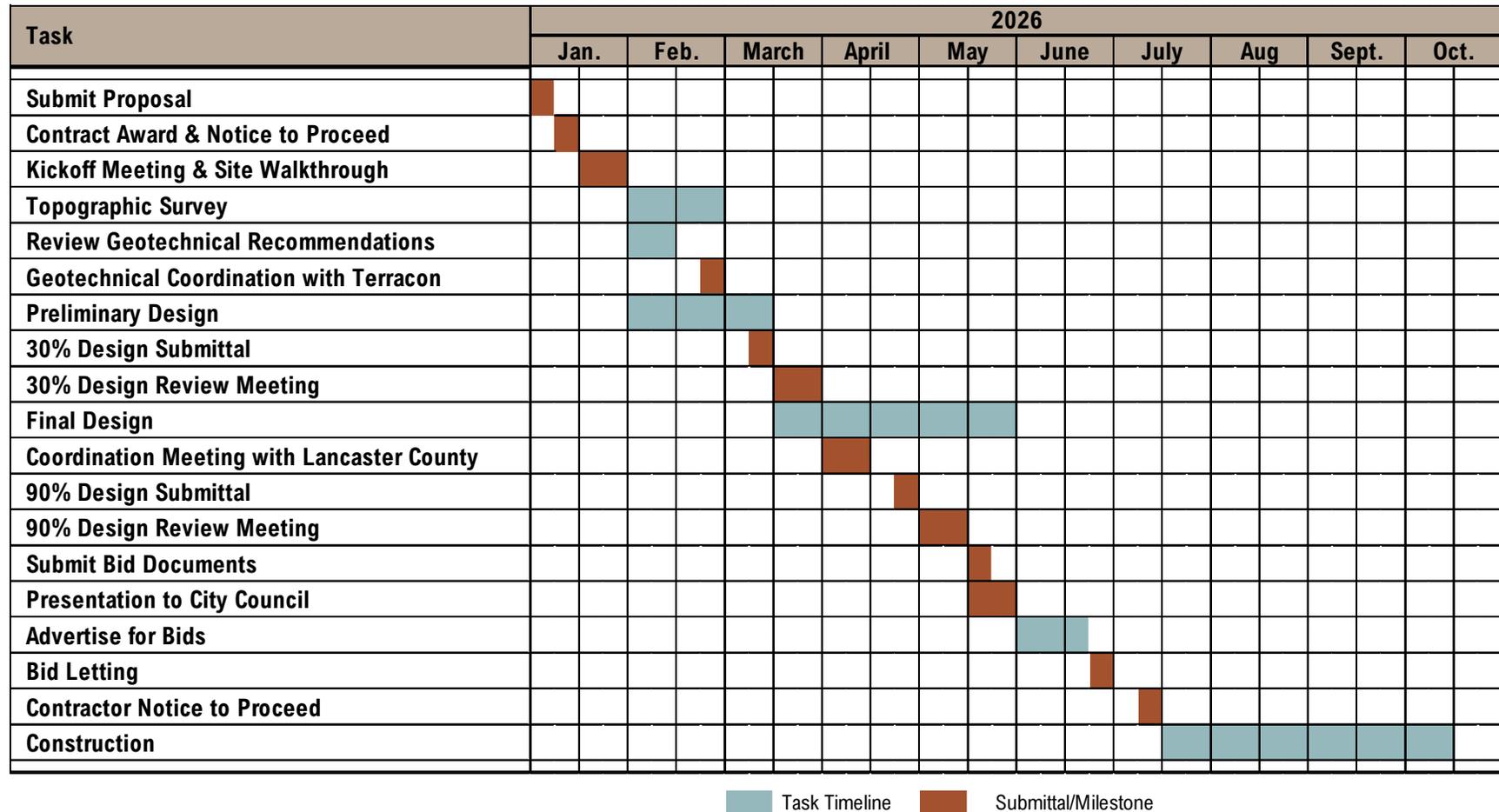
**3R and reconstruction standards knowledge along with your experience with NDOT Roadway Design Manual, Nebraska Board of Public Roads Minimum Design Standards, and AASHTO's "A policy on Geometric Design of Highways and Streets".**

Through our history working with the NDOT and Nebraska communities on roadway repair, rehabilitation, and reconstruction projects, we have gained a deep familiarity with the NDOT's Roadway Design Manual, AASHTO "Greenbook", and the Nebraska Administrative Code 428 for Minimum Design Standards of Public Roads. Understanding not only what the standards say, but also how to best implement them has been key to our continued success in this regard – especially when considering that there is more than one solution to any given problem in a road design project. Often design challenges are encountered, different standards have conflicting guidance. It is important to examine which standard is more relevant for the given situation. For this, we use sound engineering judgement and coordination with our contacts throughout the state to inform our decision and deliver the best end product.

## Project Schedule

The proposed schedule assumes a notice of selection in mid-January 2026, with scope negotiation and a kickoff at the end of January. A 9-month project timeframe is assumed, subject to change based on the City's needs.

Progress meetings can occur as needed between major updates (Milestone Meetings) and are not specifically identified in the schedule. Deliverable dates can be adjusted to meet the City's needs. The schedule presented below anticipates construction start in July 2026 with completion in October 2026.



## Conflict of Interest Statement

Snyder & Associates has no financial, business, or other relationship with the City of Waverly, other current clients, or construction companies that may have an impact on the outcome of this contract or construction project.

## Litigation

During past five-year period, Snyder & Associates has been involved in the following legal proceedings that were third party claims, and are now closed. There is no active or pending litigation and no litigation direct with clients.

Lawsuit/Litigation	Outcome	Comments
<b>Miller et. al. vs. State of Iowa, MercyOne, Snyder &amp; Associates, et al., Polk Co. IA</b>	Settled 8/2025	Interstate vehicular crash wrongful injury - multi party defendants
<b>Haase v. Advanced Traffic Control, Pirc Tobin Construction, City of Cedar Rapids, Snyder &amp; Associates, Linn Co., IA</b>	Settled 12/2024	Work zone motorcycle crash wrongful injury – multi party defendants
<b>Gilderbloom vs. City of Pleasantville, and Snyder &amp; Associates, Marion Co. IA</b>	Dismissed 12/2021	Construction drainage issue, residential flooding during storm event
<b>Bell vs. Copper Creek Golf Club LLC, and Snyder &amp; Associates, Polk Co. IA</b>	Dismissed 10/2021	Drainage issue, residential flooding during storm event
<b>Martin et. al. vs. City of Altoona, Snyder &amp; Associates, et. al., Polk Co. IA</b>	Settled / Mediation 3/2021	Pedestrian injury, sidewalk/crosswalk issue – multi party defendants

## Contract Agreement

The terms of this proposal, including scope of work, fees, and schedule shall remain in effect for ninety (90) days following the date proposals are due to the City of Waverly, January 7, 2026.

## Cost Proposal

The lump sum fees for the proposed services are outlined in the table below. We are open to discussing the scope presented here with City staff and can amend the fees as necessary to align with any changes.

<b>Budget Summary</b>	
<b>Task Name</b>	<b>Lump Sum Fee</b>
<b>Project Management</b>	\$ 9,000
<b>Survey</b>	\$ 8,000
<b>Design</b>	\$ 50,000
<b>Bid Phase Services</b>	\$ 7,000
<b>Totals</b>	<b>\$ 74,000</b>



## Bid Tab

**PROJECT** | Waverly New Well Siting

**JEO PROJECT NO.** | 242161.00

**LOCATION** | Waverly, Nebraska

**DUE** | January 15, 2026 @ 2:00PM

<b>Bidder</b>	<b>Table 1 Base Quote</b>	<b>Table 2 Additional Quantities and Items</b>
Sargent Drilling Geneva, NE	\$159,024.00	\$3,000.00
Layne Christensen Company Fremont, NE	<i>\$322,951.00</i>	\$9,095.00
Downey Drilling Lexington, NE	\$350,100.00	\$5,800.00

*\* Numbers in italics indicate an irregularity in the contractor's original bid form*



## Tab Sheet

**PROJECT** | Waverly New Well Siting

**JEO PROJECT NO.** | 242161.00

**LOCATION** | Waverly, Nebraska

Sargent Drilling	Layne christensen Company	Downey Driling
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**TABLE 1 BASE QUOTE**

Item	Description	Qty.	Unit	Unit Price	Total	Unit Price	Total	Unit Price	Total
1	Mobilization	1	LS		\$22,244.00		\$59,675.00		\$50,000.00
2	Vertical Drilled Test Hole – Formation Samples and Electric Log	1,030	VF	\$28.00	\$28,840.00	\$47.00	\$48,410.00	\$60.00	\$61,800.00
3	Vertical 6" PVC Well – Including PVC Screen, Gravel Pack and Bentonite Seal	1,030	VF	\$66.00	\$67,980.00	\$117.00	\$120,510.00	\$130.00	\$133,900.00
4	Development of Test Wells & 4 Hours Test Pumping AFTER Development	12	EA	\$2,220.00	\$26,640.00	\$5,553.00	\$66,636.00	\$6,000.00	\$72,000.00
5	Water Sampling	12	EA	\$275.00	\$3,300.00	\$0.00	\$0.00	\$800.00	\$9,600.00
6	Detailed Written Report for Test Wells	12	EA	\$405.00	\$4,860.00	\$0.00	\$0.00	\$400.00	\$4,800.00
7	Abandon Test Wells	12	EA	\$430.00	\$5,160.00	\$2,310.00	\$27,720.00	\$1,500.00	\$18,000.00
<b>TOTAL TOTAL 1</b>					\$159,024.00		\$322,951.00		\$350,100.00

**TABLE 2 ADDITIONAL QUANTITIES AND ITEMS**

Item	Description	Qty.	Unit	Unit Price	Total	Unit Price	Total	Unit Price	Total
8	Test Pumping at a Later Date for Additional Water Sample(s)	1	EA	\$3,000.00	\$3,000.00	\$9,095.00	\$9,095.00	\$5,800.00	\$5,800.00
<b>TOTAL TABLE 2</b>					\$3,000.00		\$9,095.00		\$5,800.00

\* Numbers in italics indicate an irregularity in the contractor's original bid form  
 (The difference in bid totals appears to result from Layne's Table 2 total being incorporated into the Table 1 total on the bid tab.)



## Test Well Request for Proposal

### Quotation Submittal Form

The proposal should be based on unit pricing to allow for variations in quantity from the above estimated values at a set unit rate.

**Table 1 Base Quote**

Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
1	Mobilization	LS	1	\$22,244.00	\$ 22,244.00
2	Vertical Drilled Test Hole – Formation Samples and Electric Log	VF	1,030	\$ 28.00	\$28,840.00
3	Vertical 6" PVC Well – Including PVC Screen, Gravel Pack and Bentonite Seal	VF	1,030	\$ 66.00	\$67,980.00
4	Development of Test Wells & 4 Hours Test Pumping AFTER Development	EA	12	\$2,220.00	\$26,640.00
5	Water Sampling	EA	12	\$ 275.00	\$ 3,300.00
6	Detailed Written Report for Test Wells	EA	12	\$ 405.00	\$ 4,860.00
7	Abandon Test Wells	EA	12	\$ 430.00	\$5,160.00
<b>TOTAL</b>					<b>\$ 159,024.00</b>

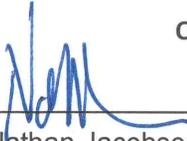
**Table 2 Additional Quantities and Items**

ADDITIONAL QUANTITIES / ITEMS					
Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
8	Test Pumping at a Later Date for Additional Water Sample(s)	EA	1	\$ 3,000.00	\$ 3,000.00



# Test Well Request for Proposal

## QUOTATION

Signature of Contractor: 

Type or print name and title: Nathan Jacobson

Company Name: Charles Sargent Irrigation, Inc dba Sargent Drilling

Address: PO Box 367, Geneva, NE 68361

Telephone: 402-759-3902

This document shall become a binding contract to perform the scope of services as listed in the request for quotation if countersigned by the City's representative below.

----- City Acceptance of Quotation -----	
Accepted by _____	on the _____ day of _____, _____.
Signed: _____	
Authorized Signature	
Attest: _____	
Authorized Signature	

**END OF QUOTATION SUBMITTAL FORM**



## Test Well Request for Proposal

### Quotation Submittal Form

The proposal should be based on unit pricing to allow for variations in quantity from the above estimated values at a set unit rate.

**Table 1 Base Quote**

Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
1	Mobilization	LS	1	\$ 50,000.00	\$ 50,000.00
2	Vertical Drilled Test Hole – Formation Samples and Electric Log	VF	1,030	\$ 60.00	\$ 61,800.00
3	Vertical 6" PVC Well – Including PVC Screen, Gravel Pack and Bentonite Seal	VF	1,030	\$ 130.00	\$ 133,900.00
4	Development of Test Wells & 4 Hours Test Pumping AFTER Development	EA	12	\$ 6,000.00	\$ 72,000.00
5	Water Sampling	EA	12	\$ 800.00	\$ 9,600.00
6	Detailed Written Report for Test Wells	EA	12	\$ 400.00	\$ 4,800.00
7	Abandon Test Wells	EA	12	\$ 1,500.00	\$ 18,000.00
<b>TOTAL</b>					<b>\$ 350,100.00</b>

**Table 2 Additional Quantities and Items**

ADDITIONAL QUANTITIES / ITEMS					
Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
8	Test Pumping at a Later Date for Additional Water Sample(s)	EA	1	\$ 5,800.00	\$ 5,800.00



## Test Well Request for Proposal

QUOTATION

Signature of Contractor: \_\_\_\_\_

Type or print name and title: Thomas Downey, CEO/President

Company Name: Downey Drilling, Inc.

Address: 75471 Rd 435 / PO Box 278, Lexington, NE 68850

Telephone: 308-324-2303

This document shall become a binding contract to perform the scope of services as listed in the request for quotation if countersigned by the City's representative below.

----- City Acceptance of Quotation -----

Accepted by \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Signed: \_\_\_\_\_  
Authorized Signature

Attest: \_\_\_\_\_  
Authorized Signature

END OF QUOTATION SUBMITTAL FORM



## Test Well Request for Proposal

### Quotation Submittal Form

The proposal should be based on unit pricing to allow for variations in quantity from the above estimated values at a set unit rate.

**Table 1 Base Quote**

Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
1	Mobilization	LS	1	\$ 59,675.00	\$ 59,675.00
2	Vertical Drilled Test Hole – Formation Samples and Electric Log	VF	1,030	\$ 47.00	\$ 48,410.00
3	Vertical 6" PVC Well – Including PVC Screen, Gravel Pack and Bentonite Seal	VF	1,030	\$ 117.00	\$ 120,510.00
4	Development of Test Wells & 4 Hours Test Pumping AFTER Development	EA	12	\$ 5,553.00	\$ 66,636.00
5	Water Sampling	EA	12	\$ 0.00	\$ 0.00
6	Detailed Written Report for Test Wells	EA	12	\$ 0.00	\$ 0.00
7	Abandon Test Wells	EA	12	\$ 2,310.00	\$ 27,720.00
<b>TOTAL</b>					<b>\$ 332,046.00</b>

**Table 2 Additional Quantities and Items**

ADDITIONAL QUANTITIES / ITEMS					
Item	Description	Unit	Est Quantity	Quoted Unit Price	Extension
8	Test Pumping at a Later Date for Additional Water Sample(s)	EA	1	\$ 9,095.00	\$ 9,095.00



# Test Well Request for Proposal

## QUOTATION

Signature of Contractor: *Terry Heiliger*

Type or print name and title: Terry Heiliger, Project Manager

Company Name: Layne Christensen Company

Address: 360 W 52nd Street

Telephone: 402-359-2042

This document shall become a binding contract to perform the scope of services as listed in the request for quotation if countersigned by the City's representative below.

----- City Acceptance of Quotation -----	
Accepted by _____	on the _____ day of _____, _____.
Signed: _____	
Authorized Signature	
Attest: _____	
Authorized Signature	

END OF QUOTATION SUBMITTAL FORM



## Change Order Estimate - Unit Price Work

JEO Project Name: <b>Waverly New Well Siting</b>	JEO Project Number: <b>Project # 242161.00</b>
Owner: <b>City of Waverly</b>	Change Order Number: <b>1</b>
Contractor: <b>Sargent Drilling</b>	Effective Date: <b>01/27/206</b>

Item		Change Order Information			
Bid Item No.	Description	Item Quantity	Units	Unit Price	Total Value of Item (\$)
2	Vertical Drilled Test Hole - Formation Samples and Electric Log	100	VF	\$28.00	\$2,800.00
3	Vertical 6" PVC Well -- Including PVC Screen, Gravel Pack and Bentonite Seal	100	VF	\$66.00	\$6,600.00
4	Development of Test Wells & 4 Hours Test Pumping AFTER Development	1	EA	\$2,200.00	\$2,200.00
5	Water Sampling	1	EA	\$275.00	\$275.00
6	Detailed Written Report for Test Wells	1	EA	\$405.00	\$405.00
7	Abandon Test Wells	1	EA	\$430.00	\$430.00
<b>Total:</b>					<b>\$12,710.00</b>

Map released: Thurs. January 22, 2026

Data valid: January 20, 2026 at 7 a.m. EST

### Intensity

- None
- D0 (Abnormally Dry)
- D1 (Moderate Drought)
- D2 (Severe Drought)
- D3 (Extreme Drought)
- D4 (Exceptional Drought)
- No Data

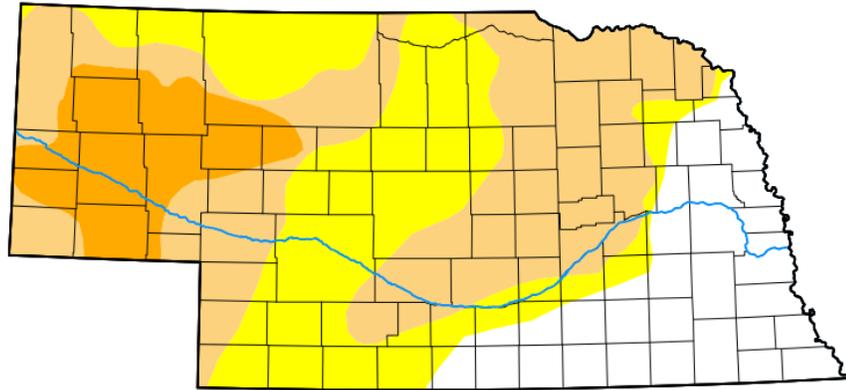
### Authors

United States and Puerto Rico Author(s):

[Brad Rippey](#), U.S. Department of Agriculture

Pacific Islands and Virgin Islands Author(s):

[Lindsay Johnson](#), National Drought Mitigation Center



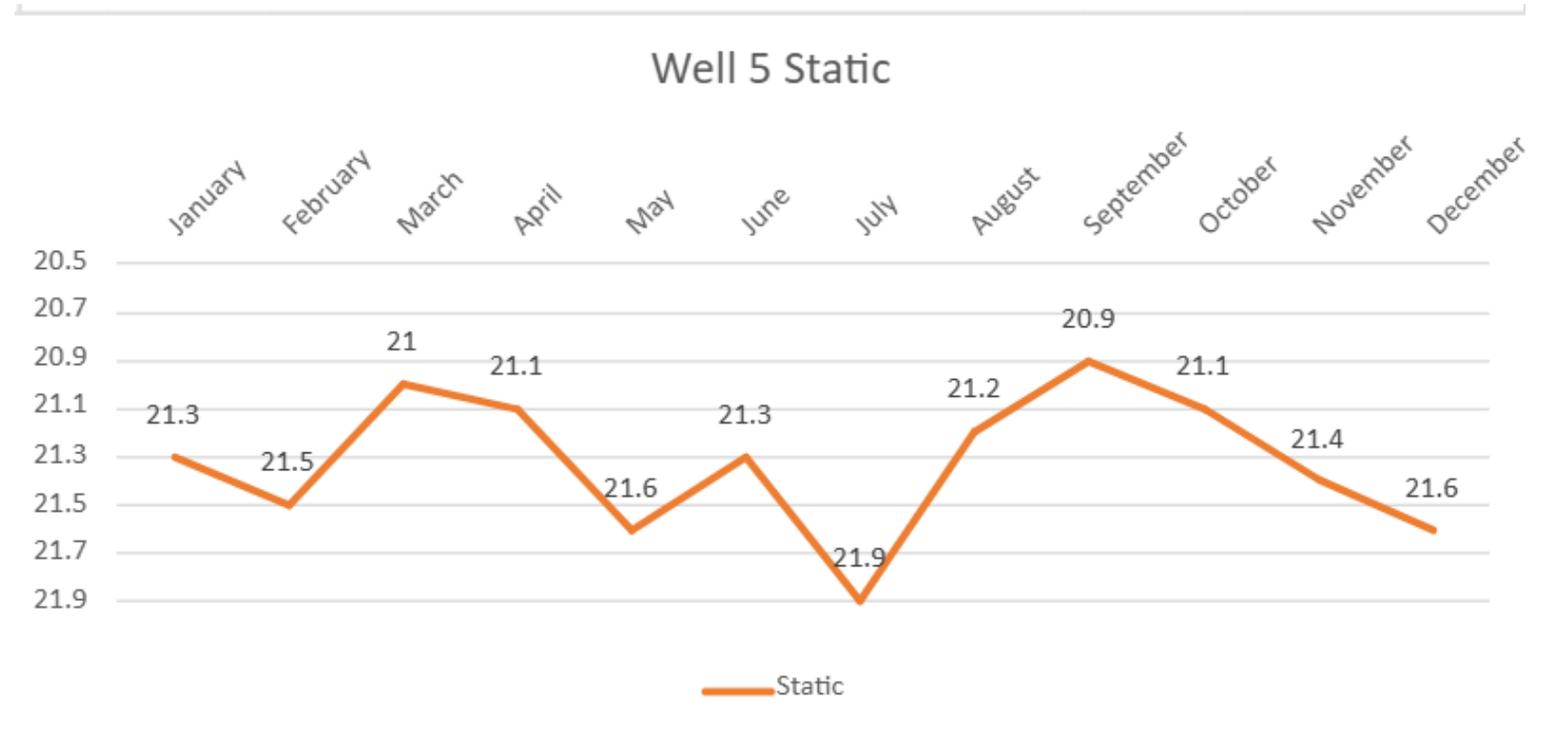
Current Drought Monitor map at the surface

Precipitation  
totals for the  
last 8 years  
The last 6  
have all been  
below 30  
inches

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
2025	0.10	0.31	0.95	1.71	3.05	3.22	3.93	4.89	3.53	1.94	0.61	0.25	24.49
2024	0.95	0.51	1.09	3.42	4.78	3.28	7.23	1.50	0.20	1.08	3.85	0.61	28.50
2023	1.32	1.29	0.63	0.59	0.51	4.53	5.61	3.76	0.60	1.42	0.56	1.70	22.52
2022	0.28	0.03	1.96	3.05	5.27	3.73	2.57	0.55	0.97	0.61	0.26	0.64	19.92
2021	1.53	0.79	5.23	1.74	2.55	4.46	1.73	3.41	0.64	4.04	0.49	0.25	26.86
2020	1.29	0.13	1.67	0.88	5.09	3.15	5.73	1.27	1.62	0.40	1.20	1.20	23.63
2019	0.75	1.59	2.65	1.13	7.29	4.38	4.08	2.79	3.40	4.69	0.79	2.57	36.11
2018	0.41	0.74	2.71	0.67	2.23	8.83	1.35	4.35	7.13	2.71	1.19	3.32	35.64

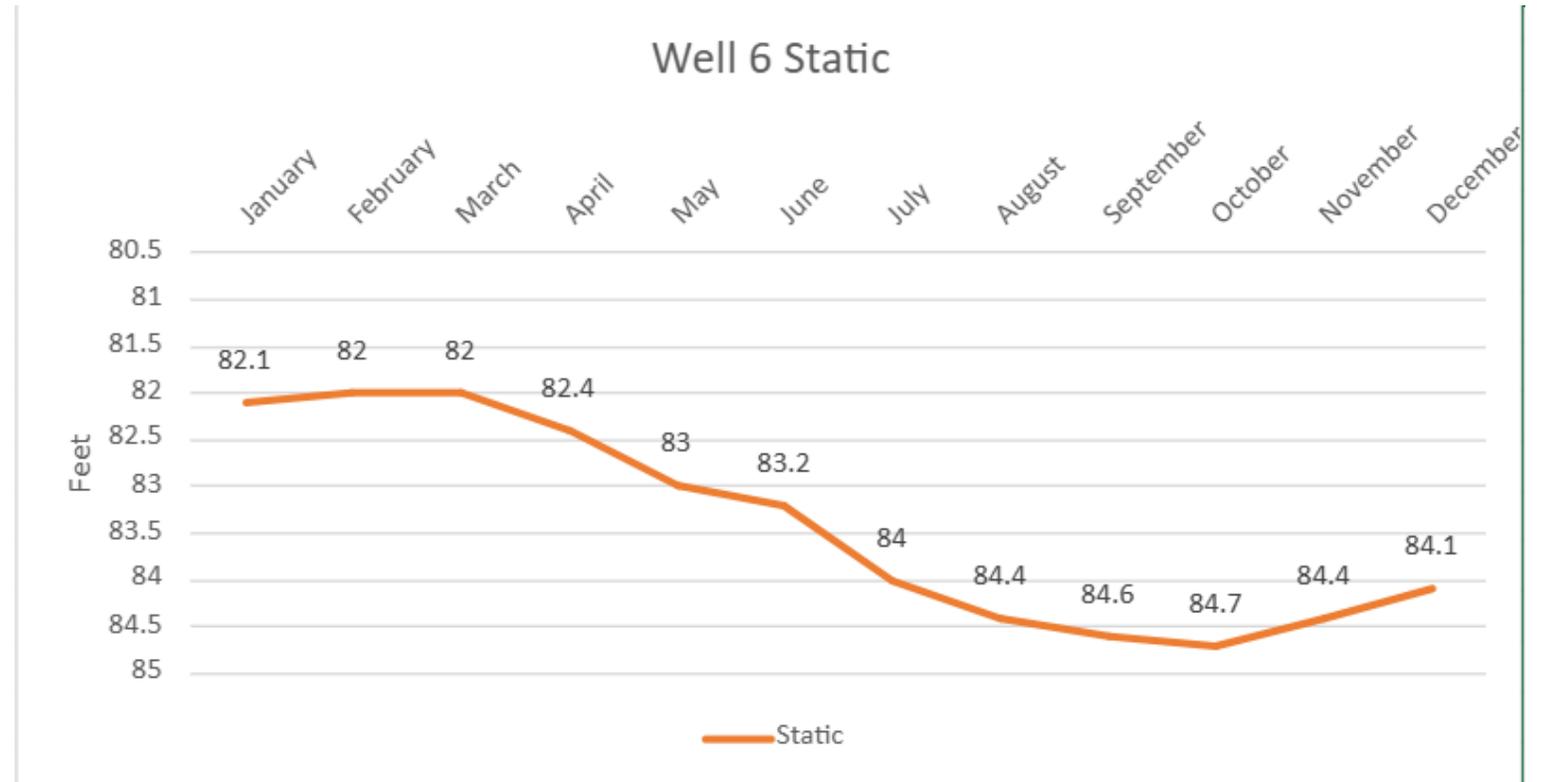
2025

Static level-  
is the water  
level from  
the ground  
down to the  
water

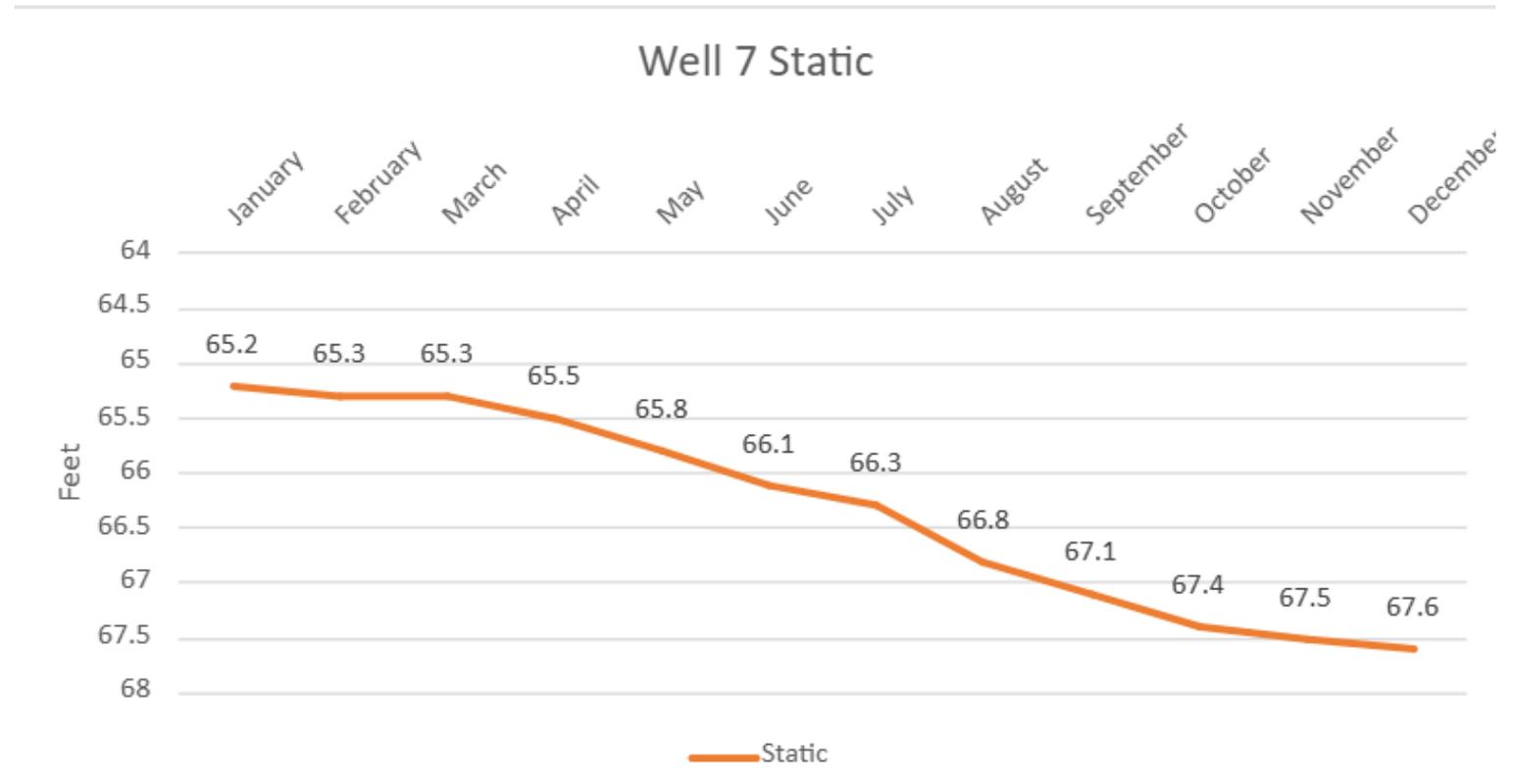


2025

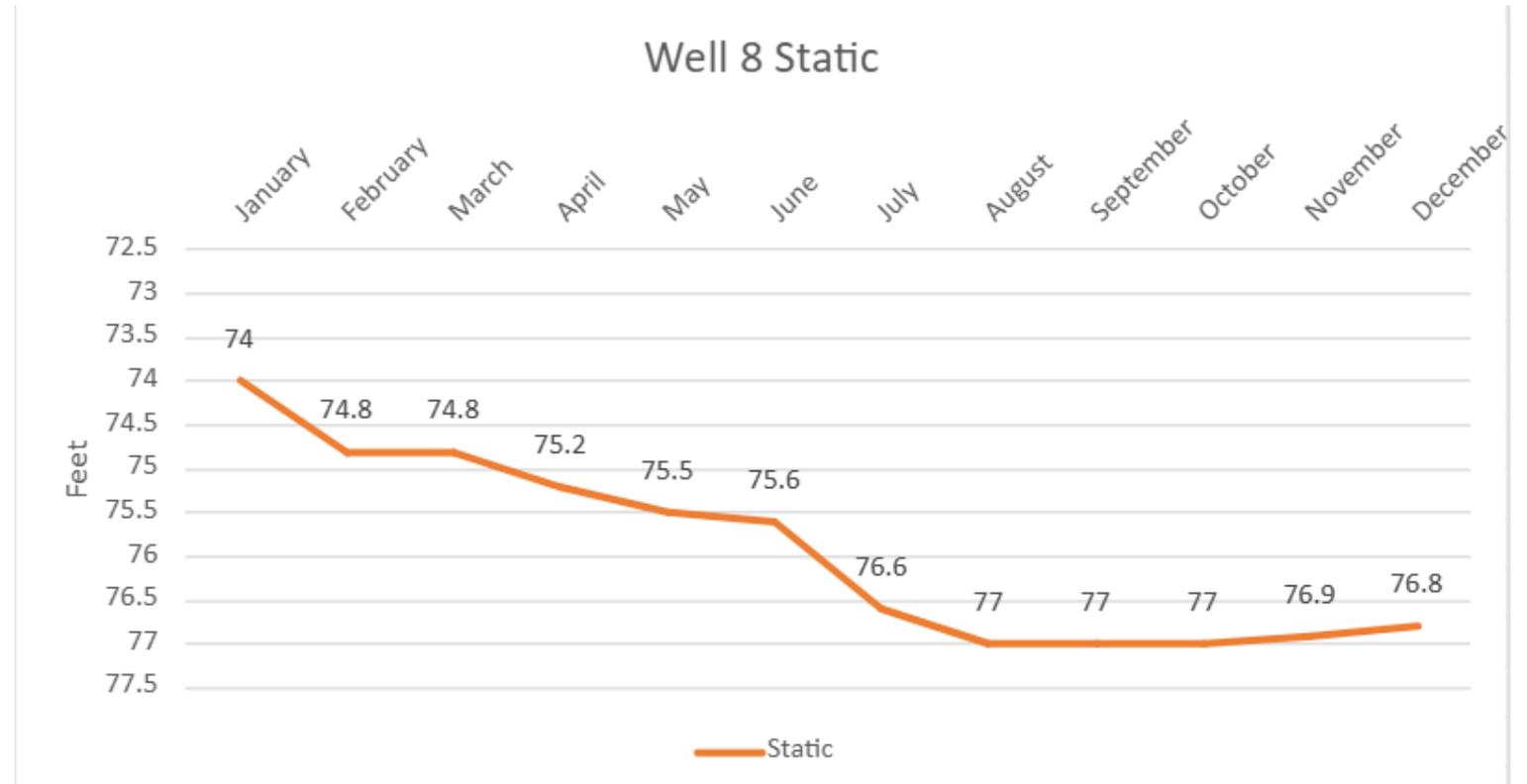
Has  
dropped 2  
feet in 2025



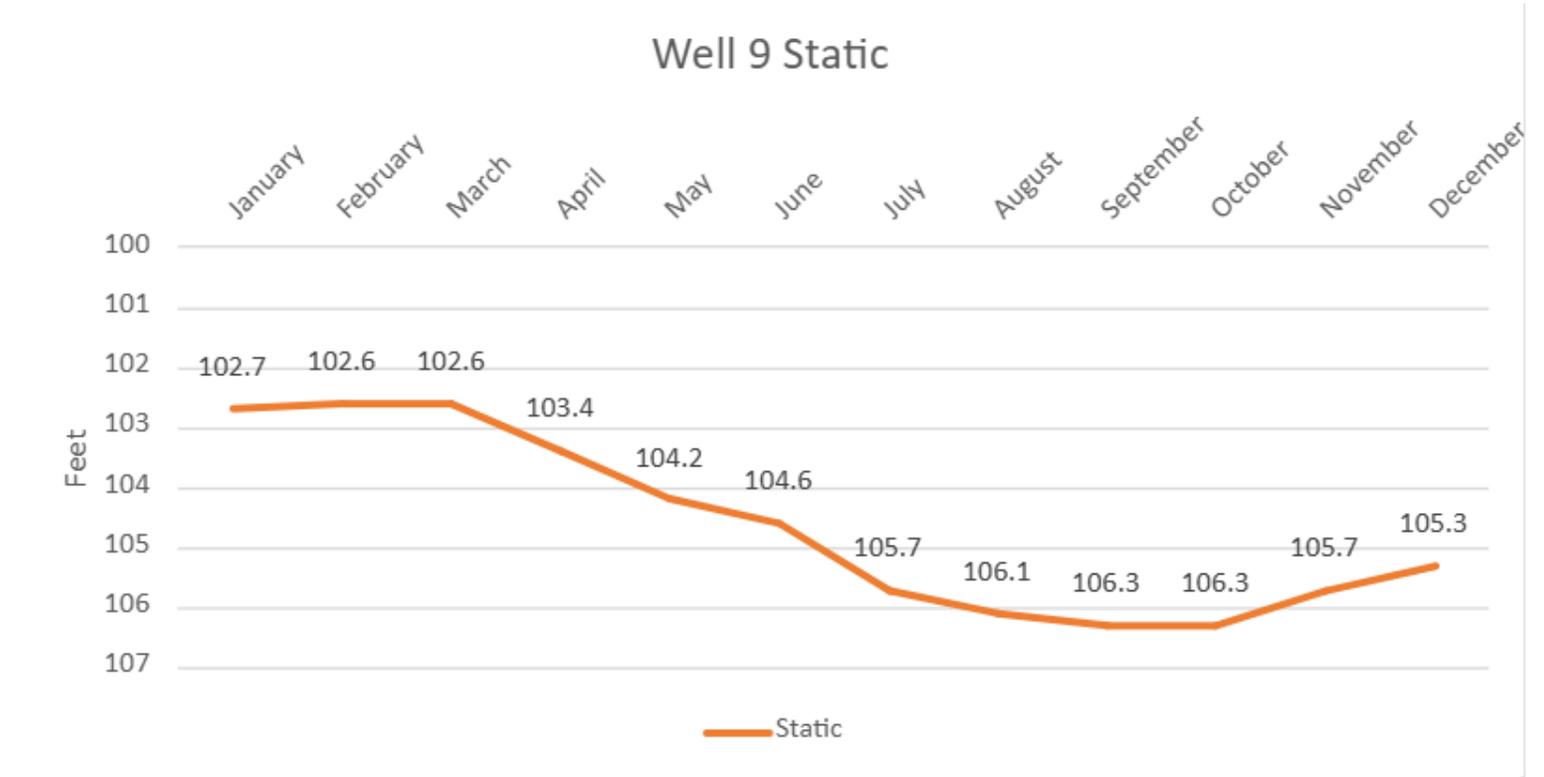
Has also  
dropped 2  
feet in 2025

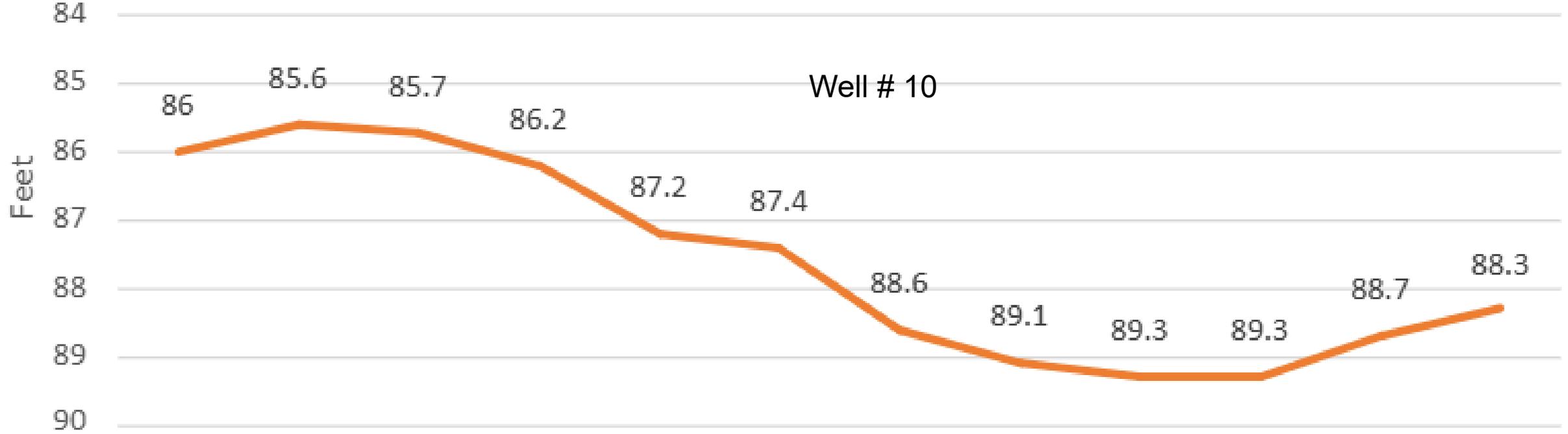


Again a 2-foot drop in the ground water level in 2025

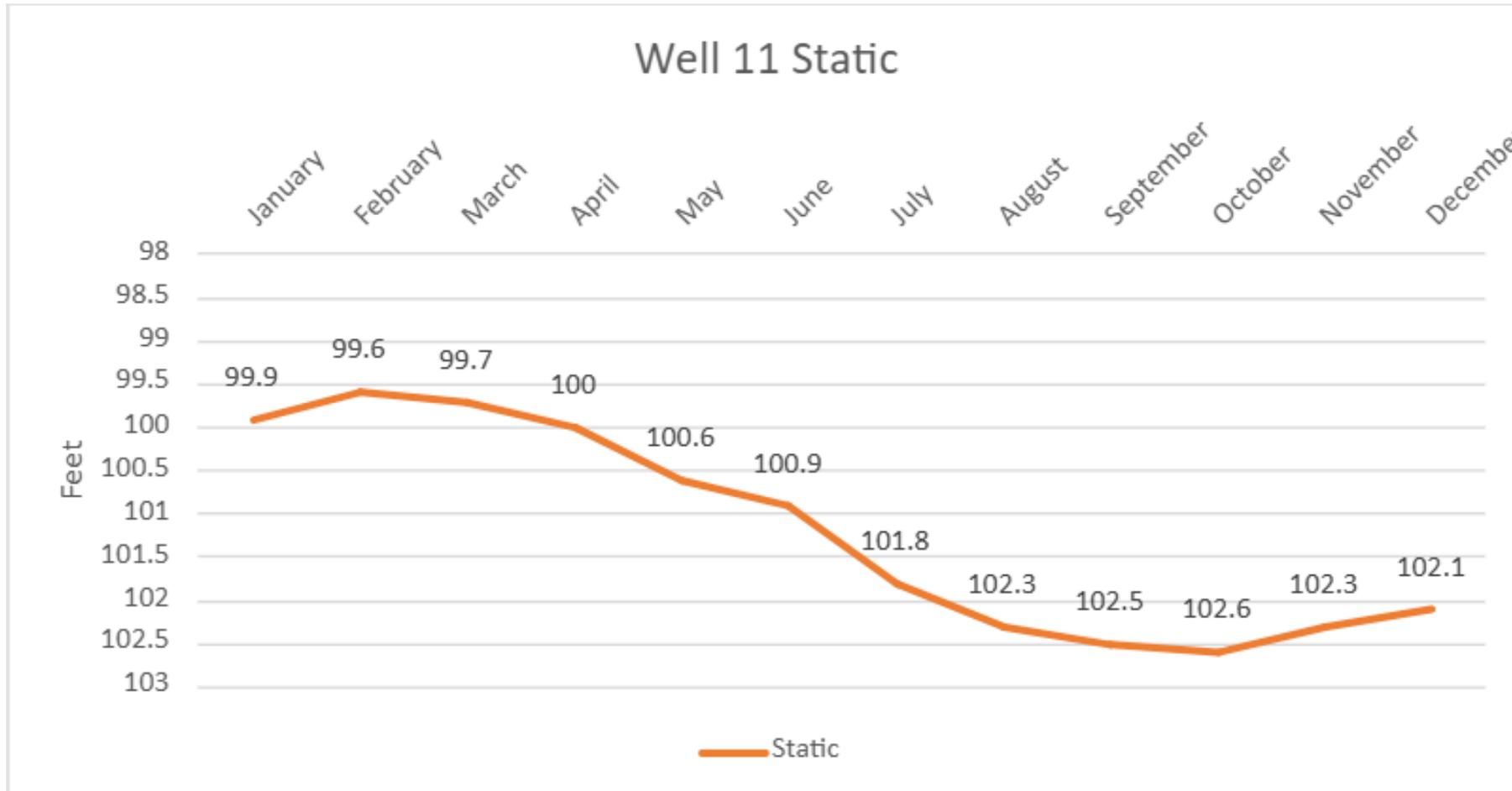


A 3.5-foot drop  
in 2025,  
however  
showing some  
upward trend  
in the last part  
of 2025





- Similar trend as Well # 9 with a 3.5-foot drop in ground water levels, with a slight upward trend at the end of the year.

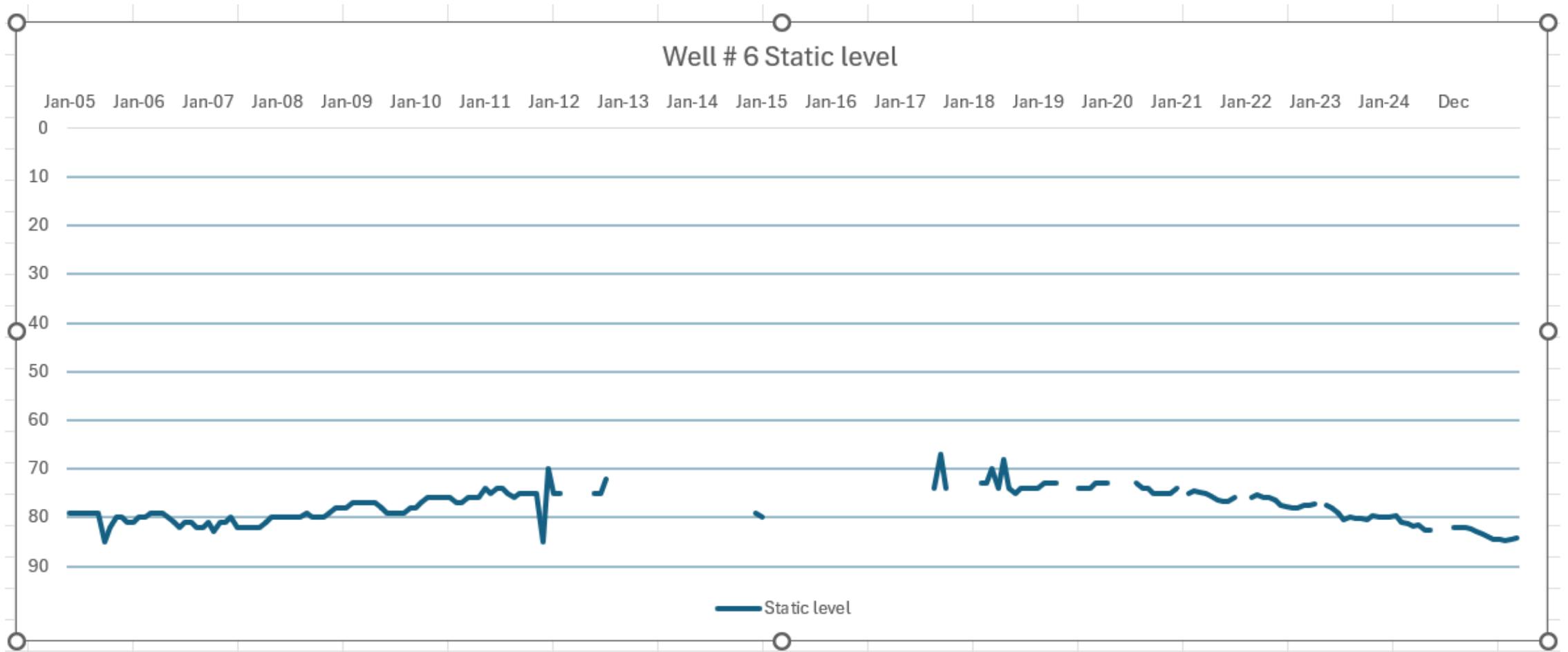


A 3-foot drop in 2025 with a small trend upwards at the end

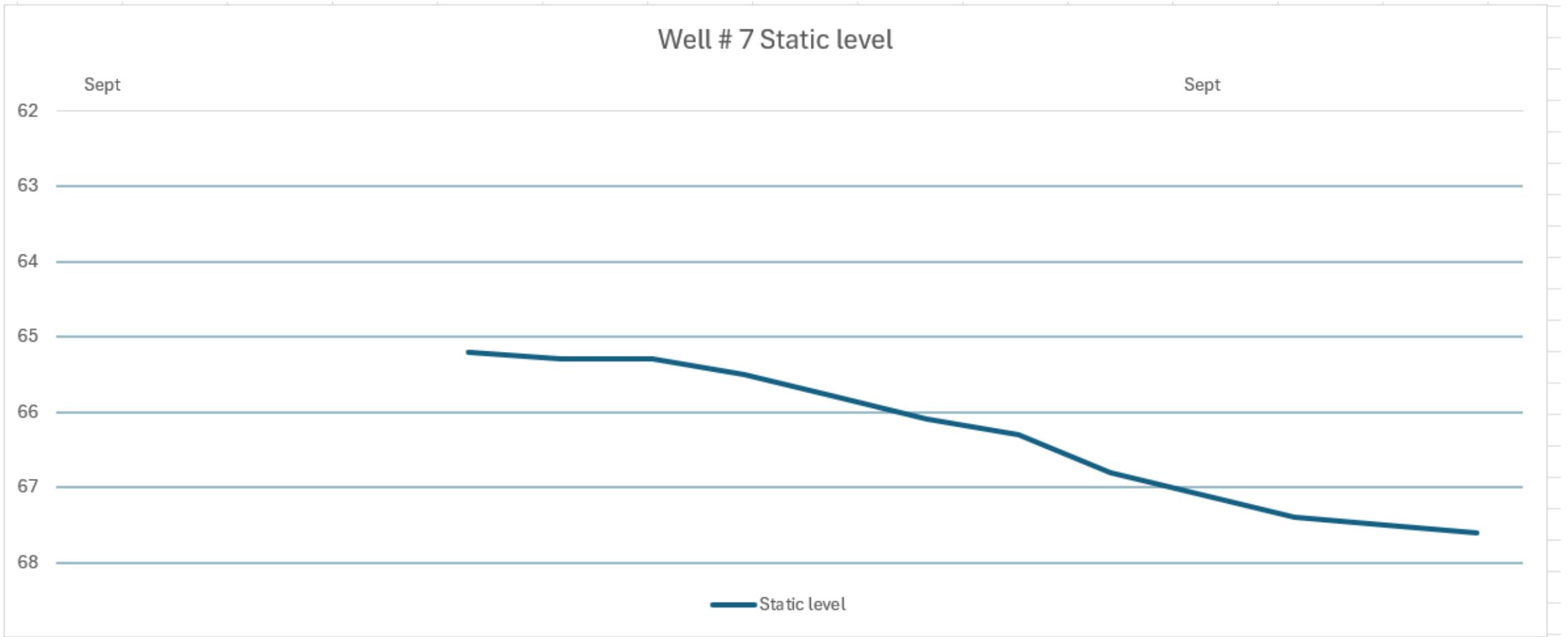
# Well # 5 Static level



20-year static level data showing a downward trend since 2017 and a 12-foot drop 2017 thru 2025



20-Year static data with a downward trend since 2017 dropping 15 feet 2017 thru 2025



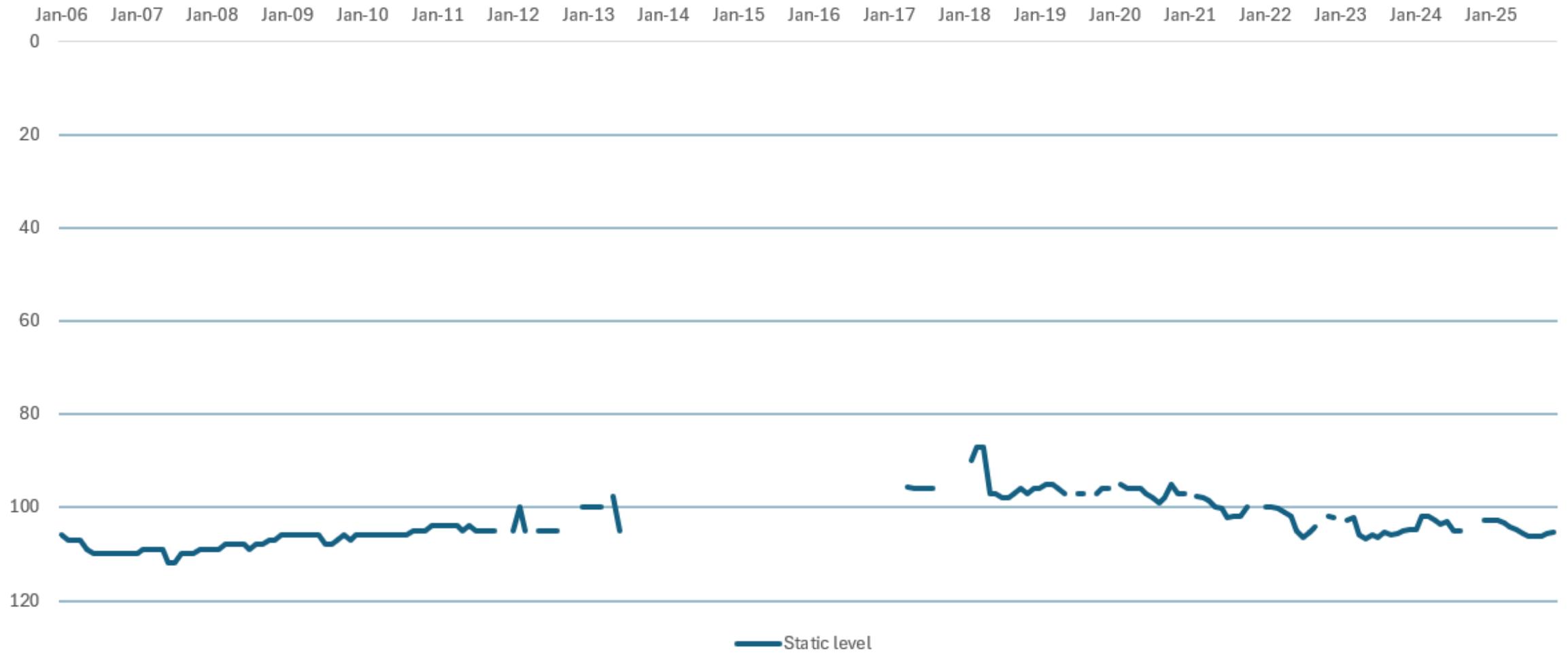
Well # 7 static data on new well with two years of data since startup in 2024

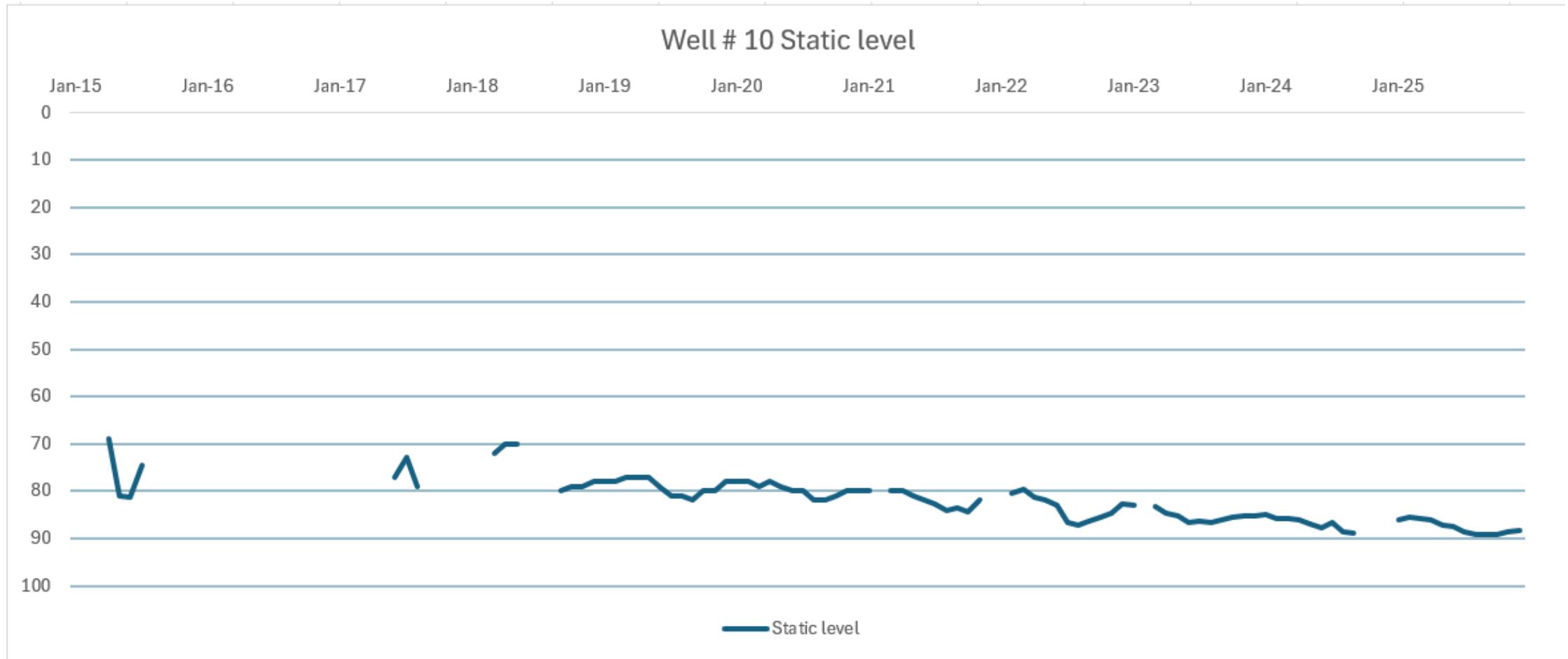
### Well # 8 Static level



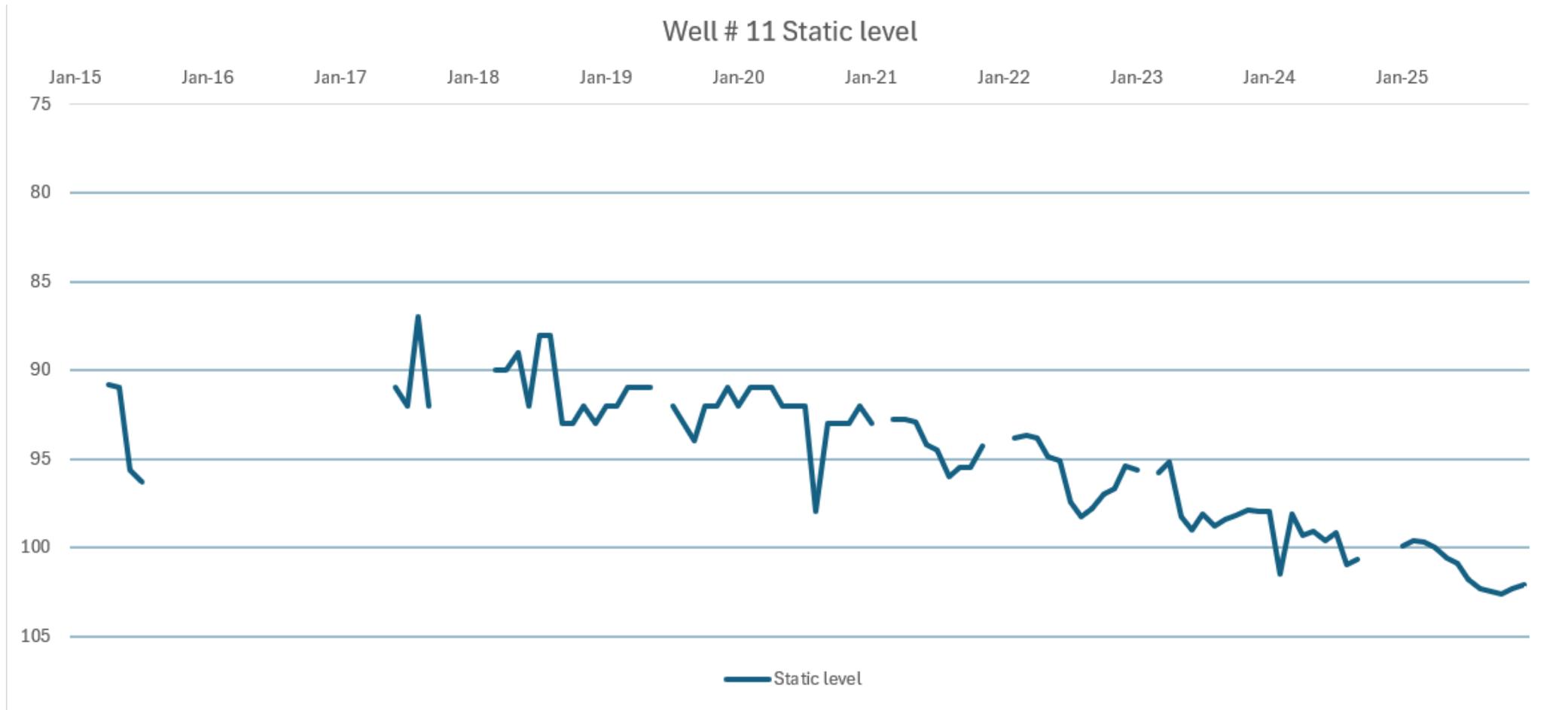
20-Year static data with a downward trend since 2017

### Well # 9 Static level





Well # 10 started in 2015 with a 10-to-15-foot drop in water levels



Also started in 2015 with a continued downward trend in ground water levels