

**City of Bennet**  
**City Council**  
**NOTICE OF MEETING**  
**January 19, 2026**  
**City Council Regular Meeting**  
**7:00 PM**

**Bennet City Hall, 685 Monroe, Bennet, NE 68317**

**REGULAR MEETING**

**AGENDA**

1. ROLL CALL AND PUBLIC MEETINGS LAW NOTIFICATION
2. PLEDGE OF ALLEGIANCE
3. **CONSENT AGENDA**
  - 3.a. MINUTES of December 8, 2025 City Council Regular Meeting Approval
  - 3.b. CLAIMS FOR PAYMENT
  - 3.c. TREASURER'S REPORT
4. PRESIDING OFFICER PUBLIC COMMENT ANNOUNCEMENT
5. **UNFINISHED BUSINESS**
  - 5.a. USPS Lease Review and Approve
  - 5.b. Quincy Street Right-of-Way Project Review/Approval
  - 5.c. Ray Planning Solutions Agreement Review/Approve
6. **NEW BUSINESS**
  - 6.a. Bennet Safety Action Plan Final Report
  - 6.b. RESOLUTION 2026-1.1 Adoption of the SS4A Bennet Safety Action Plan
  - 6.c. Discussion of T-Ball parking lot
  - 6.d. Bank Fund Transfer Requests
7. **REPORTS: Written reports submitted in advance are available for review in the public copy of meeting material. Submitted reports include Utility Superintendent, Sheriff's Office, Engineer.**
  - \* **Additions to submitted reports**
    - 7.a. LSO November Hours
    - 7.b. LSO December Hours
    - 7.c. January Engineering Report
    - 7.d. Maintenance Report
8. COMMUNICATIONS
9. PUBLIC COMMENT
10. CLOSED SESSION
11. ADJOURNMENT

\*Meeting agendas are kept continuously current and available for public inspection at the offices of the City Clerk. All sessions of the Bennet Mayor and City Council remain open to the attendance of the public, but the Council reserves the right to go into closed session subject to the Open Meetings Act

**City of Bennet, Nebraska**  
**City Council**  
**Minutes December 8, 2025**  
**Regular Meeting**

The City Council (“Council”) of the City of Bennet, Nebraska (“City”), convened for a regular business meeting on December 8, 2025 at 7:00 PM, at the Bennet City Hall, 685 Monroe, Bennet, NE 68317, the same being open to the public and preceded by advance publicized notice duly given in compliance with the Open Meetings Act, having set forth (a) the time, date, and place of the meeting, (b) that the meeting would be open to the public, and (c) that the agenda for the meeting, kept continuously current, was available for public inspection at the Office of the City Clerk, and posted at the City Office, Post Office, and First Nebraska Bank on December 5, 2025.

Mayor Ryan Cheney called the meeting to order at 7:04 PM and announced the location of the Open Meetings Act. City Clerk Sue Bilstoft conducted roll call. Council Members in attendance were Josh Buck, Jesse Schmidt, Pete Simmons, Dan Zieg. City Attorney David Solheim and his colleague Matt Blaser, City Engineer Brian Schuele and City Utility Superintendent Zach Fergus, were also in attendance. A quorum being present, the meeting commenced with the Pledge of Allegiance.

**CONSENT AGENDA:**

- 3. a. MINUTES of November 10, 2025, City Council Regular Meeting Approval
- 3. b. CLAIMS for Payment
- 3. c. Treasurers Report
- 3. d Resolution 2025-12.2 Master Fee Schedule
- 3.e. Resolution 2025-12.4 Setting Water Usage Rate – Bennet Elementary School

Zeig moved and Simmons seconded a motion that all items under the consent agenda be approved as presented. Roll call vote: YES: Buck, Schmidt, Simmons, Zieg. Motion carried.

Mayor Cheney announced public comment.

Mayor Cheney introduced the updated Hazard Mitigation Plan for the City of Bennet and Resolution 2025-11.3 to adopt such plan. Discussion was held on changes that were made by Brian Schuele. Simmons moved and Zieg seconded a motion to approve Resolution 2025-11.3 and to adopt the Hazard Mitigation Plan as presented. Roll call vote: YES: Buck, Schmidt, Simmons, Zieg. Motion carried.

Mayor Cheney introduced the updated Uribe Refuse Services Contract. Matt Blaser, Solheim Law Office, explained the changes that were made to the original three-year bid submitted by Uribe. The new contract will be for a five-year period with two annual options to renew. This contract is for residential curbside pickup only. Buck moved to approve the updated agreement with Uribe, Simmons seconded. Roll call vote: YES: Schmidt, Simmons, Zieg, Buck. Motion carried.

Discussion was held on the costs associated with inspection of the Post Office Building and the lease renewal. This item was tabled until January 2026 meeting.

Brian Schuele introduced the Performance Specification for companies wishing to submit a bid for the construction of the new Maintenance Building. Simmons moved and Schmidt seconded a motion to

**City of Bennet, Nebraska  
City Council  
Minutes December 8, 2025  
Regular Meeting**

approve solicitation of bids with work to be completed by August 31, 2026. Roll call vote: YES: Buck, Schmidt, Simmons, Zieg. Motion carried.

Mayor Cheney announced the Annual Reorganization and requested nominations for City Council President. Schmidt moved and Buck seconded a motion to nominate Pete Simmons as Council President. Roll call vote: YES: Buck, Schmidt, Simmons, Buck. ABSTAIN: Zieg. Motion carried.

Mayor Cheney presented the current list of City Council Committee appointments and re-appointed members to remain on the same committees. The 2026 City Council Committee Appointments: Finance = Pete Simmons, Jesse Schmidt; Housing = Jesse Schmidt, Dan Zieg; Streets = Josh Buck, Pete Simmons; Parks = Josh Buck, Jesse Schmidt; Personnel = Pete Simmons, Dan Zieg; Utilities = Josh Buck, Dan Zieg

Mayor Cheney introduced Resolution 2025-12-1 Appointment of Officials. Zieg moved and Simmons seconded to approve Resolution 2025-12.1. Roll call vote: YES: Schmidt, Simmons, Zieg, Buck. Motion carried.

Mayor Cheney introduced Resolution 2025.12-3 Setting Salaries of Positions for cost-of-living increase. Discussion was held on using an actual dollar amount versus percentage. Zieg moved and Schmidt seconded a motion all City Employee salaries be increased by six percent effective January 1, 2026. Roll call vote: YES: Buck, Schmidt, Simmons, Zieg. Motion carried.

The council reviewed written reports submitted by City staff and other communications.

Zieg moved and Schmidt seconded a motion to go into closed session at 8:11 pm to discuss litigation. Roll call vote: YES: Buck, Schmidt, Simmons, Zieg. Motion carried.

City Council returned to open session at 8:36 pm.

There being no further business, Schmidt moved and Buck seconded a motion to adjourn at 8:37 pm. Roll call vote: YES: Schmidt, Simmons, Zieg, Buck. Motion carried.

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City Clerk Sue Biltoft  
City of Bennet, NE

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Mayor, Ryan Cheney  
City of Bennet, NE

Date	Num	Name	Memo	Credit
01/19/2026		ABC Termite & Pest Control Inc.	Pest Control	\$ 75.00
01/19/2026		ALLO Business	IT Services	\$ 926.78
01/19/2026		ALLO Communications	Internet and Phone Systems	\$ 317.21
01/19/2026		ALLPRO Plumbing	Repair	\$ 350.00
01/19/2026		Almquist Maltzahn Galloway & Luth, CPA	financial statement/audit & keno audit	\$ 4,000.00
01/19/2026	EFT	Black Hills Energy	Gas Utility	\$ 162.36
01/19/2026		Blackstrap Inc.	Sand and gravel	\$ 672.00
01/19/2026	PHONE PAY	Casey's General Stores, Inc.	Fuel	\$ 165.17
01/19/2026		ClerkBooks, Inc.	Annual Software Renewal	\$ 200.00
12/31/2025	EFT	First Nebraska Bank	ACH File Transfer	\$ 25.00
12/31/2025	EFT	First Nebraska Bank	ACH Transaction Fee	\$ 54.50
12/22/2025	TRANSFER	Four Sons Inc.	Operating Expenses	\$ 709.24
01/19/2026		Frontier COOP	Oil and Grease	\$ 59.01
01/19/2026		GreatAmerica Financial Svcs	Copier Lease	\$ 175.00
12/12/2025	EFT	IRS/Department of Treasury	Federal Withholding	\$ 868.06
12/26/2025	EFT	IRS/Department of Treasury	Federal Withholding	\$ 2,299.04
01/09/2026	EFT	IRS/Department of Treasury	Employee Withholding	\$ 1,574.94
01/19/2026		Lancaster County Sheriff	Nov/Dec 2025 Law Enforcement	\$ 2,910.68
01/19/2026		LARM	Cyber Policy	\$ 4,333.00
01/19/2026		Mattice Lock	Keys	\$ 26.00
01/19/2026		Midwest Labs	Effluent test & Supplies	\$ 293.35
01/19/2026		Municipal Supply Inc.	Supplies	\$ 582.91
01/19/2026		NE Municipal Clerk's Association	Dues	\$ 100.00
01/19/2026		NE Public Health Environmental Lab	Testing	\$ 94.00
01/19/2026		Nebraska CCI	Building inspections	\$ 525.00
01/19/2026	EFT	Nebraska City Utilities	Electricity	\$ 4,426.82
12/12/2025	EFT	Nebraska Dept. of Revenue	State Withholding	\$ 141.83
12/26/2025	EFT	Nebraska Dept. of Revenue	State Withholding	\$ 387.50
01/09/2026	EFT	Nebraska Dept. of Revenue	Employee Withholding	\$ 266.63
01/08/2026	EFT	Nebraska Dept. of Revenue		\$ 1,236.91
01/19/2026		Olsson Inc.	SS4A Safety Action Plan	\$ 6,250.00
01/19/2026		Olsson Inc.	Engineering	\$ 6,672.91
01/19/2026		One Call Concepts, Inc.	Diggers Hotline	\$ 33.62
01/19/2026		Petty Cash	Petty Cash	\$ 7.81
01/19/2026		Rural Water District No. 1	Water	\$ 9,516.00
01/19/2026	EFT	Sams Club MC/Synch	Services & Supplies	\$ 4,682.01
01/19/2026		SE Area Clerk's Association	Clerk dues	\$ 20.00
01/19/2026		Solheim Law Firm	Legal Services	\$ 3,457.50
01/19/2026		Sparq Date Solutions	Data	\$ 4,250.00
01/19/2026		The Voice News	Publications	\$ 275.33
01/19/2026		Uribe Refuse Services, Inc.	Refuse	\$ 1,835.62
01/19/2026		USA Blue Book	Supplies	\$ 348.62
01/19/2026		Vasa Construction, Inc.	Services	\$ 3,465.36
01/19/2026		Verizon Wireless	Cell Phones	\$ 200.41
01/19/2026	Online Pmt	Visa- Chase	Adobe Subscription	\$ 21.09
01/19/2026	EFT	Windstream	Office Suite	\$ 16.15
		Wages & Insurance Stipends		\$24,807.73
		Mayor & Council Pay		\$ 1,200.57
		AFLAC		\$ 242.14
		LPL Financial		\$ 826.48

City Main Checking (General)	\$ 475,350.49
Sewer Property Tax MM (Debt Service)	\$ 144,664.78
Community Betterment (Keno)	\$ 18,976.17
Prize Reserve(Keno)	\$ 34,913.12
Park Improvement Savings (General)	\$ 12,768.63
<b>Subtotal Bennet First NE</b>	<b>\$ 686,673.19</b>
Hwy & GO Bond Payments (Value Edge) MM (General)	\$ 1,368.86
Water Sinking Funds CD Maturity	\$ 17,174.23
Sewer Sinking Funds CD Maturity	\$ 17,174.23
<b>Subtotal Union Bank &amp; Trust</b>	<b>\$ 35,717.32</b>
General(General)	\$ 721,048.51
Park (General)	
Housing Rehab (General)	
Water (Water)	
Sewer (Sewer)	
Street (Street)	
<b>Subtotal NPAIT</b>	<b>\$ 721,048.51</b>
4/2/2038 Hwy Bond Payment earning 4.38% int (General)	\$ 60,288.00
4/2/2039 Hwy Bond Payment earning 4.46% int (General)	\$ 64,050.00
4/2/2040 Hwy Bond Payment earning 4.54% int (General)	\$ 62,700.00
4/2/2041 Hwy Bond Payment earning 4.61% int (General)	\$ 61,350.00
<b>Subtotal SLGS</b>	<b>\$ 248,388.00</b>



July 10, 2024

Dear Postal Service Landlord:

Jones Lang LaSalle Americas, Inc. (JLL) is a Real Estate Services Provider (“RESP”) for the Postal Service. JLL has experience and expertise in real property transactions and provides the Postal Service with real estate support services, including lease management and brokerage services.

As the Postal Service RESP, JLL will represent the Postal Service in your leasing transaction. Note, however, that only a warranted Postal Service contracting officer has authority to execute a lease on behalf of the Postal Service. The Postal Service anticipates that you and JLL will make appropriate arrangements for the payment of a commission to JLL for brokerage services pursuant to a separate agreement between you and JLL. The Postal Service understands that the rental rate may take such commission, along with other market-based factors, into account.

The Postal Service, through JLL, looks forward to working with you on this leasing transaction. In that regard, we appreciate your cooperation with JLL as the Postal Service RESP.

If you have any questions, please contact Tim Kastens, JLL Contract Executive at 202-533-2506 or at [Tim.Kastens@jll.com](mailto:Tim.Kastens@jll.com).

Sincerely,

Donald L. Mackey  
Director, Facilities Leasing



Nov 5, 2025

VILLAGE OF BENNET  
PO BOX 255  
BENNET, NE 68317-0255

SUBJECT: BENNET MAIN OFFICE, 605 MADISON ST, BENNET, NE 68317-2378  
Lease Expiration Date: 01/31/27

Dear United States Postal Service Landlord,

On behalf of the United States Postal Service, JLL is pleased to present the enclosed Lease Agreement for the above referenced property. Please contact me with any feedback at 515.802.4684 or [thomas.edwards@jll.com](mailto:thomas.edwards@jll.com).

The following instructions have been added to help expedite lease execution:

- **Lease Agreement:**
  - Sign and date on the designated line. (This must be signed physically.)
  - Print name and title of entity or person on designated line.
  - Signature(s) are not required to be witnessed by two parties nor notarized.
- **Real Estate Conflict of Interest (COI) Certification:**
  - This is in the body of the lease. Complete one COI form for each per person who signs the lease.
- **Commission Agreement:**
  - Sign and print name and date. (This can be signed electronically.)
- **Evidence of Title:** Provide Deed or Certificate of Transfer of Title.

**\*\*PLEASE SIGN AND RETURN THE ENCLOSED DOCUMENTS AT YOUR EARLIEST CONVENIENCE\*\***

**Notice:** All owners of record are advised to read the Lease thoroughly to ensure that each party is in agreement with the terms and conditions of this contract.

Respectfully,

Thomas Edwards



Lease (Not to Exceed \$25K)

BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378



**Lease (Not to Exceed \$25K)**

**Single-Tenant**

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

This Lease, by and between VILLAGE OF BENNET, ("**Landlord**") and the United States Postal Service ("**USPS**" or "**Postal Service**"), is made as of the Effective Date. The "**Effective Date**" is the date the Postal Service executes this Lease.

In consideration of the mutual promises set forth and for other good and valuable consideration, the sufficiency of which are hereby acknowledged, the parties covenant and agree as follows:

1. PREMISES: Landlord hereby leases to the Postal Service and the Postal Service leases from Landlord, the following premises (the "**Premises**") consisting of the entire building having a street address of 605 MADISON ST, BENNET, NE 68317-2378 (the "**Building**") situated upon the real property with an Assessor's Parcel Number of 2110204001000 . The Premises is located on the property described in Exhibit A attached hereto and incorporated herein (the "**Property**"). The Premises consists of approximately 946 square feet of net interior space and 1,307 square feet of exterior space consisting of platform, ramp, reserved parking and maneuvering, access areas, driveways and drive aisles and sidewalks. The reserved parking area, if any, is shown on Exhibit B attached hereto and incorporated herein. The Premises Area is shown on Exhibit C attached hereto and incorporated herein.

If the Premises is only a portion of the Property, then the Postal Service shall have the non-exclusive right in common with other tenants, if any, of the Building to use any and all stairways, halls, toilets and sanitary facilities, and all other general common facilities in the Building as well as appurtenances and easements benefiting the Premises and the Property, and all common sidewalks, driveways, drive lanes, entrances, exits, access lanes, roadways, service areas, parking and other common areas, wherever located in or on the Property, which the Postal Service deems necessary or appropriate to support its intended use of the Premises and to exercise its rights under this Lease. Landlord shall not make any changes to the size, location, nature, use or place any installations upon, the common areas immediately adjacent to the Premises, including, without limitation the sidewalks and parking areas, which impair the accessibility to or visibility of or ease of use of the Premises by the Postal Service and/or its customers, as reasonably determined by the Postal Service.

The Landlord has supplied the following systems and equipment:

1. Heating System
2. Air Conditioning System
3. Electrical Distribution System
4. Light Fixtures
5. Water Distribution System including hot water supply
6. Sewer or Septic System

The maintenance of these items is governed by the Maintenance Rider Landlord Responsibility attached to this Lease (the "Maintenance Rider").

2. TERM: The Lease shall be effective as of the Effective Date but the term of this Lease and the obligations of the Postal Service, including the payment of any charges or rent under this Lease, shall be for a period of 5 years commencing on February 01, 2027 ("**Commencement Date**") and ending on January 31, 2032, unless sooner terminated or extended as provided herein. If this Lease is extended, then such extended period shall also be referred to herein as the "**term**."

3. RENT: The Postal Service will pay Landlord an annual rent of: \$11,076.00 ("**Rent**"), payable in equal installments at the end of each calendar month during the term. Rent for a part of a month will be prorated according to the number of days of the month occurring during term.



**Lease (Not to Exceed \$25K)**

**Single-Tenant**

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

Rent shall be paid to:  
VILLAGE OF BENNET  
PO BOX 255  
BENNET, NE 68317-0255

4. RENEWAL OPTIONS: The Postal Service shall have the right to the following renewal options:

Period		Annual Rent
02/01/2032	01/31/2037	\$12,183.00
02/01/2037	01/31/2042	\$13,401.00

provided that the Postal Service send notice of exercise of each such renewal option is sent in writing, to the Landlord at least 30 days before the end of the initial Lease term and each renewal term. All other terms and conditions of this Lease will remain the same during any renewal term unless stated otherwise herein.

5. OTHER PROVISIONS: When used herein the term "lease" or "Lease" includes all of the following additional provisions, modifications, riders, layouts, and/or forms which were agreed upon prior to execution and made a part of this Lease.

- General Conditions to USPS Lease
- Exhibit A (Legal Description of Property)
- Exhibit B (Parking Area)
- Exhibit C (Premises Area)
- Addendum
- Utilities and Services Rider
- Maintenance Rider Landlord Responsibility

6. TERMINATION: The Postal Service shall have a right to terminate this Lease upon 30 days' prior written notice to Landlord at any time during the term of this Lease (including any renewal periods). Upon such termination, the Postal Service's obligations under this Lease shall cease except for the restoration obligation under Section 4(b) of the General Conditions to USPS Lease.

7. CONFLICT OF INTEREST. To avoid actual or apparent conflicts of interest, the Postal Service requires the certification set forth on the signature page from Landlord. The Postal Service will be relying on the accuracy of the statements made by you in this certification. If Landlord's certifications below are false, or Landlord breaches the certification and fails to notify the Postal Service Contracting Officer as provided below, then the Postal Service may exercise any or all of the following remedies: (i) withhold Rent and all other payments and reimbursements due or to become due under this Lease until Landlord remedies the misrepresentation or the Postal Service waives such conflict of interest, (ii) terminate the Lease on a date set forth in the notice to Landlord without penalty, or (iii) exercise any other remedy it may have for damages or injunctive relief.



**Lease (Not to Exceed \$25K)**

**Single-Tenant**

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

[Conflict of Interest/Signature Page Follows]



# Conflict of Interest/Signature Page

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

### CONFLICT OF INTEREST CERTIFICATION BY LANDLORD

**LANDLORD:** Please check all that apply in item A below and complete item B below if necessary.

The undersigned certifies to the Postal Service as follows:

A. (Check all that apply) Landlord is:

- (i)  A Postal Service employee or a business organization owned or controlled by a Postal Service employee;
- (ii)  The spouse of a Postal Service employee or a business organization owned or controlled by a spouse of a Postal Service employee;
- (iii)  A family member of a Postal Service employee or a business organization owned or controlled by a family member of a Postal Service employee;  
(Relationship) \_\_\_\_\_
- (iv)  An individual residing in the same household as a Postal Service employee or a business organization owned or controlled by an individual residing in the same house as a Postal Service employee;
- (v)  None of the above.

B. If you checked any of A (i) through (iv) above complete as applicable:

- (i) Postal Service Employee:  
(Name) \_\_\_\_\_ (Title) \_\_\_\_\_ (Location) \_\_\_\_\_
- (ii) Spouse who works for the Postal Service:  
(Name) \_\_\_\_\_ (Title) \_\_\_\_\_ (Location) \_\_\_\_\_
- (iii) Family member who works for the Postal Service:  
(Name) \_\_\_\_\_ (Title) \_\_\_\_\_ (Location) \_\_\_\_\_
- (iv) Household Member who works for the Postal Service:  
(Name) \_\_\_\_\_ (Title) \_\_\_\_\_ (Location) \_\_\_\_\_

C. If you have checked "none of the above" and during the lease term or any renewal term, you do fall into any of the categories listed in A (i) through (iv) above, you must notify the Postal Service's Contracting Officer in writing within 30 days of the date you fall into any of the categories and shall include an explanation of which of the above categories now applies.

The person signing this Lease certifies under penalty of perjury that he/she/they has full power and authority to bind the Landlord named below.

**LANDLORD NAME:** VILLAGE OF BENNET

Signature: \_\_\_\_\_

Print Name: \_\_\_\_\_

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

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

Telephone No: \_\_\_\_\_

Email Address: \_\_\_\_\_

(Official notices under the Lease are delivered pursuant to Section 10(n) of the General Conditions to USPS Lease)

**POSTAL SERVICE:**

Signature: \_\_\_\_\_

Print Name: BRYAN PROVOST

Title: Contracting Officer

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

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

**Exhibit A**

[Legal Description of Property]

Lots 'A', 'B', and 'D', County Clerk's Subdivision of Lots One(1) and Two (2), Block 40, Village of Bennet, Nebraska.



Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

**Exhibit B**

Parking Area  
(If Applicable)

Intentionally Left Blank

Facility Name/Location  
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605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

**Exhibit C****Premises Area****Lease Defined Space Measurements**

	<b>Sq ft</b>
Rentable SF:	946
Total USPS Leased SF:	946
Total Property Site SF:	1,307

**Area Comments**

Facility Name/Location  
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605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

If there is any conflict or ambiguity between any items of the Lease or this Addendum, the terms of this Addendum shall control.

8. The Postal Service shall be responsible for replacement of light bulbs.

Facility Name/Location  
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605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

## 1. APPLICABLE CODES AND ORDINANCES

The Landlord shall comply with all codes and ordinances applicable to the ownership and operation of the Building and Property without regard to the Postal Service tenancy. The Postal Service agrees to comply with all applicable codes and ordinances to the operations of the Postal Service at the Premises, to the extent enforceable against the Postal Service. Nothing herein shall be construed as a waiver of the Postal Service's sovereign immunity.

## 2. LANDLORD'S INTEREST

a. Landlord represents and warrants to the Postal Service that as of the Effective Date, (i) Landlord owns the Building and the Property; (ii) there are no encumbrances, liens, agreements, or covenants in effect that would materially interfere with the Postal Service's ability to operate, or materially impair the Postal Service's rights or materially increase the Postal Service's obligations under this Lease; and (iii) Landlord is unaware of any existing or impending condemnation plans, proposed special assessments or other adverse physical conditions relating to the Property (provided that if the Premises has been previously occupied by the Postal Service, then Landlord's representation regarding adverse physical conditions is limited to conditions that Landlord is responsible for under this Lease).

b. If this Lease provides for payments aggregating \$10,000 or more to Landlord, claims for monies due or to become due from the Postal Service this Lease may be assigned by Landlord to a bank, trust company, or other financing institution, including any federal lending agency, and may thereafter be further assigned and reassigned to any such institution. Any assignment or reassignment must cover all amounts payable and must not be made to more than one party at a time, except that assignment or reassignment may be made to one party as agent or trustee for two or more parties participating in financing this Lease. No assignment or reassignment by Landlord will be recognized as valid and binding upon the Postal Service unless a written notice of the assignment or reassignment, together with a true copy of the instrument of assignment and other reasonable documentation, including without limitation, a W-9, is filed with:

1. the Postal Service's Contracting Officer; and
2. the surety or sureties, if any, upon any bond.

c. Assignment by Landlord of this Lease or any interest in this Lease other than in accordance with the provisions of this clause will be grounds for termination of this Lease by the Postal Service.

d. Nothing contained herein shall be construed so as to prohibit transfer of ownership of the Premises by Landlord, provided that:

1. such transfer is subject to this Lease;
2. a copy of the recorded deed or other official transfer instrument evidencing the transfer is provided to the Postal Service; and
3. Landlord shall cause its assignee or transferee to assume the provisions of this Lease in a writing that is delivered to the Postal Service along with a notice of the transfer. These should be delivered to the Postal Service within 15 days of the date of the transfer or assignment. In addition, both the original Landlord and the new landlord must execute the standard *Certificate of Transfer of Title to Leased Property and Lease Assignment and Assumption* form within 15 days after receipt of such form from the Postal Service. In addition



# General Conditions to USPS Lease

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

the new landlord shall provide a Federal W-9 form. Until the Postal Service has the required forms, the Postal Service will continue to pay rent and give all notices to Landlord and not the new landlord. Provided Landlord's successor or assignee expressly assumes Landlord's duties and covenants under this Lease, Landlord shall be released from all liability toward the Postal Service arising from any act, occurrence or omission of Landlord's successor or assign occurring after the transfer of Landlord's interest in this Lease. However, Landlord will not be relieved of liability for its acts, omissions or obligations occurring or accruing up to and including the date of such transfer, and the Postal Service can pursue its remedies for default against either the Landlord or the new landlord.

### 3. ASSIGNMENT/SUBLEASE BY THE POSTAL SERVICE

The Postal Service may sublet all or any part of the Premises or assign this Lease only with the prior written consent of Landlord, such consent not to be unreasonably withheld, conditioned, or delayed, but the Postal Service shall not be relieved from any obligation under this Lease by reason of any subletting or assignment. If Landlord fails to respond in writing to a written request to sublease or assign from the Postal Service within thirty days after receipt by Landlord of the Postal Service's written request, Landlord shall be deemed to have consented to such sublease or assignment, as applicable.

### 4. ALTERATIONS AND RESTORATION

a. The Postal Service shall have the right to make alterations, attach fixtures and erect additions, structures and install flags and flagpoles or signs in or upon the Premises or install flags and flagpoles and collection boxes in the common areas (provided such alterations, additions, structures, or signs shall not be detrimental to or inconsistent with the rights granted to other tenants on the Property); which fixtures, additions, structures, flags or signs so placed in, upon or attached to the Premises or common areas shall be and remain the property of the Postal Service and may be removed or otherwise disposed of by the Postal Service at any time and from time to time, including, without limitation, at the end of the term or any renewal term, subject to the provisions of Section 4b below.

b. Upon expiration or termination of this Lease, the Postal Service shall remove its personal property and restore the Premises to a "broom clean" condition with any systems and structures for which the Postal Service is responsible (under the Maintenance Rider attached to this Lease) in working order. The Postal Service is not responsible to restore any condition due to reasonable and ordinary wear and tear, damages by the elements, or by circumstances over which the Postal Service has no control. The Postal Service at its sole option may, prior to the expiration or termination of the Lease, remove any or all of the alterations or improvements or elect to abandon the alterations or improvements in or on the Premises. If the Postal Service elects to abandon, the abandoned alterations and improvements shall become the property of the Landlord and the Postal Service shall be relieved of any liability in connection therewith; provided, however, if following expiration of the Lease the Postal Service enters into a new lease agreement with Landlord to remain in the Premises, the Postal Service shall have continued responsibility for maintenance of such alterations or improvements which were installed by the Postal Service during the term of this Lease (and not by Landlord) in accordance with the Maintenance Rider attached to this Lease.

5. [INTENTIONALLY BLANK]

6. [INTENTIONALLY BLANK]

### 7. HAZARDOUS/TOXIC CONDITIONS CLAUSE

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**a. Definitions.** As used in this Lease, the following terms have the following meanings:

**"Environmental Laws"** mean all federal, state or local statutes, laws, ordinances, rules or regulations, relating to protection of human health or the environment, including but not limited to (i) all laws relating to the release of Hazardous Materials into the air, surface water, groundwater or land, or relating to the reporting, investigation or remediation of, licensing, manufacture, processing, distribution, use, treatment, storage, disposal, transport or handling of Hazardous Materials; (ii) all laws pertaining to the protection of the health and safety of employees.

**"Hazardous Materials"** mean (i) any toxic substance or hazardous waste, substance or related material, or any pollutant or contaminant that is or may hereafter be defined as or included in the definition of "hazardous substances," "toxic substances," "hazardous materials," "hazardous waste" or words of similar import under any and all Environmental Laws; (ii) petroleum, radon gas, asbestos in any form that is or could become friable, urea formaldehyde foam insulation, transformers or other equipment that contain dielectric fluid containing levels of polychlorinated biphenyls in excess of federal, state or local safety guidelines, whichever are more stringent; and (iii) any substance, gas material or chemical that is or may hereafter be defined as or included in the definition of "hazardous substances," "toxic substances," "hazardous materials," "hazardous waste" or words of similar import under any Environmental Laws.

**"Environmental Contamination"** means the presence of any Hazardous Materials which includes the presence of friable asbestos materials at any level, in, on, or under the Property, the Premises, common areas or the Building, at levels that require reporting to the enforcing environmental regulatory agency and/or environmental response action (s) under applicable Environmental Laws.

**"Asbestos-Containing Material"** (ACM) means any material containing more than 1% asbestos as determined by using the method specified in 40 CFR Part 763, Subpart E, Appendix E. "Friable asbestos material" means any ACM that, when dry, can be crumbled, pulverized, or reduced to powder by hand pressure.

**b. Landlord Certification.** By execution of this Lease, the Landlord certifies that, to the best of its knowledge and excluding any written disclosures made to the Postal Service: (i) the Property and premises are free of Environmental Contamination; (ii) there are no undisclosed underground storage tanks or associated piping on, in, or under the premises or Property; (iii) there are no ACMs, radon, lead-based paint, or lead piping or solder in drinking water systems, or in or on the Property; and (iv) Landlord has not received, nor is Landlord aware of, any notification or other communication from any party concerning any environmental condition, or violation or potential violation of any Environmental Law, regarding the Property or its vicinity. If the Landlord becomes aware of any such conditions, potential conditions, or violations of any Environmental Laws regarding the Property or its vicinity defined herein, subsequent to Lease commencement or any renewal thereof, Landlord must disclose the new information to the Postal Service as soon as possible, and under no circumstances later than 5 business days after first becoming aware.

**c. Environmental Condition of the Premises.**

(i) Unless due to the negligence of the Postal Service, if after the Commencement Date or any renewal thereof, Environmental Contamination is at any time identified on the Property, upon notification by the Postal Service, Landlord agrees to remediate or abate such Environmental Contamination to the extent required by Environmental Laws. Prior to performing any work, Landlord must seek and receive written approval by the Postal Service Contracting Officer of the Landlord's contractor and scope of work, and such approval will not be unreasonably withheld. The foregoing notwithstanding, the Postal Service shall pay that portion of the costs of remediation of

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Environmental Contamination caused directly by the negligence of the Postal Service. The parties agree that neither of the following shall constitute the negligence of the Postal Service: (a) reasonable and ordinary wear and tear and (b) damages by the elements or by circumstances over which the Postal Service has no control.

(ii) If the Landlord fails to diligently remove, or otherwise respond to in accordance with Environmental Law, any Environmental Contamination, the Postal Service shall have the right to perform the work, and withhold the cost plus administrative costs and/or interest, from Rent and other payments and reimbursements due or to become due or to become due to Landlord from the Postal Service or federal government. Alternatively, if Landlord fails to prosecute the work as required and the Postal Service determines that the Premises are untenantable or unfit for use or occupancy, the Postal Service may, with reasonable discretion, cancel this Lease in its entirety without liability. The remedies provided in this section are non-exclusive and are in addition to any remedies available to the Postal Service under applicable law. Completion of the work by Postal Service shall not relieve Landlord of its responsibility to perform the work in the future. In addition, the Postal Service may proportionally abate the Rent and all other payments and reimbursements due or to become due under this Lease for any period the Premises, or any part thereof, are determined by the Postal Service to have been rendered untenantable or unavailable to it by reason of such condition. If non-friable ACM, whether disclosed by the Landlord prior to execution of this Lease or subsequently found in or on the Property after execution of this Lease, should become friable due to any cause other than the negligence of the Postal Service, the removal, abatement, containment, repair, remediation, replacement or environmental response to such friable ACM shall be performed by the Landlord at the Landlord's sole cost and expense. If ACM in or on the Property or the Building was rendered friable due to the negligence of the Postal Service (including any such negligence of the Postal Service under any prior lease or leases of the Premises), the Postal Service shall be liable for the removal, abatement, containment, repair, remediation, replacement or environmental response to such friable ACM at the Postal Service's sole cost and expense. The parties agree as follows: (1) to the extent a failure by the Postal Service to maintain the improvements containing ACM in accordance with the Postal Service's obligations under the Maintenance Rider in the current or a prior lease of the Premises causes asbestos in ACM in the Premises to become friable, such failure shall constitute the negligence of the Postal Service hereunder, and the Postal Service shall be liable for the removal, abatement, containment, repair, remediation, replacement or environmental response to such friable ACM at the Postal Service's sole cost and expense; and (2) to the extent a failure by the Landlord to maintain the improvements containing ACM in accordance with the Landlord's obligations under the Maintenance Rider in the current or a prior lease of the Premises causes asbestos in ACM in the Premises to become friable, such failure shall constitute the negligence of the Landlord hereunder, and the Landlord shall be liable for the removal, abatement, containment, repair, remediation, replacement or environmental response to such friable ACM at the Landlord's sole cost and expense.

(iii) Without limiting the foregoing, regardless of whether Landlord is required by this Lease to provide fuel for a heating system as set forth in the Utilities and Services Rider, any investigative and remediation cost associated with a release or suspected release of fuel from the heating system, including any fuel tank, shall be the responsibility of the Landlord, unless, and to the extent that, the release is caused by the negligence of the Postal Service's agents or employees, in which event the Postal Service shall be responsible for a portion of the investigative and remediation costs associated with the release to the extent such release was due directly to the Postal Service's agents' or employees' negligence.

**d. Rights to Contribution.** Nothing stated herein is intended to limit the right of the Landlord or the Postal Service to make claims for contribution or cost recovery under applicable laws against each other or any other persons or entities responsible for such Environmental Contamination.

**e. Landlord Indemnification of Postal Service.** The Landlord hereby indemnifies and holds harmless the Postal Service and its officers, agents, representatives, and from and against any and all claims, losses, damages,

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actions, causes of action, expenses, fees and/or liability resulting from, brought for, or on account of any violation of this Clause or in any way arising out of or connected to Environmental Contamination on the Property, except that Landlord shall not be required to indemnify the Postal Service for, and to the extent of, that portion of the Environmental Contamination caused directly by the negligence of the Postal Service. The parties agree that neither of the following shall constitute the negligence of the Postal Service: (a) reasonable and ordinary wear and tear and (b) damages by the elements or by circumstances over which the Postal Service has no control.

## 8. FORCE MAJEURE

In the event that either party shall be delayed or hindered in or prevented from the performance of any covenant, agreement, work, service, or other act required under this Lease to be performed by such party (a "**Required Act**"), and such delay or hindrance is due to causes entirely beyond its control such as riots, insurrections, martial law, civil commotion, war, acts or threats of terrorism, fire, flood, earthquake, delays by governmental authorities or other casualty or acts of God (a "**Force Majeure Event**"), then the performance of such Required Act shall be excused for the period of delay, and the time period for performance of the Required Act shall be extended by the same number of days in the period of delay. For purposes of this Lease, the financial inability of Landlord or the Postal Service to perform any Required Act, including (without limitation) failure to obtain adequate or other financing, shall not be deemed to constitute a Force Majeure Event. A Force Majeure Event shall not be deemed to commence sooner than 15 days before the date on which the party who asserts some right, defense or remedy arising from or based upon such Force Majeure Event gives written notice thereof to the other party hereto. If abnormal adverse weather conditions are the basis for a claim for an extension of time due to a Force Majeure Event, the written notice shall be accompanied by data substantiating (i) that the weather conditions were abnormal for the time and could not have been reasonably anticipated and (ii) that the weather conditions complained of had a significant adverse effect on the performance of a Required Act. To establish the extent of any delay to the performance of a Required Act due to abnormal adverse weather, a comparison will be made of the weather for the time of performance of the Required Act with the average of the preceding ten (10) years climatic range based on the National Weather Service statistics for the nearest weather reporting station to the Premises. No extension of time for or excuse for a delay in the performance of a Required Act will be granted for rain, snow, wind, cold temperatures, flood or other natural phenomena of normal intensity for the locality where the Premises are located.

## 9. GOVERNING LAW; CLAIMS AND DISPUTES

a. This Lease shall be governed by federal law, including but not limited to, the Contract Disputes Act of 1978 (41 U.S.C. 7101-7109) (the "**Act**"). Except as provided in the Act, all disputes arising under or relating to this Lease must be resolved under this clause.

b. "Claim," as used in this clause, means a written demand or written assertion by one of the contracting parties seeking, as a matter of right, the payment of money in a sum certain, the adjustment or interpretation of contract terms, or other relief arising under or relating to this Lease. However, a written demand or written assertion by the Landlord seeking the payment of money exceeding \$100,000 is not a claim under the Act until certified as required by subparagraph d below. A voucher, invoice, or other routine request for payment that is not in dispute when submitted is not a claim under the Act. The submission may be converted to a claim under the Act by complying with the submission and certification requirements of this clause, if it is disputed either as to liability or amount or is not acted upon in a reasonable time.

c. A claim by the Landlord must be made in writing and submitted to the Postal Service Contracting Officer for a written decision. A claim by the Postal Service against the Landlord is subject to a written decision by the Postal Service Contracting Officer. For Landlord claims exceeding \$100,000, the Landlord must submit with the claim the following certification:



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"I certify that the claim is made in good faith, that the supporting data are accurate and complete to the best of my knowledge and belief, that the amount requested accurately reflects the contract adjustment for which the Landlord believes the Postal Service is liable, and that I am duly authorized to certify the claim on behalf of the Landlord."

The certification may be executed by any person duly authorized to bind the Landlord with respect to the claim.

d. For Landlord claims of \$100,000 or less, the Postal Service Contracting Officer must, if requested in writing by the Landlord, render a decision within 60 days of the request. For Landlord-certified claims over \$100,000, the Postal Service Contracting Officer must, within 60 days, decide the claim or notify the Landlord of the date by which the decision will be made.

e. The Postal Service Contracting Officer's decision is final unless the Landlord appeals or files a suit as provided in the Act.

f. When a claim is submitted by or against a Landlord, the parties by mutual consent may agree to use an alternative dispute resolution (ADR) process to assist in resolving the claim. A certification as described in subparagraph d of this clause must be provided for any claim, regardless of dollar amount, before ADR is used.

g. The Postal Service will pay interest on the amount found due and unpaid from:

1. the date the Postal Service Contracting Officer receives the claim (properly certified if required); or
2. the date payment otherwise would be due, if that date is later, until the date of payment.

h. Simple interest on claims will be paid at a rate determined in accordance with the Act.

i. Landlord must proceed diligently with performance of this Lease, pending final resolution of any request for relief, claim, appeal, or action arising under this Lease, and comply with any decision of the Postal Service Contracting Officer.

j. In the case where the Landlord has alleged a Postal Service default, and where the Postal Service has vacated the Premises, Landlord must use reasonable efforts to obtain another tenant for the Premises at a fair market rental and to otherwise mitigate its damages.

k. In no event shall the Postal Service or Landlord be liable for any consequential, punitive, or special damages under this Lease. The parties agree that this restriction shall not apply to liquidated damages, if any, provided for in any work letter or other rider or attachment to this Lease.

### 10. GENERAL

a. **Quiet Enjoyment.** Without limiting any rights the Postal Service may have by statute or common law, Landlord covenants and agrees that, provided that the Postal Service is not in default under this Lease, and for so long as this Lease is in full force and effect, the Postal Service shall lawfully and quietly hold, occupy and enjoy the Premises during the term of this Lease from and after Landlord's delivery of the Premises to the Postal Service until the end of the term, without disturbance by Landlord or by any person having title paramount to Landlord's title or by any person claiming by, through or under Landlord. In the event of substantial, material or unreasonable interference by Landlord as a result of the Landlord exercising its rights and obligations under this Lease, the Rent and all other payments and reimbursements due or to become due under this Lease all shall be equitably abated if the interference continues for more than 24 hours. In the event such interference shall continue for longer than 6

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months, the Postal Service shall have the option to terminate this Lease or continue to operate with rent abatement until the interruption ceases. Notwithstanding the foregoing, in the event that, as a result of any substantial, material or unreasonable interference, the Postal Service is legally required to move any of its operations, then Landlord shall reimburse the Postal Service for the actual reasonable costs incurred in connection with such move.

**b. Exterior of Building.** Landlord shall not place, or allow any other person or entity to place, any advertising, bas reliefs, murals or other decorations on the exterior walls of the area in which the Premises is located nor shall Landlord place, or allow any other person or entity to place any additional landscaping or plantings in such area in excess of that landscaping or planting in existence at the commencement of this Lease. Nothing stated herein is intended to prohibit Landlord from replacing the landscaping or plantings in existence at the commencement of this Lease as needed.

**c. Landlord's Access.** Landlord and Landlord's agents shall have the right to enter the Premises upon reasonable prior written notice for the purpose of performing inspections, maintenance or repairs that are the responsibility of Landlord under this Lease; provided that no inspections may occur during the Postal Service's peak season (November 1 of each year through January 31 of the following year) other than those necessitated by the sale or refinance of the Property. The Landlord's right of entry hereunder shall be exercisable only during normal business hours and only on the terms set forth in a separate right of entry agreement available to Landlord upon written request to the Postal Service. All other access to the Premises, including but not limited to showing the property to potential buyers, and within 30 days of the end of the Lease term, showing the property to potential tenants, shall be at the sole discretion of the Postal Service.

**d. Calendar Days.** All references herein to "days" shall mean calendar days unless specified to the contrary.

**e. Counterparts.** This Lease may be executed in counterparts, which together shall constitute a single instrument. The parties agree that if the signature(s) of either Landlord or the Postal Service on this Lease or any amendments, addendums, assignments, or other records associated with this Lease is not an original but is an electronic signature, scanned signature or a digitally encrypted signature, then such electronic signature, scanned signature or digitally encrypted signature shall be as enforceable, valid and binding as, and the legal equivalent to, an authentic original wet signature penned manually by its signatory. Signatures required under this Lease, or any amendments, addendums, assignments, or other records associated therewith, may be transmitted by email or by fax and, once received by the party to whom such signatures were transmitted, shall be binding on the party transmitting its signatures as though they were an original signature of such party.

**f. Notices.** Whenever a provision is made under this Lease for any demand, notice or declaration of any kind, or where it is deemed desirable or necessary by either party to give or serve any such notice, demand or declaration to the other party, it shall be in writing and sent by (i) United States mail, certified, postage prepaid or (ii) by Priority Mail Express (overnight), in each instance to the addresses set forth below or at such address as either party may advise the other from time to time in writing. Notices to the Postal Service must include the identification of the facility name and location to be effective. Notices given as required by this Lease will be deemed to have been given three (3) days after the date of certified mailing or the next business day after being sent by Priority Mail Express (regardless whether the addressee rejects, refuses to sign, or fails to pick up such delivery).



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To Landlord at: VILLAGE OF BENNET  
PO BOX 255  
BENNET, NE 68317-0255

With a copy to: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

To the Postal Service at: Contracting Officer  
USPS Facilities Leasing West  
PO Box 5527  
Denver, CO 80217-5527

With a copy to: Postmaster/Installation Head  
605 MADISON ST, BENNET, NE 68317-2378  
\_\_\_\_\_

Anything in the foregoing to the contrary notwithstanding, in the case of multiple persons or entities comprising Landlord under this Lease or in the case of a person or entity acting as an agent of Landlord, notices to any one of such multiple persons or entities or notice to an agent of Landlord shall be deemed to be sufficient notice to Landlord.

## 11. FACILITIES NONDISCRIMINATION

- a. By executing this Lease, the Landlord certifies that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform services at any location under its control where segregated facilities are maintained.
- b. The Landlord will insert this clause in all contracts or purchase orders under this Lease unless exempted by Secretary of Labor rules, regulations, or orders issued under Executive Order 11246.

## 12. CLAUSES REQUIRED TO IMPLEMENT POLICIES, STATUTES, OR EXECUTIVE ORDERS

The following clauses are incorporated in this Lease by reference. The text of incorporated terms may be found in the Postal Service's Supplying Principles and Practices, accessible at <http://about.usps.com/manuals/spp/html/spp10.htm> or by searching [www.usps.com](http://www.usps.com).

- Clause 1-5, Gratuities or Gifts
- Clause 1-6, Contingent Fees
- Clause 9-3, Davis-Bacon Act<sup>1</sup>
- Clause 9-7, Equal Opportunity<sup>2</sup>
- Clause 9-13, Equal Opportunity for Workers with Disabilities<sup>3</sup>
- Clause 9-14, Equal Opportunity for VEVRAA Protected Veterans<sup>4</sup>
- Clause 9-16, Employer Reports on Employment of Protected Veterans<sup>4</sup>
- Clause B-25, Advertising of Contract Awards



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Note: For purposes of applying the above standard clauses to this Lease, the terms "supplier," "contractor," and "lessor" are synonymous with "Landlord," and the term "contract" is synonymous with "Lease."

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- <sup>1</sup> For premises with net interior space in excess of 6,500 SF. **PER 39 USC 410(d)(1)**
  - <sup>1</sup> For premises with net interior space in excess of 6,500 SF.
  - <sup>2</sup> For leases aggregating payments of \$10,000 or more.
  - <sup>3</sup> For leases aggregating payments of \$10,000 or more.
  - <sup>4</sup> For leases aggregating payments of \$150,000 or more.

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1. **Landlord Responsibilities.** Landlord shall, except as otherwise specified herein and except for damage resulting from, and to the extent of, the negligence of the Postal Service's agents or employees (which portion of the damage arising directly from Postal Service's agents or employees negligence shall be the responsibility of the Postal Service), maintain the Premises, including the building and any and all equipment, fixtures, systems, common facilities and appurtenances (including but not limited to parking lots, driveways, fencing and sidewalks), furnished by Landlord under this Lease, in good repair and tenantable condition consistent with standards of comparable buildings and/or projects located in the vicinity of the Property. Landlord's duties under this Rider shall include repair and replacement, as necessary, and includes without limitation:
- a. **Pest Control.** Landlord is responsible for inspection, prevention and eradication of vermin, birds, insects, including, without limitation, termites and any other wood-eating insects and for repairs of any damage resulting therefrom.
  - b. **Casualty.** Landlord is responsible to repair damages resulting from Acts of God; acts of public enemy, riot or insurrection; and vandalism and damages resulting from fire or other casualty (except to the extent such damages were caused due to the negligence of the Postal Service agents or employees in which case the Postal Service shall be responsible for the portion of repairs caused directly by its negligence).
  - c. **HVAC.** Any heating system and air conditioning equipment furnished by Landlord must be properly sized for the facility, must be in good working order at the commencement of the term, and must be maintained and, if necessary, replaced by Landlord to ensure that it remains in good working order and in proper operation; such system and equipment must be capable of providing heat to a minimum temperature of 68 degrees Fahrenheit (68°F) and cooling to a maximum temperature of 78 degrees Fahrenheit (78°F) in all enclosed portions of the Premises (excluding any rear vestibule) at all times during the appropriate seasons. Landlord shall be responsible for maintaining and servicing of the heating system and air-conditioning equipment, including, refrigerant and filters per manufacturer's recommendation as required for proper operation of the equipment and for replacing the same at the end of its useful life or earlier.
  - d. **Heating and Hot Water Supply.** Boilers and unfired pressure vessels provided by Landlord as part of the Premises shall be maintained and, if necessary, replaced by the Landlord in accordance with the most stringent of the federal, state or local codes and ordinances. Current safety certificates issued by an organization recognized by the National Board of Boiler and Pressure Vessel Inspectors or a federal, state or municipal authority which has adopted the American National Standard Institute/American Society of Mechanical Engineers Boiler and Vessel Code, must be provided by Landlord for boilers and unfired pressure vessels. In the event local jurisdictions do not require periodic inspection of such equipment, the Postal Service shall have the right to conduct inspections and require corrective actions by Landlord.
  - e. **Electrical System.** Any electrical/power system furnished by Landlord must be properly sized for the facility, must be in good working order at the commencement of the term, and must be maintained and, if necessary, replaced by Landlord to ensure that it remains in good working order and in proper operation.
  - f. **Water and Sewer.** Whether public or private water or sewer systems are provided, said systems (including potable water) must be properly sized for the facility and be maintained, in good working order at all times during the term and replaced by Landlord as necessary to ensure that the same remain in good working order including having any inspections that may be required performed.

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- g. **Wiring.** Any wiring, including, but not limited to, wiring for the Electronic Security and Surveillance Equipment, Closed Circuit Television, Very Small Aperture Terminal, Criminal Investigation System, Intrusion Detection System, etc., installed by Landlord shall be maintained, and if necessary, replaced by Landlord. However, the Landlord shall not attempt any maintenance of, or repair of, or interfere with, the actual security, telephone, or telecommunications equipment, such as cameras, consoles, monitors, satellite dishes, telephone handsets, and Point-of-Service equipment of the Postal Service.
- h. **Utilities Distribution Systems.** Landlord is responsible for all utilities (i.e., water, gas, electrical, sewer) distribution systems and structures and the components thereof which deliver such utility services to the Premises and the Property, including but not limited to base building electrical, plumbing, pipes, conduit, wiring, and related components located within the facility including, without limitation, behind walls, under floors and inside ceilings. This excludes additional systems and/or structures that were specifically installed by the Postal Service or its contractors for the Postal Service's particular furniture, fixtures, and equipment needs.
2. **Postal Service Responsibilities.** Notwithstanding anything herein to the contrary, the Postal Service shall, except for damage resulting from, and to the extent of, the negligence of Landlord's, agents, employees, or contractors, maintain the following items at the Premises if originally installed by the Postal Service: flag poles, dock lifts, roll-up customer service windows, roll-up doors, scissor lifts, electronic security systems, and lobby and back-door locks. The Postal Service's duties include repair and replacement, as necessary, of the aforementioned items and shall be fulfilled at such time and in such manner as the Postal Service reasonably considers necessary. The Landlord shall be responsible for the portion of maintenance, repair and replacement costs for damage to such items resulting directly from its negligence. **See Addendum #8**
3. **Completion of Maintenance, Repair, or Replacement by Landlord.**
- a. If the Landlord is required to maintain, repair or replace something under this Lease, including, without limitation, this Rider, Landlord must perform all maintenance, repairs and replacements promptly and in any event within the time period provided in the Postal Service's notice to Landlord and submit photographs of the completed repair to the Postal Service at the address designated in such notice provided by the Postal Service. If Landlord does not finish such maintenance, repairs or replacements within the time period set forth in the Postal Service's notice, then unless the Landlord requests more time, and the Postal Service grants more time using its reasonable judgment, then the Postal Service may (i) perform the maintenance, repair, or replacement (by contract or otherwise) and recover the cost plus any administrative cost and/or interest, from the Landlord and from Rent and any other payments and reimbursements due or to become due to Landlord from the Postal Service or federal government, or (ii) terminate the Lease on a date specified by the Postal Service in the notice to Landlord.
- b. In the case of an emergency (as reasonably determined by the Postal Service), then notwithstanding the above provision, the Postal Service may give Landlord notice by phone or other method and may give such shorter notice as is practicable under the circumstances. Upon notice, Landlord must immediately start the maintenance, repairs or replacements and if Landlord fails to start such maintenance, repairs or replacements immediately, the Postal Service may immediately perform the maintenance, repair, or replacement (by contract or otherwise) and recover the cost plus any administrative cost and/or interest, from

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the Landlord and from Rent and any other payments and reimbursements due or to become due to Landlord from the Postal Service or the federal government.

- c. In addition to any other remedies of the Postal Service, the Postal Service may abate Rent and all other payments and reimbursements due or to become due under this Lease for any period the Postal Service reasonably determines all or any portion of the Premises, any common areas of the Property providing access to the Premises, or parking areas are untenantable or unfit for the Postal Service's use as a result of Landlord's failure to maintain, repair or replace as required by this Lease. Rent and other payments due or to become due to Landlord will be abated in proportion to the impairment or loss of use as determined by the Postal Service.

**4. Health and Safety.** In performing the maintenance, repair and/or replacement obligations under this Lease, Landlord must:

- a. comply with applicable Occupational Safety and Health Standards, title 29 Code of Federal Regulations (CFR) (including but not limited to Parts 1910 and 1926), promulgated pursuant to the authority of the Occupational Safety and Health Act of 1970 (OSHA);
- b. comply with any other applicable federal, state, or local regulation governing workplace safety to the extent they are not in conflict with section (a) above; and
- c. take all other proper precautions to protect the health and safety of:
- (1) any laborer or mechanic employed by the Landlord in performance of this Lease;
  - (2) Postal Service employees; and
  - (3) the public.

Landlord must include this clause in all contracts hereunder and require its inclusion in all subcontracts of a lower tier. The term "Landlord" as used in this clause in any contract must be deemed to refer to the contractor.

**5. Landlord Access.** In the event of emergency requiring access after-hours, Landlord must call the Postal Inspection Service at 1-877-876-2455 Option 2 "Emergency" prior to entry. When entering or performing any repair, maintenance, replacements or other work in the Premises, Landlord, its agents, employees and/or contractors (i) shall identify themselves to the Postal Service's personnel immediately upon entering the Premises, and must be accompanied by a Postal Service employee when not in public areas; and (ii) shall use commercially reasonable, good faith efforts not to affect, interrupt or interfere with the Postal Service's use, business or operations on the Premises or obstruct the visibility of or access to the Premises by more than a de minimis extent, as determined by the Postal Service

Facility Name/Location  
BENNET - MAIN OFFICE (300915-001)  
605 MADISON ST, BENNET, NE 68317-2378

County: Lancaster  
Lease: QU0000921715

Unless otherwise indicated below, the responsibilities of Landlord identified in this Utilities and Services Rider are a part of the Rent paid under the Lease and are not subject to reimbursement by the Postal Service.

### 1. HEAT

The Postal Service pays all recurring fuel charges to the Premises, provided such charges are separately metered, by a meter or sub-meter installed by Landlord at Landlord's expense, to measure the Postal Service's consumption of fuel.

### 2. ELECTRICITY

The Postal Service will pay all recurring electric bills, provided such charges are separately metered, by a meter or sub-meter installed by Landlord at Landlord's expense, to measure the Postal Service's consumption.

### 3. WATER

At all times, Landlord must ensure that there is potable water serving the Premises. If at any time the water provided to the Premises is not potable, then the Landlord shall furnish potable water in a quantity sufficient to serve the maximum number of postal employees located at the Premises on a regular basis, and shall ensure such potable water is available at all times. Landlord must pay for all recurring charges related to the provision of such potable water.

The Premises are hooked up to a public water system. The Postal Service must pay for all recurring charges for provision of such water services, provided such charges are separately metered by a meter or sub-meter installed by Landlord at Landlord's expense, to measure the Postal Service's consumption.

### 4. SEWER

The Premises are hooked up to a public sewer system. The Postal Service must pay for all recurring charges for such sewer services, provided such charges are separately metered, by a meter or sub-meter installed at Landlord's expense, for the measurement of Postal Service's consumption.

### 5. TRASH

Postal Service is responsible for all trash removal and disposal from the Premises and will provide its own trash receptacle or receptacles at its cost in a location acceptable to the Postal Service either on the Premises or in the common areas, if any.

### 6. SNOW

The Postal Service agrees to remove snow and ice at the cost of the Postal Service from only those areas used exclusively by the Postal Service, which may include all or only portions of the sidewalks, driveways, drive aisles, entrances, exits, parking and maneuvering areas, and any other areas providing exclusive access to the Premises used by the Postal Service's employees, contractors, or customers (including, but not limited to, stairs, handicap access ramps, carrier ramps, etc.). The Postal Service is not responsible for, and will not pay the costs of, the removal of snow and ice from the roof or any areas not exclusively used by the Postal Service. Landlord is responsible for and must pay the costs of the timely removal of snow and ice from the roof, as well as all areas not exclusively used by the Postal Service.

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## **7. CUSTODIAL SERVICES**

Custodial Services for purposes of this Lease means the following: all duties considered necessary or desirable by the Postal Service to maintain cleanliness at the Premises and the Property. Custodial services include, but are not limited to the following tasks: vacuum and mop floors, empty trash containers, clean windows, sanitize bathroom fixtures and carry out any other tasks related to cleaning dirt and debris from the inside or the outside of a particular building. Custodial services do not include roof or gutter cleaning, or landscaping.

The Postal Service will provide its own custodial services for the interior and exterior of the Premises at its cost.

## **8. LANDSCAPING**

Landscaping for purposes of this Lease means an exterior area devoted to or developed and maintained with plantings, decorative outdoor landscape elements, sculptures, benches, water features, paved or decorated surfaces of rock, stone, brick, block or similar material (excluding sidewalks, driveways, parking, loading or storage areas).

The Postal Service has no responsibility for any landscaping, except that the Postal Service will be responsible for cutting the grass and trimming low shrubs at such times and in such manner as the Postal Service determines necessary in its sole discretion.

# Request for Taxpayer Identification Number and Certification

Go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9) for instructions and the latest information.

**Give form to the  
requester. Do not  
send to the IRS.**

**Before you begin.** For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

<b>Print or type.</b>  <b>See Specific Instructions on page 3.</b>	<b>1</b> Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)	
	<b>2</b> Business name/disregarded entity name, if different from above.	
	<b>3a</b> Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only <b>one</b> of the following seven boxes.	<b>4</b> Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):
	<input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C corporation <input type="checkbox"/> S corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) _____ <b>Note:</b> Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) _____	Exempt payee code (if any) _____  Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____
	<b>3b</b> If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions <input type="checkbox"/>	
	<b>5</b> Address (number, street, and apt. or suite no.). See instructions.	Requester's name and address (optional)
	<b>6</b> City, state, and ZIP code	
<b>7</b> List account number(s) here (optional)		

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

<b>Social security number</b>									
				-					
<b>or</b>									
<b>Employer identification number</b>									

**Note:** If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

<b>Sign Here</b>	<b>Signature of U.S. person</b>	<b>Date</b>
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## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

## What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

must obtain your correct taxpayer identification number (TIN), which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid).
- Form 1099-DIV (dividends, including those from stocks or mutual funds).
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds).
- Form 1099-NEC (nonemployee compensation).
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers).
- Form 1099-S (proceeds from real estate transactions).
- Form 1099-K (merchant card and third-party network transactions).
- Form 1098 (home mortgage interest), 1098-E (student loan interest), and 1098-T (tuition).
- Form 1099-C (canceled debt).
- Form 1099-A (acquisition or abandonment of secured property).

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

**Caution:** If you don't return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What is backup withholding*, later.

**By signing the filled-out form**, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued);
2. Certify that you are not subject to backup withholding; or
3. Claim exemption from backup withholding if you are a U.S. exempt payee; and
4. Certify to your non-foreign status for purposes of withholding under chapter 3 or 4 of the Code (if applicable); and
5. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting is correct. See *What Is FATCA Reporting*, later, for further information.

**Note:** If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

**Definition of a U.S. person.** For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

**Establishing U.S. status for purposes of chapter 3 and chapter 4 withholding.** Payments made to foreign persons, including certain distributions, allocations of income, or transfers of sales proceeds, may be subject to withholding under chapter 3 or chapter 4 of the Code (sections 1441–1474). Under those rules, if a Form W-9 or other certification of non-foreign status has not been received, a withholding agent, transferee, or partnership (payor) generally applies presumption rules that may require the payor to withhold applicable tax from the recipient, owner, transferor, or partner (payee). See Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*.

The following persons must provide Form W-9 to the payor for purposes of establishing its non-foreign status.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the disregarded entity.
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the grantor trust.
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust and not the beneficiaries of the trust.

See Pub. 515 for more information on providing a Form W-9 or a certification of non-foreign status to avoid withholding.

**Foreign person.** If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person (under Regulations section 1.1441-1(b)(2)(iv) or other applicable section for chapter 3 or 4 purposes), do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515). If you are a qualified foreign pension fund under Regulations section 1.897(l)-1(d), or a partnership that is wholly owned by qualified foreign pension funds, that is treated as a non-foreign person for purposes of section 1445 withholding, do not use Form W-9. Instead, use Form W-8EXP (or other certification of non-foreign status).

**Nonresident alien who becomes a resident alien.** Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a saving clause. Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

**Example.** Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if their stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first Protocol) and is relying on this exception to claim an exemption from tax on their scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

## Backup Withholding

**What is backup withholding?** Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include, but are not limited to, interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third-party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

**Payments you receive will be subject to backup withholding if:**

1. You do not furnish your TIN to the requester;
2. You do not certify your TIN when required (see the instructions for Part II for details);
3. The IRS tells the requester that you furnished an incorrect TIN;
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only); or
5. You do not certify to the requester that you are not subject to backup withholding, as described in item 4 under "*By signing the filled-out form*" above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code*, later, and the separate Instructions for the Requester of Form W-9 for more information.

See also *Establishing U.S. status for purposes of chapter 3 and chapter 4 withholding*, earlier.

## What Is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all U.S. account holders that are specified U.S. persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code*, later, and the Instructions for the Requester of Form W-9 for more information.

## Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you are no longer tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account, for example, if the grantor of a grantor trust dies.

## Penalties

**Failure to furnish TIN.** If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

**Civil penalty for false information with respect to withholding.** If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

**Criminal penalty for falsifying information.** Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

**Misuse of TINs.** If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

## Specific Instructions

### Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

- **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

**Note for ITIN applicant:** Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040 you filed with your application.

- **Sole proprietor.** Enter your individual name as shown on your Form 1040 on line 1. Enter your business, trade, or "doing business as" (DBA) name on line 2.

- **Partnership, C corporation, S corporation, or LLC, other than a disregarded entity.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

- **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. Enter any business, trade, or DBA name on line 2.

- **Disregarded entity.** In general, a business entity that has a single owner, including an LLC, and is not a corporation, is disregarded as an entity separate from its owner (a disregarded entity). See Regulations section 301.7701-2(c)(2). A disregarded entity should check the appropriate box for the tax classification of its owner. Enter the owner's name on line 1. The name of the owner entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For

example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2. If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

### Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, enter it on line 2.

### Line 3a

Check the appropriate box on line 3a for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3a.

IF the entity/individual on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation.
• Individual or • Sole proprietorship	Individual/sole proprietor.
• LLC classified as a partnership for U.S. federal tax purposes or • LLC that has filed Form 8832 or 2553 electing to be taxed as a corporation	Limited liability company and enter the appropriate tax classification: P = Partnership, C = C corporation, or S = S corporation.
• Partnership	Partnership.
• Trust/estate	Trust/estate.

### Line 3b

Check this box if you are a partnership (including an LLC classified as a partnership for U.S. federal tax purposes), trust, or estate that has any foreign partners, owners, or beneficiaries, and you are providing this form to a partnership, trust, or estate, in which you have an ownership interest. You must check the box on line 3b if you receive a Form W-8 (or documentary evidence) from any partner, owner, or beneficiary establishing foreign status or if you receive a Form W-9 from any partner, owner, or beneficiary that has checked the box on line 3b.

**Note:** A partnership that provides a Form W-9 and checks box 3b may be required to complete Schedules K-2 and K-3 (Form 1065). For more information, see the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

If you are required to complete line 3b but fail to do so, you may not receive the information necessary to file a correct information return with the IRS or furnish a correct payee statement to your partners or beneficiaries. See, for example, sections 6698, 6722, and 6724 for penalties that may apply.

### Line 4 Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

#### Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third-party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space on line 4.

1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2).

- 2—The United States or any of its agencies or instrumentalities.
- 3—A state, the District of Columbia, a U.S. commonwealth or territory, or any of their political subdivisions or instrumentalities.
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities.
- 5—A corporation.
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or territory.
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission.
- 8—A real estate investment trust.
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940.
- 10—A common trust fund operated by a bank under section 584(a).
- 11—A financial institution as defined under section 581.
- 12—A middleman known in the investment community as a nominee or custodian.
- 13—A trust exempt from tax under section 664 or described in section 4947.

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
• Interest and dividend payments	All exempt payees except for 7.
• Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
• Barter exchange transactions and patronage dividends	Exempt payees 1 through 4.
• Payments over \$600 required to be reported and direct sales over \$5,000 <sup>1</sup>	Generally, exempt payees 1 through 5. <sup>2</sup>
• Payments made in settlement of payment card or third-party network transactions	Exempt payees 1 through 4.

<sup>1</sup> See Form 1099-MISC, Miscellaneous Information, and its instructions.

<sup>2</sup> However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

**Exemption from FATCA reporting code.** The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) entered on the line for a FATCA exemption code.

- A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37).
- B—The United States or any of its agencies or instrumentalities.
- C—A state, the District of Columbia, a U.S. commonwealth or territory, or any of their political subdivisions or instrumentalities.
- D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i).
- E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i).

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state.

G—A real estate investment trust.

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940.

I—A common trust fund as defined in section 584(a).

J—A bank as defined in section 581.

K—A broker.

L—A trust exempt from tax under section 664 or described in section 4947(a)(1).

M—A tax-exempt trust under a section 403(b) plan or section 457(g) plan.

**Note:** You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

**Line 5**

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, enter "NEW" at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

**Line 6**

Enter your city, state, and ZIP code.

**Part I. Taxpayer Identification Number (TIN)**

**Enter your TIN in the appropriate box.** If you are a resident alien and you do not have, and are not eligible to get, an SSN, your TIN is your IRS ITIN. Enter it in the entry space for the Social security number. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). If the LLC is classified as a corporation or partnership, enter the entity's EIN.

**Note:** See *What Name and Number To Give the Requester*, later, for further clarification of name and TIN combinations.

**How to get a TIN.** If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at [www.SSA.gov](http://www.SSA.gov). You may also get this form by calling 800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at [www.irs.gov/EIN](http://www.irs.gov/EIN). Go to [www.irs.gov/Forms](http://www.irs.gov/Forms) to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to [www.irs.gov/OrderForms](http://www.irs.gov/OrderForms) to place an order and have Form W-7 and/or Form SS-4 mailed to you within 15 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and enter "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, you will generally have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

**Note:** Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon. See also *Establishing U.S. status for purposes of chapter 3 and chapter 4 withholding*, earlier, for when you may instead be subject to withholding under chapter 3 or 4 of the Code.

**Caution:** A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

## Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code*, earlier.

**Signature requirements.** Complete the certification as indicated in items 1 through 5 below.

**1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983.** You must give your correct TIN, but you do not have to sign the certification.

**2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983.** You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

**3. Real estate transactions.** You must sign the certification. You may cross out item 2 of the certification.

**4. Other payments.** You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third-party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

**5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions.** You must give your correct TIN, but you do not have to sign the certification.

## What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account <sup>1</sup>
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor <sup>2</sup>
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee <sup>1</sup>
b. So-called trust account that is not a legal or valid trust under state law	The actual owner <sup>1</sup>
6. Sole proprietorship or disregarded entity owned by an individual	The owner <sup>3</sup>
7. Grantor trust filing under Optional Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))**	The grantor*

For this type of account:	Give name and EIN of:
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity <sup>4</sup>
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing Form 1041 or under the Optional Filing Method 2, requiring Form 1099 (see Regulations section 1.671-4(b)(2)(i)(B))**	The trust

<sup>1</sup> List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

<sup>2</sup> Circle the minor's name and furnish the minor's SSN.

<sup>3</sup> You must show your individual name on line 1, and enter your business or DBA name, if any, on line 2. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

<sup>4</sup> List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.)

\* **Note:** The grantor must also provide a Form W-9 to the trustee of the trust.

\*\* For more information on optional filing methods for grantor trusts, see the Instructions for Form 1041.

**Note:** If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

## Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information, such as your name, SSN, or other identifying information, without your permission to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax return preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity, or a questionable credit report, contact the IRS Identity Theft Hotline at 800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 877-777-4778 or TTY/TDD 800-829-4059.

**Protect yourself from suspicious emails or phishing schemes.**

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to [phishing@irs.gov](mailto:phishing@irs.gov). You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 800-366-4484. You can forward suspicious emails to the Federal Trade Commission at [spam@uce.gov](mailto:spam@uce.gov) or report them at [www.ftc.gov/complaint](http://www.ftc.gov/complaint). You can contact the FTC at [www.ftc.gov/idtheft](http://www.ftc.gov/idtheft) or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see [www.IdentityTheft.gov](http://www.IdentityTheft.gov) and Pub. 5027.

Go to [www.irs.gov/IdentityTheft](http://www.irs.gov/IdentityTheft) to learn more about identity theft and how to reduce your risk.

## Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and territories for use in administering their laws. The information may also be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payors must generally withhold a percentage of taxable interest, dividends, and certain other payments to a payee who does not give a TIN to the payor. Certain penalties may also apply for providing false or fraudulent information.

Nov 5, 2025

# COMMISSION AGREEMENT

This Commission Agreement (this "Agreement"), made as of the last date written below, is between **VILLAGE OF BENNET** ("Lessor"), and **Jones Lang LaSalle Brokerage, Inc. ("Broker") as co-broker to Jones Lang LaSalle Americas, Inc. ("Agreement"). ("Agreement")**, and confirms the terms under which Lessor will pay a real estate brokerage commission to Broker if a lease ("Lease") is executed by Lessor and the United States Postal Service ("Tenant") for that certain real property described as:

BENNET MAIN OFFICE, 605 MADISON ST, BENNET, NE  
USPS Property ID 300915-001  
Hereinafter, the "Property"

1. Lessor will pay Broker, and Broker will accept as its compensation for representing Tenant in connection with the Lease a commission equal to:

Annual Rent	Aggregate Lease Value	Commission Rate	Commission Amount Due
\$11,076.00	\$55,380.00	4.00%	\$2,215.20

2. The commission will be earned 100% upon full execution of the Lease and will be paid to Broker within thirty (30) days.
3. The Aggregate Lease Value will include the initial rental to be paid by Tenant on all space leased by the Tenant and any fixed annual or other periodic bumps and/or fixed annual other periodic rent escalations occurring during the initial term of the Lease. The Aggregate Lease Value will not include any rental abatement, operating expenses and/or real estate taxes, any additional amounts paid by Tenant for services over and above those furnished by Lessor as part of the Lease, and option periods and/or lease terms beyond the initial term of the Lease. In no event shall the foregoing preclude Broker from receiving a commission for any extension, renewal, expansion or additional leasing in the event Tenant has engaged Broker to represent it.
4. Lessor agrees that it will not modify or in any way reduce the amount of Broker's commission hereunder.
5. This Agreement shall be construed under and in accordance with the laws of the state in which the Property is located. If either party institutes any action or proceeding against the other relating to the provisions of this Agreement, the unsuccessful party in the action or proceeding will reimburse the prevailing party all reasonable expenses, attorneys' fees, and disbursements. THE PARTIES HEREBY WAIVE TRIAL BY JURY. Delinquent payments hereunder shall earn interest at the rate of one-and-a-half percent (1.5%) per month from the date due until paid.
6. In the event of a sale or other conveyance of the Property by Lessor, any portion of the commission which has not yet been paid to Broker pursuant to this Agreement shall thereupon become due and payable by Lessor in full upon closing of the sale or conveyance of the Property, unless the buyer or new owner of the Property executes and delivers to Broker an agreement, reasonably acceptable to Broker, which assumes the obligation to pay the unpaid portion of the commission to Broker. If the foregoing occurs, then Lessor shall have no further liability for the unpaid portion of the commission.
7. This Agreement will continue to be in effect until the first anniversary of its full execution. If on the first anniversary the Lessor and Tenant are still negotiating for the Lease of the Property, to the extent not prohibited by law, this Agreement will be automatically extended until such negotiations cease, or a lease is fully executed.
8. Pursuant to applicable state code or statute, Broker reserves the right to file a lien on the Property to secure the commission due to Broker hereunder.
9. This Agreement constitutes the entire agreement between Lessor and Broker and supersedes all prior discussions, negotiations, and agreements, whether oral or written. No amendment, alteration, or withdrawal of this Agreement will be valid or binding unless made in writing and signed by both Lessor and Broker. This Agreement will be binding upon the successors and assignees of the parties.
10. Lessor acknowledges that a client fee share may be payable by Broker to Tenant, if allowed by applicable law.
11. Each signatory to this Agreement represents and warrants that it has full authority to sign this Agreement on behalf of the party for whom it signs, and that this Agreement binds such party.

**BROKER:**  
Jones Lang LaSalle Brokerage, Inc.

**LESSOR:**  
VILLAGE OF BENNET

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

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

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Name and Title

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

## City of Bennet Office

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**From:** THOMAS CATLETT <t.catlett@hotmail.com>  
**Sent:** Monday, October 27, 2025 1:12 PM  
**To:** bschuele@olsson.com; City of Bennet Office; Paul Catlett  
**Subject:** BENNET RIGHT OF WAY QUINCY STREET

Group

Catlett Surveying proposes a NTE fee of \$ 2500.00 for the Quincy Street Right of Way project. Let us know if you want us to proceed.

Thank you

Thomas B Catlett, LS  
Catlett Surveying  
402-217-5816 phone  
402-261-4732 fax  
[t.catlett@hotmail.com](mailto:t.catlett@hotmail.com)

## **AGREEMENT FOR PLANNING SERVICES**

### **Between the City Bennet, Nebraska ("Owner")**

685 Monroe Street  
Bennet, Nebraska 68317  
Phone: (402) 782-3300

### **And Ray Planning Solutions, LLC ("Planner")**

For the provision of zoning and planning administration services.

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## **1. SCOPE OF SERVICES**

Ray Planning Solutions LLC (RPS) agrees to provide professional planning services to the City of Bennet, Nebraska as outlined below:

- RPS shall assist and work under direction of the City Clerk. Anticipated service includes but is not limited to assistance with Planning Commission (PC) and Board of Adjustment (BoA) meetings; conducting tasks that support the PC; advising the PC/BoA on matters before the bodies, processing of zoning permit applications; and investigating and reporting on Zoning Violations. Applications and relevant information will be forwarded to RPS for review.
- As needed, RPS shall facilitate or arrange for a facilitator to provide training to the PC or BoA as directed by the City Clerk
- As directed by the PC, RPS shall consult with the City Clerk on planning projects as needed and clerk will provide instruction and direction on behalf of the City. Planning Projects with an estimated fee to exceed \$2,500 shall be submitted to the City Council for Task approval under this Master Service Agreement.
- As needed, City will supply copies of all existing planning documents (Comprehensive Plan, Zoning Ordinance, Subdivision Regulations, fee sheet, and Official Zoning map owned by or in the possession of the City.
- City will supply copies of all studies and data in its possession or that it may obtain that are relevant to the performance of this contract.
- City will supply reasonable assistance in contacting residents and agencies, scheduling activities and distributing information about the project.
- City will arrange for safe access to and make all provisions for RPS and RPS's Consultants to enter upon public and private property as required for RPS to perform services under this Agreement.



- City will examine all alternate solutions, studies, reports, sketches, drawings, specifications, proposals, and other documents presented by RPS (including obtaining advice of an attorney and other consultants as City deems appropriate with respect to such examination) and render in writing decisions pertaining thereto.
- City will give prompt written notice to RPS whenever the city observes or otherwise becomes aware of any development that affects the scope or time of performance or furnishing of RPS services, or any defect or nonconformance in RPS's services or in the work of any Sub-Consultant.
- The City Attorney will review documents and regulations for conformity with existing local, state, and federal law and regulations, as needed.
- RPS shall be entitled to use and rely upon all such information and services provided by the City or others in performing services under this Agreement.
- RPS will review planning and zoning applications and conduct site inspections as needed. As zoning administrator, RPS will approve or deny zoning permit applications based upon current regulations.
- RPS will work with the city staff to advertise and conduct public hearings and meetings as needed for planning and zoning issues with Planning Commission and City Council. Publication costs shall be paid by the city.

## **2. TERMS AND CONDITIONS**

### **2.1 Compensation**

- RPS shall be billed at an hourly rate of **\$200** per hour for the year **2026**. Required site shall include an hourly charge for one-way travel.
- Monthly invoices shall include notes and hours worked.
- The agreement shall be reviewed and renewed annually, with potential adjustments to the hourly rate.

### **2.2 Payment Terms**

- No retainer is required.
- Invoices will be issued monthly for services rendered.
- Payment is due upon receipt and considered delinquent after 30 days.
- Interest of 10% per annum may be applied to overdue invoices.
- Work may be suspended if payment is not received within 60 days and will resume only upon full payment, including accrued interest.





**BENNET**

# SAFETY ACTION PLAN

**JANUARY 2026**

Prepared by **olsson**

# Acknowledgments

## ACTION PLAN TASK FORCE

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**Ryan Cheney, Mayor**

**Deputy Jordan Funk, Lancaster County Sheriff**

**Josh Buck, Council Member**

**Deputy Trevor Caldwell, Lancaster County Sheriff**

**Dan Zieg, Council Member**

**Luke Baldwin, Bennet Fire Department Chief**

**Sue Biltoft, City Clerk**

**Glen Steffensmeier, Bennet Elementary Transportation**

**Jared Haag, Bennet Elementary Principal**

**Brian Schuele, City Engineer (Olsson)**

**Captain John Vik, Lancaster County Sheriff**

### **Disclaimer**

*23 United States Code Section 407*

Discovery and admission as evidence of certain reports and surveys notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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**Bennet is committed to eliminating fatalities and serious injuries on our roadways.**

## **Commitment from City Leadership**

City leadership is fully committed to eliminating fatalities and serious injuries on our roadways. The Mayor, City Council, City Staff, and various other stakeholders have all supported the development of this Safety Action Plan (Plan) and recognize the importance of creating a transportation system that is safe and accessible for everyone.

## Vision

**Create safe streets and spaces for all road users in Bennet so that mistakes do not lead to death or serious injury.**

## Goals



### Safer Intersections

*Design crossings that are visible, direct, and predictable.*



### Safer Crossings for People Walking & Biking

*Fill critical sidewalk/trail gaps and upgrade markings and lighting.*



### Safer Speeds

*Calm operating speeds with self-enforcing street designs and consistent school-zone treatments*



### Connected, Comfortable Walking & Biking

*Provide low-stress links to schools, parks, and city destinations.*

## Current Snapshot

**13** CRASHES  
(2020-2024)

**1**  
SERIOUS INJURY  
(2021)

**0**  
FATALITIES

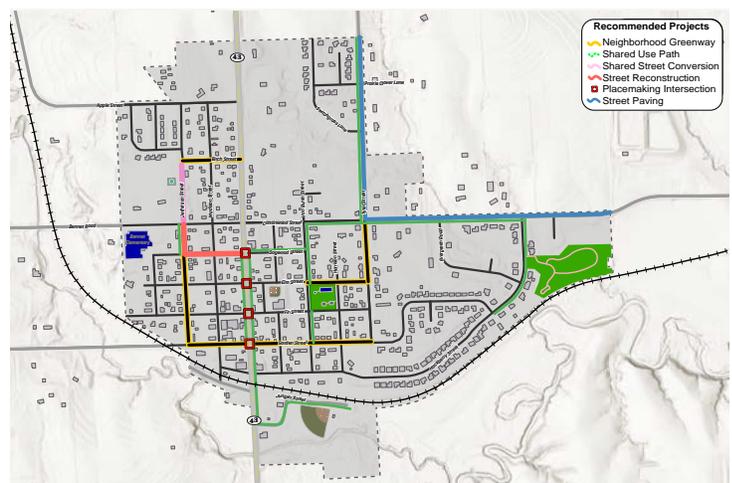


*Yield to people in crosswalks; stopping early improves sight lines, especially for children.*

## Quick-Start Actions

(6–12 months)

- Dogwood Street & Highway 43 Improvements (curb extension and crossing signal)
- School-Zone Safety Package (high-visibility crosswalks, daylighting, speed feedback signs)
- Speed Feedback Sign rotation (quarterly) with before/after checks
- Seasonal safety campaigns (back-to-school, winter visibility)



Refer to Page 29 of the Plan.

A photograph of an industrial facility, likely a water treatment plant, featuring several large cylindrical silos and tall metal structures with cranes. The scene is set against a clear blue sky. In the foreground, there are white buildings and several cars parked in a lot. The image is overlaid with semi-transparent blue and white rectangular shapes.

**This Plan provides a unified, actionable framework to make the City's streets safer for everyone. It reflects a strong commitment to proactive safety and community collaboration, and positions Bennet as a leader in traffic safety innovation.**

# **INTRODUCTION**

# Introduction & SS4A Framework

Across the United States, fatal traffic crashes continue to rise, resulting in the loss of tens of thousands of lives every year. The trend is prevalent across the entire country, including Nebraska and Lancaster County. This Plan is funded by the U.S. Department of Transportation’s (USDOT) Safe Streets and Roads for All (SS4A) grant program, which was created as a direct result of the federal recognition of this trend. The grant is focused on helping Bennet, and communities across the country, to determine the appropriate safety solutions for the community to reduce the number of Fatal and Serious Injury (KSI) crashes on our roadways.

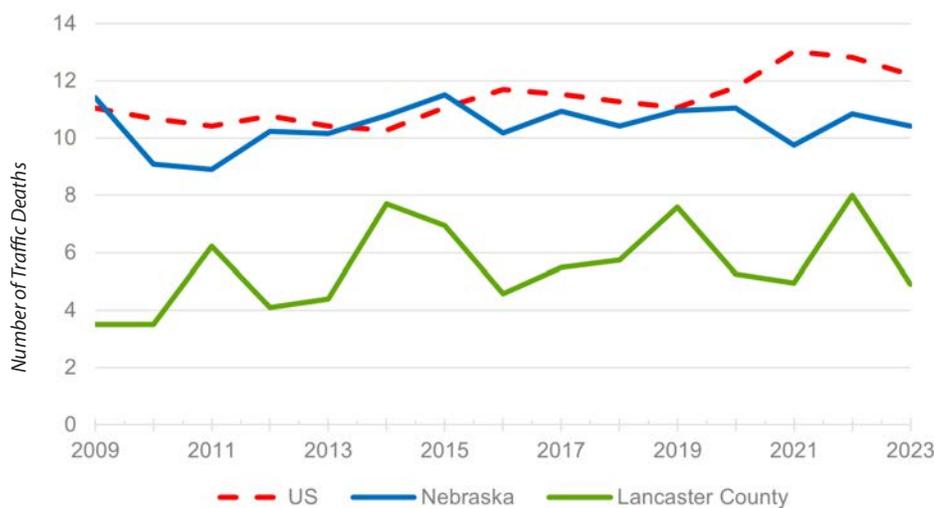
Since 2009, fatal crash rates have risen; in 2023, the U.S., Nebraska, and Lancaster County recorded 12.21, 10.41, and 4.90 deaths per 100,000 people, respectively.<sup>1</sup>

A disproportionate amount of the roadway fatalities involve bicyclists, pedestrians, and other “Vulnerable Road Users” that are not inside a vehicle. These crashes resulted in nearly 8,500 lives lost across the U.S. in 2023.

**The City of Bennet, however, is a stand out for its recent record of zero traffic fatalities over five years.** This localized safety highlights the impact of slow streets, attentive drivers, and rapid responses when major crashes do occur.

<sup>1</sup> Data Source Fatality Analysis Reporting System (FARS): 2009-2022 Final File and 2023 Annual Report File (ARF)

**Figure 1: Traffic Deaths per 100k Population**



**Figure 2: Traffic Death Rates**





## SS4A Self-Certification Crosswalk

The USDOT has outlined key components critical to an effective Safety Action Plan:

### LEADERSHIP COMMITMENT

The City has committed to keeping traffic fatalities and serious injuries at zero, continuing the trend present since 2021, through a resolution signed by City Council and the Mayor.

### PLANNING STRUCTURE

An Action Plan Task Force (APTF) was created to assist with the development of the Bennet Safety Action Plan, implementation, and monitoring going forward. The APTF is comprised of City staff, City Council members, Bennet Elementary School representatives, the Sheriff's Department, and others.

### SAFETY ANALYSIS

The limited crash history in Bennet reinforced the need for a proactive approach to identifying risk factors and focus areas. Crash trends nationally and statewide highlight the importance of a Safe System Approach (defined on Page 4).

### ENGAGEMENT & COLLABORATION

The project included four bi-monthly APTF meetings, a project page on the City's website, two public open-houses and online surveys, social media posts on City accounts, Text-my-Gov blasts, focus groups with key stakeholders, and collateral material.

### POLICY & PROCESS CHANGES

Relevant City policies and procedures were reviewed and discussed with the APTF and stakeholders resulting in robust recommendations in this Plan.

### STRATEGY & PROJECT SELECTIONS

Strategies for addressing the focus areas, identified primarily through community input, are explored and outlined for the City. Project recommendations blended these strategies with previously identified needs and vetted through engagement.

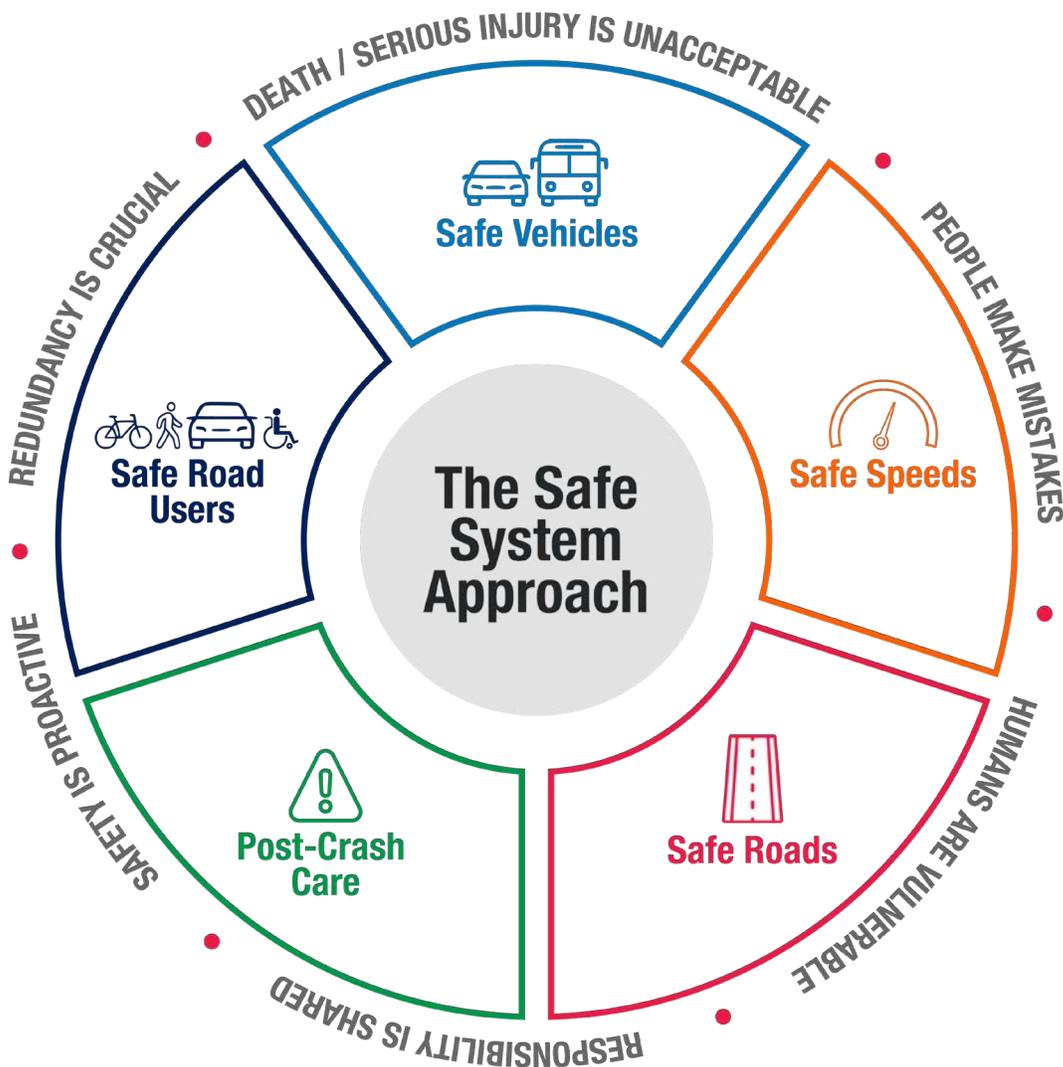
### PROGRESS & TRANSPARENCY

The Plan provides a timeline for implementation, potential sources of funds, and a process for reporting the yearly safety summary to residents.

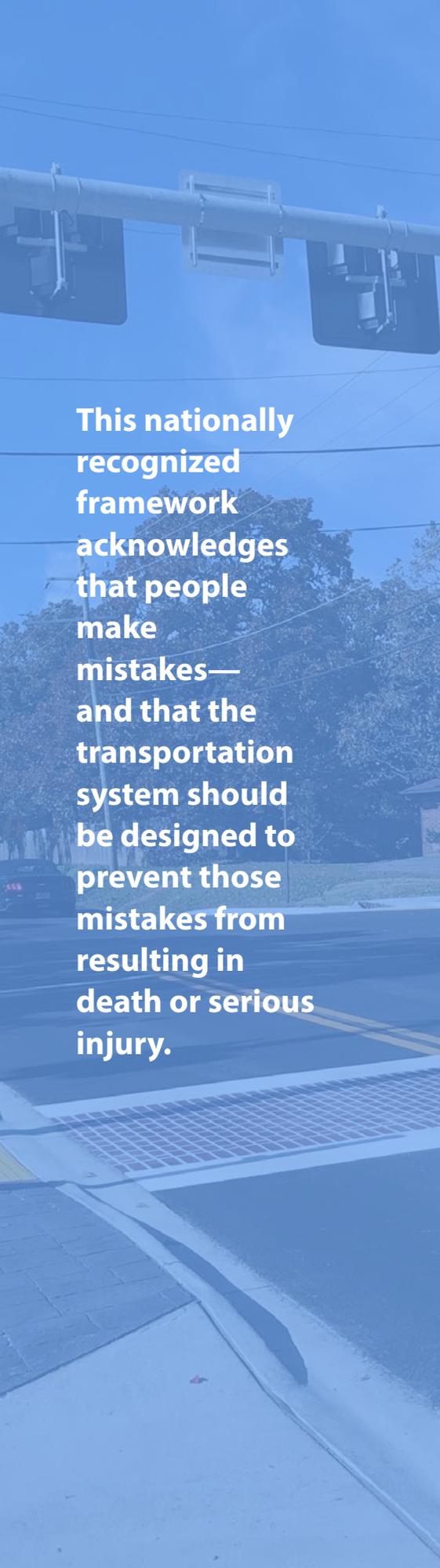
# Safe System Approach

In traditional safety analysis, crashes were considered primarily a result of user error —such as speeding or distracted driving – and therefore unavoidable. From this thinking, the best response is to enforce laws that aim to reduce those behaviors through penalties or education. While these efforts are impactful, they place much of the responsibility on road users themselves and overburden law enforcement officers, often without addressing the systemic flaws that contribute to unsafe conditions or decisions. The Safe System Approach, which has been adopted by the USDOT, changes the paradigm and is built around six principles and five key objectives, as illustrated in the figure below.

Figure 3: Safe System Approach Graphic



Source: Federal Highway Administration



This nationally recognized framework acknowledges that people make mistakes—and that the transportation system should be designed to prevent those mistakes from resulting in death or serious injury.

## SAFE SYSTEM PRINCIPLES

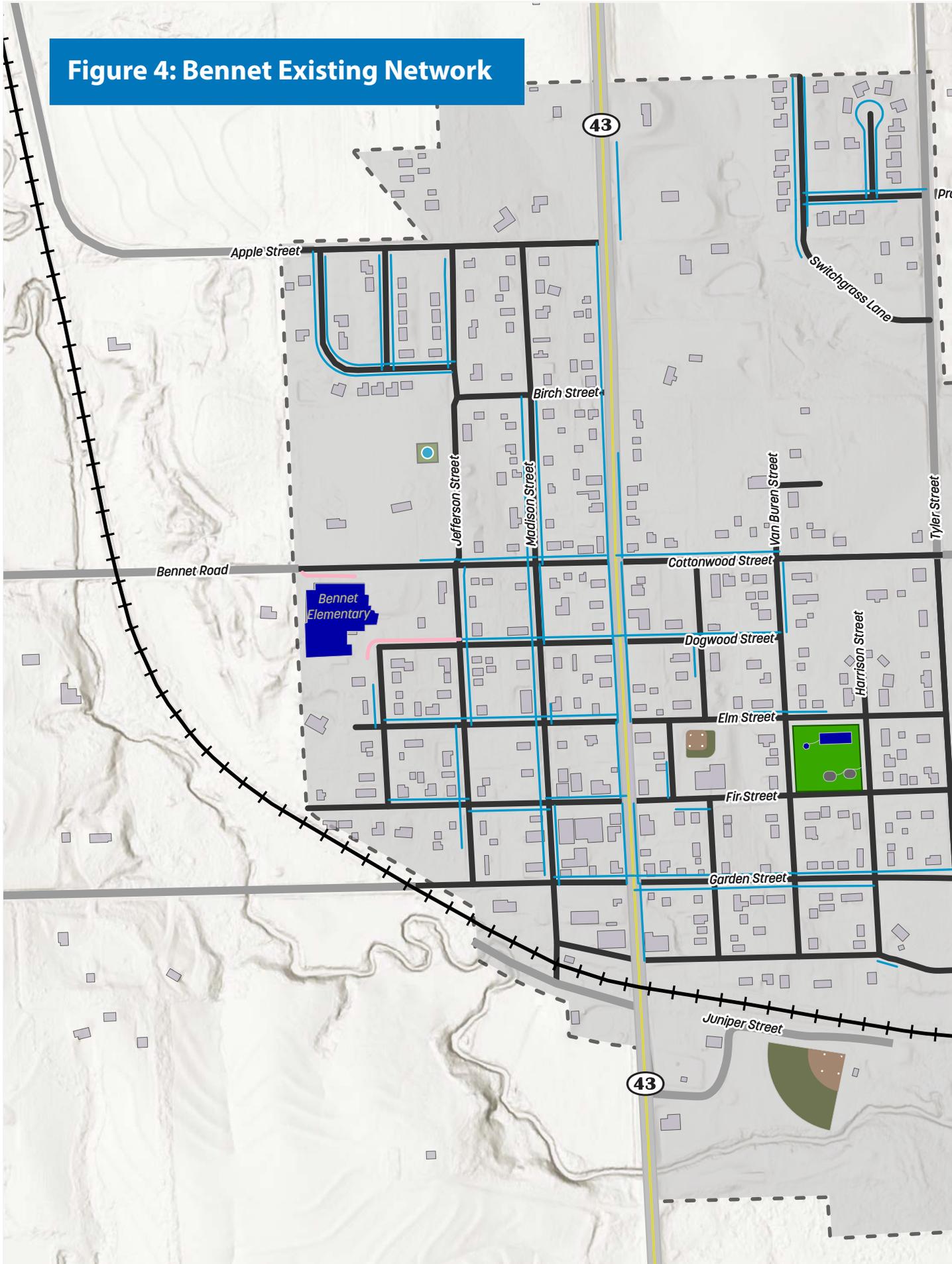
- 1. Death and Serious Injuries are Unacceptable:** Every life matters, and the Safe System Approach is founded on the belief that no one should die or be seriously injured on our streets. This principle drives the commitment to design and manage transportation systems so that even when crashes occur, their outcomes are not catastrophic. Achieving zero deaths is a guiding goal for all policies and interventions.
- 2. Humans Make Mistakes:** Recognizing that people are fallible—whether through distraction, misjudgment, or simple error—the Safe System Approach aims to create environments that forgive inevitable mistakes. Roadways, crossings, and intersections are designed to minimize the consequences of errors, reducing the likelihood of serious crashes.
- 3. Humans are Vulnerable:** People are physically vulnerable to harm, especially pedestrians, cyclists, children, and older adults. This principle emphasizes the need for infrastructure and policies that protect the most vulnerable road users by lowering speeds, improving visibility, and enhancing safety features where people walk and bike.
- 4. Responsibility is Shared:** Safety is not solely the responsibility of individuals using the road. Designers, planners, engineers, policymakers, and enforcement agencies all share accountability for creating safe conditions. Collaborative efforts ensure that systemic risks are identified and addressed, so everyone plays a role in preventing crashes.
- 5. Safety is Proactive:** Instead of waiting for crashes to happen, the Safe System Approach seeks to mitigate risks before they result in harm. Proactive measures include ongoing safety audits, improvements to infrastructure, and educational campaigns to promote safe behaviors and prevent dangerous situations from arising.
- 6. Redundancy is Critical:** Layered safety strategies—such as multiple forms of protection at crossings, backup lighting at bus stops, and clear sight lines—ensure that if one measure fails, others are in place to prevent serious outcomes. Redundancy builds resilience into the transportation system, making it safer for everyone under various circumstances.

## SAFE SYSTEM OBJECTIVES

- **Safer Roads:** Design roads to reduce crashes and protect all users, using features like crosswalks, bike lanes, better lighting, and traffic calming.
- **Safer Speeds:** Set suitable speed limits, enforce them with technology and measures, and lower speeds to reduce crash risks and severity.
- **Safer Vehicles:** Promote vehicles with advanced safety features and standards that protect both occupants and others on the road.
- **Safer People:** Encourage safe behavior through education, enforcement, and campaigns targeting risky actions like distracted or impaired driving.
- **Post-Crash Care:** Ensure quick emergency response and medical care after crashes, and improve coordination and data to enhance outcomes and prevention.



**Figure 4: Bennet Existing Network**







# VISION & GOALS

# Vision

**Create safe spaces and streets for all road users in our community to prevent severe crashes.**

## Goals

The goals of this Plan serve as benchmarks to guide our community toward maintaining safe streets for everyone. They define specific outcomes we aim to accomplish, keeping efforts focused and measurable while ensuring accountability. By establishing these goals, we provide a framework for aligning resources, evaluating progress, and inspiring coordinated action among all stakeholders.



### SAFER INTERSECTIONS

Design crossings that are visible, direct, and predictable.



### SAFER CROSSINGS FOR PEOPLE WALKING & BIKING

Fill critical sidewalk/trail gaps and upgrade markings and lighting.



### SAFER SPEEDS

Calm operating speeds with self-enforcing street designs and consistent school-zone treatments.



### CONNECTED, COMFORTABLE WALKING & BIKING

Provide low-stress links to schools, parks, and city destinations.



# EXISTING PLANS & POLICIES

# Existing Plans

There are a number of statewide and local plans that helped provide context and guide Bennet. They provided an essential foundation for the analysis and conclusions presented in this Plan. A high-level overview of these plans and studies follows, with a more detailed review in **Appendix A**.

## NEBRASKA STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

The Nebraska SHSP establishes a comprehensive, data-driven strategy to reduce fatal and serious injury crashes with a Safe System Approach, identifying Critical Emphasis Areas that overlap with both national focal points as well as Bennet's own concerns.

## NEBRASKA VULNERABLE ROAD USER (VRU) STUDY

The Nebraska VRU Study highlights the disproportionate risk for vulnerable road users in rural areas and recommends focusing on high-risk crash locations and contributing factors like lighting and behavior.

## LANCASTER COUNTY RURAL LOCAL ROAD SAFETY PLAN (LRSP)

The Lancaster LRSP emphasizes intersection, lane departure, age-related, and driver behavior crashes, recommending strategies such as enhanced signage, rumble strips, education programs, and regular safety audits.

## BENNET COMPREHENSIVE PLAN (2024), TRANSPORTATION CHAPTER

The Bennet Comprehensive Plan prioritizes intersection and pedestrian safety, sidewalk and trail expansion, upgrades to unpaved streets, truck circulation management, and streetscaping to foster community pride and safer streets. It establishes Key Performance Indicators and outlines funding mechanisms for implementation.



# Existing Policies

An analysis of the City’s policies indicates the following priority to continue to eliminate fatal and serious crashes across the city: speed management policy, crossing selection matrix, and a potential event traffic control checklist. These items will provide further clarity for developments, infrastructure investments, and assist in limiting high-risk event times.

**Table 1: Current Policies & Recommended Updates**

POLICY AREA	CURRENT STATE	GAP / ISSUE	RECOMMENDED UPDATE	OWNER	TIME-FRAME
<i>Speed Management</i>	Posted limits; enforcement reliant	High approach speeds at gateways	Introduce gateway features, reduce highways lane widths	City NDOT	Near-term
<i>Crossings</i>	Marked at few locations	Availability; visibility; lighting gaps	Regular high-vis markings, daylighting buffers; lighting on sidewalks and crossings	City	Near-term
<i>Event Traffic</i>	Ad-hoc closures	No barricade plans, no clear traffic guidance	Event safety checklist standards and kit	City Emergency Services	Near-term

## HOBOKEN, NJ

Examining the experiences of communities like Hoboken, which has maintained a record of zero traffic fatalities, is crucial for informing Bennet’s own safety strategies. Although Hoboken is significantly larger than Bennet, its achievements through a comprehensive Vision Zero Action Plan—centered on safe speeds, safer intersections, and robust pedestrian and bicycle infrastructure—offer valuable lessons.

### KEY METHODS AND PROCESSES THAT SET HOBOKEN APART

- **Lower speed limits and traffic calming:**  
Citywide 20 miles per hour (mph) limit, 15 mph near schools, plus speed humps and signage.
- **Intersection safety upgrades:**  
Daylighting corners, high-visibility crosswalks, curb extensions, and multi-way stops.
- **Protected bike and pedestrian infrastructure:**  
Extensive bike lanes, ADA curb ramps, and safe routes to schools.

# LINCOLN SCHOOL ZONE STANDARDS

The Lincoln School Zone Standards provide a model for designating school zones, applying reduced-speed limits, and apply crossing treatments. The standards recommend high-visibility crosswalks, curb extensions, and crossing guard programs, offering statistical benchmarks and best practices for evaluating effectiveness.



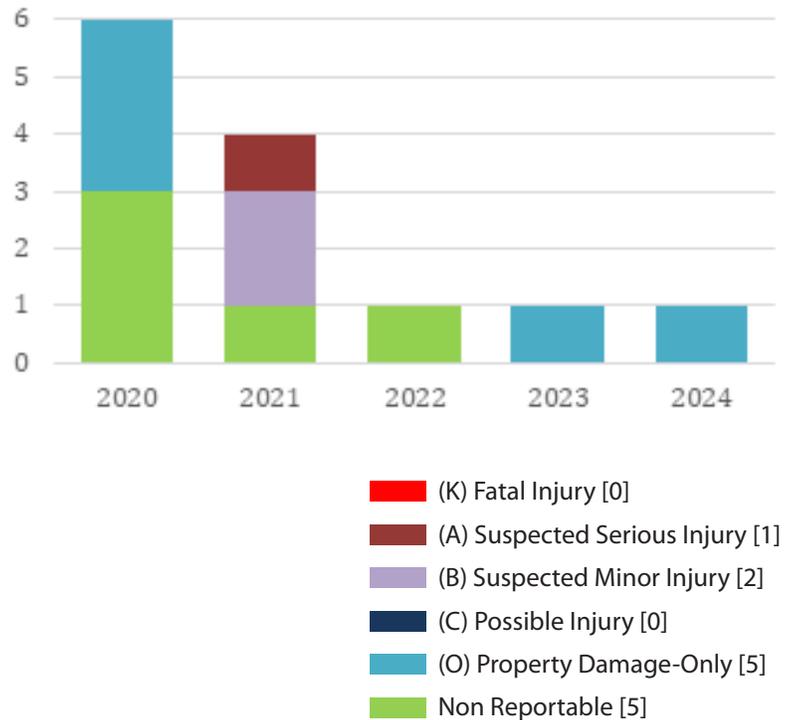


# SAFETY IN BENNETT

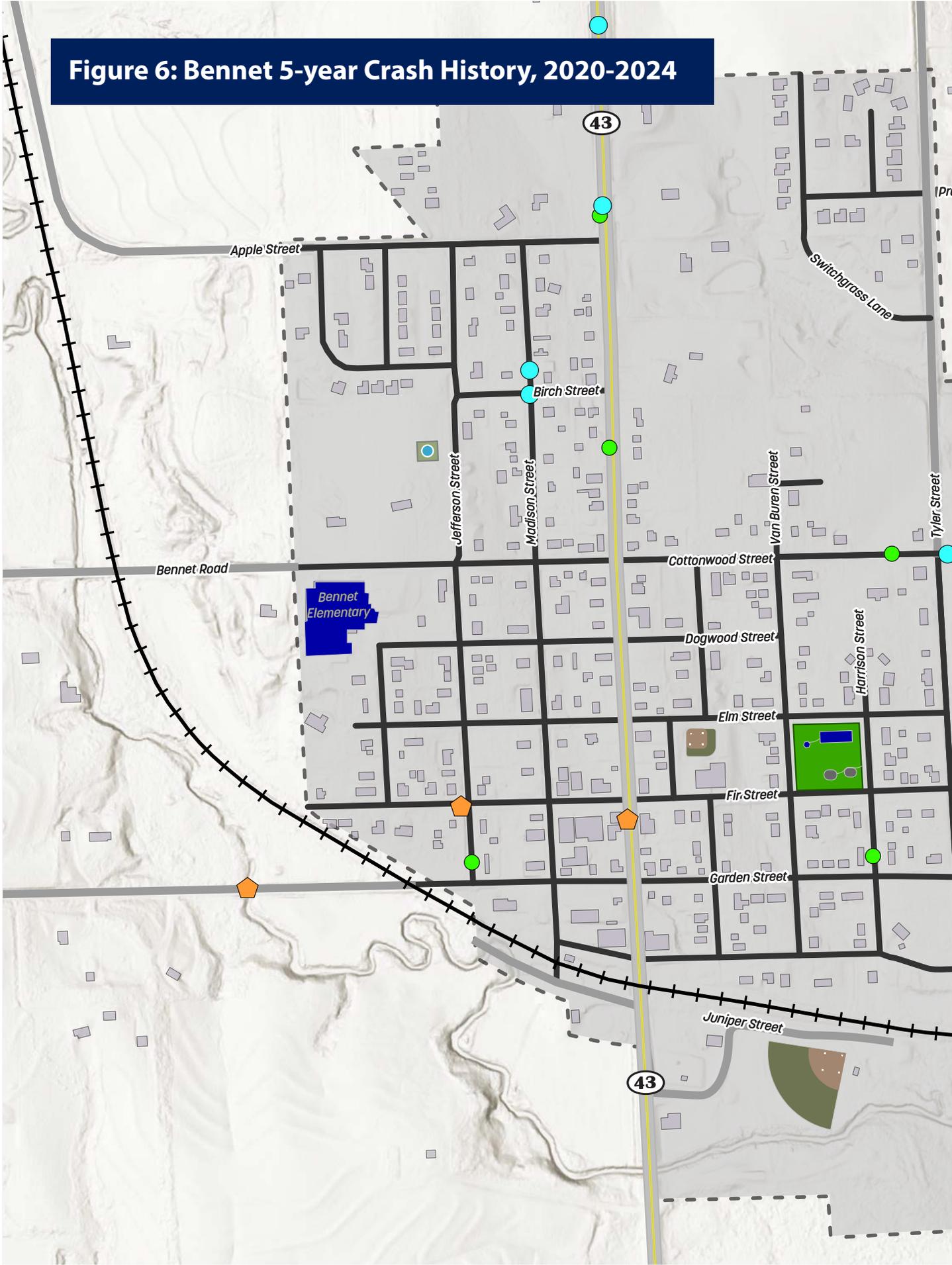


Over the past five years, Bennet has experienced **ZERO traffic fatalities** while experiencing one serious injury. This feat is underscoring the effectiveness of the City’s naturally slow side roads and attentiveness of residents. A crash-by-crash breakdown of the history can be found in **Appendix B**. The graph in **Figure 5** (below) depicts the number and severity of crashes, while the map (**Figure 6** on Page 17) illustrates the exact locations of these crashes in Bennet. There have been a total of 13 crashes, with an average of one crash per year since 2021, and all crashes more serious than Property Damage-Only (PDO) occurring in 2021.

**Figure 5: Bennet Crash History by Year**



**Figure 6: Bennet 5-year Crash History, 2020-2024**





# Engagement & Collaboration

With the limited crash history, as described previously, the community’s perception of the transportation network and the perceived safety defines concerns and thus drives safety priorities. This is why it was essential for the community to have several opportunities to tell the project team how they move around the city, where the transportation network feels unsafe, or where they have encountered conditions that discourage their movement.

**Table 2: Engagement Timeline**

DATE	FORMAT	KEY INPUT	HOW INPUT SHAPED THE PLAN
Jul 04, 2025	Pop-Up Booth, Survey 1	Walk/bike comfort; crossings	Quick-start crossing upgrades; sidewalk micro-gaps
Jul 15, 2025	Open House, Survey 1	Speeds at gateways; parking near corners	Highway 43 corridor investments; daylighting policy
Oct 14, 2025	Open House, Survey 2	Recommendations review & comments	School-zone package scope

This feedback, which is detailed in **Appendix C** and summarized below, helped to further the project team’s analysis, allowing for a more comprehensive review of Bennet’s transportation network and its safety concerns.

The project team collaborated with stakeholders, community members, City of Bennet staff and elected officials, and technical experts. These conversations helped guide the project team as they developed recommendations for Bennet’s transportation network.

The following themes were heard consistently throughout the planning process:

-  Need for safer pedestrian and bicyclist crossings of Highway 43
-  Need for a safe place to cross the railroad tracks
-  Concern for inconsistent or unsafe sidewalks
-  Desire for paving roads that are currently unpaved
-  Prioritize safety of students walking or riding bicycles to school



***Park at least 20 feet from crosswalks and intersections to allow drivers to see pedestrians on the sidewalk.***  
*Daylighting saves lives!*



### Preference Board

Place a dot for your preferred road design. Place one dot per question.

**Dogwood & East-West Roads**

- #1 ●●●
- #2
- #3
- #4 ●●

**Highway 43 & Crossings**

- #1 ●●●
- #2 ●●●●●
- #3

**Crossing Preference**

- #1
- #2
- #3 ●●●●●
- #4

**Bennet SAFETY ACTION PLAN**

*Handwritten notes on sticky paper:*  
- Dogwood & East-West Roads: "Dogwood & East-West Roads" (on #1), "Dogwood" (on #4)  
- Crossing Preference: "Crossing Preference" (on #3), "Crossing Preference" (on #4)



# Risk Factors & Focus Areas

In a community like Bennet, where crash numbers are low but the potential for serious incidents remains, a proactive approach to safety is essential. Risk reduction efforts focus on identifying and addressing systemic hazards before they result in collisions or injuries. This includes implementing self-enforcing street designs that inherently promote safer speeds, especially at city gateways and corridors, as well as consistent treatments in school zones to protect children during arrival and dismissal times.

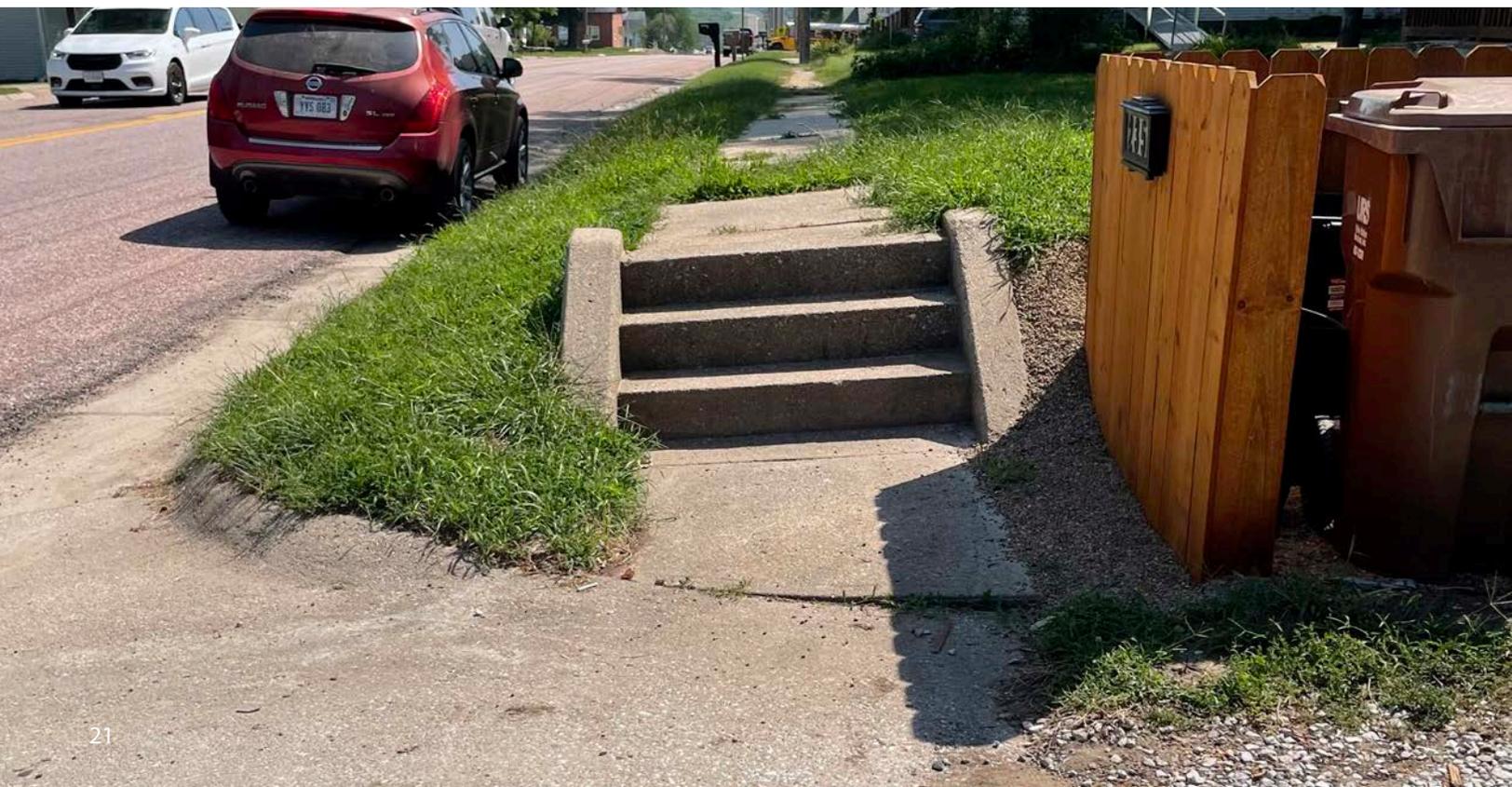
Proactive design strategies prioritize improvements to key pedestrian crossings, such as those near parks, civic destinations, and downtown, by enhancing visibility, daylighting, and adding lighting. Attention is also given to closing micro-gaps in walking and biking routes, ensuring continuous low-stress connections to schools and recreational areas. Regular maintenance of markings and signage, along with public education on nighttime visibility, further supports a safe environment for all road users.



***Make eye contact before crossing; at night, wear or carry something reflective.***

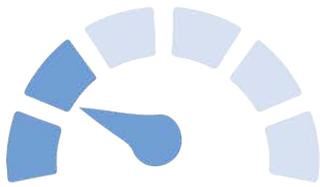


- School areas (arrival/dismissal safety; walking/biking routes)
- City gateways and corridors (context-appropriate speeds)
- Key pedestrian crossings (parks, civic, downtown)
- Night visibility, markings, and signing maintenance



**Figure 7:**  
**Vehicle and Pedestrian Collision Speed and Survival Percentage - City of Lincoln School Zone Standards**

When a vehicle is traveling at...



**20** MPH



**30** MPH



**40** MPH

this is the driver's field of vision.



It takes...



and pedestrians hit at this speed have a...

**13%** Likelihood of fatality or severe injury

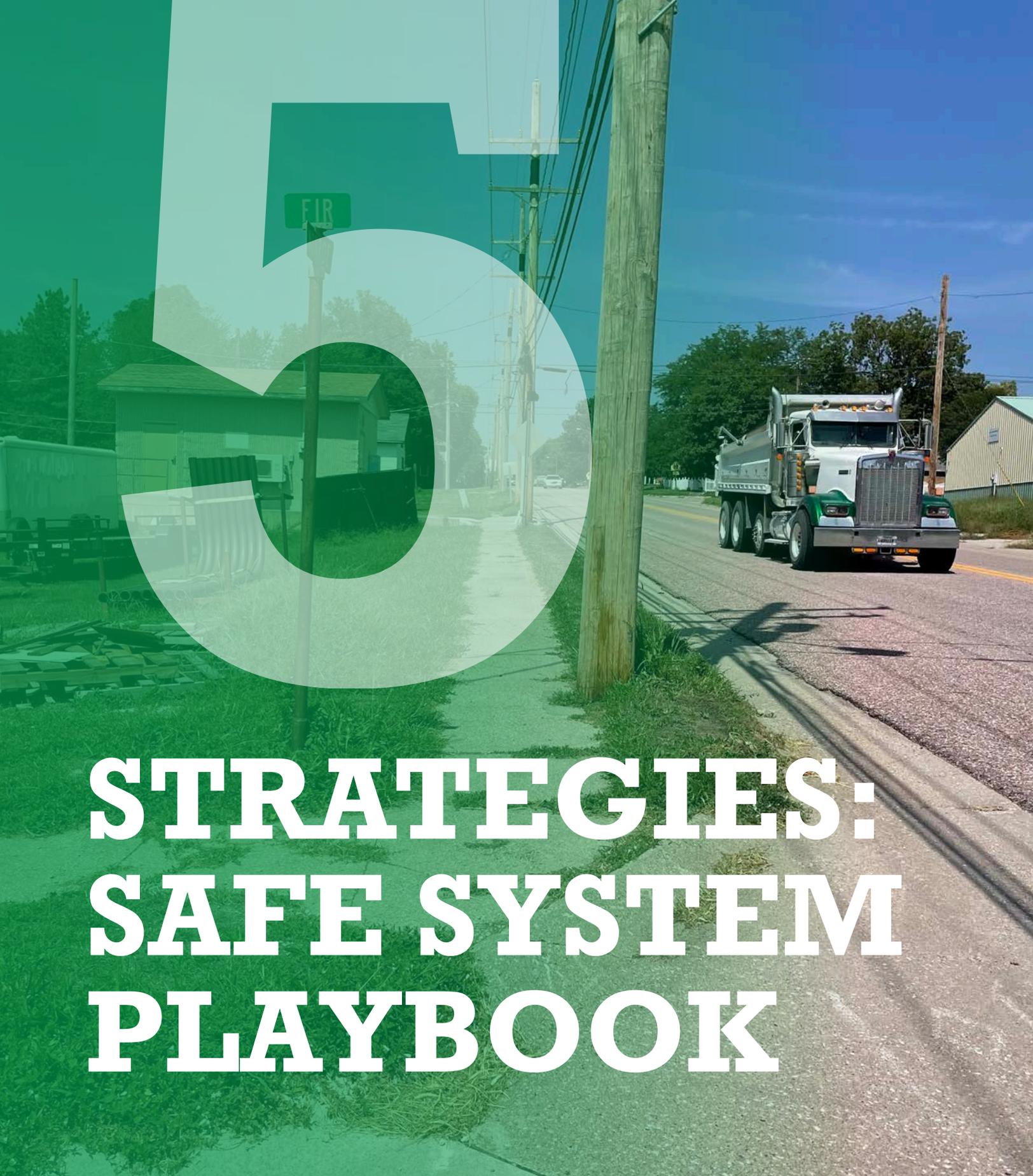


**40%** Likelihood of fatality or severe injury



**73%** Likelihood of fatality or severe injury





# STRATEGIES: SAFE SYSTEM PLAYBOOK

This section highlights example and applicable safety countermeasures for Bennet that align with the Safe System Approach and can be utilized many places around the city.

## SAFE ROADS

### ***Curb Extensions / Daylighting***<sup>1</sup>

Extending the curb into the parking lane shortens pedestrian crossing distances and improves visibility at intersections, encouraging slower turning speeds and reducing crashes. Daylighting removes visual obstructions near crosswalks to enhance sightlines for drivers and pedestrians.

### ***High-Visibility Crosswalks***<sup>2</sup>

Improving the clarity and reflectivity of markings makes crosswalks more visible to drivers, improving yielding behavior and reducing pedestrian crashes.

### ***Median Refuges***<sup>3</sup>

Raised medians or pedestrian refuge islands allow pedestrians to cross one direction of traffic at a time, reducing exposure and simplifying crossing decisions. These treatments can reduce pedestrian crashes by up to 46% at marked crosswalks.

## SAFE SPEEDS

### ***Gateway Optical Narrowing***<sup>4</sup>

Visual cues such as pavement markings or curb extensions at corridor gateways signal drivers to slow down when entering lower-speed zones.

### ***Striping to Narrow Lanes***<sup>5</sup>

Reducing lane width through pavement markings creates a self-enforcing environment that calms traffic and improves safety without major reconstruction.

### ***Rotation of Speed Feedback Signs***<sup>6</sup>

Building on existing dynamic speed signs which display real-time speeds, rotate the location strategically to raise awareness to key portions of the city at different times of the year.

---

1 FHWA Urban Street Design Guide; NACTO; FHWA-SA-22-13. [highways.dot.gov](https://www.highways.dot.gov) and [nacto.org](https://www.nacto.org)

2 FHWA Crosswalk Visibility Enhancements (FHWA-SA-21-049). [highways.dot.gov](https://www.highways.dot.gov)

3 FHWA Proven Safety Countermeasures (FHWA-SA-21-044). [highways.dot.gov](https://www.highways.dot.gov)

4 FHWA Engineering Speed Management Countermeasures. [highways.dot.gov](https://www.highways.dot.gov)

5 FHWA Lane Narrowing Guidance. [highways.dot.gov](https://www.highways.dot.gov)

6 NHTSA & FHWA Effectiveness of Dynamic Speed Feedback Signs. [rosap.nhtl.bts.gov](https://rosap.nhtl.bts.gov)

The following graphic is NDOT’s revision to a similar FHWA quick reference table that matches proven safety treatments to specific roadway contexts—such as intersections, midblock crossings, or multilane segments. It ensures recommendations are evidence-based and consistent with federal and state best practices for pedestrian safety

**Figure 8: NDOT’s Application of Pedestrian Crash Countermeasures by Roadway Feature**

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35-40 mph	45 mph	≤30 mph	35-40 mph	45 mph	≤30 mph	35-40 mph	45 mph
2 lanes (1 lane in each direction)	1 4 5* 7 8*	1 3 5* 7 8*	1 7 8*	1 3 4 5* 8* 9	1 3 5* 8* 9	1 8* 9	1 3 4 5* 9	1 3 5* 9	1 9
3 lanes with raised median (1 lane in each direction)	1 3 5 6 7 8	1 3 5 6 7 8	1 6 7 8	1 3 5 6 8 9	1 3 5 6 8 9	1 6 8 9	1 3 5 6 9	1 3 5 6 9	1 6 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 3 4 5 6 7 8	1 3 5 6 7 8	1 7 8	1 3 4 5 6 8 9	1 3 5 6 8 9	1 8 9	1 3 4 5 6 9	1 3 5 6 9	1 9
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5 6 7 8	1 3 5 6 7 8	1 6 7 8	1 3 5 6 8 9	1 3 5 6 8 9	1 6 8 9	1 3 5 6 8 9	1 3 5 6 9	1* 6 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 4 5 6 7 8	1 3 5 6 7 8	1 7 8	1 3 4 5 6 8 9	1 3 5 6 8 9	1* 8 9	1 3 4 5 6 9	1 3 5 6 9	1* 9

# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

# Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

# Signifies that the countermeasure should always occur at a marked uncontrolled crossing location.

#\* Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.

\* Signifies that the countermeasure is a candidate treatment for wider 2 lane roadways.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-Visibility Crosswalk Markings, Parking Restrictions on Crosswalk Approach, Adequate Nighttime Lighting Levels, and Crossing Warning Signs
- 2 Raised Crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians Sign and Yield (Stop) Line
- 4 In-Street Pedestrian Crossing Sign (Not Permanent)
- 5 Curb Extension
- 6 Pedestrian Refuge Island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*

\* PHB and RRFB are not both installed at the same crossing location.

This table is based on Table 1 from the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, (2018).

## SAFE PEOPLE

### ***School Travel Education***<sup>7</sup>

Safe Routes to School programs teach children and caregivers safe walking and biking behaviors, reducing risk and encouraging active transportation.

### ***Seasonal “Be Safe” Campaigns***<sup>8</sup>

Targeted campaigns during holidays and seasonal changes (e.g., winter driving, impaired driving) raise awareness and influence safer behaviors.

### ***Helmet / Visibility Partnerships***<sup>9</sup>

Collaborations with local organizations to distribute helmets and high-visibility gear improve cyclist safety and nighttime visibility.



***Turn on headlights at dusk and in rain; you’ll be easier to see***

## SAFE VEHICLES

### ***Fleet Safety Policies; Lights On***<sup>10</sup>

Policies requiring daytime running lights and regular safety checks for municipal and commercial fleets reduce crash risk and improve visibility.

### ***Coordinate with Delivery Fleets on Turning Safety***<sup>11</sup>

Partnering with companies, farmers, and others to implement training and potentially technology for making safer turns helps protect pedestrians and cyclists.

## POST-CRASH CARE

### ***Location Signage Improvements***<sup>12</sup>

Clear, consistent mile markers and directional signage help emergency responders locate crash sites quickly, reducing response times.

### ***Improved Lighting at High-Risk Intersections and Corridors***<sup>13</sup>

Upgrade lighting to aid nighttime crash response and reduce secondary crash risk for emergency personnel.

## PEDSAFE

In addition to the five Safe System Approach countermeasure buckets, the Federal Highway Administration (FHWA) sponsors a program of improvements labeled PEDSAFE. This list provides a litany of solutions focused on pedestrian and active transportation users, many of which are applicable to Bennet and should be considered as components of future projects to keep safety a top priority across the city.

7 FHWA Safe Routes to School Online Guide. [highways.dot.gov](https://highways.dot.gov)  
8 NHTSA Traffic Safety Marketing. [trafficsaf...keting.gov](https://trafficsaf...keting.gov)  
9 FHWA Worker Visibility Rule & Visibility Initiatives. [reflectivetape.info](https://reflectivetape.info)  
10 FHWA Work Zone Safety & Visibility Guidance. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)  
11 FHWA Safe System Principles & Commercial Vehicle Safety Guidance. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)  
12 FHWA Emergency Response Best Practices. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)

6

# PROJECTS & PROGRAMS



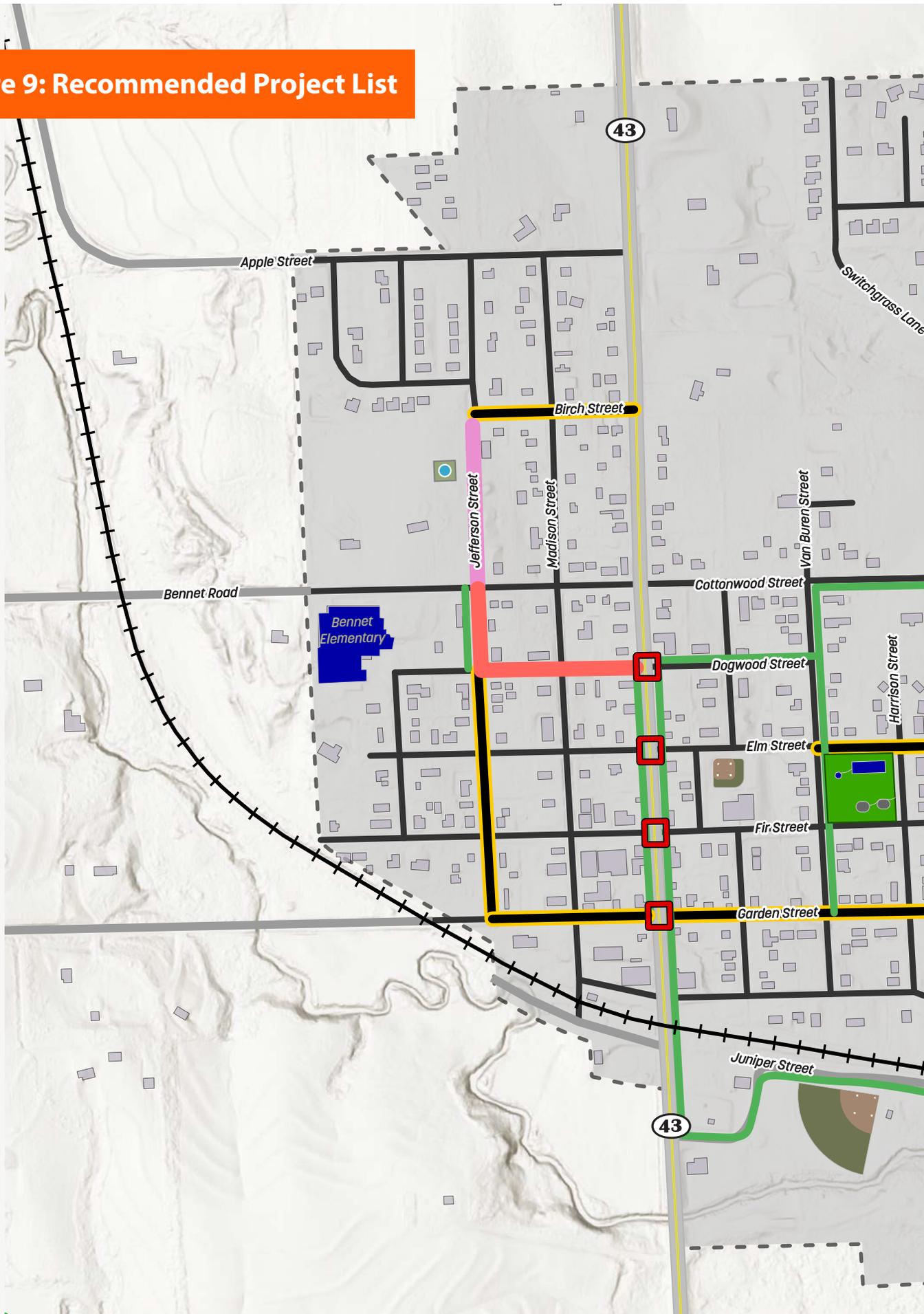
# Recommended Projects

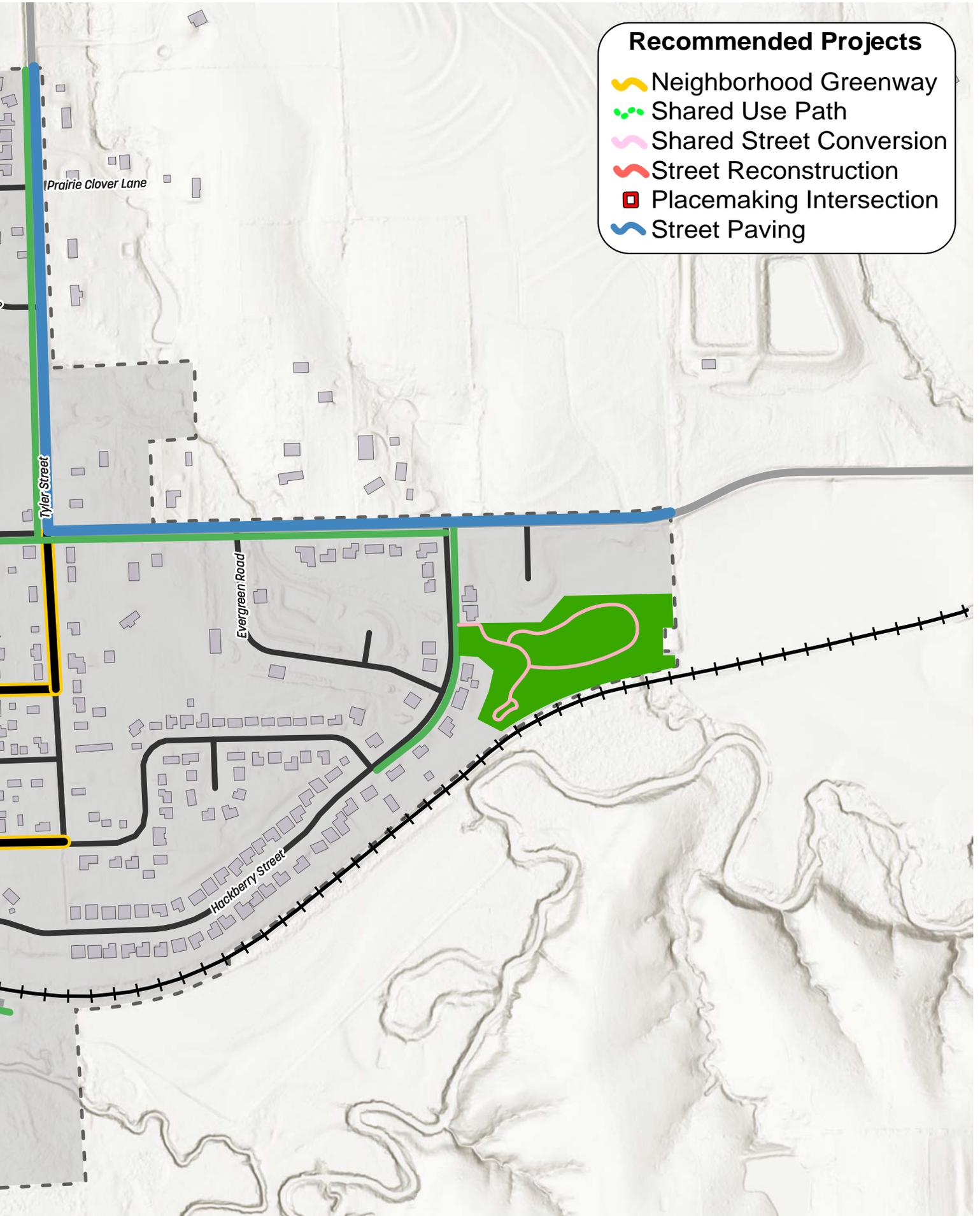
This section outlines key project recommendations resulting from this planning process, alongside programs that can be enacted on a more citywide scale. Each initiative is designed to advance safety, improve infrastructure, and support the needs of all road users. Further design detail and costs of these projects can be found in **Appendix D**.

**Table 3: Recommended Project List**

<b>Project</b>	<b>Strategy</b>	<b>Safe System Objective</b>	<b>Brief Description</b>
<b>Tyler Street Paving</b>	Pave Urban Section	Safe Roads	Create a consistent cross section suitable for city residential/collector street. Leverage development to pave to city's northern boundary.
<b>Cottonwood Street Paving</b>	Pave Urban Section	Safe Roads	Create a consistent cross section suitable for city residential/collector street. Potentially leverage development to pave to city's eastern boundary.
<b>Dogwood Street Reconfiguration</b>	Enhance School Route	Safe Speeds	Restripe Dogwood to solidify its role as a one-way street, providing space in the existing pavement for on-street bikes & pedestrians that acts as a high-quality route to/from school. The buffer is desired to have a curbed component to physically separate modes
<b>Dogwood Street &amp; Highway 43 Improvements</b>	Enhance Crossing	Safe Roads	Redesign the intersection to include curb extensions, a Pedestrian Hybrid Beacon, and other high visibility cross walk components.
<b>Highway 43 Reconstruction</b>	Traffic Calming	Safe Roads	Two redesign options were progressed, with the public split on parking vs streetscaping. The project would reduce overall width of Hwy 43, providing on-street parking or significantly add to the streetscaping components along the highway.
<b>Jefferson Street Reconfiguration</b>	Traffic Calming	Safe Roads	Convert Jefferson into a true shared street, with the corridor discouraging through traffic and encouraging alleyway or trail feel that provides a high quality path for north/south bike and pedestrian traffic.
<b>Shared Use Paths</b>	Enhanced Bike/ Ped Safety	Safe People	These 10-foot wide concrete paths should be buffered from the roadway by a landscaping/lawn strip.
<b>Neighborhood Greenway</b>	Signage and Striping	Safe Speeds	These low volume, low speed corridors are limited to where bikes, cars, and even pedestrians can coexist. Leveraging striping, signage, and other limited physical changes such as speed bumps or horizontal deflections to control speeds on the corridor.

**Figure 9: Recommended Project List**





# Recommended Programs

The following table provides an overview of additional programs the City can undertake project locations, strategies, timelines, costs, goals, and deliverability considerations to guide implementation and tracking.

**Table 4: Citywide Programs List**

<b>Program</b>	<b>Description</b>	<b>Cost Band</b>	<b>Safe System Objective</b>
<b>Rapid response build</b>	When safety issues arise, move to quickly implement a temporary solution	\$-\$\$	Post-Crash Care
<b>School-zone safety Package</b>	High-visibility crosswalks, daylighting, speed feedback signs	\$-\$\$\$	Safer Roads, Safer People
<b>Gateway speed management pilots</b>	Optical narrowing of roadway and lane widths, utilizing striping or other changes in roadway characteristics	\$\$-\$\$\$	Safer Speeds, Safer Roads
<b>Priority crosswalk visibility upgrades</b>	These locations should be identified by users and residents within the focal areas such as school routes, parks, downtown	\$\$-\$\$\$	Safer Roads
<b>Sidewalk/trail micro-gap closures</b>	Fill in missing half blocks, extend incrementally from existing sidewalks	\$-\$\$	Safer Roads
<b>Speed feedback sign rotation</b>	Monthly or quarterly location shuffle for awareness. Potentially upgrade the equipment to record speeds	\$	Safer Speeds
<b>Seasonal safety campaigns</b>	Education and awareness that could range from back to school to winter and bad weather defensive driving	\$-\$\$	Safer People
<b>Intersection visibility</b>	Clear bushes and trees from intersection sight triangles, create a method for reporting these issues.	\$-\$\$\$	Safer Roads
<b>Lighting spot-fixes at crossings</b>	Introduce lighting systematically, focused on pedestrian illumination. Consider non-permanent solutions that can be rapidly or cheaply implemented	\$\$-\$\$\$	Safer Roads
<b>Driveway/access management tune-ups</b>	Highway and main road access management to reduce conflict points	\$\$ - \$\$\$	Safer Roads

\$ - \$1,000  
 \$\$ - \$10,000  
 \$\$\$ - \$100,000  
 \$\$\$\$ - \$1M+

# Prioritization Framework

The prioritization framework was developed in direct response to the principles of the Safe System Approach. It aims to evaluate potential projects by factoring in their proximity to identified focus areas, considering how deliverable each initiative is within current constraints, and aligning with available funding sources. This structure ensures that resources are directed to projects that will provide the greatest safety benefits and are feasible given the community's needs and budget.

**Table 5: Prioritization Framework**

Criteria	Description	Scale	Weight (%)
<b>Risk Reduction</b>	Addresses high risk/risk factors	0–5	30
<b>Vulnerable Users (VRU)</b>	Benefits people walking/biking/ADA	0–5	25
<b>Proximity to Focus Areas</b>	Near schools/parks/downtown	0–5	15
<b>Feasibility</b>	Cost, right-of-way, utility impacts	0–5	15
<b>Funding Leverage</b>	Eligibility and match readiness, willing partners	0–5	15



*Choose routes with sidewalks or shoulders; walk facing traffic where no sidewalk exists.*



## PRIORITIZED LISTS

The following tables provide the prioritization criteria values and resultant prioritization timeframe.

**Table 3: Prioritized Project List**

Project	Risk Reduction	VRU	Proximity to Focus Areas	Feasibility	Funding Leverage	Timeframe Priority
<b>Tyler Street Paving</b>	3	2	3	4	3	1-3 years
<b>Cottonwood Street Paving</b>	3	2	3	4	3	1-3 years
<b>Dogwood Street Reconfiguration</b>	4	4	5	3	2	2-5 years
<b>Dogwood Street &amp; Highway 43 Improvements</b>	5	5	5	5	4	Immediate
<b>Highway 43 Reconstruction</b>	3	3	4	2	3	5-10 years
<b>Jefferson Street Reconfiguration</b>	4	4	4	2	2	2-5 years
<b>Shared Use Paths</b>	4	4	3	3	4	On-going
<b>Neighborhood Greenway</b>	2	3	3	3	2	On-going



## SHARED USE PATHS

The shared use paths along Dogwood Street, east of Highway 43, and Van Buren Street should be prioritized. These two alignments will provide the largest short term benefits by connecting the school to the eastern portion of the city and allowing for a high quality experience for users across the city. This sentiment was also heard in informal conversations at the Public Open House #2.

## NEIGHBORHOOD GREENWAYS

Though there is not as prominent priority for the various neighborhood greenway streets around Bennet, the City should consider prioritizing Garden Street, as it provides a continuous connection to the east and west edges of Bennet's current street network. Garden Street is also a potentially higher speed street, given that connectivity and thus should be considered for methods and measures that will slow vehicles, such as signage and striping that would coincide with designating the Neighborhood Greenway.

**Table 6: Prioritized Citywide Programs**

Project	Risk Reduction	VRU	Proximity to Focus Areas*	Feasibility	Funding Leverage	Timeframe Priority
<b>Rapid response build</b>	4	3	N/A	4	3	On-going
<b>School-zone safety package</b>	5	5		5	5	Immediate
<b>Gateway Speed Management pilots</b>	4	3		4	4	1-3 years
<b>Priority crosswalk visibility upgrades</b>	4	4		3	4	1-3 years
<b>Sidewalk/trail micro-gap closures</b>	2	4		5	2	On-going
<b>Speed feedback sign rotation</b>	3	2		5	2	On-going
<b>Seasonal safety campaigns</b>	3	3		5	4	Yearly
<b>Intersection visibility</b>	4	4		3	3	Yearly
<b>Lighting spot-fixes at crossings</b>	4	4		4	4	1-5 years
<b>Driveway/access management tune-ups</b>	3	2		3	3	3-5 years

\* Proximity to Focus Areas criteria is not applicable to citywide programs due to the encompassing nature and potential of each program.



# FUNDING & PARTNER-SHIPS

## Funding

To maximize program success, it is essential to coordinate closely with local government bodies and community organizations. Developing public awareness campaigns and fostering stakeholder engagement can further strengthen project outcomes and ensure long-term sustainability.

**Table 7: Grant Opportunities**

Funding Program	Eligible Actions	Local Match	Cycle / Deadline	Notes
<b>SS4A Implementation</b>	Crossings, speed management, quick-builds -> permanent	Typically 20%	Annual NOFO	Use this Plan's project list
<b>HSIP (NDOT)</b>	Systemic safety countermeasures	10-20%	Rolling	Coordinate with NDOT District
<b>Transportation Alternatives Program (TAP)</b>	Sidewalk/trail gaps; SRTS items	Varies	Every 1-2 yrs	Bundle small sidewalk/trail gaps
<b>Rural &amp; Tribal Assistance Pilot Program (RTA)</b>	Pre-construction activities & technical support	None	Annual NOFO	Applied for Highway 43 corridor design (2025)
<b>BUILD/RAISE</b>	Wide ranging, highways, rail, infrastructure	20%	Annual NOFO	Extremely Competitive Nationally
<b>Community Development Block Grants (CDBG)</b>	Community infrastructure and improvement projects	Varies	Annual Application	Projects typically performed under 24 months

## Partnerships

Local governmental partners include Lancaster County, the Lincoln Metropolitan Planning Organization (MPO), and NDOT. Collaboration with local businesses, schools, and community groups can also provide valuable support and advocacy for infrastructure improvements.

- **Metropolitan Planning Organization (MPO) Funding:** Regional transportation funds managed by entities like the Lincoln MPO for planning and project implementation.
- **Public-Private Partnerships (P3):** Collaborative financing arrangements between government agencies and private sector companies to fund, build, and maintain infrastructure.
- **Transportation Utility Fees:** Fees assessed to property owners to fund ongoing maintenance and improvements of transportation networks.
- **Special Assessment Districts:** Areas where property owners pay additional taxes or fees to fund improvements that directly benefit their district.
- **Business Improvement Districts (BID):** Designated zones where businesses collectively fund enhancements and services in their commercial area.



**Where do you go and how do you get there?**

Use two push pins for your starting and ending points.  
Tie a colored string between them. Add as many pins as you need.

**RED** if you walk  
**ORANGE** if you ride your bike  
**BLUE** if you drive

# PERFORMANCE MEASURES, REPORTING, & TRANSPARENCY

# Performance Measures, Reporting, & Transparency



**Report near-misses to the City—they reveal risk before crashes happen.**

Performance measures, consistent reporting, and a commitment to transparency and accountability will help to keep the number of fatal and serious injury crashes low into the future.

**Table 8: Performance Measures & Reporting Template**

Measure Type	Metric	Target	Source	Cadence	Owner
<b>Outcome</b>	Fatalities & serious injuries	Remain at 0	Crash data	Annual	City
<b>Behavior</b>	Percent of drivers at or under posted speed	+10% YoY at focus sites	Speed trailer/ Speed studies	Semi-annual	City
<b>Infrastructure</b>	Number of crossings upgraded; LF sidewalk closed	≥ 2 sites/yr; 500–1,000 LF/yr	Project logs	Annual	City
<b>Engagement</b>	Number of participants; campaign reach	Steady growth	Event logs	Annual	City

## LOCAL CHAMPIONS

A vital component of ensuring accountability and outside support is to designate local champions that advocate for, oversee, and support the successful implementation of the Plan and safety projects. These individuals will play a key role in encouraging community participation and maintaining momentum.

## QUARTERLY IMPLEMENTATION CHECK-INS

Organize regular implementation check-in meetings involving all relevant stakeholders, including city officials, local champions, community representatives, and project managers. Meetings should include progress updates on key initiatives, a review of milestones achieved, and identification of any obstacles or resource gaps. Encourage open dialogue to surface new challenges and innovative solutions. Assign action items and responsibilities to ensure accountability, and document meeting outcomes for transparency and future reference. These regular, comprehensive check-ins will facilitate ongoing coordination, foster collaboration, and ensure the Plan adapts proactively to changing circumstances, helping maintain steady progress toward established goals.

## ANNUAL SAFETY REPORT & PROJECT LIST

Compile and publish an Annual Safety Report, along with a live project list, to keep the community informed of developments, highlight achievements, and promote transparency in the implementation process.

# Appendices

## **APPENDIX A: EXISTING PLAN REVIEW**

Expanded review and breakdown of applicable local plans.

## **APPENDIX B: CRASH HISTORY BREAKDOWN**

Additional detail for the 5-year crash history.

## **APPENDIX C: ENGAGEMENT RECORD**

Detailed sign-in counts, surveys, and summaries.

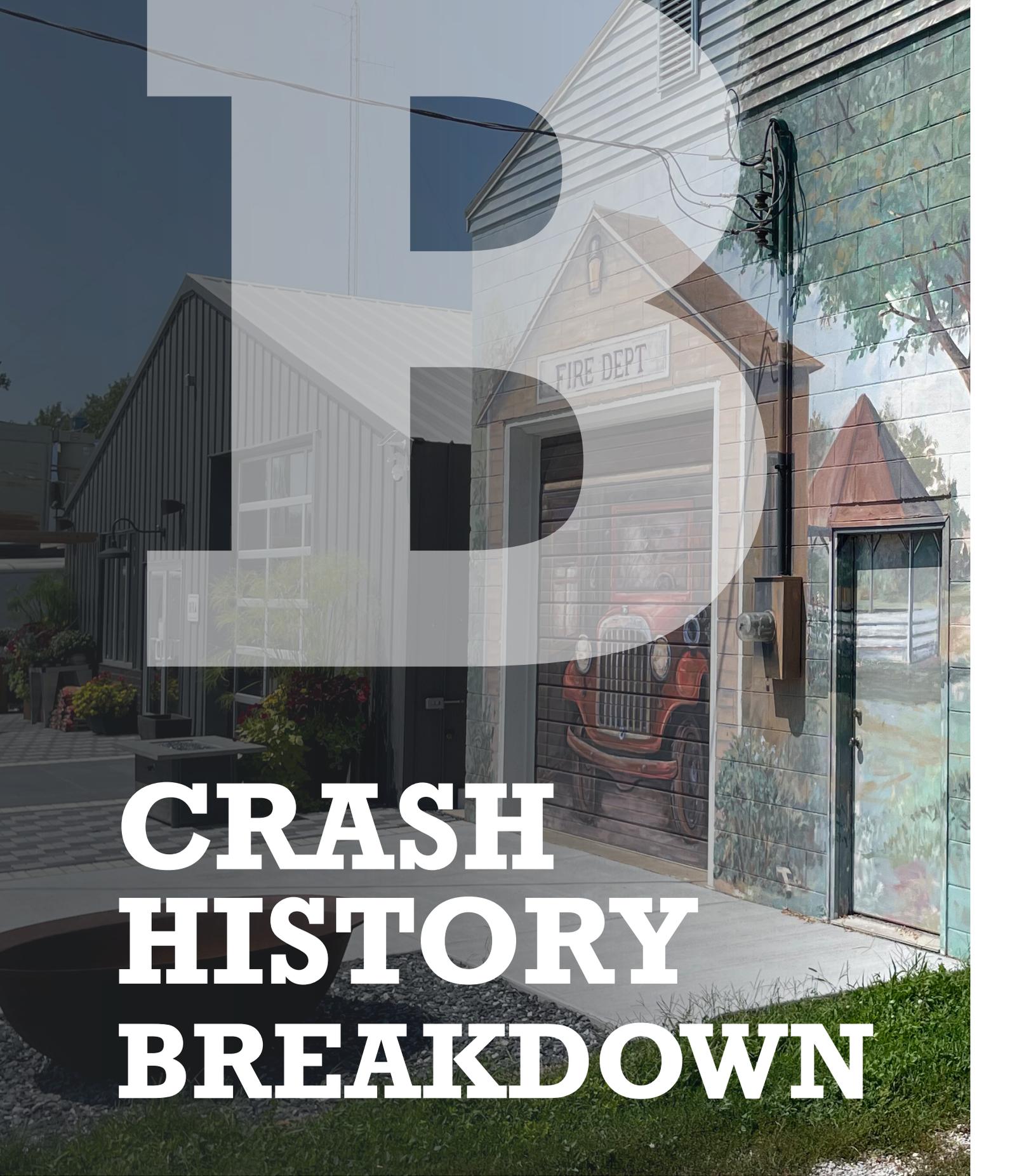
## **APPENDIX D: PROJECT DESIGN SHEETS**

Concept sheets for the various projects progressed in design throughout the plan, including preliminary design for crossings, curb extensions/daylighting, protected approaches, and school-zone treatments. This includes a cost breakdown for each concept.





# **EXISTING PLAN REVIEW**



# CRASH HISTORY BREAKDOWN



# ENGAGEMENT RECORD

# PROJECT DESIGN SHEETS





# EXISTING PLAN REVIEW

# BENNET SAP PLAN REVIEW

## 1. NEBRASKA SHSP (2023)

The Nebraska SHSP provides a comprehensive, data-driven framework to reduce fatal and serious injury crashes across the state. It adopts a Safe Systems Approach (SSA), emphasizing shared responsibility among infrastructure stewards, safety partners, and road users. The plan aligns with federal mandates and integrates stakeholder input to guide strategic investments and policy decisions.

The SHSP identifies seven Critical Emphasis Areas (CEAs) based on crash data analysis:

1. **Increasing Seat Belt Usage**
2. **Reducing Roadway/Lane Departure Crashes**
3. **Reducing Impaired Driving Crashes (Alcohol & Drug)**
4. **Reducing Intersection Crashes**
5. **Reducing Young Driver Crashes**
6. **Reducing Older Driver Crashes**
7. **Reducing Non-Motorist Crashes (Pedestrians & Cyclists)**

Each CEA includes targeted strategies and performance metrics to guide implementation.

The NDOT SHSP outlines several deployment strategies that are directly applicable to Bennet:

- **Local Roads Safety Plans (LRSPs):** NDOT supports counties in identifying corridors for systemic, low-cost safety improvements. LRSPs help prioritize projects based on crash data and community input.
- **High Risk Rural Roads Program (HRRRP):** Focuses on rural safety enhancements such as curve signing, intersection upgrades, and object markers on county bridges.
- **Infrastructure Countermeasures:**
  - Roundabouts at high-crash intersections
  - Rumble strips (centerline, edgeline, shoulder)
  - High Friction Surface Treatments

- Countdown pedestrian signals and flashing yellow arrows
- Wider pavement markings and beveled edges
- **Data-Driven Project Selection:** NDOT uses benefit-cost analysis and historical crash data to prioritize projects with the highest safety impact.
- **Community Engagement:** Emphasizes collaboration with local agencies, law enforcement, and emergency services to tailor solutions to local needs.

## 1.1 Nebraska VRU Study

Starts on PDF Pg 58 of the SHSP

**Crash Distribution:** 85% of severe VRU crashes occurred in urban areas, but rural crashes are twice as likely to result in fatal or serious injury

### High-Risk Areas (HRAs):

- Arterial streets with low traffic volumes (under capacity) show disproportionate crash rates.
- Transit stops, parks, social services, and schools are common crash locations.
- Census tracts with high Social Vulnerability Index (SVI) scores—especially those with low income and racial/ethnic minority populations—have elevated crash rates

### Contributing Circumstances

- **Non-Motorist Behavior:** Improper crossing and darting are common among youth, especially after school hours.
- **Driver Behavior:** Failure to yield, distracted driving, and reckless driving are leading contributors.
- **Lighting Conditions:** Crashes under “dark but lighted” conditions are overrepresented, especially near transit stops and parks

## 2. LANCASTER LRSP (2021)

The Lancaster County Rural Local Road Safety Plan (LRSP) aims to reduce serious and fatal crashes on 1,300 miles of rural roads through a data-driven, stakeholder-informed approach. Following the Federal Highway Administration’s LRSP framework, it found that intersection, lane departure, age-related, and driver behavior crashes as emphasis areas and developed strategies like low-cost intersection treatments and education programs to address these

issues. Analysis of 2014–2018 crash data revealed over 1,400 incidents and identified high-risk locations. The plan encourages collaboration among local agencies, aligns with Nebraska’s SHSP for federal funding, and features built-in evaluation metrics. Priority improvements focus on sites including South/North 148th Street and West Denton Road, combining infrastructure and behavioral strategies to foster proactive safety. The plan will be reviewed regularly, with major updates every five years.

The emphasis areas in the plan were determined through a structured, data-driven methodology outlined in the plan:

**1. Crash Data Analysis**

Lancaster County conducted a detailed analysis of crash data from 2014–2018, focusing on rural non-state-maintained roadways (most areas outside of the Lincoln Metro area). This included examining crash severity, location, contributing factors, and roadway characteristics

**2. Systemic and Hotspot Approaches**

The plan used both historic hotspot crash mapping and systemic analysis (to identify crash characteristics and predict future risk areas). For example, systemic crash trees were used to classify crashes by road surface, geometry, and speed limits to see where overrepresentation of fatal and injury crashes may occur.

**3. Stakeholder Collaboration**

The County Engineering Department led the process, collaborating with stakeholders, local municipalities, law enforcement, schools, and emergency services to interpret data and prioritize safety needs.

**4. Alignment with State Priorities**

The emphasis areas were selected to align with the six Critical Emphasis Areas in the Nebraska Strategic Highway Safety Plan (SHSP), which include seat belt use, roadway departure, impaired driving, intersections, young drivers, and older drivers

**5. Selection Criteria**

Emphasis areas were chosen based on their overrepresentation in fatal and serious injury crashes. These areas were seen as offering the greatest opportunity for impactful safety improvements.

**6. Final Emphasis Areas**

- **Intersection Crashes**
- **Lane Departure Crashes**

- **Age-Related Crashes**
- **Driver Behavior Crashes**

The most frequently recommended and emphasized strategies include:

**1. Low-Cost Infrastructure Countermeasures**

Dual stop/yield signs, reflective strips, rumble strips, enhanced signage, and delineation treatments. These appear prominently in both intersection and lane departure strategies.

**2. Systemic Reviews and Safety Audits.**

Regular reviews of intersections, corridors, and crash-prone segments to identify risks and prioritize improvements.

**3. Education and Outreach Programs**

Targeted campaigns for young and older drivers, including safe driving education, social media messaging, and seasonal outreach.

**4. Enforcement Initiatives**

Speed enforcement, impaired driving checkpoints, and seatbelt use monitoring in high-risk corridors.

**5. Lighting and Visibility Enhancements**

Installation of roadway lighting, larger signage, and reflective materials, especially at intersections and on unpaved roads.

**6. Roadway Design Improvements**

Safety Edge treatments, shoulder widening, guardrails, and high-friction surface treatments to reduce lane departures.

These strategies were selected not only for their effectiveness but also for their adaptability to rural environments and their alignment with available funding mechanisms

### **3. BENNET COMPREHENSIVE PLAN (2024)**

The Transportation chapter of the Bennet Comprehensive Plan (2024) establishes a vision for a safer, more connected, and accessible community. The plan highlights the importance of transportation in shaping land use and future development. Bennet’s street network is primarily local, with Highway 43 serving as the main arterial. Many streets remain unpaved, and only 30% of streets have sidewalks, leading to gaps in pedestrian safety and connectivity. Crash data from 2016–2020 show few severe incidents within city limits. However, the data reveals a notable cluster at Highway 43 and Saltillo Road while outside the city limits may impact travelers on Highway 2. Key recommendations include upgrading intersections, particularly along Highway 43 to improve pedestrian crossings and accessibility. The plan calls for expanding sidewalk coverage to 80–100% and constructing a 4.5-mile trail network linking neighborhoods,

parks, schools, and downtown. Streetscaping and placemaking are emphasized to enhance safety, aesthetics, and community pride, particularly on Fir St and in the downtown area. Truck circulation near downtown is identified as a safety concern, with a recommendation for a routing plan to balance economic and pedestrian needs. Short-term actions prioritize intersection improvements and landscaping pilots, while long-term actions focus on systematic street, sidewalk, and trail upgrades. Funding will come from local taxes, federal/state grants, and public-private partnerships. The city will use Key Performance Indicators to monitor progress and conduct annual and five-year plan reviews.

### **Key Takeaways**

- **Intersection & Pedestrian Safety:** The plan prioritizes intersection upgrades, especially along Highway 43 and near the school, to improve pedestrian crossings, add curb extensions, and enhance visibility and accessibility (pp. 93–94, 101).
- **Sidewalk & Trail Network Expansion:** Only 30% of Bennet's streets have sidewalks, many of which are aging or inaccessible. The plan recommends expanding sidewalk coverage to 80–100% and constructing a 4.5-mile citywide trail network connecting key destinations (pp. 89, 94–95, 101).
- **Street Improvements:** Upgrades are needed for unpaved/gravel streets (e.g., Cottonwood St) to handle increased traffic, improve stormwater management, and enhance safety (pp. 86, 90, 101).
- **Truck Circulation:** Industrial truck traffic in and near downtown conflicts with pedestrian activity. A truck routing/small area plan is recommended to balance economic needs and safety (p. 93).
- **Streetscaping & Placemaking:** Streetscaping (trees, green spaces, decorative features) is encouraged, especially on Fir St and downtown, to improve aesthetics, slow traffic, and foster community pride (p. 94).
- **Monitoring & Evaluation:** The plan establishes Key Performance Indicators (KPIs) for traffic flow, crashes, sidewalk/trail use, and transit ridership, with annual and five-year reviews (p. 100).
- **Funding & Partnerships:** Implementation will rely on local taxes, federal/state grants (e.g., STBGTA, CDBG, RTP, HSIP), and public-private partnerships (pp. 99–100).
- **Policy Integration:** Transportation goals are directly linked to land use, safety, and economic development, ensuring a holistic approach to future growth (p. 101).

### **Safety Concerns Identified:**

- **Crash History:** Eight crashes inside city limits (2016–2020), mostly property damage, with a cluster of injury crashes at Highway 43 and Saltillo Road just north of town (outside of City limits) but may impact travelers on Highway 2.
- **Pedestrian Risks:** Lack of high-visibility crossings, especially on Highway 43, and inaccessible sidewalks
- **Traffic Conflicts:** Prolonged congestion is limited but is frequently observed near schools during arrival and dismissal periods as well as along Highway 43 at peak hours, particularly during truck traffic periods. This contributes to the biggest traffic operational issues/limitations within the City. In addition to that, heavy truck traffic poses risks to pedestrians downtown as the industrial land uses throughout downtown and south of downtown.
- **Unpaved Streets:** Gravel roads like Cottonwood St deteriorate quickly under heavy use which will continue if ADT along the corridors increase. Unpaved streets are especially susceptible to erosion and make stormwater management, snow and ice maintenance more difficult.

# **LINCOLN SCHOOL ZONE STANDARDS (2020)**

## **1. Purpose and Scope of the Standards**

The Lincoln School Zone Standards provide a citywide, evidence-based framework for:

- **Designating school zones**
- **Establishing reduced-speed zones**
- **Standardizing school crosswalks and crossing treatments**
- **Prioritizing safety interventions based on risk and usage**

These standards are rooted in national best practices (MUTCD, FHWA, NACTO), local data, and case studies, ensuring consistency and effectiveness across all Lincoln school zones.

[\[Lincoln sc...s-complete\]](#)

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## 2. Key Elements of the Standards

### A. School Zone Designation

- **Definition:** School zones include the school property boundary and all adjacent streets/intersections.
- **Signage:** Placement of School Zone signs (S1-1), School Speed Limit assemblies, and School Crossing assemblies is strictly regulated for clarity and effectiveness.
- **Application:** Signage placement varies by intersection type (signalized, stop-controlled, uncontrolled, mid-block), with specific distances (e.g., 300 ft for School Zone signs, 200 ft for Speed Limit signs) to maximize driver awareness without visual clutter. [\[Lincoln sc...s-complete\]](#)

### B. Reduced-Speed Zone Standards

- **Speed Limit:** 20 mph is the standard for all streets adjacent to school property.
- **Signage:** Use of flashing beacons and time-based speed reductions for streets with higher base speed limits (30+ mph).
- **Engineering Study:** Required for streets with base limits of 40+ mph to determine if further physical measures are needed.
- **Signal Timing:** Adjustments during reduced-speed periods to account for lower speeds and increased pedestrian activity. [\[Lincoln sc...s-complete\]](#)

### C. School Crosswalk Standards

- **Primary Walking Route:** Identified using GIS and school attendance data, focusing on routes with 5+ student walkers.
- **Crosswalk Treatments:** Vary by crossing type (signalized, stop-controlled, mid-block, uncontrolled) and traffic volume.
- **On-Street Parking:** Generally permitted on both sides of residential streets for traffic calming, but with strict setbacks near crossings. [\[Lincoln sc...s-complete\]](#)

### D. Crossing Treatment Details

- **Tiered Approach:** Treatments are categorized as Standard (Tier 1), Consideration (Tier 2), and Other (Tier 3).
- **Examples:**
  - **Standard:** High-visibility crosswalks, accessible curb ramps, stop lines, parking restrictions.

- **Consideration:** Curb extensions, pedestrian refuge islands, raised crosswalks, RRFBs (Rectangular Rapid-Flashing Beacons).
  - **Other:** Hardened centerlines, road diets, advanced yield markings, signal phasing adjustments. [\[Lincoln sc...s-complete\]](#)
- 

### 3. Statistical Analysis and Effectiveness

- **Speed Studies:** Data from 42 locations show that reduced-speed zones adjacent to schools are most effective at lowering speeds, but average speeds often still exceed posted limits.
  - **Key Factors:** Proximity to school, police enforcement, traffic volume, and signalization all influence speed compliance.
  - **Recommendation:** Reduced-speed zones should be prioritized for streets directly adjacent to schools for maximum impact. [\[Lincoln sc...s-complete\]](#)
- 

### 4. Case Study Applications

The standards were tested at five Lincoln schools (elementary, middle, high school), with the following methodology:

- **Step 1:** Map school zone and sign locations.
- **Step 2:** Apply reduced-speed zones per guidelines.
- **Step 3:** Identify primary walking routes using student data.
- **Step 4:** Inventory and assess all crosswalks.
- **Step 5:** Assign recommended crossing treatments by risk and usage.
- **Step 6:** Prioritize implementation (School Zone > Primary Walking Route 1 > 2 > 3). [\[Lincoln sc...s-complete\]](#)

**Tables and maps** in the standards provide detailed, location-specific recommendations for each crossing, including the type of treatment and its priority.

---

## 5. Crossing Guard Programs

- **Overview:** Both volunteer and paid models are discussed, with pros/cons, cost structures, and liability considerations.
  - **Best Practices:** Emphasize training, background checks, and reliable staffing to ensure safety at key crossings. [\[Lincoln sc...s-complete\]](#)
- 

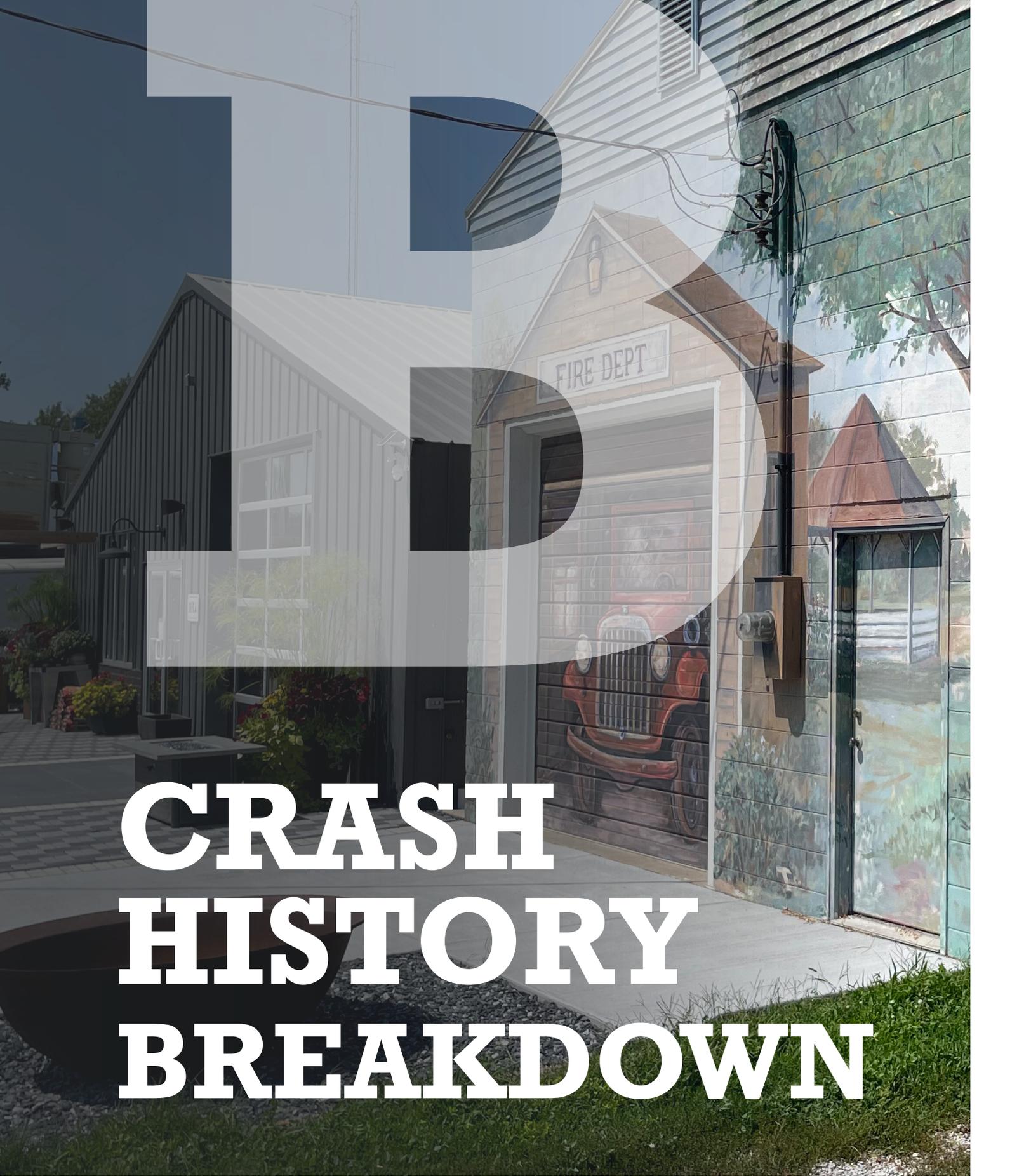
## 6. Relevance to the Bennet Safety Action Plan

For the **Bennet Safety Action Plan**, these standards offer:

- **A replicable methodology** for designating school zones and walking routes.
  - **Clear criteria** for selecting and prioritizing crossing treatments based on traffic, speed, and pedestrian data.
  - **Evidence-based interventions** (e.g., curb extensions, RFBs, parking restrictions) that can be tailored to Bennet's context.
  - **Guidance on crossing guard program structure and funding.**
  - **Statistical benchmarks** for evaluating the effectiveness of implemented measures.
- 

## 7. Recommendations for Bennet

- **Adopt the Lincoln methodology** for mapping school zones and walking routes.
- **Conduct local speed and volume studies** to inform treatment selection.
- **Prioritize treatments** for crossings adjacent to school property and on primary walking routes.
- **Implement a tiered approach** to crossing treatments, starting with high-visibility markings and curb ramps, then adding advanced features as needed.
- **Consider a crossing guard program** for high-risk crossings, using the cost and management models outlined.
- **Monitor and evaluate** speed compliance and crossing safety post-implementation.



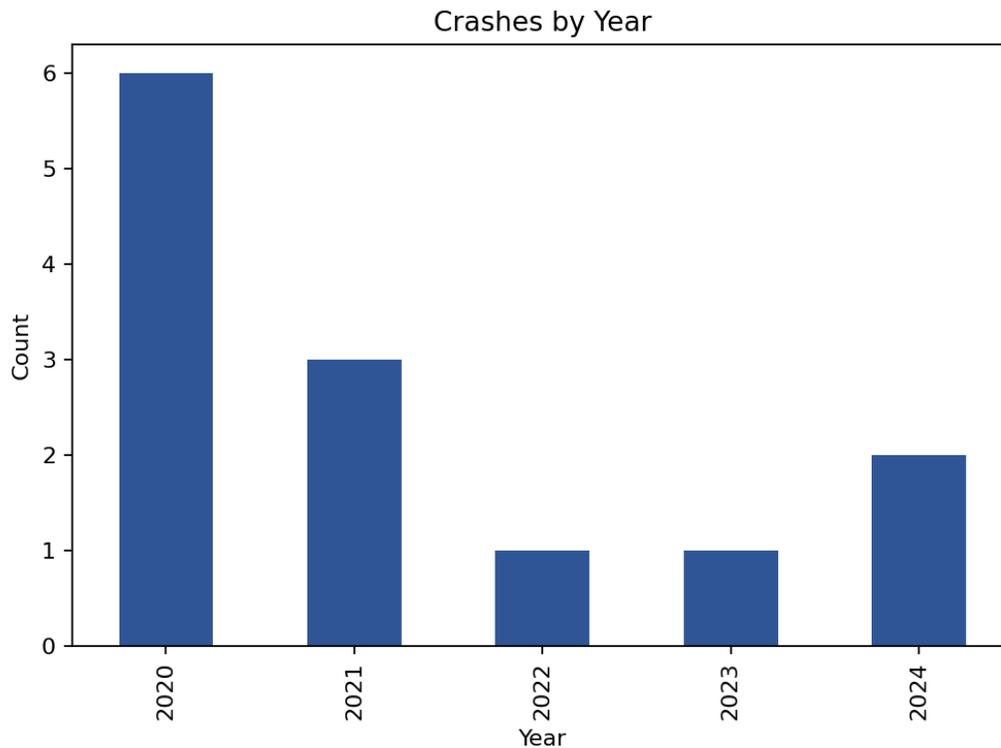
# CRASH HISTORY BREAKDOWN

# Crash History Analysis Bennet 2020–2024

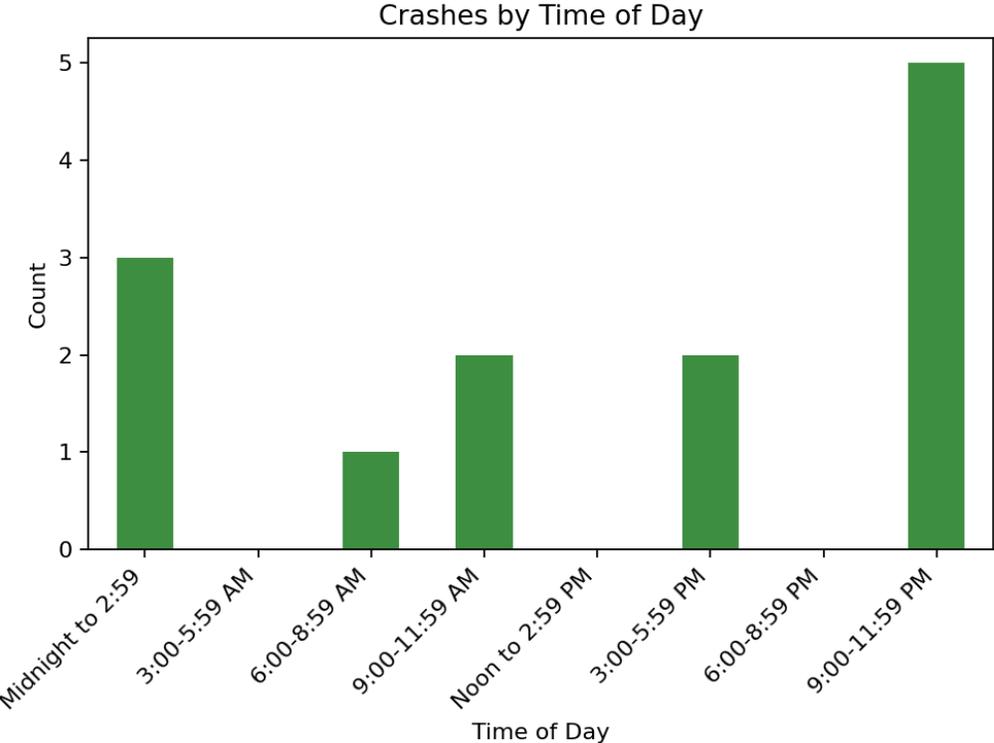
## Key Findings

- Peak crash year: 2020 (6 crashes)
- Most common time block: 9:00–11:59 PM (5 crashes)
- Prevailing light condition: Dark–Lighted and Daylight (5 each)
- Typical surface condition: Dry (8 crashes)
- Most frequent crash manner: Not a collision between two motor vehicles (6 crashes)

## Crashes By Year

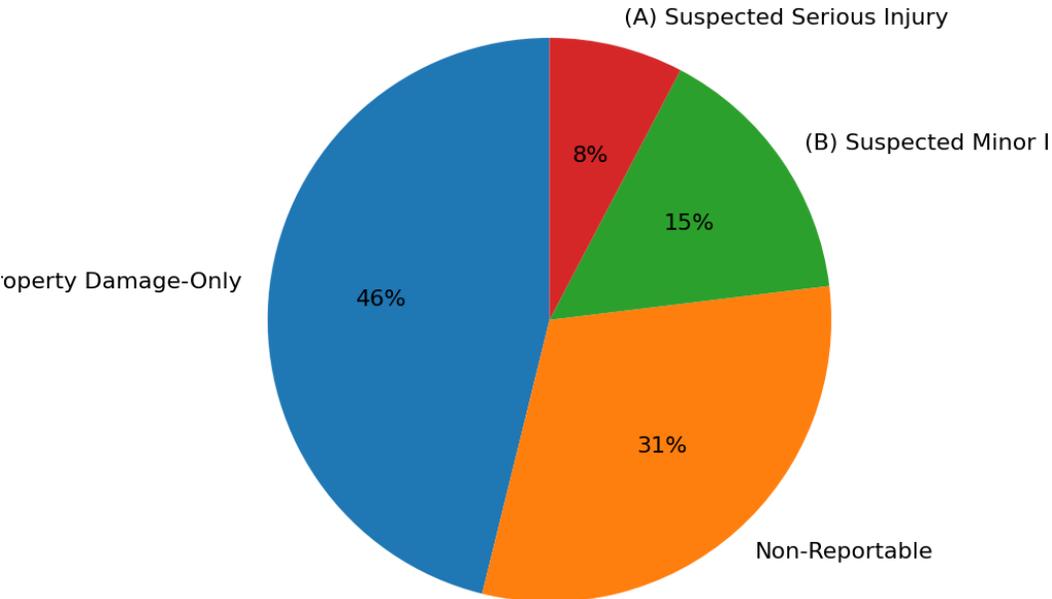


# Crashes By Time

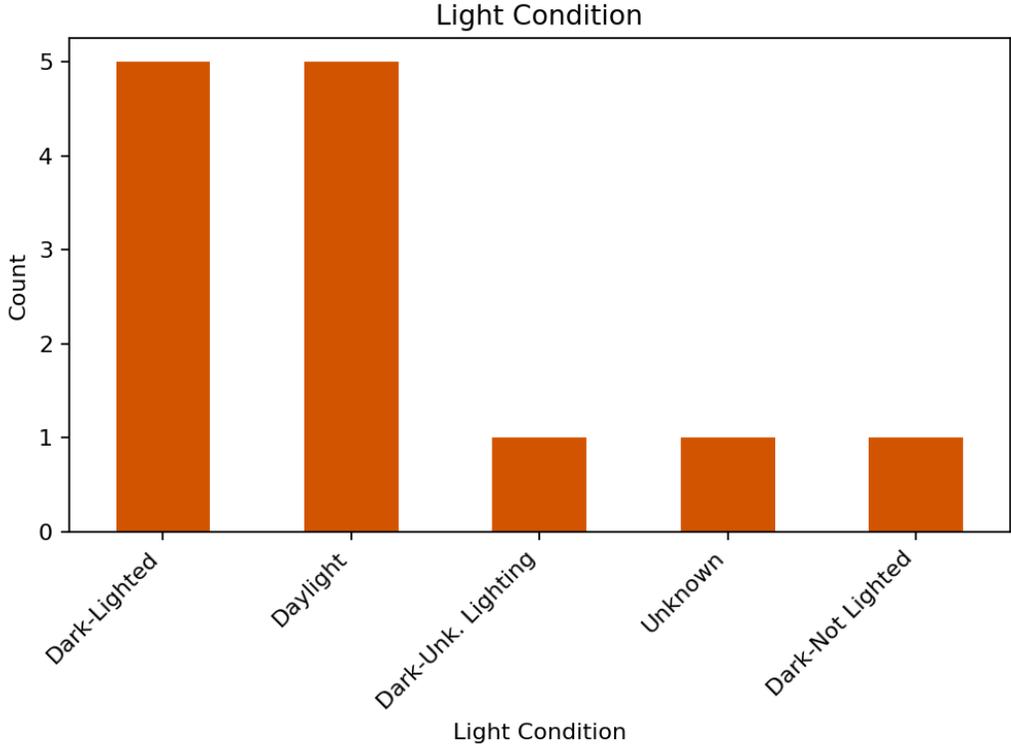


# Severity Distribution

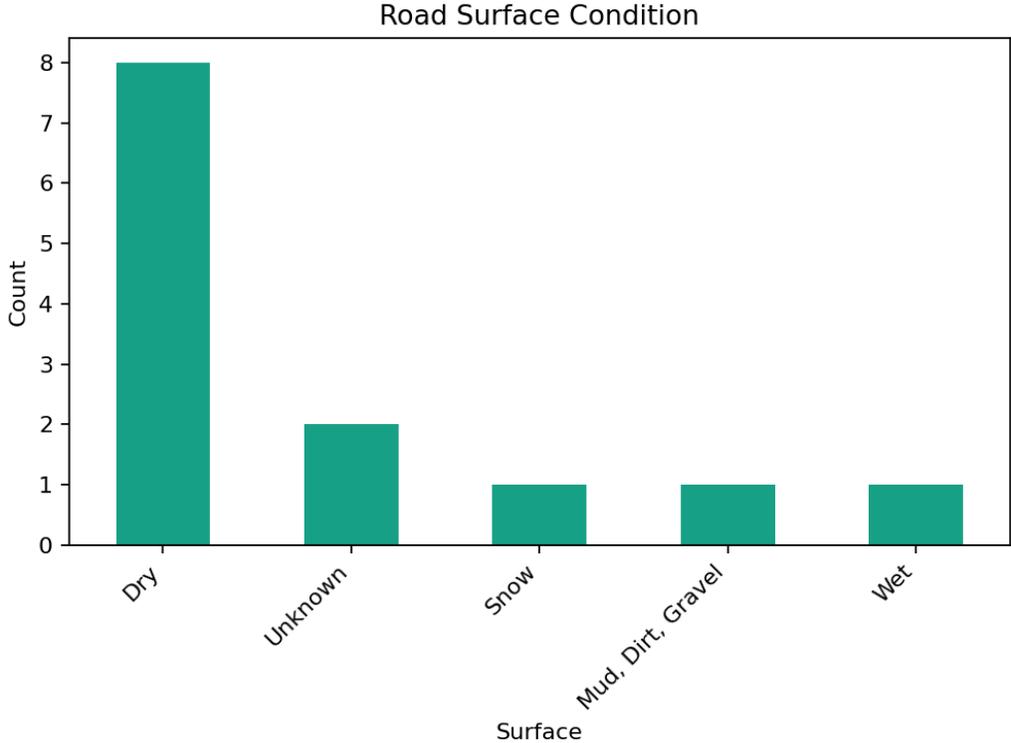
Crash Severity Distribution



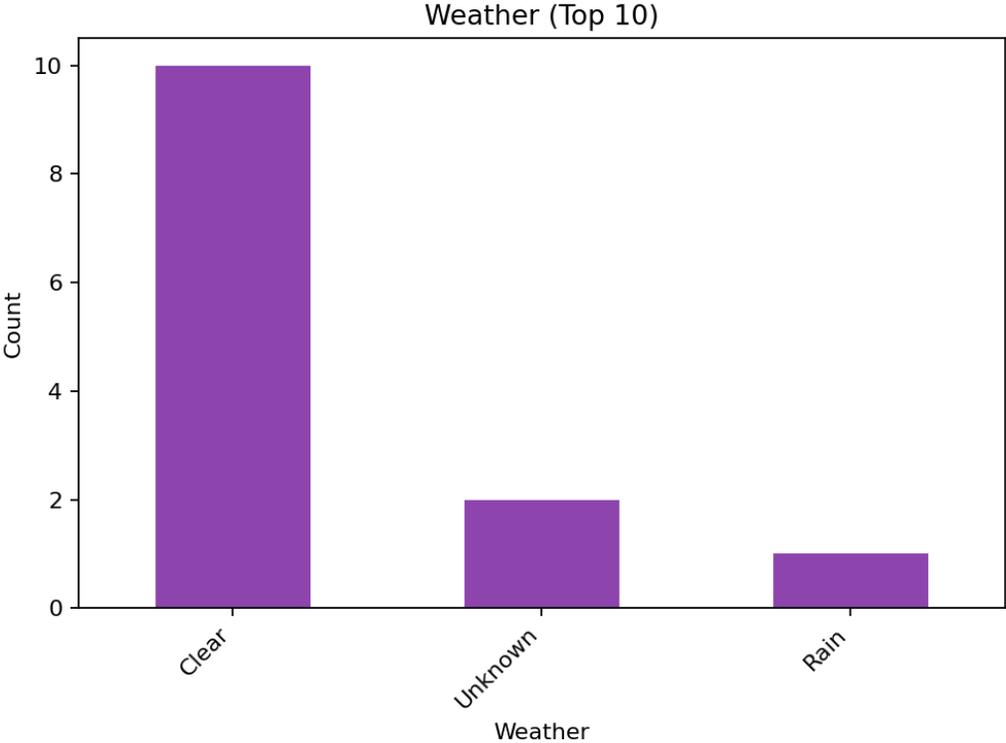
# Light Condition



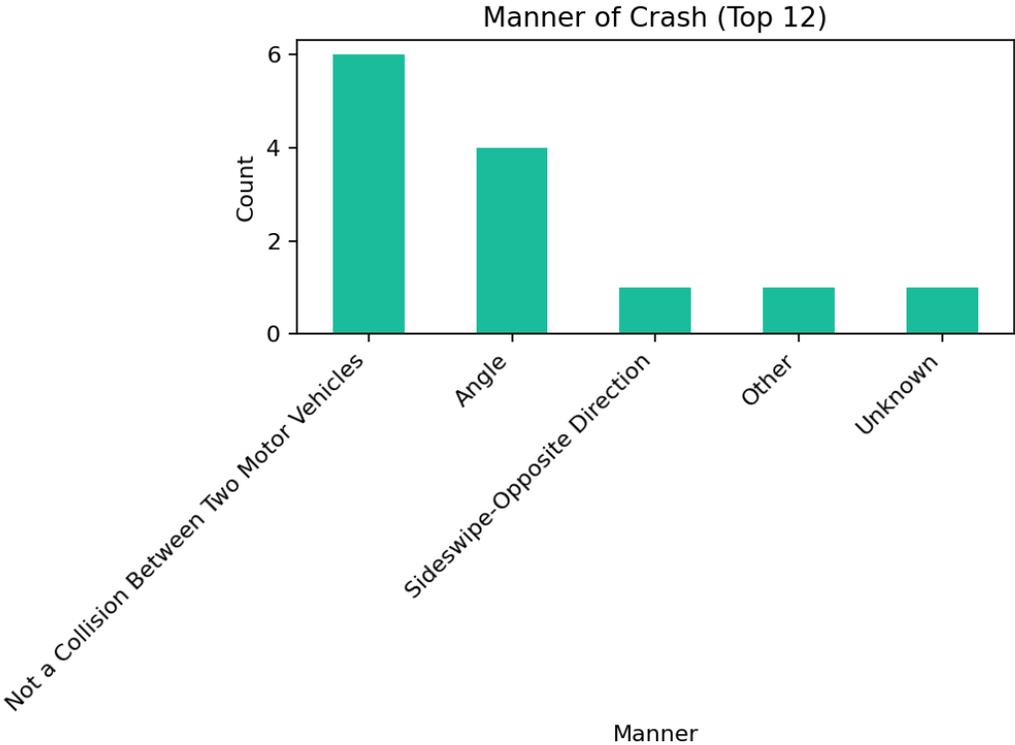
# Surface Condition



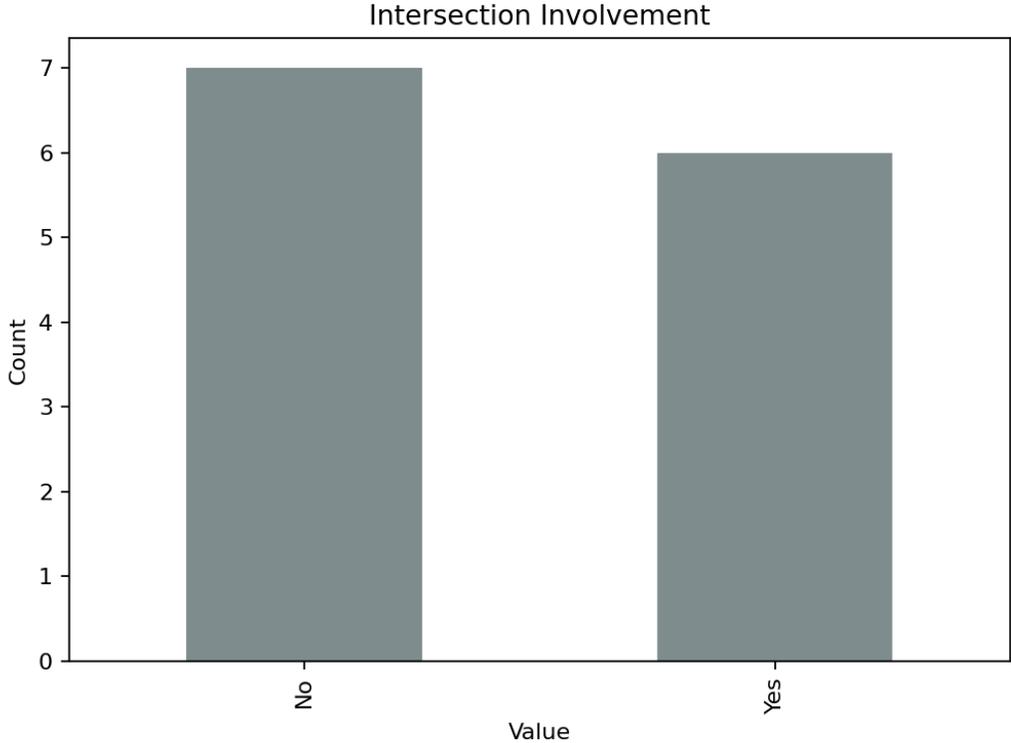
# Weather Top10



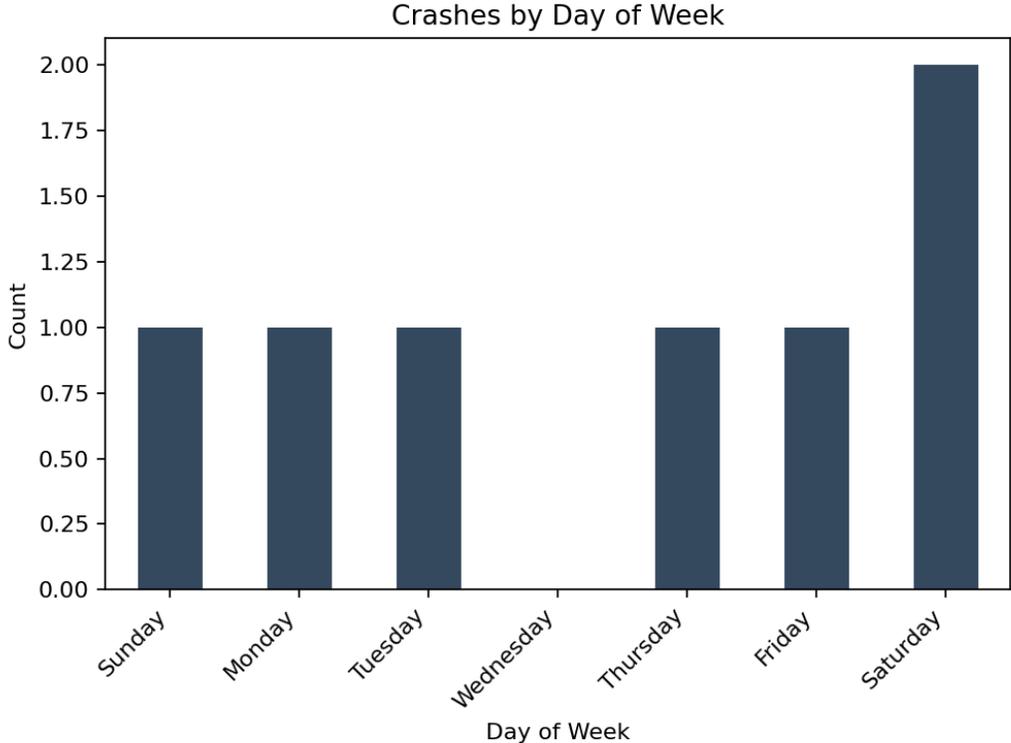
# Manner Of Crash



# Intersection Involvement



# Day Of Week





# ENGAGEMENT RECORD

## Engagement Overview

Community input played a vital role in shaping the Bennet Safety Action Plan (BSAP) and understanding how residents navigate their community. Throughout the project, the team engaged with the public through pop-up events, open houses, and online surveys. In addition, the team collaborated with stakeholders, community members, City of Bennet staff, elected officials, and technical experts. These conversations guided the development of recommendations for Bennet's transportation network.

## Key Findings

The following themes consistently emerged during the planning process:

- **Need for Safer Pedestrian and Bicycle Crossings** - Residents expressed a strong desire for safer crossings on Highway 43, across the railroad tracks near the Legion baseball field, and Bennet Elementary. Highway 43 creates a significant barrier within the community, and many pedestrians and cyclists do not feel comfortable crossing it. Bennet is a close-knit community where people want the ability to walk or bike safely to destinations within town.
- **Inconsistent or Unsafe Sidewalks**- Sidewalks throughout Bennet are often incomplete or in poor condition, making them unsafe for pedestrians. As a result, people frequently walk or bike on the roadway, which increases safety risks for cyclists, pedestrians, and drivers.
- **Paving Unpaved Roads** - Community members emphasized the need to pave currently unpaved roads. Doing so would create more alternative routes for pedestrians and cyclists and improve overall connectivity within Bennet.
- **Prioritize safety of students walking or riding bicycles to school** - Parents and students expressed concerns about the safety of walking or biking to school. Currently, most Bennet Elementary students rely on car rides or the school bus. Families indicated they would feel more comfortable allowing children to walk or bike if there were safer sidewalks and crossings.
- **Decreasing Speed on Highway 43** – Residents expressed significant concern about the high speeds of traffic traveling through Bennet on Highway 43. Current speed control measures are not effectively slowing vehicles within town limits.

## Engagement Methods

The project team hosted several in-person and online engagement opportunities throughout the planning process. Throughout the process, the community was able to add their comments to an online map, informing the project team of their transportation safety concerns.

- **Pop-Up Event** - To meet the community where they were, the project team hosted a pop-up booth at the Bennet 4th of July Festival to promote and increase community awareness about the BSAP. At the pop-up event, attendees were asked to map out their frequently traveled paths with string on a map of the city for the project team to better understand where people travel and how they get there.
- **Public Open House (Summer 2025)** - The first BSAP public open house occurred on Tuesday, July 15, 2025, from 4:30 – 7:30 at the Bennet Legion (970 Monroe St, Bennet, NE 68317). This open house allowed the project team to promote the project and gather feedback from event attendees about their transportation safety concerns. At the open house, the project team created displays that detailed the scope of the BSAP, the project's timeline, and the Safe System Approach. The displays also illustrated the initial findings from the team's analysis of the City's crash data, providing visitors with the opportunity to see trends within Bennet.

In addition to the displays, the project team provided handouts with a QR code that linked to the project web page and public survey. If a participant was unable to access the internet, the project team had several paper copies of the survey available.

- **Public Survey** - A public survey was available online from July 1 to August 17, 2025. The survey focused on residents' and stakeholders' transportation safety concerns and experiences with Bennet's transportation network. In total, there were 74 survey responses received.
- **Public Open House (Fall 2025)** - The second in-person public open house was hosted on October 14, 2025 at the Bennet Elementary School (50 Dogwood St, Bennet, NE 68317). A second in-person public open house was held in October 2025 at Bennet Elementary School. Community members were invited to attend and learn more about the Bennet Safety Action Plan, its progress and review the draft plan recommendations. Community members gave feedback on the draft plan recommendations.
- **Virtual Open House** - A virtual open house was available via the project webpage from October 18, 2025 to November 5, 2025. The Virtual Open House had materials from the second public open house including the BSAP vision and goals and draft recommendations. This allowed those who could not attend an in-person event to participate in the planning process. In total, 8 unique comments were submitted during this period.

- **Project Webpage** - A dedicated project web page (<https://cityofbennet.com/bennet-safety-action-plan>) was created to facilitate online engagement and serve as a landing page for anyone interested in learning more about BSAP and its planning process. The project web page included multiple components to provide information on a variety of topics related to the Plan, including:
  - Project Overview to provide an understanding of why the Bennet Safety Action Plan is crucial to Bennet's multimodal transportation network.
  - Project Timeline to inform interested community members of the different stages in the planning process.
  - Public Survey to gather feedback from the community concerns related to Bennet's transportation network. Information presented at Open Houses
- **Social Media** - Information about the project and opportunities for input were shared on the City of Bennet's Facebook page and the Bennet Community Facebook Group throughout the planning process.

## Action Plan Task Force

The Action Plan Task Force (APTF) is a group of stakeholders who are interested in creating safer streets for Bennet. The APTF provided feedback and guidance to the project team.

The APTF comprised staff from different Bennet entities including the city and the county. These stakeholders were essential as they provided crucial insight into City of Bennet's internal processes. Representatives from the following agencies were included as APTF members:

- City of Bennet Mayor's Office
- City of Bennet City Council
- City Engineer for Bennet
- Bennet Elementary School
- Lancaster County Sheriff
- City of Bennet Fire Department
- Palmyra School District Transportation
- Southeast Nebraska Development District (SEND)

## Key Findings from the Action Plan Task Force

Four meetings were held with the APTF throughout the BSAP development process. The group discussed safety concerns and challenges and helped to develop potential solutions within Bennet. Below are some common safety goals that emerged from the group:

- Safer Intersections – Design crossings that are visible, direct, and predictable

- Safer Crossings for People Walking and Biking – Fill critical sidewalk and trail gaps and upgrade pavement markings and lighting
- Safer Speeds – Calm operating speeds with self-enforcing street designs and consistent school zone treatments
- Connect, Comfortable Walking and Biking – Provide low-stress links to schools, parks, and city destinations

From these goals, many opportunities and strategies emerged to create safer ways for community members to move throughout the city.

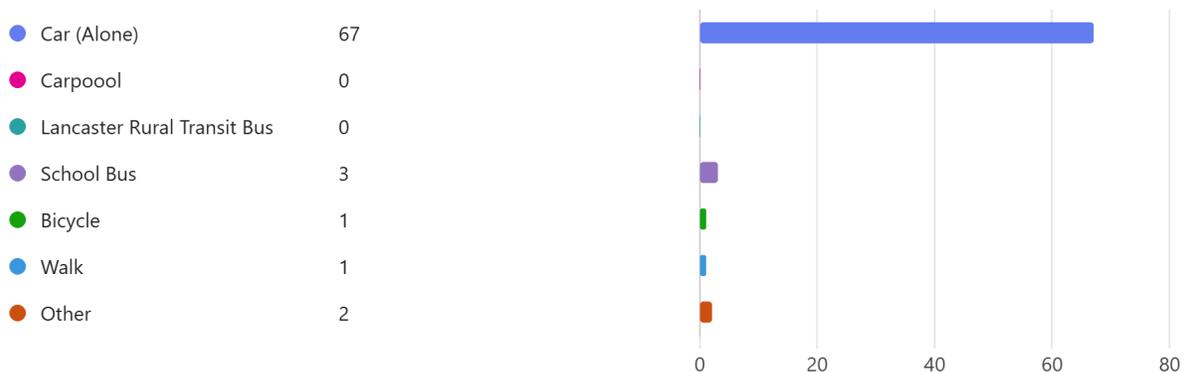
- Pave urban sections of roads to create consistent surfacing throughout the city.
- Reconfigure and prioritize the intersection of Highway 43 and Dogwood street to elevate visibility and slow traffic at this critical location
- Create a system of shared use paths and neighborhood greenways with lighting where possible to provide safer places for people to walk and bike.
- Focus on school zone safety with higher visibility crosswalks, lighting and speed feedback signs

## Engagement Materials

Link to PDF: [25-12-15 Combined Materials.pdf](#)

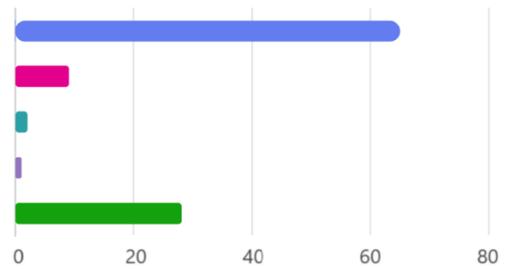
## Public Comments

1. How do you usually get to work or to school?



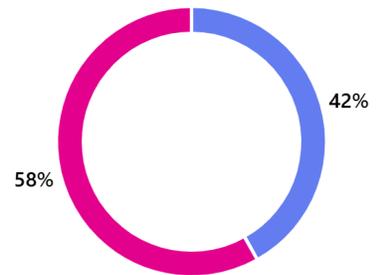
2. Why do you choose this mode of transportation? (Select all that apply)

● Convenience	64
● Cost-effectiveness	9
● Environmental reasons	2
● Health benefits	1
● Lack of alternatives	28



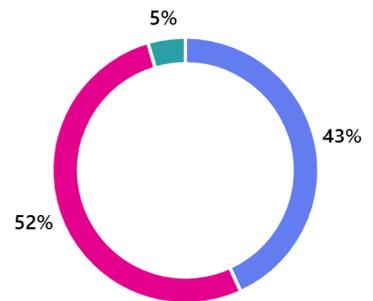
3. Do you have child/children who attend school?

● Yes	31
● No	43



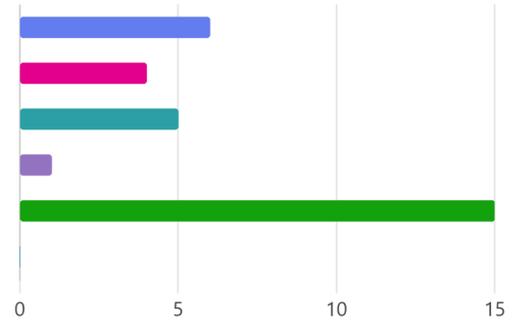
4. Which school does your child/children attend? Select all that apply.

● Bennet Elementary School	19
● Palmyra Middle/High School	23
● Other	2



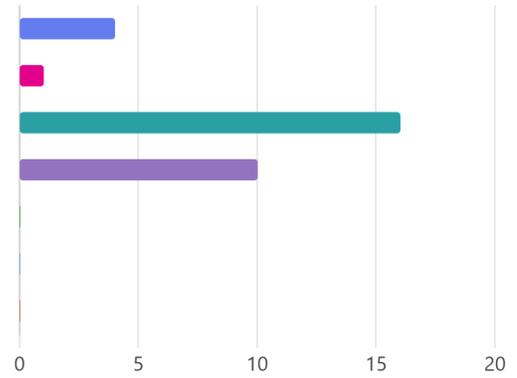
5. How far do you live from school? If your children attend multiple schools, select the closest one.

- Less than 1/4 a mile 6
- 1/4 mile to 1/2 a mile 4
- 1/2 mile to 1 mile 5
- 1 - 2 miles 1
- More than 2 miles 15
- Unsure 0

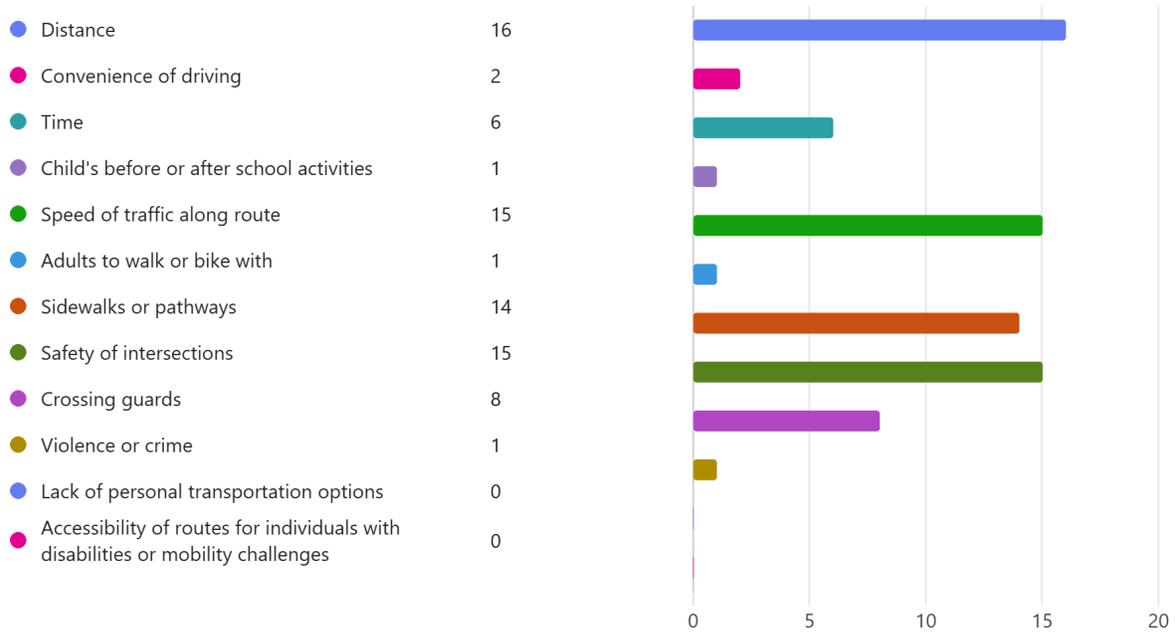


6. On most days, how does your child arrive to and leave from school?

- Walk 4
- Bike 1
- School bus 16
- Family vehicle 10
- Carpool 0
- Transit 0
- Other (skateboard, scooter, inline skates, etc.) 0



7. Which of the following issues affected your decision to allow or not allow your child to walk or to bike to/from school?  
Select all that apply.



8. What walking or biking safety issues are you concerned about on your child's trip to school? Please share specific street names if possible.

6 respondents (27%) answered Street for this question.



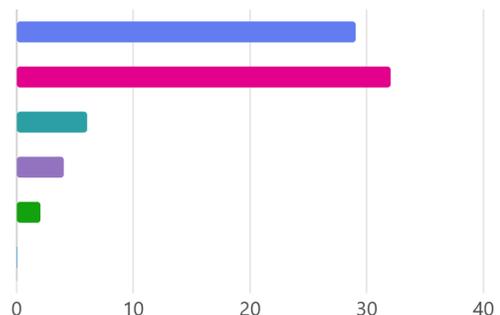
- Crossing the Highway no one stops at the caution light by the church
- Crosswalk on the highway
- Hwy 43
- Biking on rock/gravel. Someone keeps grating loose rocks onto the roads entering Bennet (not the county doing this) making biking, running and walking

hazardous, as it's easier to fall or crash on loose rock than hard packed, smooth tire lanes

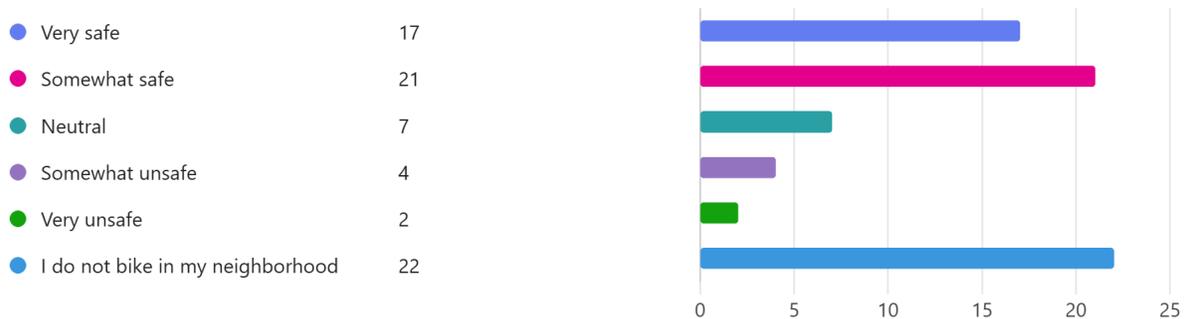
- No sidewalks and where there are sidewalks they are in bad shape
- None he doesn't ride
- Crossing Adams Street to get to school
- There is no sidewalk, my child would need to walk on the street to get to school
- Sidewalk on Jefferson street
- N/a
- No sidewalks or curbs most of the way, speeding down Monroe st from out of towners, no crosswalk or crossing guards, no traffic lights, also it's too far.
- Crossing the highway. People don't stop.
- Crossing Hwy 43
- None he drives
- Not complete sidewalks around school so sometimes have to walk on streets
- There are no sidewalks on the most direct route from our house to the school, on an alternative route the sidewalks are broken and hazardous. Traffic drives over the speed limit and often does not pay attention, especially crossing the highway.
- I'm very concerned about my daughter returning to Bennet from Palmyra. I'm not concerned about anything in Bennet.
- Lack of crossing guard on Monroe to cross from any street with busy traffic
- Crossing the highway
- Soccer moms going way to fast in congested areas.
- Walking on narrow street with no sidewalk
- Distance. We live in Bennet and my child now attends Palmyra

9. How safe do you feel when walking in your neighborhood?

• Very safe	29
• Somewhat safe	32
• Neutral	6
• Somewhat unsafe	4
• Very unsafe	2
• I do not walk in my neighborhood	0



10. How safe do you feel when biking in your neighborhood?



11. What factors make you give these responses?

10 respondents (20%) answered sidewalks for this question.

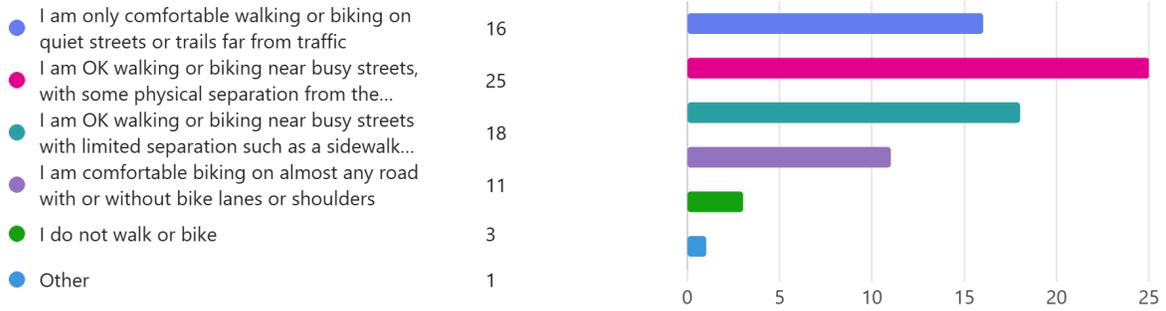


- People flies down my neighborhood and doesn't pay attention to signs
- People drive very fast down Hackberry street even with the speed bumps. I have almost been hit multiple times backing out of my drive way by a speeding card coming down the street.
- Been a lot of transients and random people in the town
- Some people drive way too fast especially on Cottonwood, or aren't paying attention. Some areas of town don't have sidewalks, so it forces people to walk in the streets. Some streets are already narrow.
- Lack of sidewalks in some areas, crossing the highway always requires more attention
- No sidewalks, uneven sidewalks, narrow shoulders along highway
- Not all streets have sidewalks so walking in the road is always a little risky given distracted driving

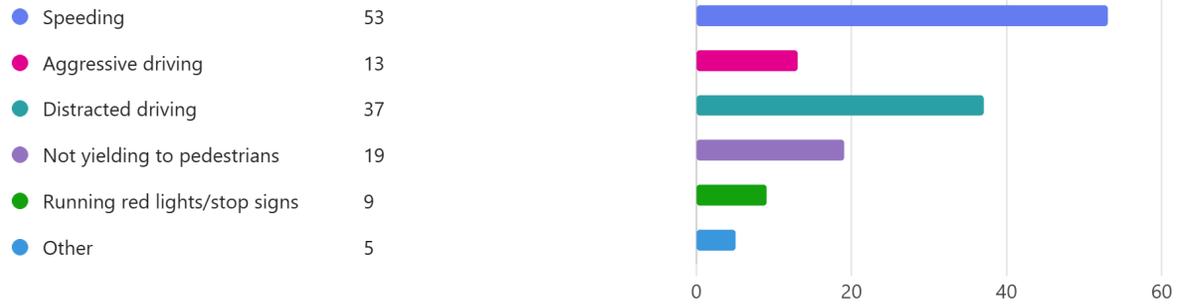
- Our neighborhood is off of a dirt road and in order to walk it you must walk the dirt road and when cars come by they do not slow down or the car kicks up rocks not safe at all.
- I work in Syracuse, Nebraska.
- 162 street needs paved and sidewalks installed as i see ppl walking and bike riding on that street and alot of ppl speed through there.
- Some very fast cars drive by or motorcycles that seem to be racing.
- No sidewalks. Kids driving ATVs Fast
- No sidewalks. Pedestrians and bikers are on the street.
- Not much traffic, drivers pay attention.
- Unnecessary grating loose rock on the country roads entering Bennet is a hazard for bikers, walkers, and runners. Loose rock gives away= more crashes and falls. People riding atvs, utvs electric bikes and scooters driving too fast and not wearing helmets! Also, they do not have licenses, so lack knowledge of road rules!
- Drivers don't move over or are looking down at phones
- High speed on gravel roads. Busy highway
- Lack of road maintenance. When road maintenance is performed it is done as "cheap" as possible. The entire road needs replaced. Instead they repair 70 percent. Then only a few years later the repaired, and not repaired is completely damaged again.
- Bennet is a safe community and there are a lot of people around
- Live in small community
- Not worried about crime, but alert to cars because inadequate sidewalks or no sidewalks
- Poor lighting. No sidewalks. Fast drivers.
- Loose dogs
- Feel safe
- There are no consistent sidewalks so we are forced to walk on the street
- I haven't had any issues when walking, biking, running any time of day. I wish people would abide by the speed limits posted and that there were more sidewalks. I have had people yell and scream from cars when I get off the sidewalk that doesn't continue and have to jump back on somewhere else. I am not walking through people's yards.
- The speeds that cars travel and the lack of sidewalks in all areas of town.

- Loose pets/uncontrolled
- Some drivers do not care about walkers/bikers and believe they own the road
- No sidewalks, crime is not the main concern, main concern is that someone is speeding down the road in a car or four wheeler etc. lots of young kids driving also that don't always stop at stop signs
- small town
- Drivers speeding at times
- Safe neighborhood
- Speeding vehicles that don't stop at stop signs
- Well lit now. Minimal traffic
- Roads need repairs & no sidewalks
- We live in the country and know our neighbors
- People ignoring posted speed limits. No sidewalks in places
- Dogs running loose.
- Walking small children to school and having to cross the street
- No sidewalks and traffic often driving faster than 25 mph
- I haven't encountered an issue in the neighborhood.
- Neutral
- I wish there was side walks in all areas
- Young and teenage drivers using vehicles and other equipment such as four wheelers and dirt bikes
- We live conveniently on the bus route, but crossing the highway is a concern.
- We live on the main road so a little nerve wracking to have big trucks so close to the sidewalk
- Friendly citizens, light traffic
- Lack of danger
- I know many families and they all know when something isn't right and look out for my kids
- On the gravel roads young adults race dirt bikes and 4 wheelers, and have occasionally come close to hitting my while I am walking or jogging.

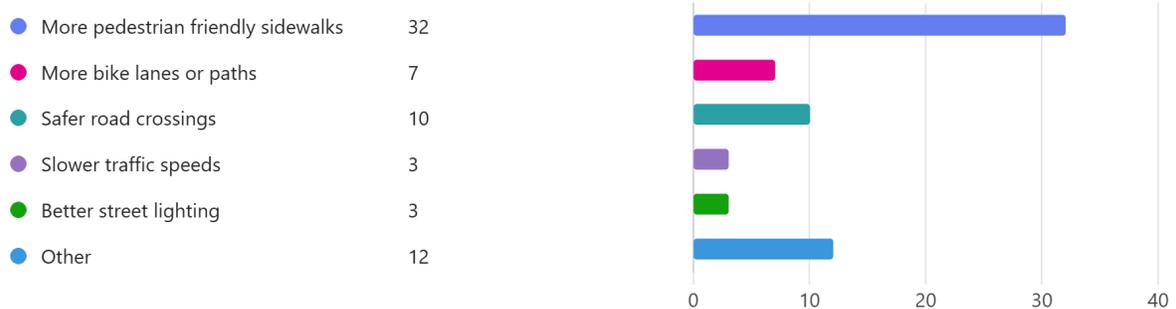
12. What type of biking or walking infrastructure makes you feel the most comfortable?



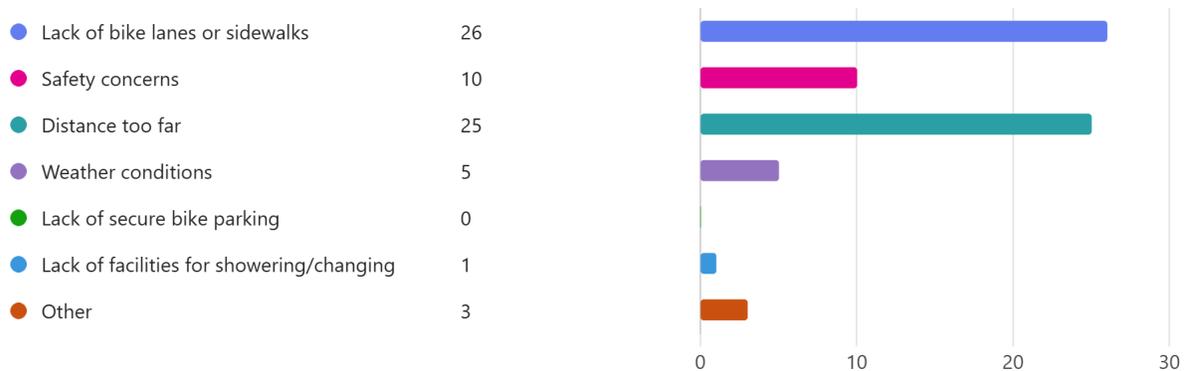
13. What traffic behaviors concern you the most? (Select up to two)



14. If you live within a reasonable walking or biking distance to your destination, what changes would encourage you to walk or bike more often? (Select all that apply)



15. What barriers prevent you from biking or walking to your destination? (Select up to two)



Please describe any specific areas in the city where you feel particularly unsafe walking, biking, or driving.

12 respondents (29%) answered sidewalks for this question.

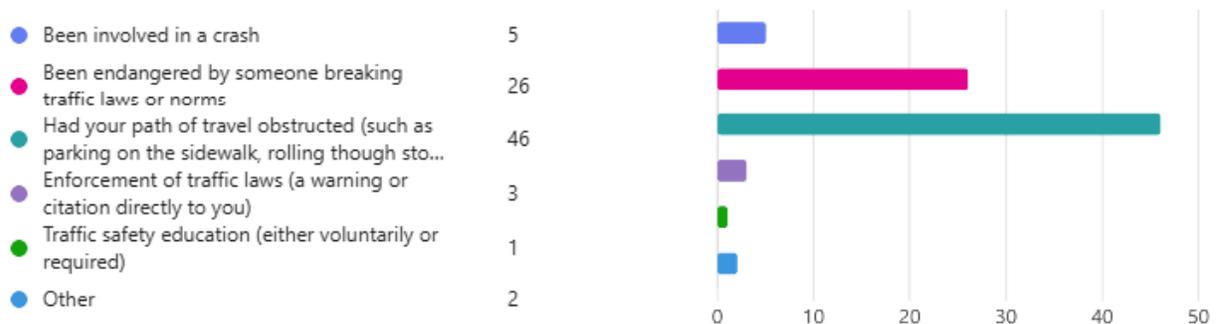


- On the street. People flies down
- Crossing highway
- Across the highway
- Cottonwood Street has a lot of traffic, often that speeds, with few areas of sidewalks and lots of pedestrians and vehicles. Most roads are narrow and have no sidewalks through most of town. The bush pines area is the best regarding the nice sidewalks with some distance from the road.
- Along the highway, especially near the businesses with more traffic
- Along the highway/Monroe St
- The dirt road by our home that leads to the more populated town, the city sidewalks are cracked in areas or people park on the sidewalks
- Saltillo Street at Highway 43 can be unsafe when drivers pull out without looking. Sidewalks need to be added to the area where we live. They are no sidewalks.

- 162/tyler st, cottonwood past tlyer st both need paved and sidewalks
- Areas were there aren't sidewalks or where the sidewalks are unusable.
- All streets with out sidewalks
- Unpaved roads and roads without sidewalks.
- Biking to the baseball field, to the cemetery, downtown, and on the sidewalks down the main road.
- Monroe St. traffic can be fast and heavy. Reduced speed on Monroe would be awesome!
- It's a town of 1000 people. Nobody should feel "unsafe" walking or driving anywhere. If they do, they need to grow up.
- Almost all streets, they are narrow, have pot holes, broken asphalt.
- Highway
- 90% of town due to few usable sidewalks.
- All streets with no sidewalk
- West side of town, street light are dim/off
- No concerns anywhere.
- Crossing the highway Monroe
- Side of town with clock shop
- Streets
- Tyler & Cottonwood gravel portions
- The bend on garden st, heading towards hackberry. hard to see pedestrians walking in the street when you turn. Also all areas without sidewalks
- most of the town where there is no sidewalks like near the city park
- Busy road
- Unsafe anywhere except at the path at the Frisbee golf path
- None
- None
- Monroe Street for biking or walking
- By the schools and crossing #43
- Cottonwood St. and along/crossing the Highway
- Crossing Monroe is tricky sometimes.
- Traveling on Monroe St.
- Anywhere with poor sidewalks or no sidewalks
- Sidewalks around town are in terrible shape and force pedestrians to share the roadway with traffic. It is hugely concerning on routes to school.

- Just crossing the highway. I designated crosswalk with a light or something to make people aware someone is crossing.
- School
- I don't love walking on Bennet rd, lots of traffic and sometimes fast traffic
- Down the highway to Casey's and along Monroe Street.

17. Have you ever experienced any of the following when traveling in/around your community in the last 5 years? Select all that apply.



18. What, if anything, do you feel is missing from Bennet's overall quality of life?

- Speed bumps on Garden Street. Slow speeders down
- Town cop is needed full time
- Full time police officer
- I see a lot of people out walking dogs, biking with their families, etc so it would be nice to have improved sidewalks/bike paths all around town. Bush pines and the disc golf course are great areas to walk, it would be nice to improve the rest of town's sidewalks too!
- Obvious Care about City Appearance along main thoroughfares and business area. Would like to see a crosswalk w light in a spot or two across the highway for safer bike and pedestrian crossing.
- Sidewalks
- Home owners need to take responsibility of there sidewalks and drivers need to be more cautious while driving when people are walking.
- Pave the road coming into our development. We have been here 11 years, and we are still driving on gravel to reach our house. When we moved here, we were told that when moved here the road would be paved when the building is completed. Communication within the community also needs to improve.
- paved streets and sidewalks

- More walking paths. A safe cross walk between the west and east side of Hwy 43. A trail into Lincoln or over to Palmyra would be amazing.
- Pertaining to roads; wider streets (especially with all the huge trucks with wide mirrors) and sidewalks that connect.
- Lack of sidewalks, no stop lights/crosswalk to stop traffic when crossing 43.
- Better street design and maintenance. A food choice.
- An actual bike trail
- Bike trails, tennis or pickleball court. A mayor that doesn't own half of the commercial property in town.
- Good sidewalks
- adequate water infrastructure since more and more people are building houses
- Pave Tyler to Prairie Clover
- Better road maintenance, securing an additional water source before it's too late. Our city needs to be proactive with our utilities that have a direct effect of everyone of us.
- Better stores and restaurants
- No sidewalks in parts of town and narrow streets
- A good restaurant
- Street lighting & sidewalks.
- Commerce, a good restaurant/bar
- Community Center with daily activities/town is boring/ no community activities
- Sidewalks around town
- Sidewalks everywhere!
- Others with the same goals of improving life for the children
- Respect of others
- More properly paved roads and better maintained sidewalks - pave Tyler and Cottonwood.
- the city is growing and could use its own grocery store of some sort doesn't need to be big.
- Dollar store
- Grocery store or dollar store
- Better streets. Paved/repared
- Community Swimming pool
- More sidewalks
- Affordable living. Living in Bennet is expensive.

- Sidewalks, more areas for children to ride bikes and play. Kid friendly activities/environments for all ages. We may live close to Lincoln, but children can't drive themselves to Lincoln and not all parents have the ability to transport to Lincoln so the kids have something to do during the day besides a small splash pad and park.
- Better sidewalks. When I run I would love to use the sidewalks but they're either missing, covered in shrubs, or in such bad shape it's dangerous to use them.
- Walkability and safe, maintained routes to school
- Leaders trying to control each and every aspect of the town, calm down it's a small town full of good people that don't need that.
- Mowing of vacant lots for better visibility
- Insistence of eradicating the local coop, though the town wouldn't exist without.
- Good water

14 respondents (32%) answered sidewalks for this question.



19. Please list the nearest intersection to where you live. (Ex: Street 1 - Madison St, Street 2 - Apple St.)

- Garden Street
- Harrison and Hacberry
- Harrison and hackberry
- Hackberry/Cottonwood
- Apple & Hwy 43
- Monroe St, Apple St
- Madison and Apple
- prairie clover lane and tall grass circle
- Garden and Hackberry
- Tyler Elm

- Tyler/garden
- Street 1 - Cottonwood, Street 2 - Tyler
- Monroe & Cottonwood
- 148TH AND MIDWAY RD
- Garden St and Hackberry St
- Garden, 148
- Hackberry St, Garden St
- Chose not to answer
- Apple and Adams
- Fox run
- Apple and Vince
- Hackberry/Garden
- Garden & Hackberry
- Cottonwood
- Dogwood and Adams
- Vice, jefferson
- Harrison and Elm and Fir
- Cottonwood & Madison
- Tyler
- Dogwood madison
- Tyler &
- Garden st hackberry
- fir st van buren st
- Jefferson and Dogwood
- Harrison
- Jackson and Garden
- Garden monroe
- Tyler and Cottonwood
- Bennet rd and Evergreen rd
- Cottonwood
- Cottonwood & Jefferson
- 162nd & Saltillo
- Street 1 - Garden, Street 2 Tyler
- Garden

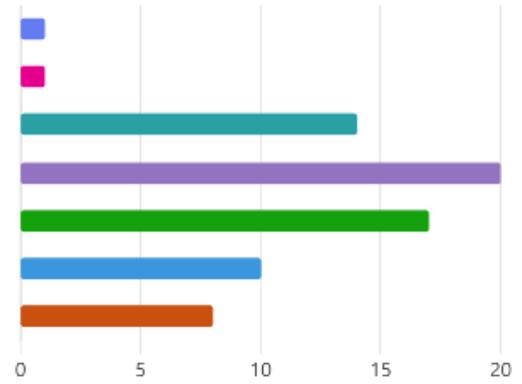
- 43 & cottonwood
- Harrison & Elm
- Monroe and Cottonwood
- Cottonwood & Jackson St
- Hackberry and Monroe
- Street 1 Monroe, street 2 Cottonwood
- Van Buren and dogwood
- Garden St and Hackberry
- For and Tyler
- Monroe and dogwood
- Roca rd hwy 43
- Cottonwood
- Cottonwood & Evergreen
- Privacy concerns.
- Tall Grass Circle
- Street 1-Vince, Street 2-Adams
- Tall Grass Circle and Switchgrass.

14 respondents (23%) answered Garden for this question.



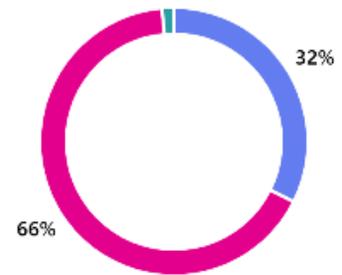
20. What is your age group?

● Under 18	1
● 18-24	1
● 25-34	14
● 35-44	20
● 45-54	17
● 55-64	10
● 65 and older	8



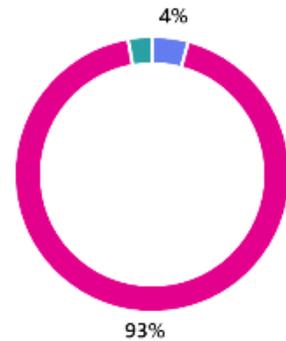
21. What is your gender?

● Man	23
● Woman	47
● Prefer not to say	1
● Other	0



22. Do you experience any health conditions or limitations that affect your ability to travel the community?

● Yes	3
● No	66
● Prefer not to say	2



### Open House #1 Comments

- Can one-ways become during school hours? City needs to figure out water issues before placing lots of beautiful roads for more growth. Does Bennet want to grow that much? School is landlocked so needs to watch growth as well out grow the school. Just completed addition to the school.
- Vision for Bennet looks great. Love the design for the walkway at Dogwood to cross safely at the highway. If decision came down to option 1 or 2 for the highway between the streetscape or parking option - I lean toward the parking option
- Vision for Bennet looks great. Love the design for the walkway at Dogwood to cross safely at the highway. If decision came down to option 1 or 2 for the highway between the streetscape or parking option - I lean toward the parking option.

### Open House #2 Comments:

- I have a concern with the Bennet safety action plan as it relates to the shared 10' wide sidewalk on cottonwood street. Due to the city of Bennet being located on the south side of the road, and that the park and neighborhoods with the larger number of people people on the south side of the road, the larger sidewalk should also be on the south side of the cottonwood. Also this would eliminate the need for a person to cross the road to get to the sidewalk from the south side neighborhood and that road is Very busy at times.

- From your plan, it looks like you plan to put a walking path crossing cottonwood onto private property to the north between the water treatment facility and hackberry. How do you plan to procure the land needed to make the path? How will this impact the farm that has been there for 60 years? I also feel that crossing the road to walk a path would be highly unsafe considering that there is no houses on that side of the road. It would make more sense to keep the path on the side of the road that the houses and community members are on.
- I am a regular pedestrian, walking 2+ miles/day with my spouse & dogs. I wear a reflective vest & have blinking lights on the my dogs, this has helped with vehicles slowing when it's dark, but when it's daylight vehicles fly by on Cottonwood: on either side of the speed bump, Garden: Hwy-Tyler, Hackberry: Hwy-Harrison.
- 1) Garden is not a low vehicle traffic road. Also, traffic on this road needs to be slowed down & a separation of vehicle/pedestrian traffic with improved lighting is needed.2) Cottonwood/Tyler, I'm stoked these are going to be paved! However, cars are already are flying down these roads (mostly Cottonwood). Again, traffic needs to be slowed. Same as with Garden, a separation of vehicle & pedestrian traffic with improved lighting.  
3) Curious about the need for a pedestrian crossing at the RR tracks? I don't see foot traffic. Is this a need?4) I like option 2 for Hwy 43, as it will help the town improve in appearance. But I would understand homeowners in the area being concerned with decreased parking.
- I love the sidewalk option for Cottonwood. I also prefer option 2 for the HWY 43 and Fir/Elm. I am curious why there would be the crosswalk option at Dogwood/HWY 43 and not Cottonwood/HWY 43?
- Paving cottonwood and tye streets - paving these street will increase speed substantially. Right now, cars have to drive slow because the roads are rough. There should be a clear plan in place, either roundabouts, speed bumps, or trees lining the streets to make these roads feel like they are still neighborhood roads and decrease speeds of cars. Pedestrian crossing at hw43/dogwood - I LOVE this concept and it would make me much more comfortable letting my child walk to school. Living on the east side of hw43, I have no desire to allow my child to walk to or from school due to the safety hazard that hw43 creates. Vehicles go beyond speeds posted and are often on their phones. Fir & Elm st parking - I also love the concept of option #1 because of the multi-benefits 1) very needed additional parking for our local businesses and 2) slower speeds for cars coming

through town. On the other hand, studies show that tree lined streets decrease overall speed of vehicles. In addition to the speed, trees would also help provide positive environmental benefits and beautification of our main street through town. It would be very interesting to combine the two concepts with a few planter boxes between parking stalls or a planter box on the far south and far north point of the parking section.

- Board 6 - has a count of peds/bikes been done to justify need for shared lane and permanent 1way on Dogwood? For Jefferson, we see significant backup at at PM pickup with current 1 way configuration. Has a two way north loop in/out on Jefferson to Cottonwood and a south loop utilizing Jefferson south of Dogwood to south pick up lane and around to Adams and south to split/separate pickup traffic from South and North allowing more volume. Also has consideration been given to only having one ways during AM and PM peak school hours and be 2-way rest of the time for driver flow and access?
- I love the ideas.
- I would like to see the walkways versus parking along Highway 43. The mailboxes along the highway already create issue with snow removal with vehicles parked there which impedes mail delivery, and parking spaces will only add to this.
- As Bennet grows with population if you want residents to explore town and businesses to come to town you need a way to get to them besides walking through yards and barely there paths that are definitely not a sidewalk that is safe for a child or someone with any kind of disability or hindered mobility (elderly or assistance devices). We would also love to see that crossing for 43 so close to school and making the roads one way near the school. A word of caution with all of the proposed updates. Don't let the rest of town that's was here and long established be bypassed for upgrades like walkways that will encourage folks to be out and about while you're building up the new areas.



**Bennet**

**SAFETY ACTION PLAN**

# Pop Up Event

**Land Use**

- Residential
- Commercial
- Industrial
- Public
- Open Space
- Water
- Other

**Other**

- Local Road
- Highway
- Bus Route
- Light Rail
- Waterway



The City of Bennet is developing a Safety Action Plan (SAP) with one clear goal:  
**ZERO TRAFFIC-RELATED SERIOUS INJURIES OR FATALITIES.**

We need **YOUR** help in identifying important links and streets in town.

Where do you go and how do you get there?

Use two push pins for your starting and ending points.  
 Tie a colored string between them. Add as many routes as you like!

**RED** if you walk  
**ORANGE** if you ride your bike  
**BLUE** if you drive

**Bennet**  
 SAFETY ACTION PLAN

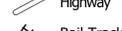
cityofbennet.com/bennet-safety-action-plan

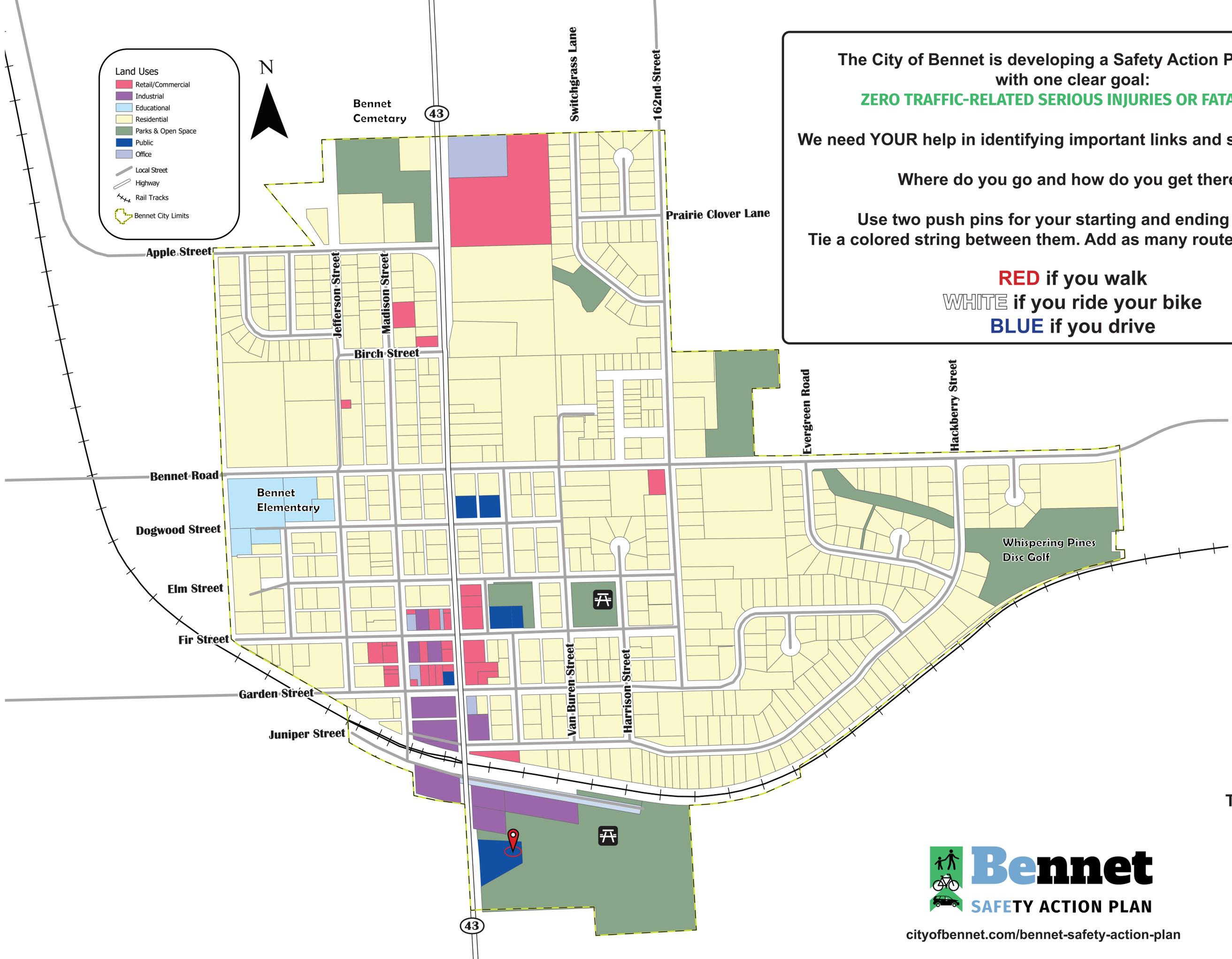
Take the survey!



**Land Uses**

- Retail/Commercial
- Industrial
- Educational
- Residential
- Parks & Open Space
- Public
- Office

 Local Street  
 Highway  
 Rail Tracks  
 Bennet City Limits



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We need **YOUR** help in identifying important links and streets in town.

Where do you go and how do you get there?

Use two push pins for your starting and ending points.  
Tie a colored string between them. Add as many routes as you like!

**RED** if you walk  
**WHITE** if you ride your bike  
**BLUE** if you drive

Take the survey!



[cityofbennet.com/bennet-safety-action-plan](http://cityofbennet.com/bennet-safety-action-plan)





**Bennet**

**SAFETY ACTION PLAN**

# **Open House #1**



# Bennet

## SAFETY ACTION PLAN

Welcome to the

**Public  
Open House**

# Welcome!

The City of Bennet is developing a **Safety Action Plan (SAP)**. The plan will identify transportation issues and solutions to keep our community safe.

## What is the purpose of an open house?

The purpose of this open house is to give residents and visitors the opportunity to:

- **Introduce the project** to the community
- **Collect community input** regarding their issues, concerns, and preferences

## We need your input!

Follow along the room and share your ideas, feedback, and concerns.

## Also, make sure to take the online public survey:



*Scan the QR code to the left with your smart phone camera.*

# Crash Map

Place color coded dots on the city map for the following questions.  
*Place as many dots on the map as you'd like.*

## Where else are you concerned about crashes and personal safety?

Show us with a **YELLOW** dot. Number the dot and tell us more on a sticky note below.

# Existing Network Map

Place color coded dots on the city map for the following questions.  
*Place as many dots on the map as you'd like.*

## Where is transportation working well? (feels safe, easy to get to, etc.)

Show us with a **GREEN** dot. Number the dot and tell us more on a sticky note below.

## Where is transportation not working? (feels unsafe, not easy to get to, etc.)

Show us with a **RED** dot. Number the dot and tell us more on a sticky note below.

# Comprehensive Plan

Place color coded dots on the city map for the following questions.  
*Place as many dots on the map as you'd like.*

## Is there anything the Comprehensive Plan missed about transportation?

Show us with an **ORANGE** dot. Number the dot and tell us more on a sticky note below.

# Preference Board

Place a dot for your preferred road design. *Place one dot per question.*

## Dogwood & East-West Roads

#1

---

#2

---

#3

---

#4

---

## Highway 43 & Crossings

#1

---

#2

---

#3

---

## Crossing Preference

#1

---

#2

---

#3

---

#4

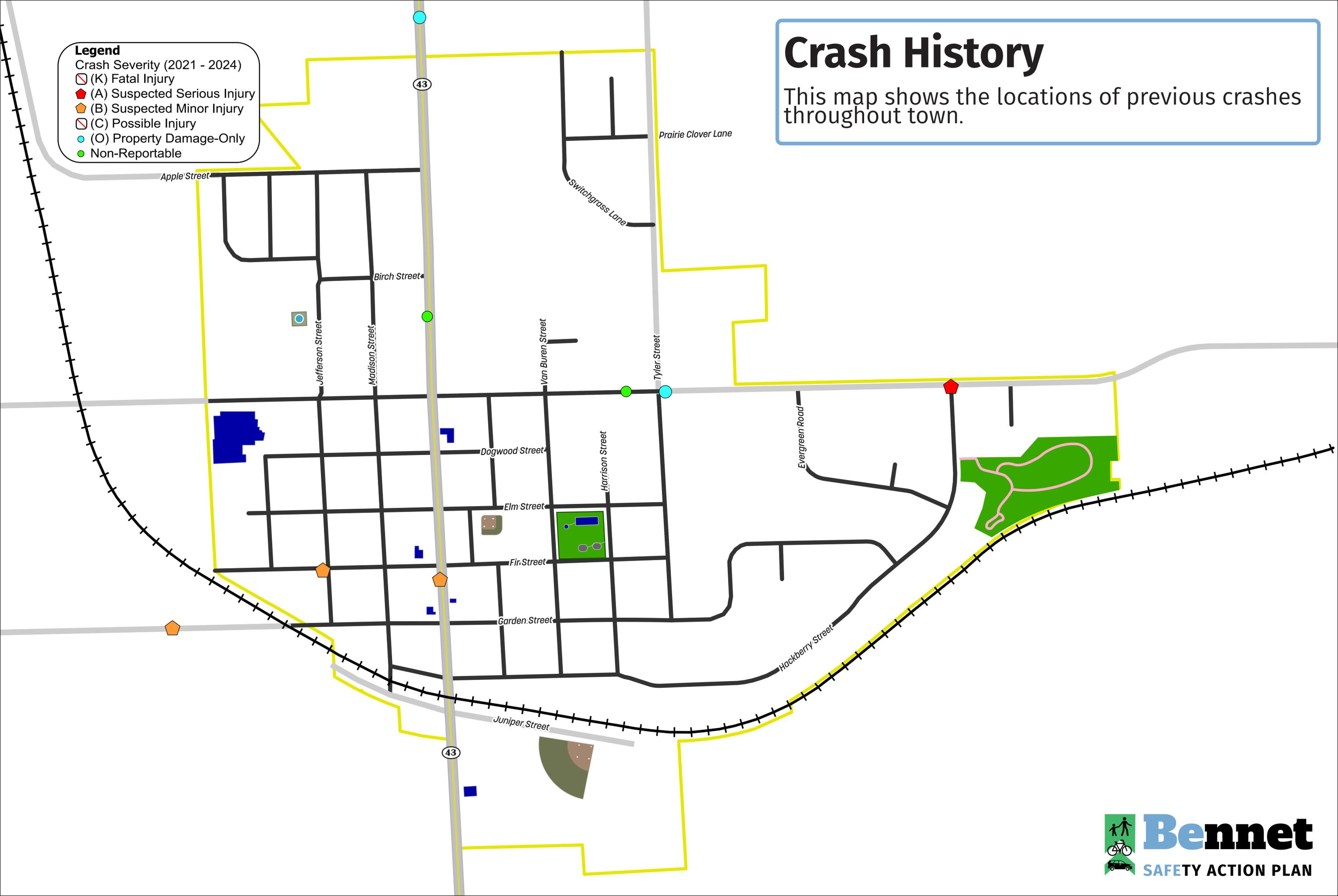
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# Crash History

This map shows the locations of previous crashes throughout town.

**Legend**  
Crash Severity (2021 - 2024)

- (K) Fatal Injury
- (A) Suspected Serious Injury
- (B) Suspected Minor Injury
- (C) Possible Injury
- (O) Property Damage-Only
- Non-Reportable

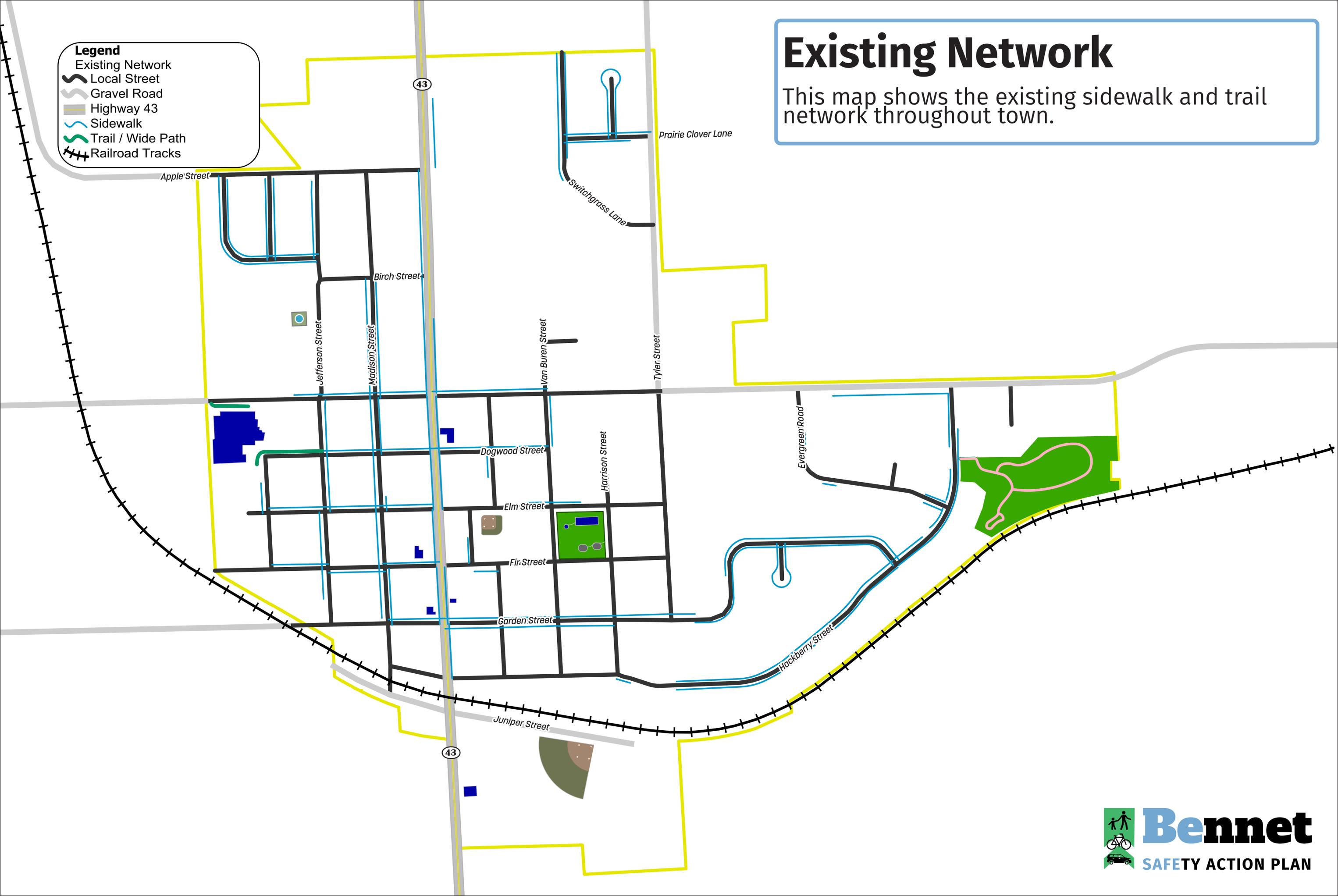


# Existing Network

This map shows the existing sidewalk and trail network throughout town.

**Legend**

- Existing Network
- Local Street
- Gravel Road
- Highway 43
- Sidewalk
- Trail / Wide Path
- Railroad Tracks

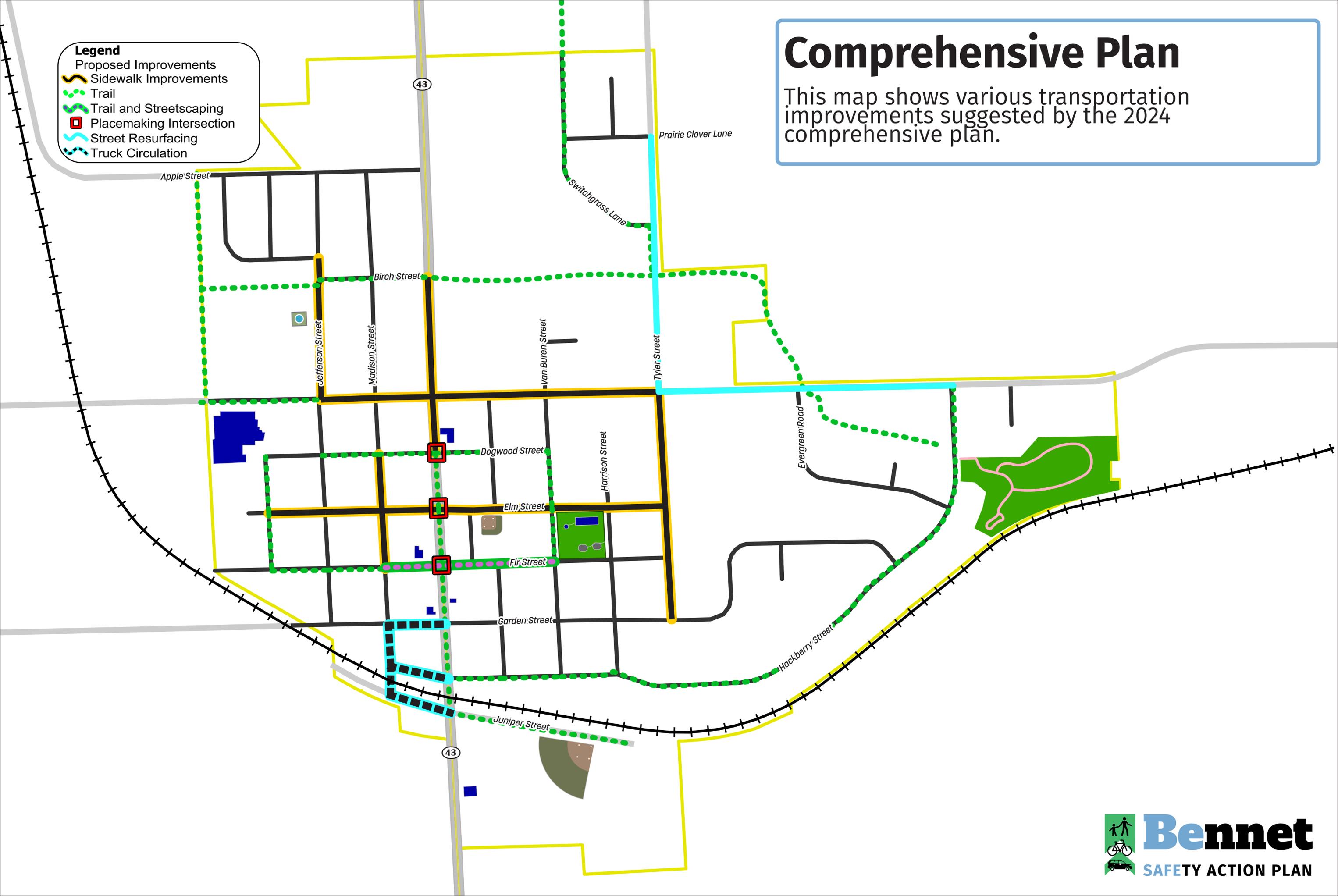


# Comprehensive Plan

This map shows various transportation improvements suggested by the 2024 comprehensive plan.

**Legend**

- Proposed Improvements
- Sidewalk Improvements
- Trail
- Trail and Streetscaping
- Placemaking Intersection
- Street Resurfacing
- Truck Circulation

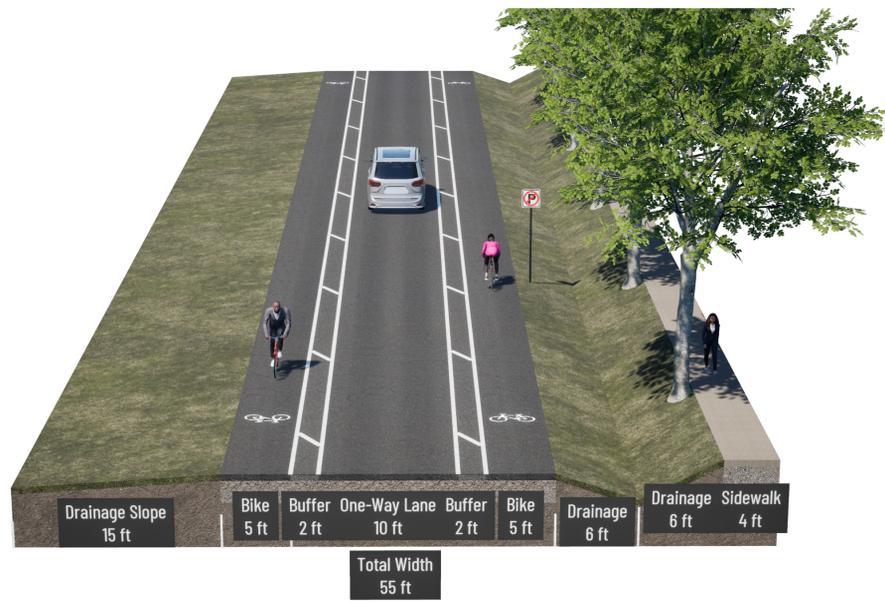


# Street Type Preference *Dogwood & East-West Roads*

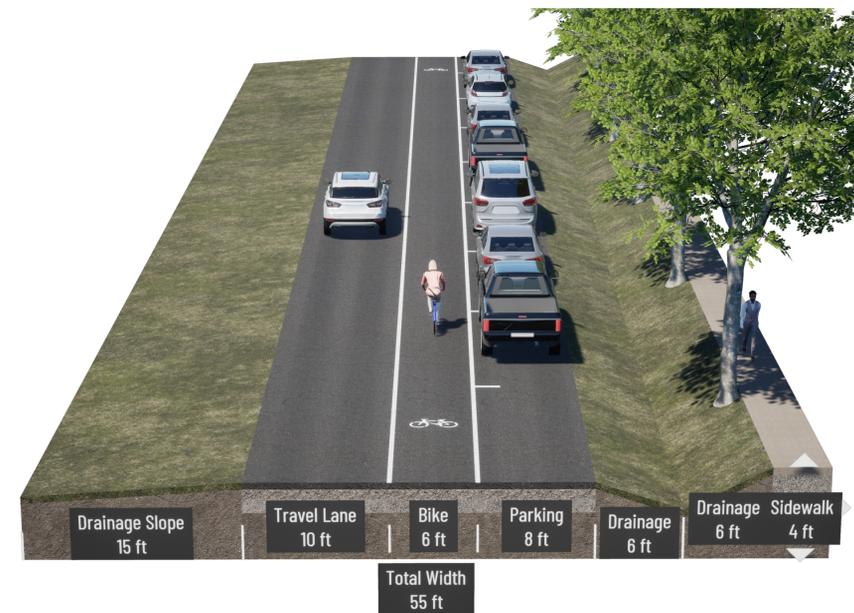
This board shows multiple types of street design. Place a dot underneath your preferred street design.

## Current Street Design

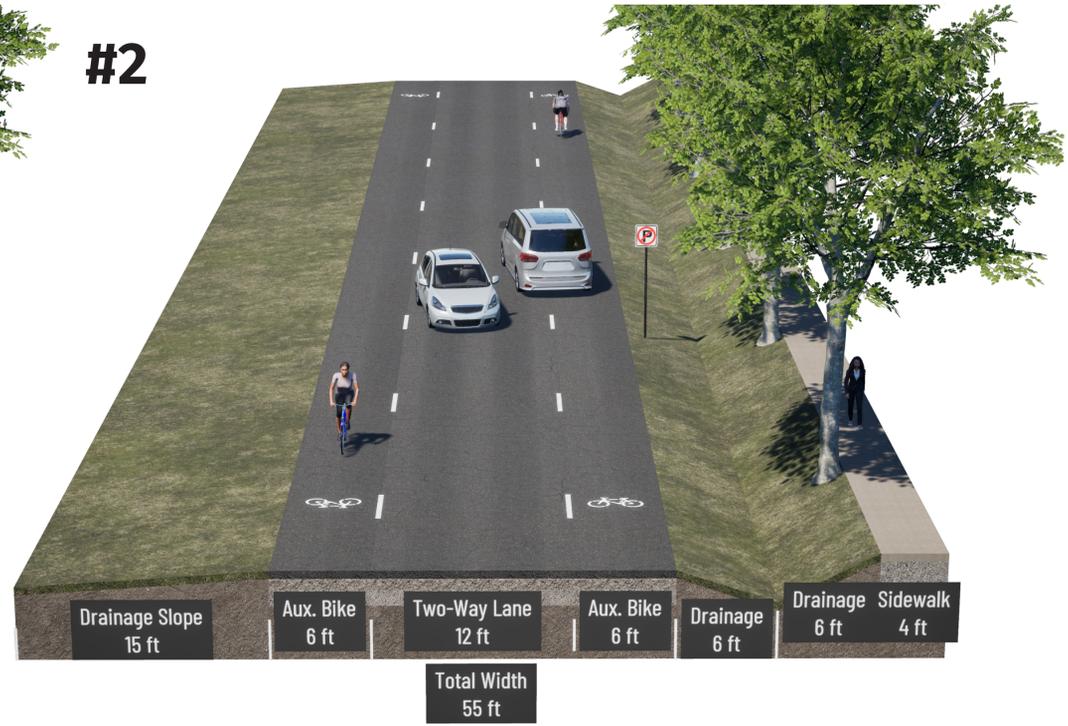
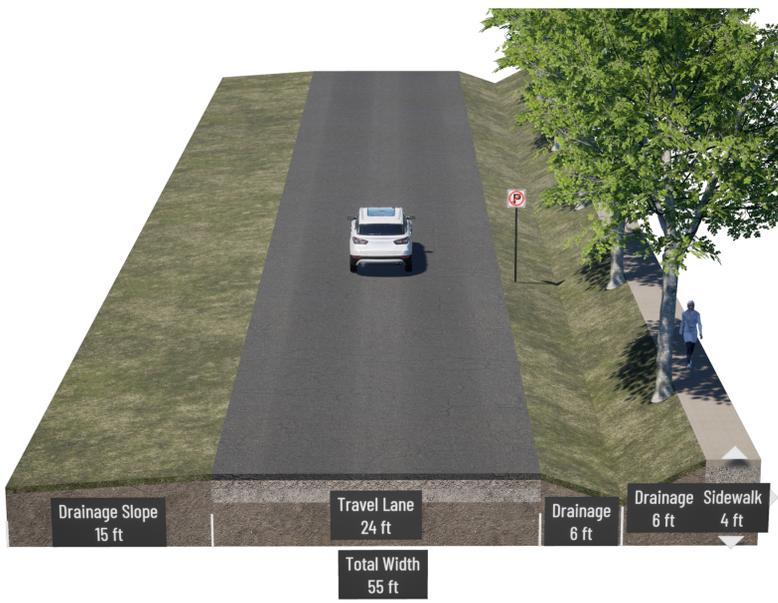
#1



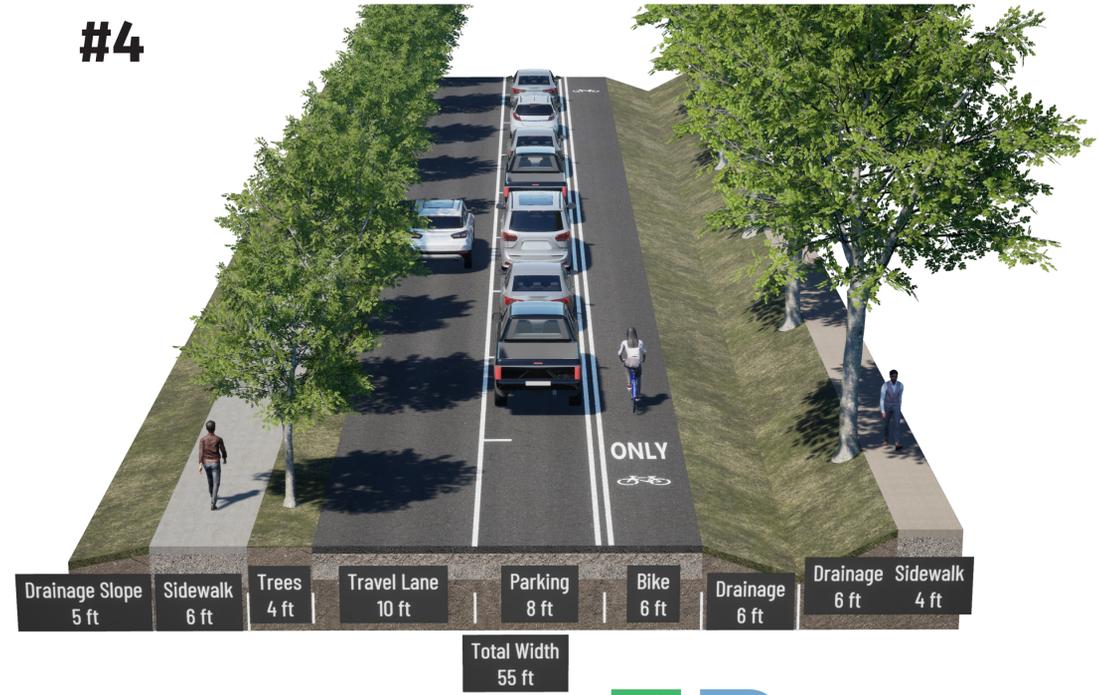
#3



#2



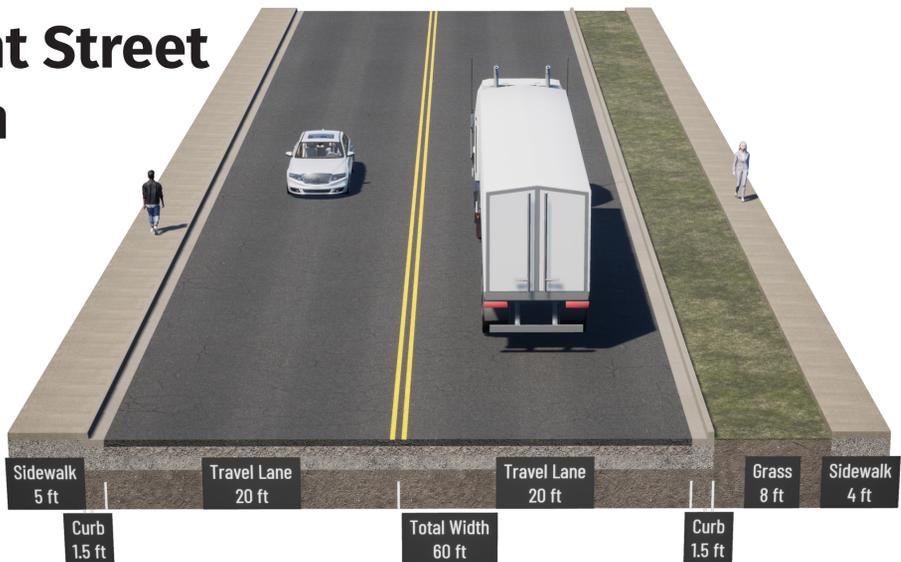
#4



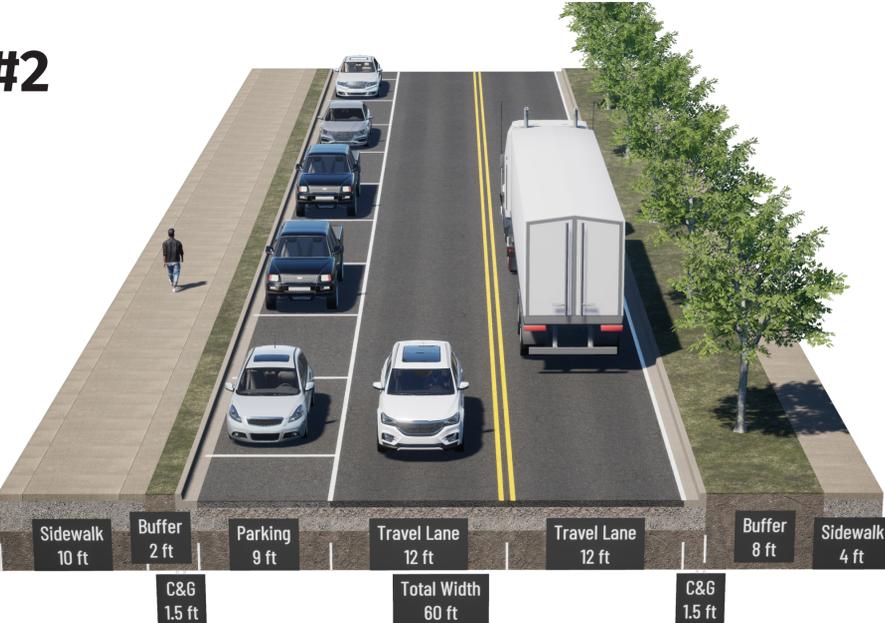
# Street Type Preference *Highway 43*

This board shows multiple types of street design. Show us with a dot your preferred roadway design.

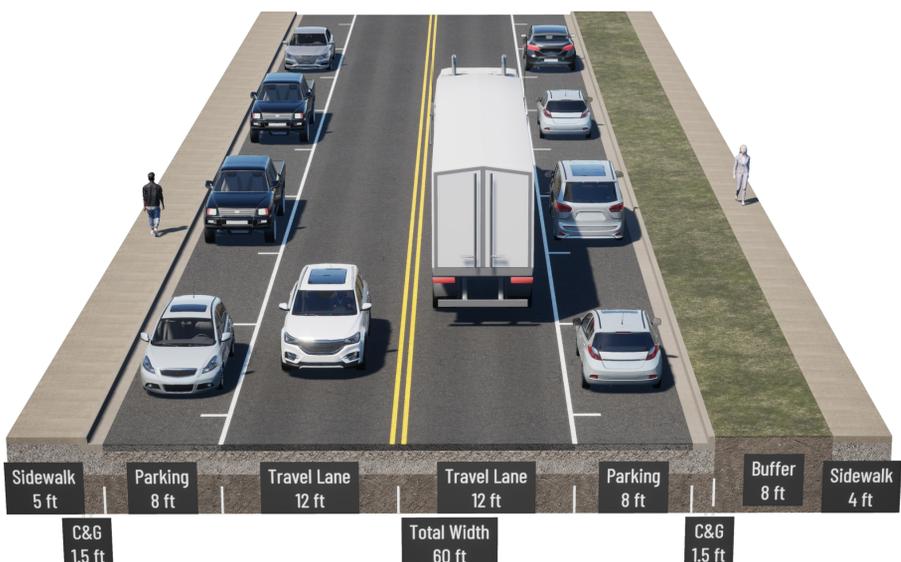
**Current Street Design**



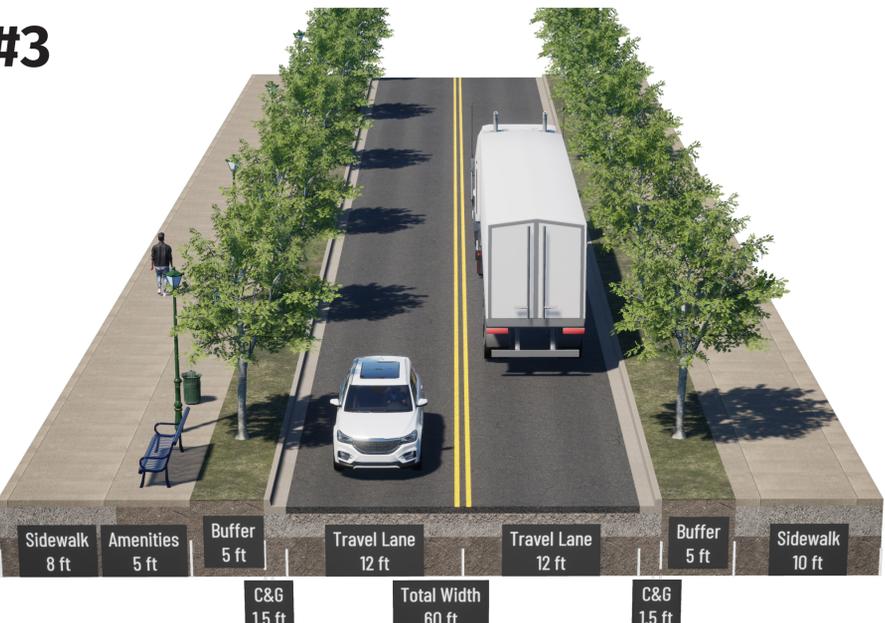
**#2**



**#1**



**#3**



# Crossing Preference

This board shows multiple types of roadway crossings. Place a dot underneath your preferred crossing.

#1



#3



#2



#4



# Schedule and Next Steps



**Spring-  
Summer 2025**

## Visioning and Safety Analysis

The initial phase will begin with a State of the System Analysis, which will include a review of existing plans, policies, and crash data. The project team will work with City staff and stakeholders to identify key features and concerns of Bennet's transportation network. This will assist the project team in developing the vision, goals and actions for the Bennet SAP.



**Fall 2025**

## Draft Plan Development

The project team will begin drafting the implementation matrix of the Bennet SAP, including recommendations for roadway improvements, transportation projects, policies, and programs. The public will have the opportunity to review the goals, strategies, and the Measures of Effectiveness.



**Winter 2025**

## Final Plan Development

The final plan will focus on further refining the SAP's content by asking City leaders, technical stakeholders, and the community to review the plan in its entirety. After this review, the SAP will be sent to City Council for approval.



**Winter 2025**

## Implementation and Beyond

Although the project will be completed, the process will continue as the goals and strategies are implemented from the SAP as funding allows.

**Take the survey and spread the word!**



**Project Website**



**Public Survey**



**Bennet**  
SAFETY ACTION PLAN



**Bennet**

**SAFETY ACTION PLAN**

# **Open House #1**

Completed Boards

# Existing Network Map

Place color coded dots on the city map for the following questions.  
Place as many dots on the map as you'd like.

## Where is transportation working well? (feels safe, easy to get to, etc.)

Show us with a **GREEN** dot. Number the dot and tell us more on a sticky note below.

New Speedbump  
help slow down  
traffic

## Where is transportation not working? (feels unsafe, not easy to get to, etc.)

Show us with a **RED** dot. Number the dot and tell us more on a sticky note below.

Church crossing  
needs improved  
brighter light

Need safer  
crossing to  
league & ballfield  
peds & UTV

Need 4-way  
stop at city  
office and rural  
water office.  
Difficult to see  
traffic beyond parking  
lot

Make Jefferson  
a one way with  
a walking path  
denier if easier to  
get to school

1. Sidewalk along elm st  
possibly from Hwy to  
Tylers. Can be used with  
cars on both sides when  
there are T-ball games  
or park activities

2. Needs a safer way for  
walking down Broad Rd/  
Continued to get to  
University Park. High traffic  
great road w/ no sidewalks

Need a safe way  
for bikes & walking  
to get to the ballfield.

# Preference Board

Place a dot for your preferred road design. Place one dot per question.

## Dogwood & East-West Roads

#1 ●●●●

#2

#3

#4 ●●

on-street  
multi-use  
only

one w/ BL

## Highway 43 & Crossings

#1 ●●●

#2 ●●●●●

#3

## Crossing Preference

#1

#2

#3 ●●●●●

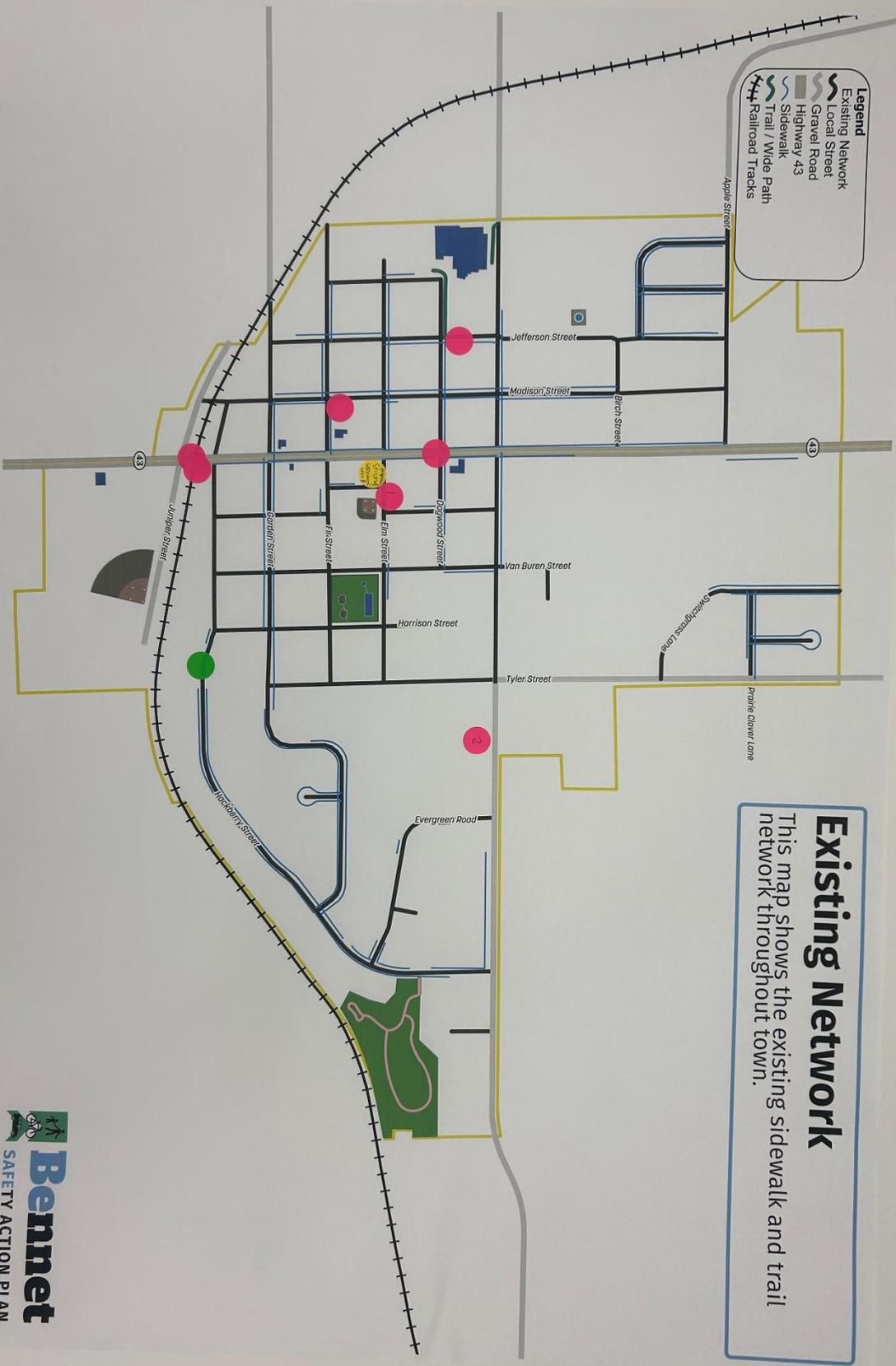
#4

Dogwood

ZPPB @ the  
PHB @ Dogwood

**Legend**

- Existing Network
- Local Street
- Gravel Road
- Highway 43
- Sidewalk
- Trail / Wide Path
- Railroad Tracks



**Existing Network**  
 This map shows the existing sidewalk and trail network throughout town.

# Crash Map

Place color coded dots on the city map for the following questions.

Place as many dots on the map as you'd like.

## Where else are you concerned about crashes and personal safety?

Show us with a **YELLOW** dot. Number the dot and tell us more on a sticky note below.

After School Program  
- Southbound traffic  
Don't see people  
turning for cross street

Deep ditches at  
these intersections  
easy to crash into  
1.

# Preamble to the Consti

For God and Country we associate ourselves to  
following purposes: To uphold and defend the Constitut  
To maintain law and order; To foster a

erve the  
to inculc  
nd nation  
o make  
earth; To  
edom and  
our devo

## Comprehensive Plan

Place color coded dots on the city map for the following questions.

*Place as many dots on the map as you'd like.*

### Is there anything the Comprehensive Plan missed about transportation?

Show us with an **ORANGE** dot. Number the dot and tell us more on a sticky note below.

25  
Sidewalk or  
Trail on Jefferson



**Bennet**

**SAFETY ACTION PLAN**

# **Public Survey**

## City of Bennet Safety Action Plan Survey

The City of Bennet is developing a Safety Action Plan (SAP) with the goal of ensuring our community experiences zero traffic-related serious injuries or fatal crashes. While our town has had minimal serious injuries and no fatalities in recent years, we need your input to maintain and improve this trend. Your participation in the survey is crucial to identifying aspects of Bennet's transportation system that may feel unsafe to you. Your responses will provide important information to proactively identify locations that pose a risk for vehicles and pedestrians, even though the location may not have had crashes yet. This information will help identify issues and derive solutions to keep our community safe.

1. How do you usually get to work or to school?

- Car (Alone)
- Carpool
- Lancaster Rural Transit Bus
- School Bus
- Bicycle
- Walk
- Other

2. Why do you choose this mode of transportation? (Select all that apply)

- Convenience
- Cost-effectiveness
- Environmental reasons
- Health benefits
- Lack of alternatives
- Other

3. Do you have child/children who attend school?

Yes

No

4. Which school does your child/children attend? Select all that apply.

Bennet Elementary School

Palmyra Middle/High School

Other

5. How far do you live from school? If your children attend multiple schools, select the closest one.

Less than 1/4 a mile

1/4 mile to 1/2 a mile

1/2 mile to 1 mile

1 - 2 miles

More than 2 miles

Unsure

6. On most days, how does your child arrive to and leave from school?

Walk

Bike

School bus

Family vehicle

Carpool

Transit

Other (skateboard, scooter, inline skates, etc.)

7. Which of the following issues affected your decision to allow or not allow your child to walk or to bike to/from school? Select all that apply.

- Distance
- Convenience of driving
- Time
- Child's before or after school activities
- Speed of traffic along route
- Adults to walk or bike with
- Sidewalks or pathways
- Safety of intersections
- Crossing guards
- Violence or crime
- Lack of personal transportation options
- Accessibility of routes for individuals with disabilities or mobility challenges

8. What walking or biking safety issues are you concerned about on your child's trip to school?  
Please share specific street names if possible.

9. How safe do you feel when walking in your neighborhood?

- Very safe
- Somewhat safe
- Neutral
- Somewhat unsafe
- Very unsafe
- I do not walk in my neighborhood

10. How safe do you feel when biking in your neighborhood?

- Very safe
- Somewhat safe
- Neutral
- Somewhat unsafe
- Very unsafe
- I do not bike in my neighborhood

11. What factors make you give these responses?

12. What type of biking or walking infrastructure makes you feel the most comfortable?

- I am only comfortable walking or biking on quiet streets or trails far from traffic
- I am OK walking or biking near busy streets, with some physical separation from the street such as a sidewalk, trail, or protected bike lane
- I am OK walking or biking near busy streets with limited separation such as a sidewalk against back of curb or a standard bike lane
- I am comfortable biking on almost any road with or without bike lanes or shoulders
- I do not walk or bike
- Other

13. What traffic behaviors concern you the most? (Select up to two)

Please select at most 2 options.

- Speeding
- Aggressive driving
- Distracted driving
- Not yielding to pedestrians
- Running red lights/stop signs
- Other

14. If you live within a reasonable walking or biking distance to your destination, what changes would encourage you to walk or bike more often? (Select all that apply)

- More pedestrian friendly sidewalks
- More bike lanes or paths
- Safer road crossings
- Slower traffic speeds
- Better street lighting
- Other

15. What barriers prevent you from biking or walking to your destination? (Select up to two)

- Lack of bike lanes or sidewalks
- Safety concerns
- Distance too far
- Weather conditions
- Lack of secure bike parking
- Lack of facilities for showering/changing
- Other

16. Please describe any specific areas in the city where you feel particularly unsafe walking, biking, or driving.

17. Have you ever experienced any of the following when traveling in/around your community in the last 5 years? Select all that apply.

- Been involved in a crash
- Been endangered by someone breaking traffic laws or norms
- Had your path of travel obstructed (such as parking on the sidewalk, rolling through stop signs, or trains stopping at crossings)
- Enforcement of traffic laws (a warning or citation directly to you)
- Traffic safety education (either voluntarily or required)
- Other

18. What, if anything, do you feel is missing from Bennet's overall quality of life?

## Demographic Information

19. Please list the nearest intersection to where you live. (Ex: Street 1 - Madison St, Street 2 - Apple St.)

20. What is your age group?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and older

21. What is your gender?

- Man
- Woman
- Prefer not to say
- Other

22. Do you experience any health conditions or limitations that affect your ability to travel the community?

- Yes
- No
- Prefer not to say

## Thank you!

Thank you for completing the Transportation Safety Action Plan survey and sharing your concerns. Stay tuned for community pop up events about the plan this summer and fall.

---

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 Microsoft Forms



**Bennet**

**SAFETY ACTION PLAN**

# **Open House #2**



# Bennet

## SAFETY ACTION PLAN

Welcome to the

# Public

# Open House



Thanks for checking out the second Bennet Public Open House. The following pages includes recommendations for transportation safety projects to be included in the Transportation Safety Plan. Look for the green light bulb for more insight on each page.

# Plan on a Board



Below is an overview of the Bennet Transportation Safety Plan. This plan will serve as a guide for safety improvements including projects and policy recommendations.



## Vision

Create safe spaces and streets for all road users in our community to prevent severe crashes.



## Goals

**Safer Intersections:** Design crossings that are visible, direct, and predictable.

**Safer Crossings for People Walking & Biking:** Fill critical sidewalk/trail gaps and upgrade markings and lighting.

**Connected and Comfortable Walking & Biking:** Provide low-stress links to schools, parks, and city destinations.

**Safer Speeds:** Calm operating speeds with self-enforcing street designs and consistent school-zone treatments.

## Current Safety Snapshot

In the last five years, 0 fatalities; 1 serious injuries (small-numbers context calls for proactive, systemic risk reduction).



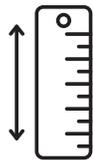
## Priority Focus Areas

School areas (arrival/dismissal safety, walking/biking routes).

Key pedestrian crossings (Hwy 43, access to parks and Fir Street).

Gateways & corridors (context-appropriate design and vehicle speeds).

Maintenance & visibility (markings, signs, night visibility).



## How We'll Measure Progress

**Outcome:** fatalities and serious injuries (target: remain at/be at 0).

**Behavior:** % of drivers at/under posted speed in focus areas.

**Infrastructure:** # of crossings upgraded; sidewalk/trail constructed.

**Engagement:** # of participants; safety campaign outreach.

**Transparency:** post an annual Safety Report.



## Funding & Partnerships

SS4A Implementation Grants (USDOT) for priority crossings/calmings.

HSIP (through NDOT), TAP/SRTS for small-scale active transportation.

Leverage maintenance budgets and private partnerships. Utilize quick-build materials for pilots.

# OVERALL MAP

## LEGEND/KEY:

- 1 Cottonwood & Tyler St. Paving
- 2 Neighborhood Greenway
- 3 Shared Use Paths
- 4 Dogwood Redesign
- 5 Hwy 43 Narrow & Streetscape Option
- 6 Hwy 43 Narrow & Parking Option
- 7 Shared Street Conversion
- 8 Hwy 43 RR Crossing



This map highlights the recommended safety improvements across Bennet.

Neighborhood Greenways (shown in yellow) are residential streets with low vehicle traffic designed to prioritize walking and biking using signage.



Shared Use Paths (shown in green) are paved trails separating pedestrians and cyclists from vehicle traffic.

The Shared Street Conversion (shown in purple) would convert Jefferson St. between Cottonwood and Apple streets to a multi-use street for pedestrians, cyclists and slow-moving vehicles.

The Hwy 43 RR Crossing (shown in blue) would create a safe crossing for pedestrians and cyclists.

Orange projects are described in more detail in the following pages.

Cottonwood Street

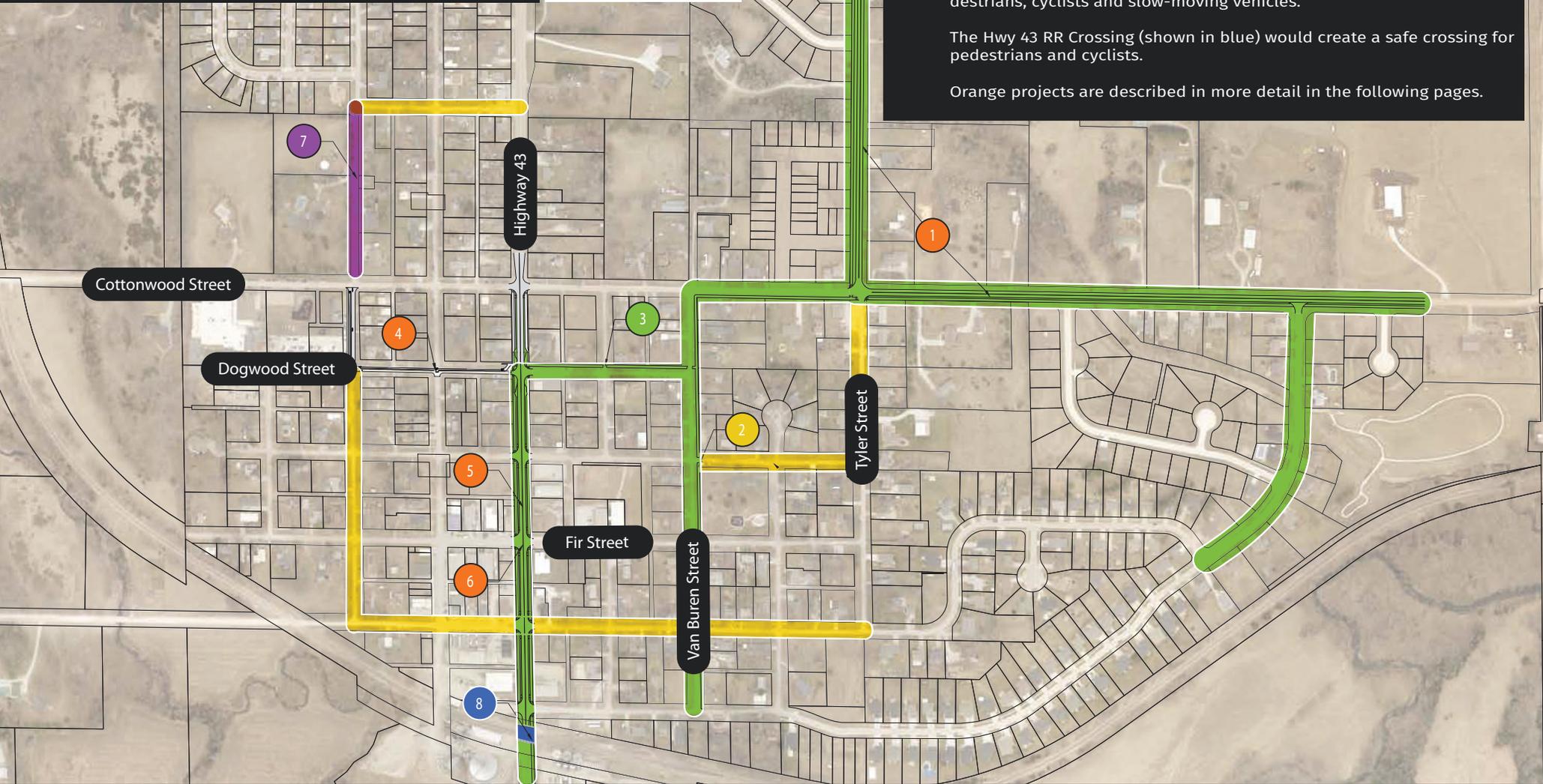
Dogwood Street

Fir Street

Van Buren Street

Tyler Street

Highway 43



# COTTONWOOD & TYLER PAVING

## LEGEND/KEY:

- 1 (2) 12' Vehicle Lanes
- 2 10' Shared Use Path
- 3 Box Culvert Extension



 Paving Cottonwood and Tyler is a top priority for the city, as these are the last unpaved roads in town. Once completed, developers would be required to pave roads in all future Bennet developments.

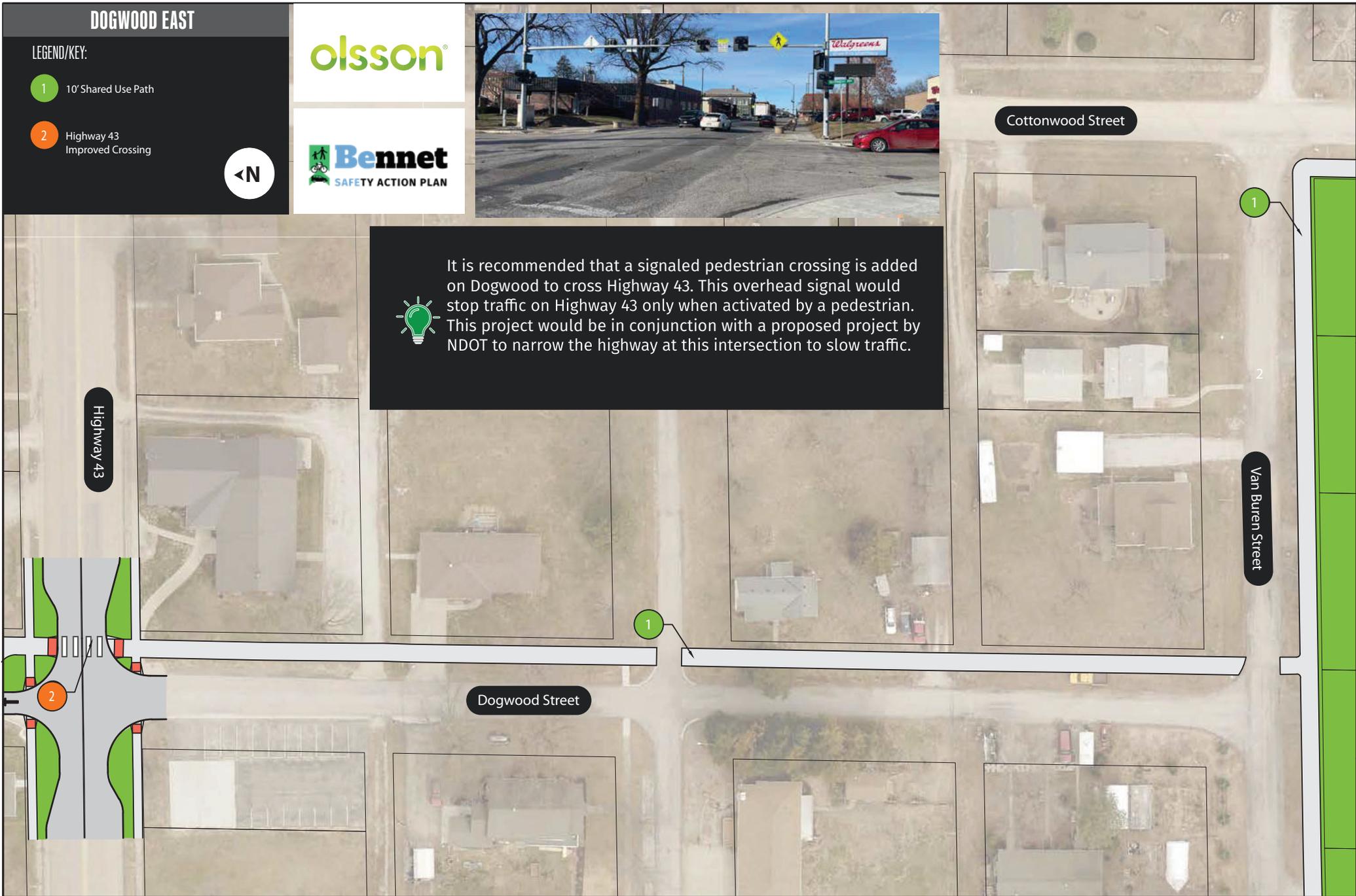
# DOGWOOD EAST

LEGEND/KEY:

- 1 10' Shared Use Path
- 2 Highway 43 Improved Crossing



It is recommended that a signaled pedestrian crossing is added on Dogwood to cross Highway 43. This overhead signal would stop traffic on Highway 43 only when activated by a pedestrian. This project would be in conjunction with a proposed project by NDOT to narrow the highway at this intersection to slow traffic.



# DOGWOOD WEST



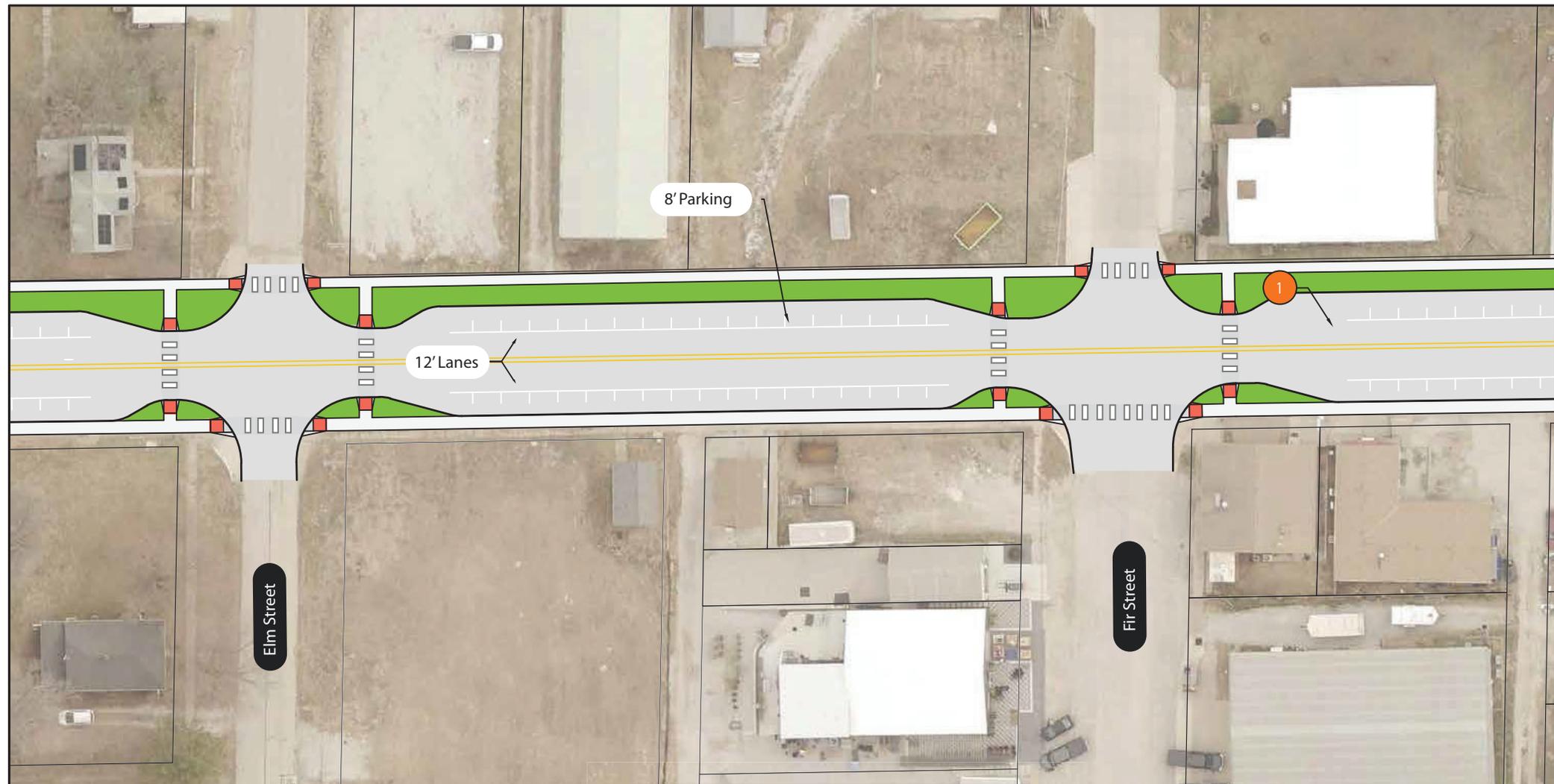
### LEGEND/KEY:

- 1 Physical Lane Buffer
- 2 Shared Lane Striping
- 3 Bike & Walk Symbols
- 4 One Way Traffic Striping
- 5 Highway 43 Improved Crossing



 Dogwood and Jefferson streets would remain a one way. The design includes one-way vehicle lanes and a shared lane for pedestrians and cyclists.





Option #1 for Highway 43 between Fir and Elm includes added parking stalls and a narrowed roadway to help slow traffic and decrease the distance for pedestrians to cross.



### HWY 43 NARROW & PARKING OPTION

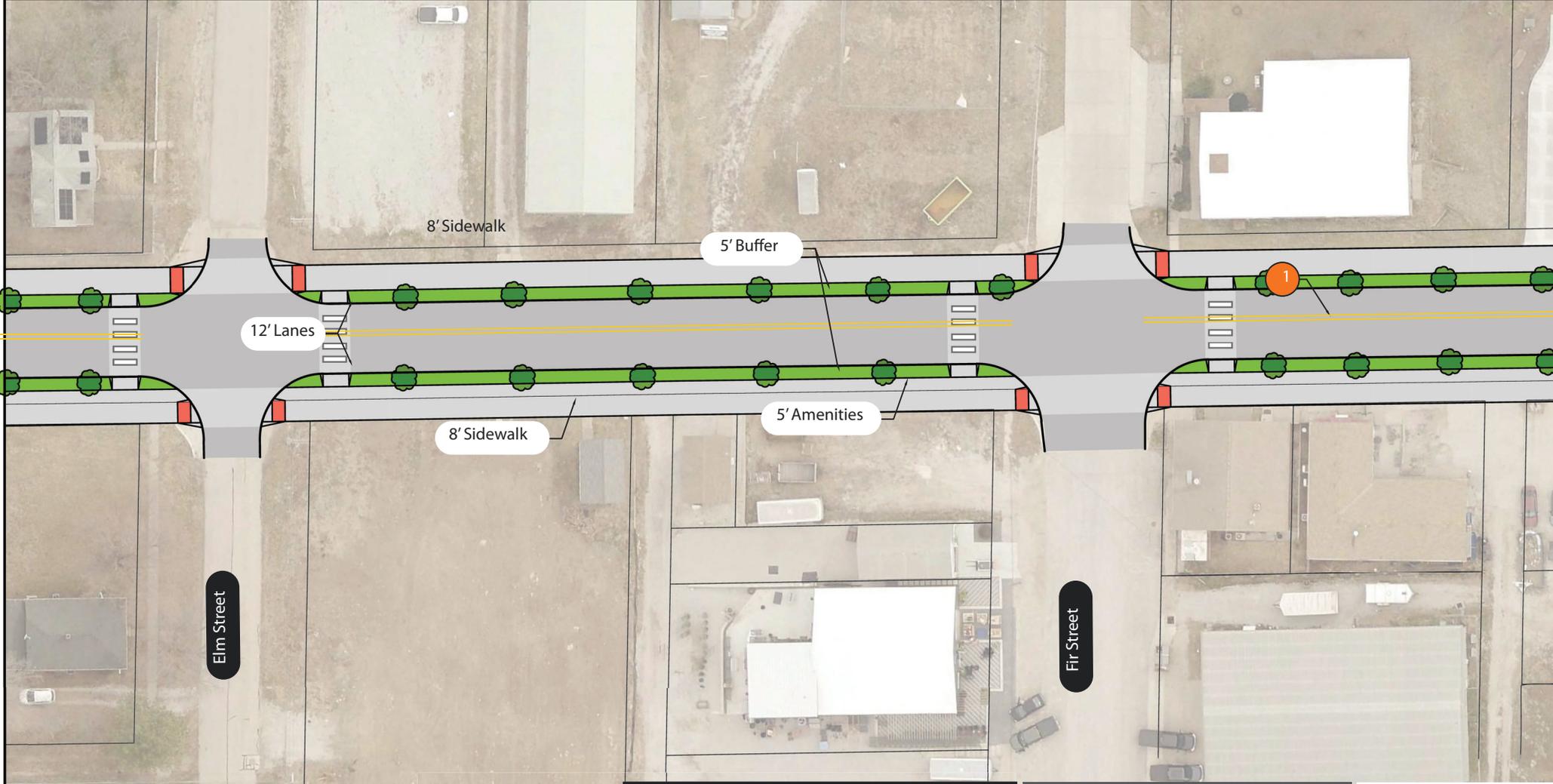
LEGEND/KEY:

1 Hwy 43 Narrow & Parking Option

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**Bennet**  
SAFETY ACTION PLAN



Option #2 for Highway 43 between Fir and Elm features a narrowed roadway and a streetscape buffer to enhance safety and aesthetics.



**HWY 43 NARROW & STREETSCAPE OPTION**

LEGEND/KEY:

1 Hwy 43 Narrow & Streetscape Option

<N



# Schedule and Next Steps



We welcome your feedback on any of the proposed recommendations. Please scan the QR code or visit <https://forms.office.com/r/vhvJJGG8Ze> to share your thoughts. Thank you for participating!



**Spring-  
Summer 2025**

## Visioning and Safety Analysis

The initial phase will begin with a State of the System Analysis, which will include a review of existing plans, policies, and crash data. The project team will work with City staff and stakeholders to identify key features and concerns of Bennet's transportation network. This will assist the project team in developing the vision, goals and actions for the Bennet SAP.



**Fall 2025**

## Draft Plan Development

The project team will begin drafting the implementation matrix of the Bennet SAP, including recommendations for roadway improvements, transportation projects, policies, and programs. The public will have the opportunity to review the goals, strategies, and the Measures of Effectiveness.



**Winter 2025**

## Final Plan Development

The final plan will focus on further refining the SAP's content by asking City leaders, technical stakeholders, and the community to review the plan in its entirety. After this review, the SAP will be sent to City Council for approval.



**Winter 2025**

## Implementation and Beyond

Although the project will be completed, the process will continue as the goals and strategies are implemented from the SAP as funding allows.

## Stay Updated and Provide Feedback



**Project Website**



**Comment Form**

# Bennet Safety Action Plan Comment Form

Thanks for attending the Bennet Safety Action Plan Open House. Please provide specific comments or concerns about the proposed plan in the space below.

\* Required

1. **Please list below any comments or input related to the Bennet Safety Action Plan.** If your comments are specific to a board or location, please note that. (EX: Board 3 - I like the safety configuration of the road.) \*

2. Name

3. Preferred Method of Contact

---

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**Bennet**

**SAFETY ACTION PLAN**

# **Action Plan Task Force Meetings**

# KICK-OFF MEETING

## CITY OF BENNET TRANSPORTATION SAFETY ACTION PLAN

ACTION PLAN TASK FORCE



**February 10, 2025**

# TODAY'S AGENDA >>>

- Transportation Safety Action Plan Overview
- Public Engagement Plan
- Transportation in Bennet is \_\_\_\_\_?

February 10, 2025



# Importance of the Transportation Safety Action Plan (TSAP)

- Identify safety needs and potential solutions
- Provide recommended projects and strategies to address significant safety risks
- Overall goal is to eliminate current and prevent future crashes affecting all roadway users

# TSAP Requirements



**Leadership commitment and goal setting**



**Equity**



**Planning structure**



**Policy and process changes**



**Safety analysis (proactive & reactive)**



**Strategy and project selections**



**Engagement and collaboration**

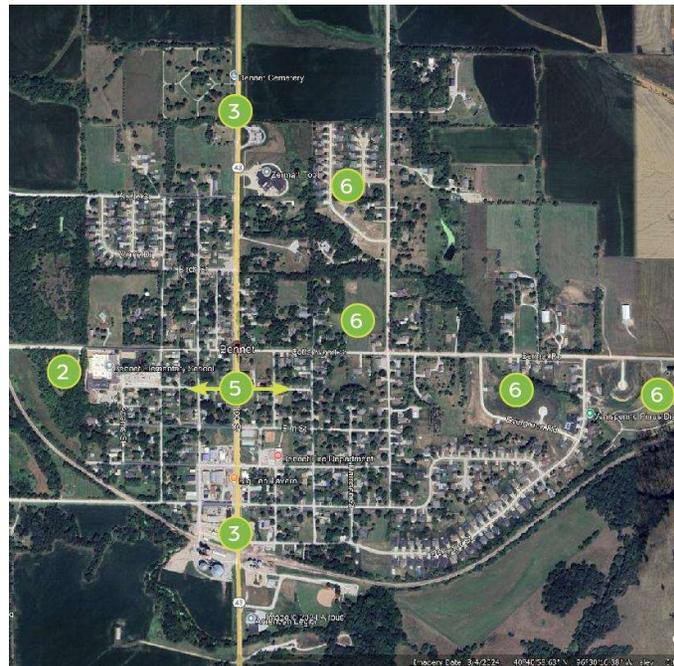


**Progress and transparency**

# Steps to develop the TSAP



OUTREACH



ASSESS



IMPLEMENT

# PUBLIC ENGAGEMENT



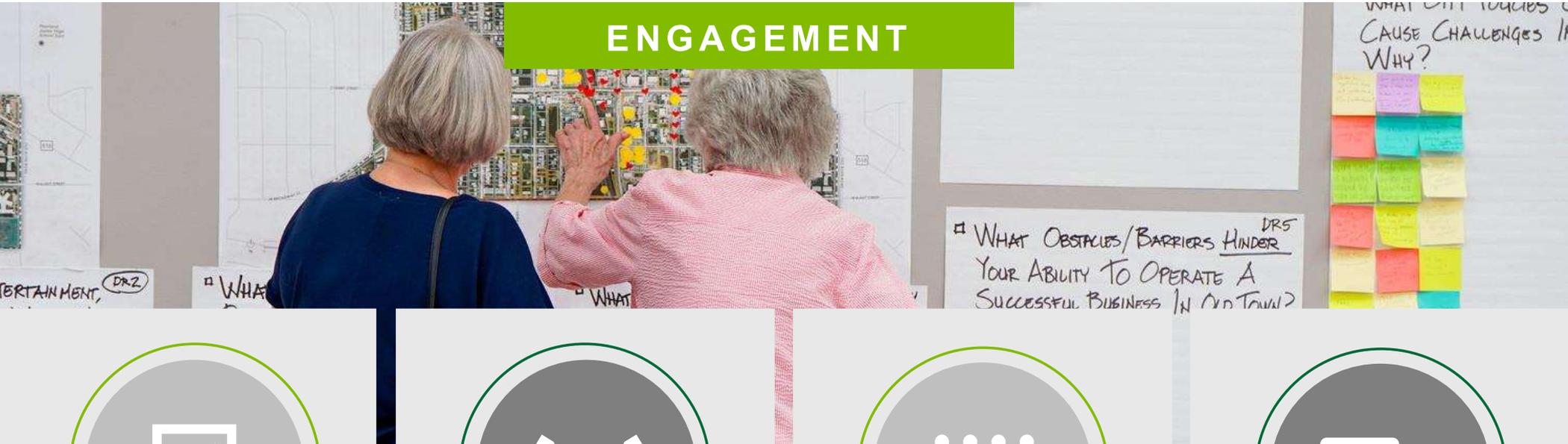
February 10, 2025

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# ENGAGEMENT



Survey



Stakeholder Meetings



Community Meetings



Pop-Up Event

# MARKETING & OUTREACH



- for development
- 1. Fort Crook Comm... needs mixed-use to become an attr... destination & soc...
- 2. Swanson Park sho... ball fields, recrea... a higher standard... become more of a...
- 3. Fontenelle Forest...
- 4. University Village... Create a dynamic... oriented develop... Belleme Universit...



Project Brand  
& Logo



Website &  
Social Media

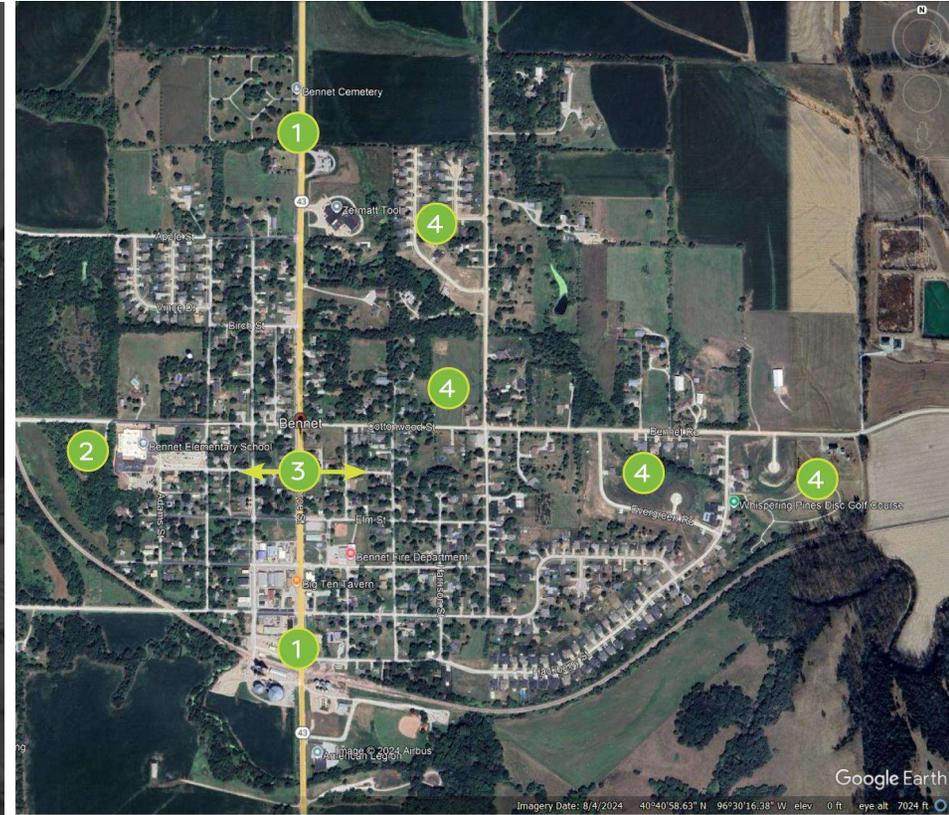


School  
Connections



Others?

# ASSESS



February 10, 2025

## ASSESS

### Safety Assess

- 8 crashes last five years
  - No fatalities
  - No serious injuries

### Safety Focus

- Vulnerable users
- New users



# ASSESS

## What We Know

- Comprehensive Plan
- Downtown Economic Development Plan



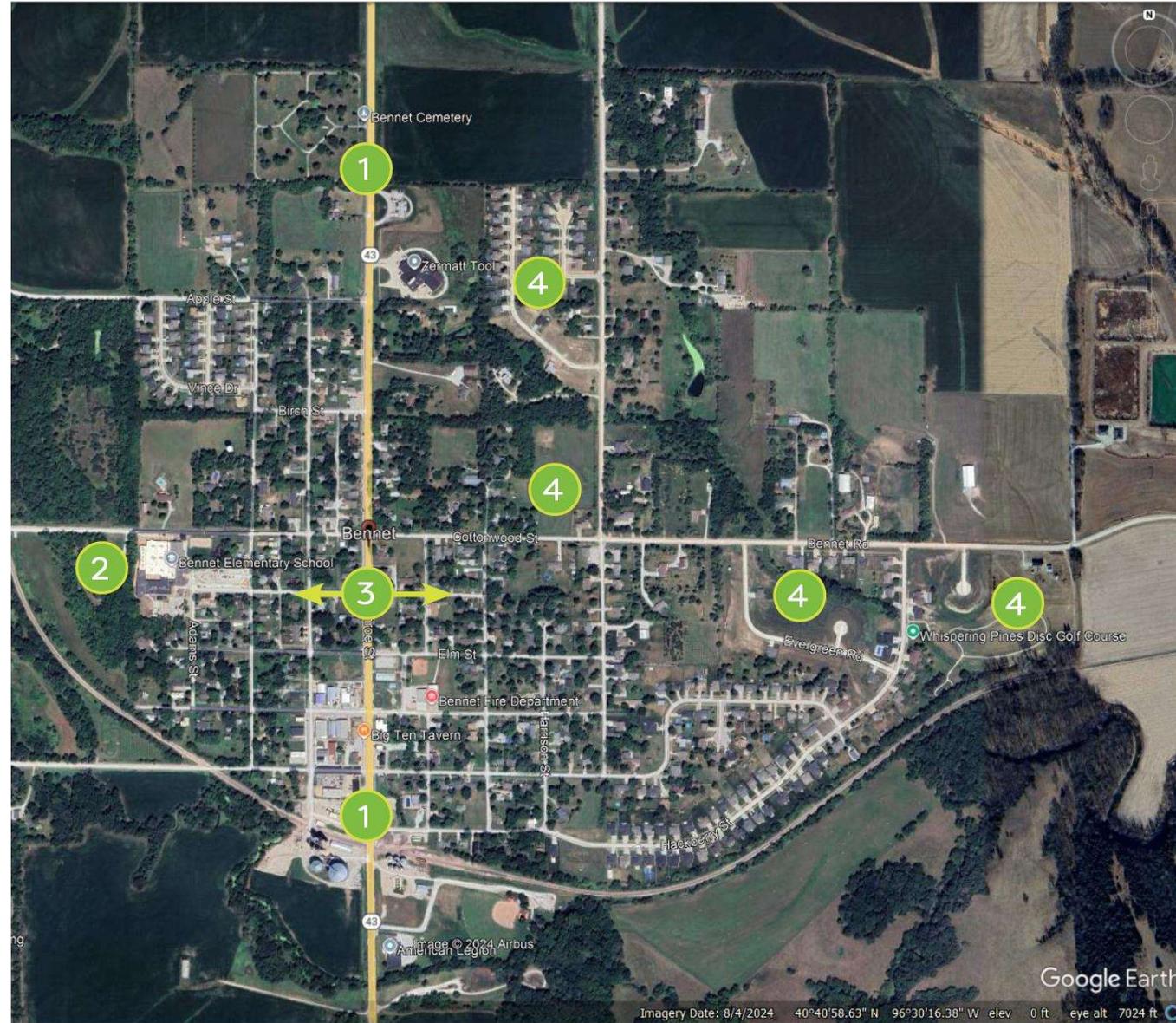
# ASSESS

## What We Don't Know



# TRANSPORTATION IN BENNET IS

2.



# PLAN TIMELINE

APTF #1	TODAY!
Public Survey	Mid-Feb - March
Community Meeting Project Intro & Initial Analysis	Mid-March
APTF #2	April 14
APTF #3	May 12
Community Meeting #2 Draft Recommendations & Plan Review	May
<b>DRAFT PLAN</b>	<b>MAY</b>
APTF #4	June 9
<b>FINAL PLAN</b>	<b>JUNE</b>



A person is running across a crosswalk at night. The scene is dark, with the crosswalk stripes illuminated. The person's legs and feet are visible in motion. The Olsson logo is overlaid on the image.

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Engineering Possibilities.

*Thank you!*

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# Action Plan Task Force Meeting #2

CITY OF BENNET  
TRANSPORTATION  
SAFETY ACTION PLAN

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ACTION PLAN TASK FORCE



**August 25, 2025**

# TODAY'S AGENDA >>>



August 25, 2025

- Vision Statement and Goals
- Public Engagement Update
- Preliminary Recommendations



# **DRAFT** Vision Statement

The following vision expresses the ideal safety conditions for the City:

**Create safe spaces and streets for all road users in our community to prevent severe crashes.**

# **DRAFT**

## **Goals and Objective**

The **goal** for this plan is to reduce risks for severe crashes with a focus on:

- **Intersections**
- **Crosswalks**
- **Improved, safe connections for pedestrians and cyclists**
- **Traffic Calming**

The **objective** of this plan is to promote safety countermeasures in areas of concern so that fatalities and severe injury crashes continue to trend towards zero.





# MARKETING

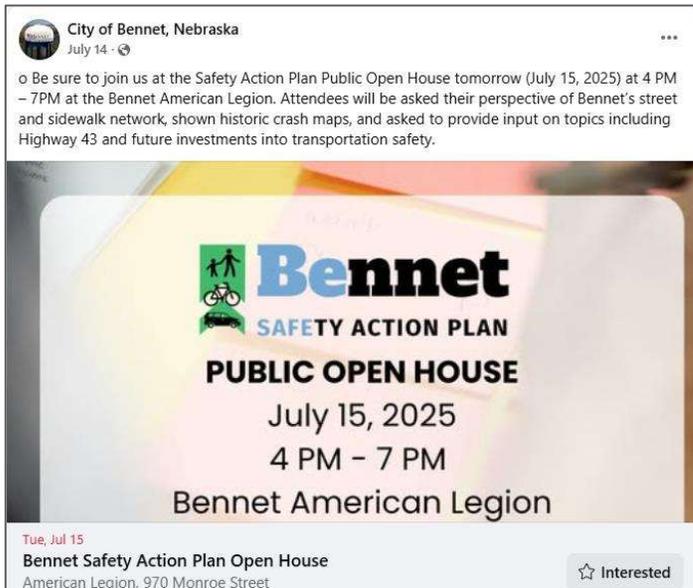


# Bennet

## SAFETY ACTION PLAN

# Outreach

- Project website
- Postcards and flyers posted around town promoting the project website and survey
- Social media posts promoting the pop-up event, open house and survey



## City of Bennet Safety Action Plan



The City of Bennet is developing a Safety Action Plan (SAP) with **one clear goal: zero traffic-related serious injuries or fatalities**. While Bennet is fortunate to have seen very few serious traffic incidents and no fatalities in recent years, we believe in being proactive and keeping our community safe.

### We want to hear from you!

Your experiences and observations are vital to understanding how our streets, sidewalks, and intersections feel to people who use them every day!

- Take the online survey - open until August 17!
- Join us for an open house on Tuesday, July 15th from 4pm-7pm at the Bennet Legion.

Check the website to stay up-to-date on upcoming engagement events.

## About the Project

The City of Bennet is developing a Safety Action Plan (SAP) with **one clear goal: zero traffic-related serious injuries or fatalities**.

While Bennet is fortunate to have seen very few serious traffic incidents and no fatalities in recent years, we believe in being proactive and keeping our community safe.

## Get Involved

We want to hear from you! Your experiences and observations are vital to understanding how our streets, sidewalks, and intersections feel to people who use them every day!

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Check the website to stay up-to-date on upcoming engagement events.



### Project Website:



[cityofbennet.com/bennet-safety-action-plan](http://cityofbennet.com/bennet-safety-action-plan)

### Survey:



[forms.office.com/r/ELkh4IH67u](https://forms.office.com/r/ELkh4IH67u)  
Surveys also available at the City Office (685 Monroe St.)

### Survey:



[forms.office.com/r/ELkh4IH67u](https://forms.office.com/r/ELkh4IH67u)  
Surveys also available at the City Office  
(685 Monroe St.)



# Public Survey - School Related

- Respondents WITH child/children in school – 42%
  - Of these, 52% attend Palmyra Middle
  - 43% attend Bennet Elementary
- Distance from school
  - 50% more than 2 miles
  - 19% less than ¼ mile
  - 13% ¼ to ½ mile
  - 16% ½ to 1 mile
- Getting to and from school
  - 52% ride school bus
  - 32% ride in family car
  - 13% walk
  - 0.3% ride a bike



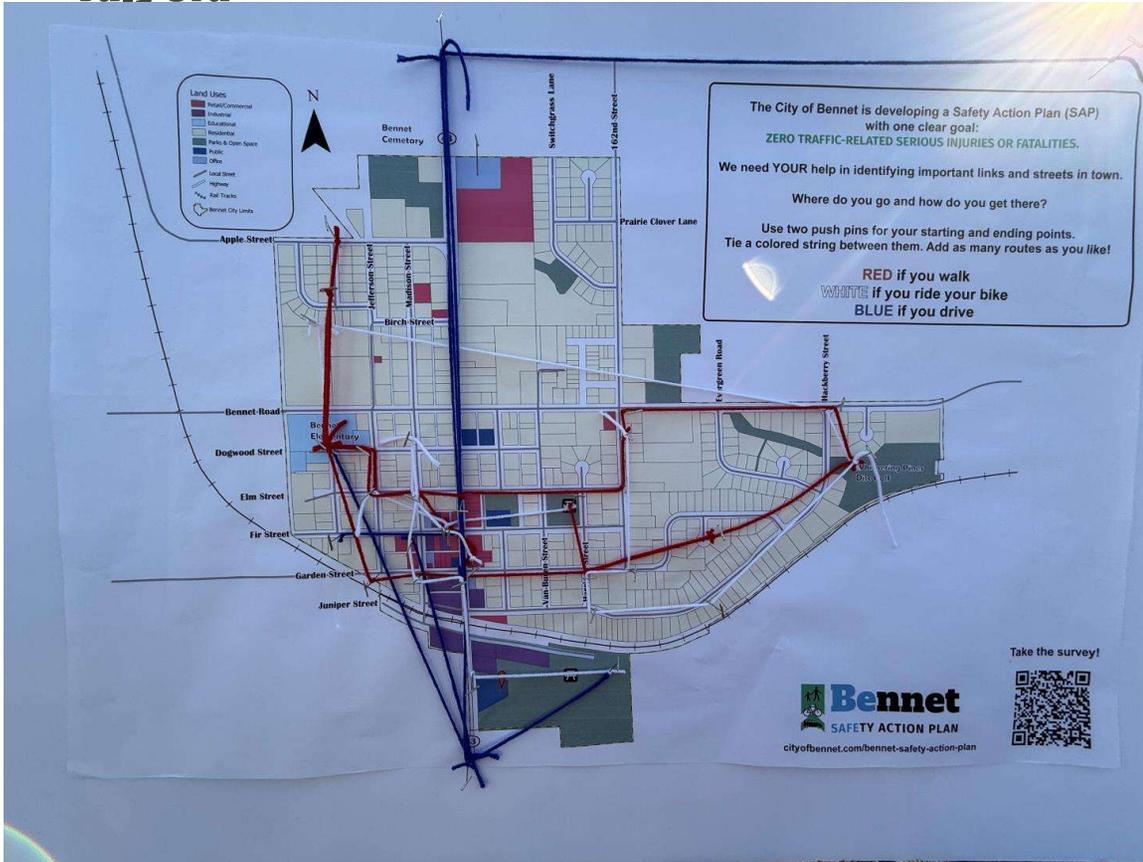
# Public Survey – Safety Related

- Majority of respondents felt "very safe" to "somewhat safe" walking and biking **in their neighborhoods**
- Barriers to walking or riding beyond their neighborhoods
  - Lack of bike lanes/paths and sidewalks
  - Distance to destination
  - Safety
- Most observed negative traffic behaviors
  - Speeding
  - Distracted driving
  - Not yielding to pedestrians



# Pop-Up

July 3rd



# Open House 1

July 14th

- Preference for on-street buffered bike-lanes
  - Including pedestrian space
  - Discussion about benefits of parking on Dogwood
- Preference for curb-extensions on Hwy 43
  - Flashers minimum, PHB at Dogwood
- Desire to keep Jefferson small and slow
- Desire for safer way to walk or bike to the legion baseball field



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# Stakeholder Meetings

- Lancaster County
- NDOT



# INITIAL RECOMMENDATIONS



August 25 Update

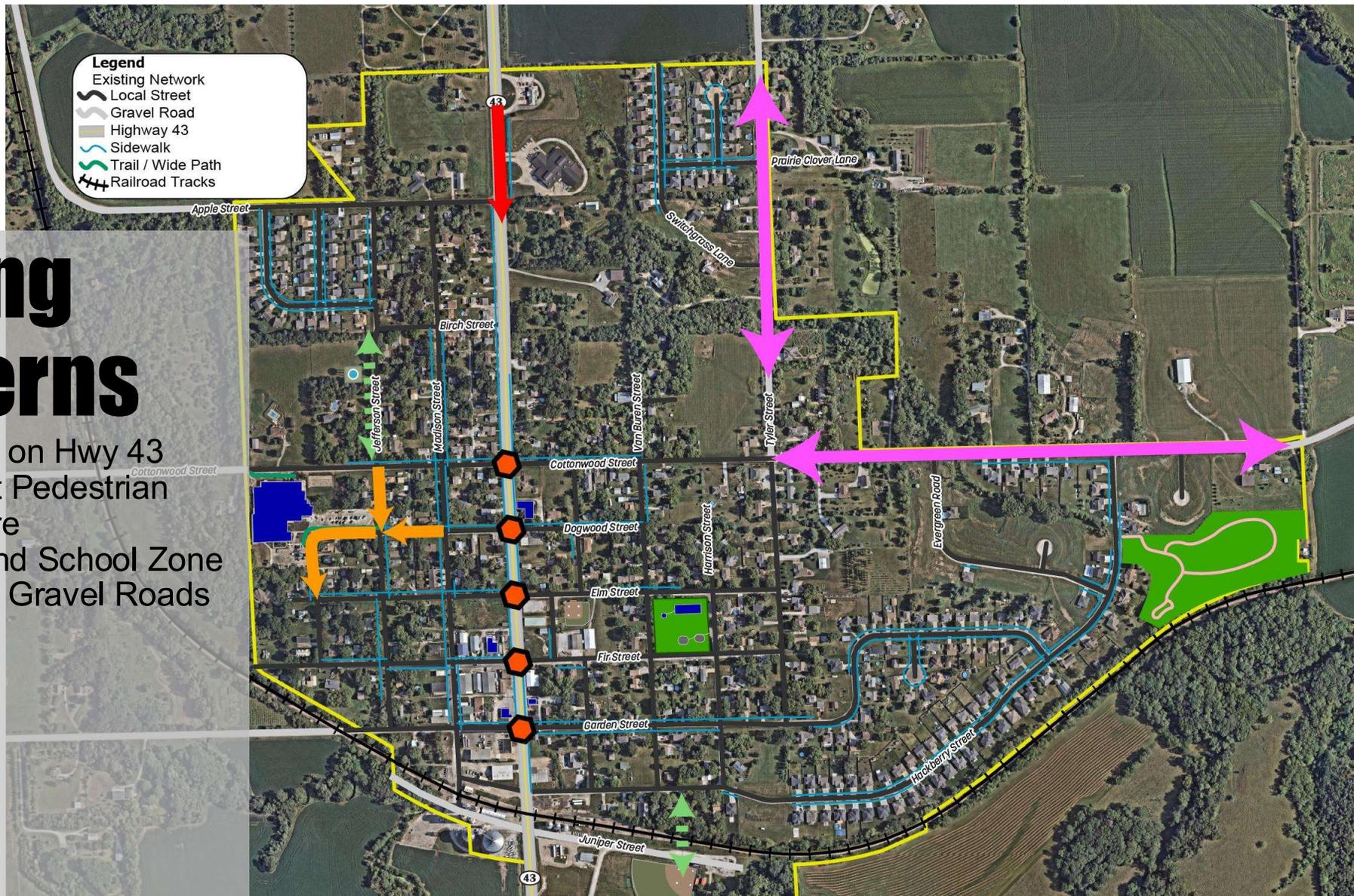
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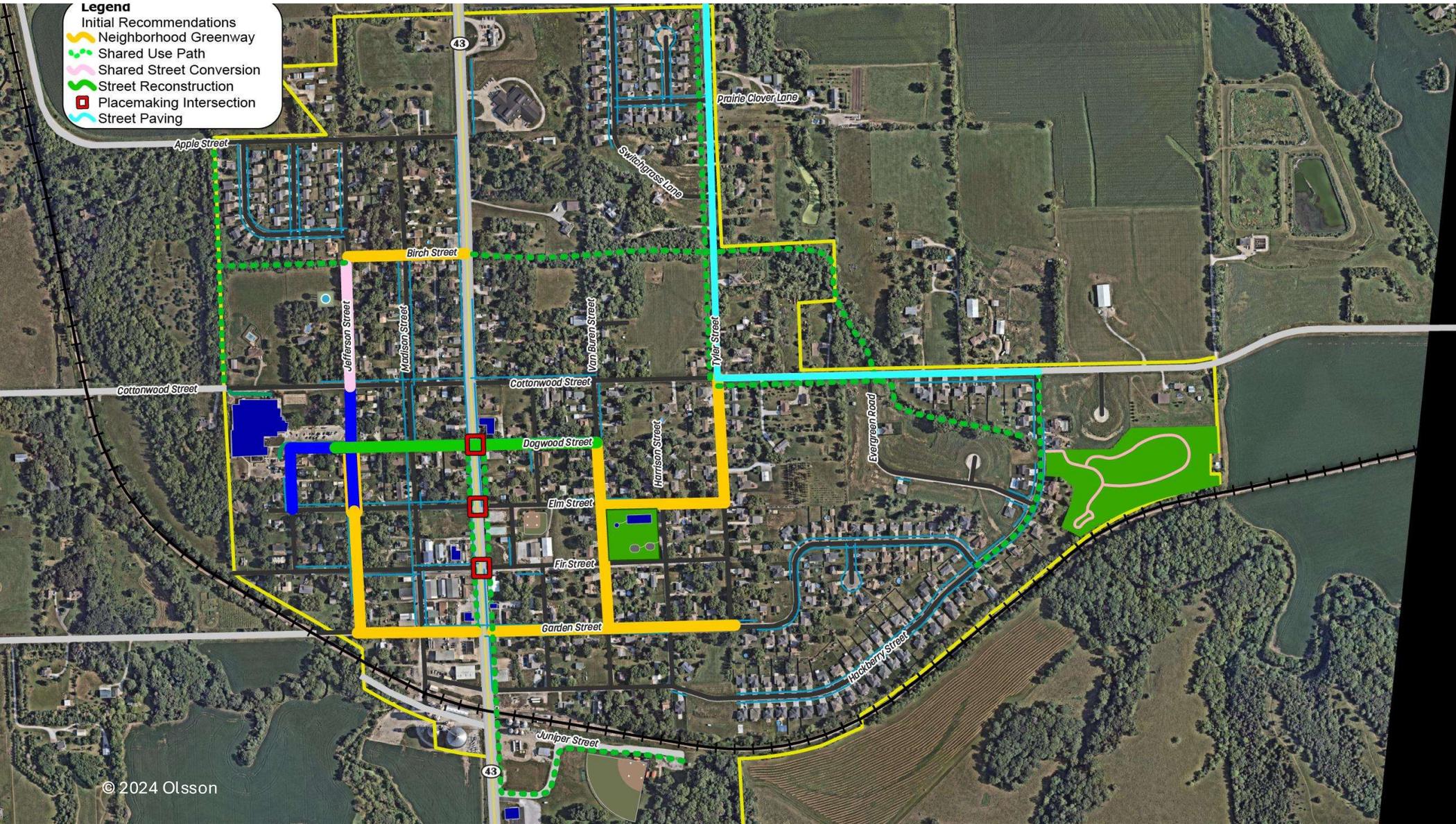
# Existing Concerns

- High Speed on Hwy 43
- Inconsistent Pedestrian Infrastructure
- High Demand School Zone
- High Speed Gravel Roads



**Legend**

- Initial Recommendations
- Neighborhood Greenway
- Shared Use Path
- Shared Street Conversion
- Street Reconstruction
- Placemaking Intersection
- Street Paving



# PRELIMINARY PROJECTS

## JEFFERSON STREET

- Shared Use Street
- Corridor is closed to thru traffic
- Resident's cars allowed
- Safer environment for bicycling and walking
- Direct access to school from the north.



# PRELIMINARY PROJECTS

## DOGWOOD & HWY 43

- Redesign intersection with curb extensions on all four corners
- Install a PHB, pedestrian activated stop light to stop traffic on Hwy 43.
- Install a high visibility cross walks and signage



# PRELIMINARY PROJECTS

## DOGWOOD & HWY 43

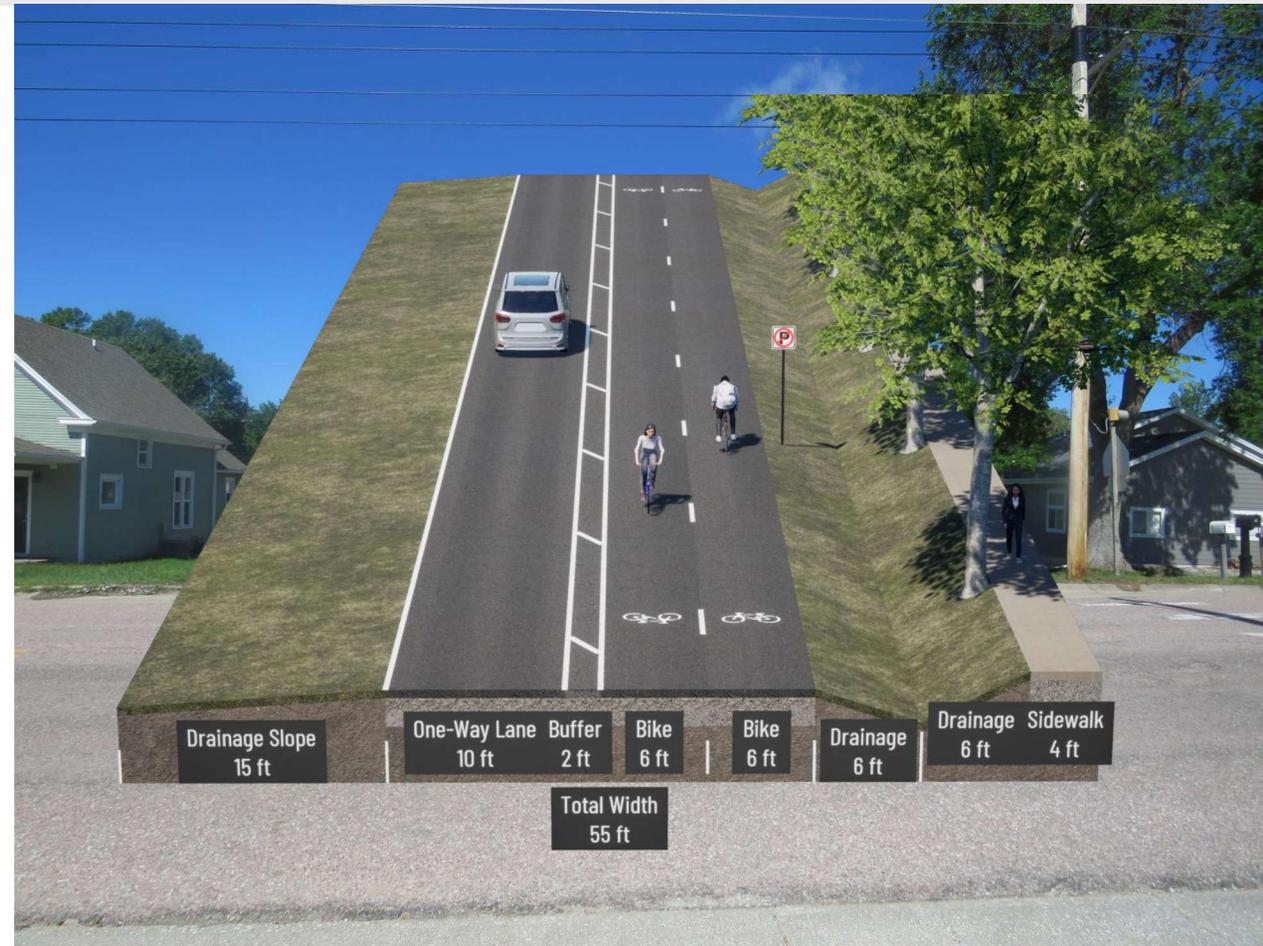
- Redesign intersection with curb extensions on all four corners
- Install a PHB, pedestrian activated stop light to stop traffic on Hwy 43.
- Install a high visibility cross walks and signage



# PRELIMINARY PROJECTS

## DOGWOOD – Option 1

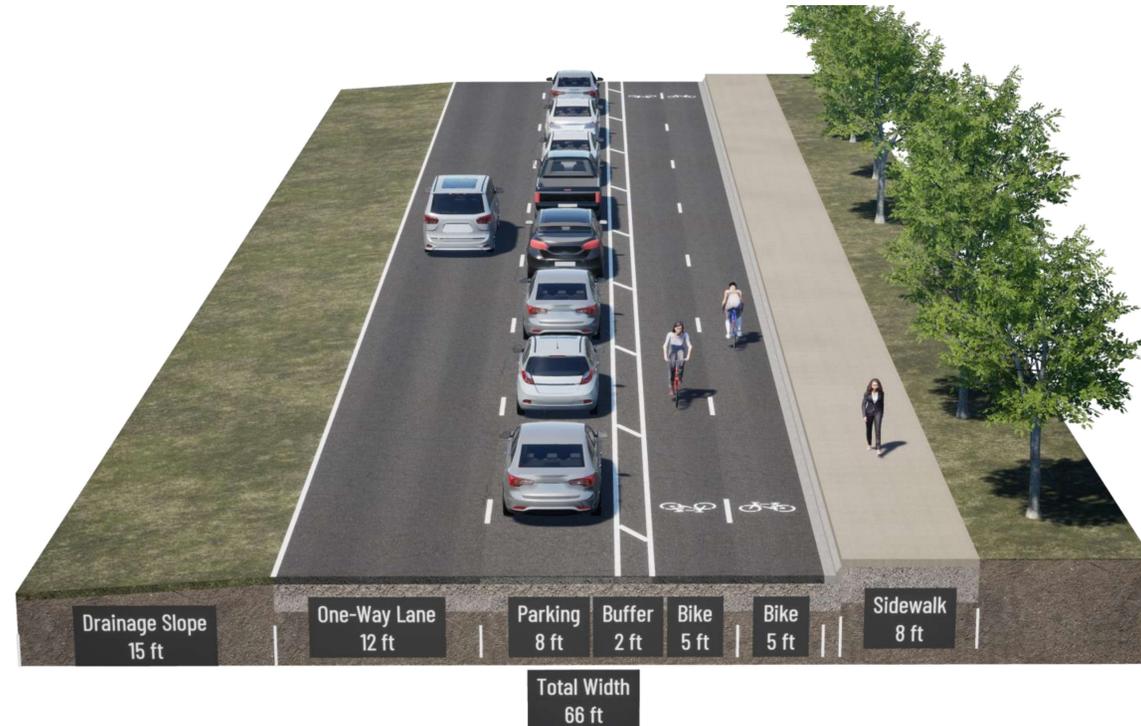
- Restripe Dogwood – make it a one-way westbound corridor
- Add two-way cycle track on the north side of pavement.
- Or, add parallel parking on north of pavement and expand sidewalk to 10' so it can be a multiuse trail.



# PRELIMINARY PROJECTS

## DOGWOOD – Option 2

- Reconstruct Dogwood
- South 12' is a one-way west travel lane
- Parallel parking – 8'
- Buffer strip – 2'
- Two-way cycle track – two 5' wide lanes each way
- 8' sidewalk
- Install storm drainage improvements from Hwy 43 to Jefferson.



# PRELIMINARY PROJECTS

## **DOGWOOD – East of 43**

- Construct a 10' wide multiuse trail on the north side of Dogwood east of Hwy 43 and terminate at Van Buren.



# PRELIMINARY PROJECTS

## Tyler to Prairie Clover Lane

- Pave Tyler from Bennet to Prairie Clover Lane
- Include 10' multiuse trail on west side of Tyler
- 5' buffer between multiuse path and edge of pavement
- Tyler paved at 24' cross section



# PRELIMINARY PROJECTS

## Cottonwood to City Limits

- Pave Cottonwood from Tyler to City limits (just east of Hackberry Lane)
- Include 10' multiuse trail on south side of Cottonwood
- 5' buffer between multiuse path and edge of pavement
- Cottonwood paved at 24' cross section

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# PRELIMINARY PROJECTS

## Hwy 43 Improvements

- Reconstruct Hwy 43 between Dogwood and Garden
- Improve the intersections with Dogwood, Elm, Fir and Garden with bump outs, high visibility cross walks, and reduced speed limit (25 mph).



# PRELIMINARY PROJECTS

## Hwy 43 Railroad Crossing

- Construct bicycle/pedestrian crossing on Hwy 43
- Crossing to be located on the east side of the current highway crossing of the tracks.

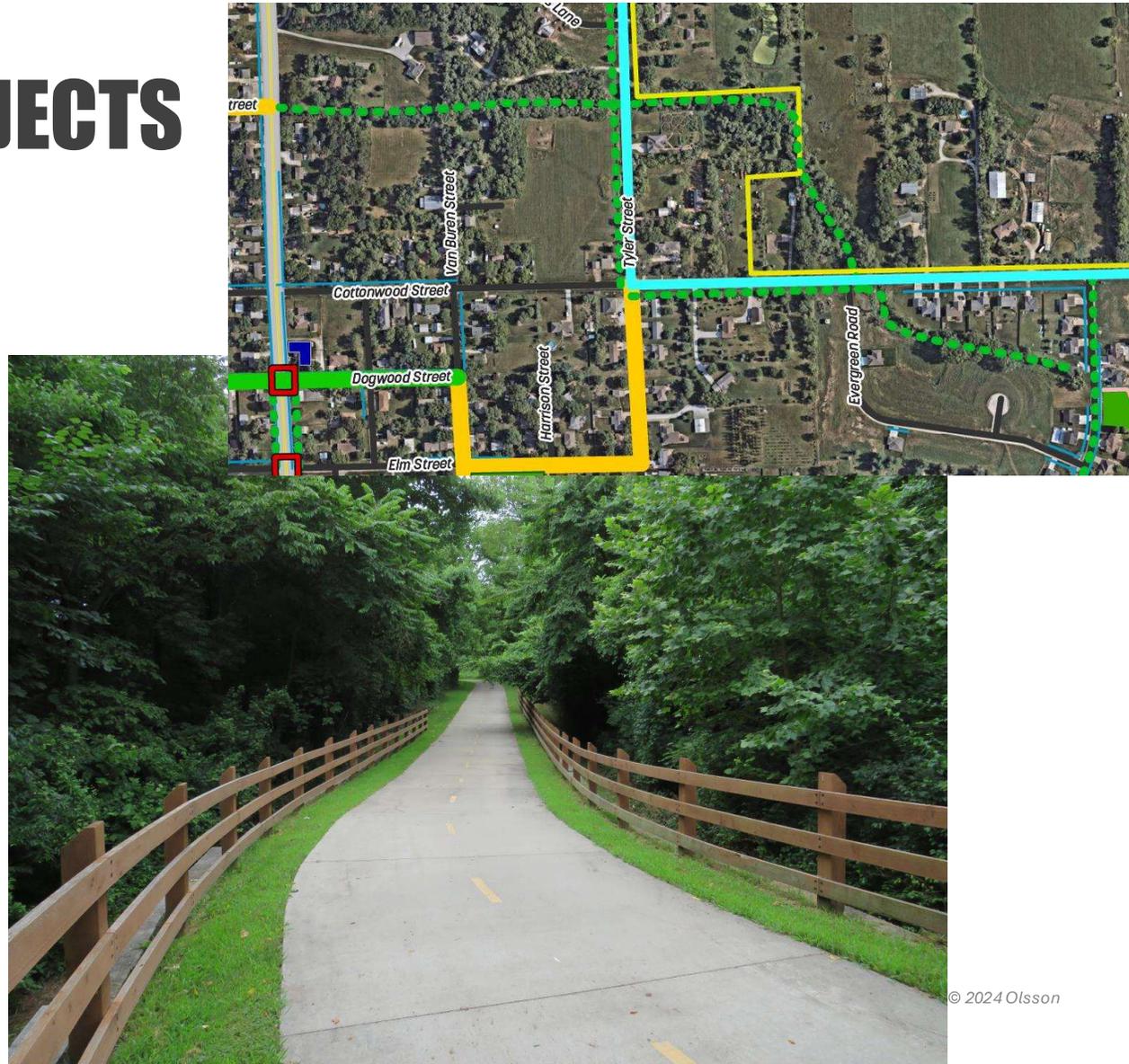


# PRELIMINARY PROJECTS

## Bennet Greenway

- Construct 10' multiuse trail from Whispering Pines Disc Golf Course, follow the creek northwest to Hwy 43.
- Trail converts to a Neighborhood Greenway on Birch
- West on Birch, trail becomes a greenway and connects to a north-south greenway between Apple and Bennet Rd.

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# PRELIMINARY PROJECTS

## Neighborhood Greenways

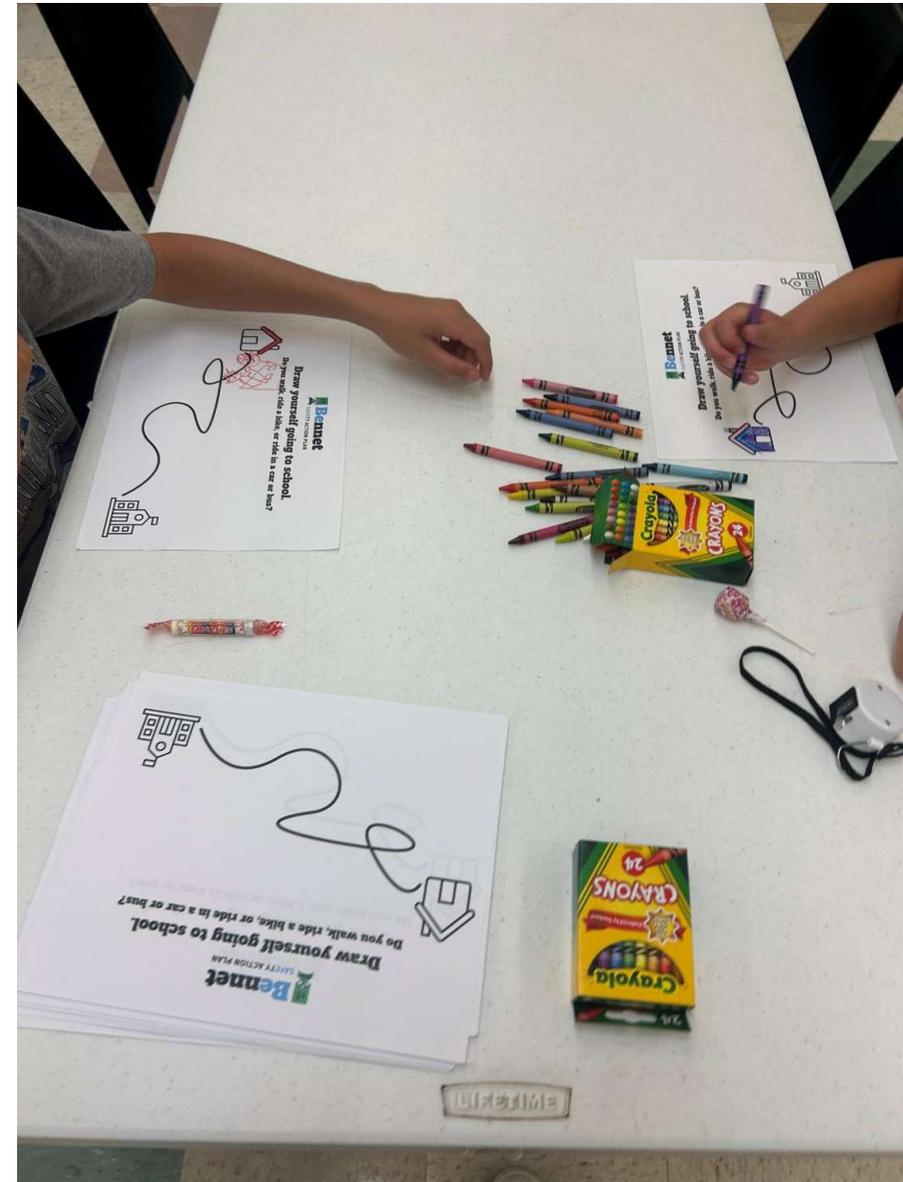
- Neighborhood Greenways are low volume, low speed corridors where bikes and cars can easily coexist.
- The following streets are recommended to be Neighborhood Greenways
  - Birch
  - Jefferson
  - Garden
  - Van Buren
  - Hackberry
  - 162nd

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# PLAN TIMELINE

APTF #1	February 10
Public Survey	July 1 – August 17
Community Meeting Project Intro & Initial Analysis	July 15
APTF #2	<b>TODAY!</b>
Governmental Agency Mtgs	<b>September</b>
APTF #3	<b>October 13</b>
Community Meeting #2 Draft Recommendations & Plan Review	<b>October 14</b>
<b>DRAFT PLAN</b>	<b>November</b>
APTF #4	<b>November</b>



A person is running across a crosswalk at night. The scene is dark, with the crosswalk stripes illuminated. The person's legs and feet are visible in motion. The Olsson logo is overlaid on the image.

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# Action Plan Task Force Meeting #3

CITY OF BENNET  
TRANSPORTATION  
SAFETY ACTION PLAN

ACTION PLAN TASK FORCE

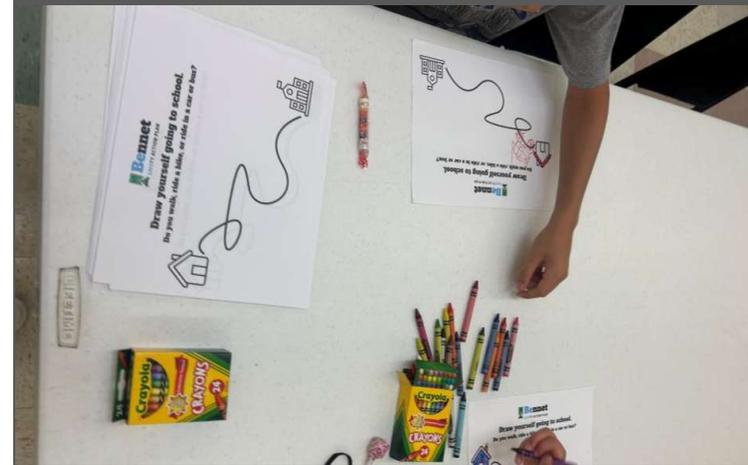


**October 13, 2025**

# TODAY'S AGENDA >>>

- Review Open House Material
- Draft Document Outline

# Open House 2



# Plan on a Board



Vision

Create safe spaces and streets for all road users in our community to prevent severe crashes.



Goals

**Safer Intersections:** Design crossings that are visible, direct, and predictable.

**Safer Crossings for People Walking & Biking:** Fill critical sidewalk/trail gaps and upgrade markings and lighting.

**Connected and Comfortable Walking & Biking:** Provide low-stress links to schools, parks, and city destinations.

**Safer Speeds:** Calm operating speeds with self-enforcing street designs and consistent school-zone treatments.

Current Safety Snapshot

In the last five years, 0 fatalities; 1 serious injuries (small-numbers context calls for proactive, systemic risk reduction).



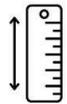
Priority Focus Areas

School areas (arrival/dismissal safety, walking/biking routes).

Key pedestrian crossings (Hwy 43, access to parks and Fir Street).

Gateways & corridors (context-appropriate design and vehicle speeds).

Maintenance & visibility (markings, signs, night visibility).



How We'll Measure Progress

**Outcome:** fatalities and serious injuries (target: remain at/be at 0).

**Behavior:** % of drivers at/under posted speed in focus areas.

**Infrastructure:** # of crossings upgraded; sidewalk/trail constructed.

**Engagement:** # of participants; safety campaign outreach.

**Transparency:** post an annual Safety Report.



Funding & Partnerships

SS4A Implementation Grants (USDOT) for priority crossings/calmings.

HSIP (through NDOT), TAP/SRTS for small-scale active transportation.

Leverage maintenance budgets and private partnerships.

Utilize quick-build materials for pilots.





# DOGWOOD EAST

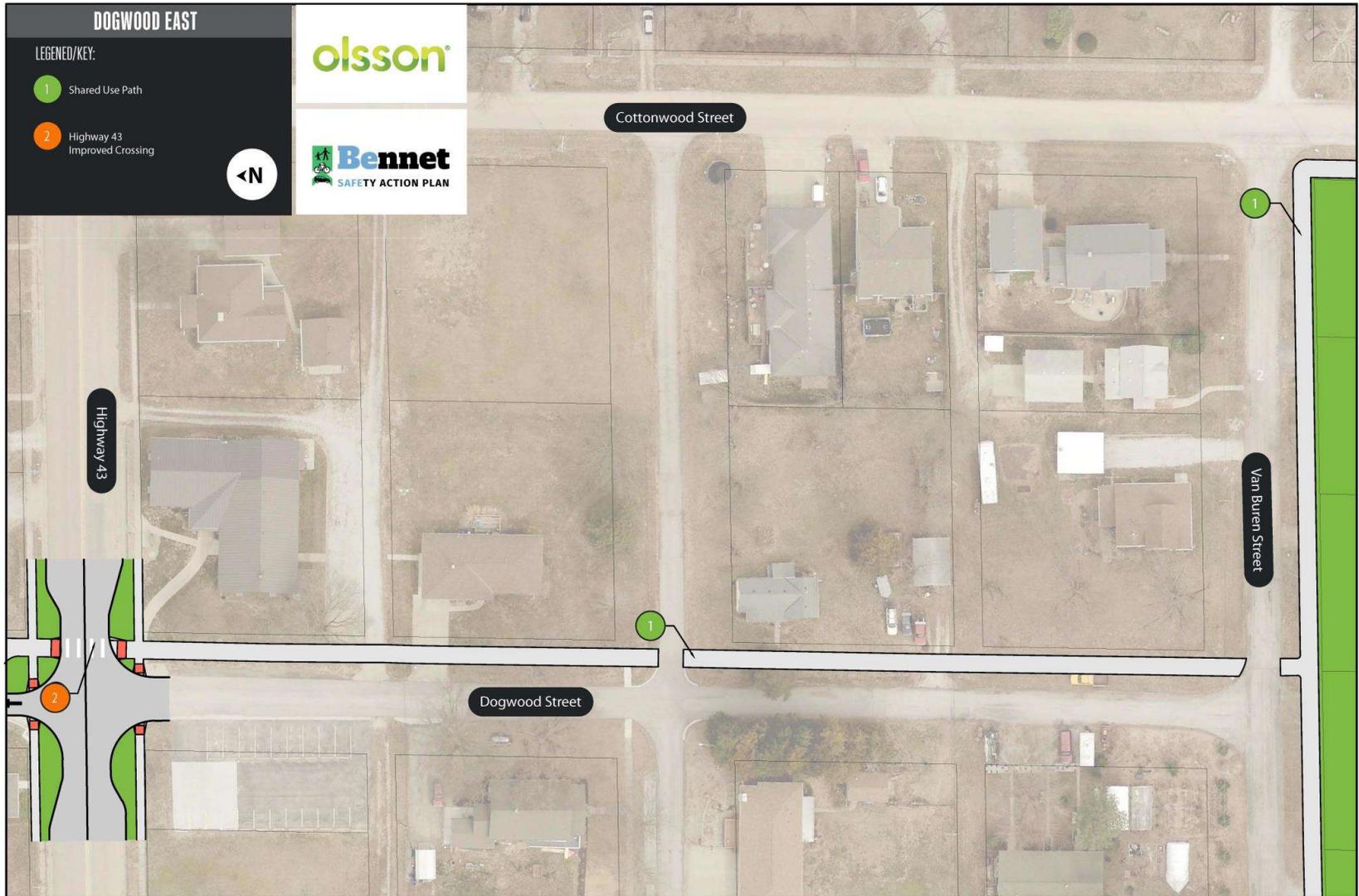
LEGENDED/KEY:

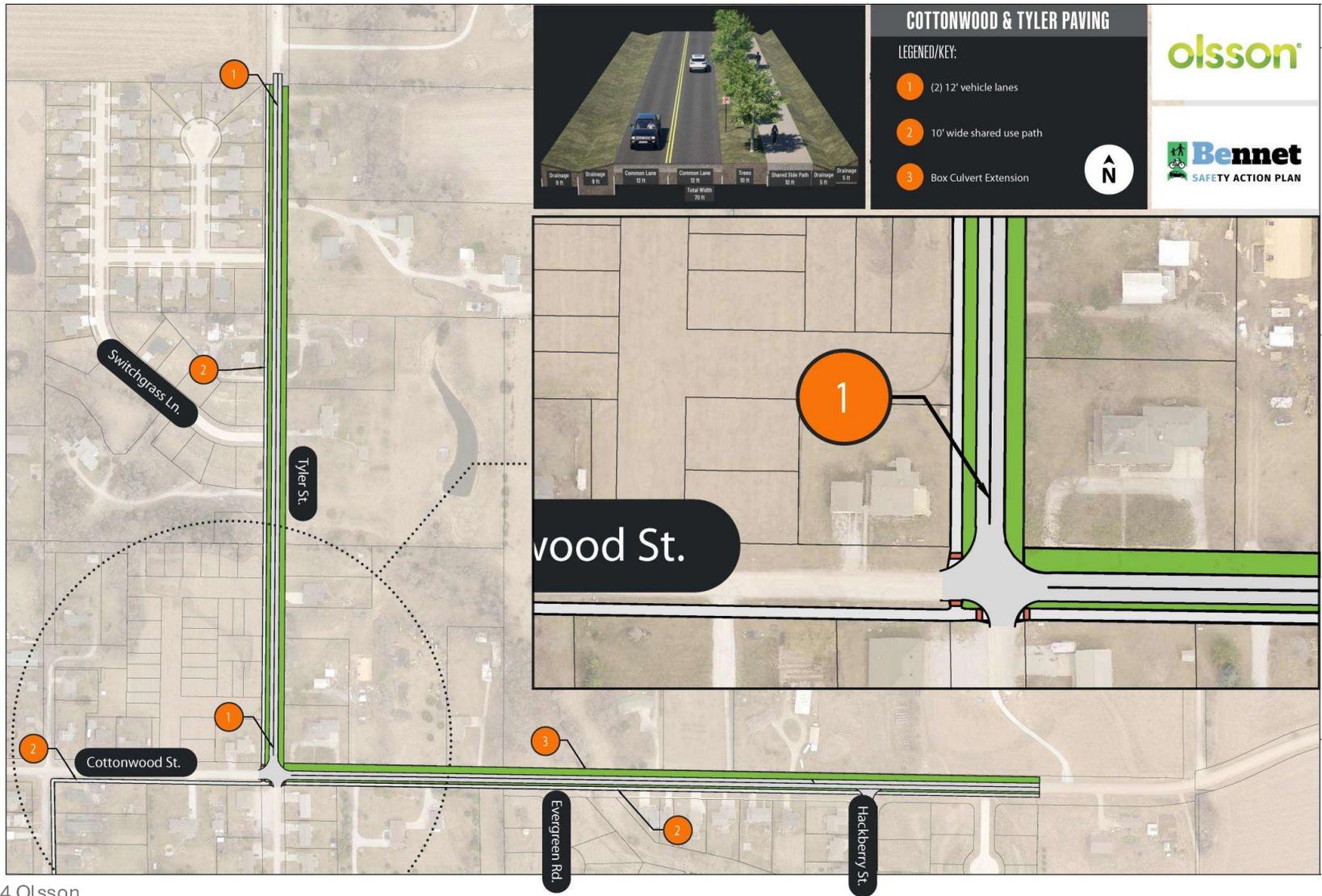
- 1 Shared Use Path
- 2 Highway 43 Improved Crossing

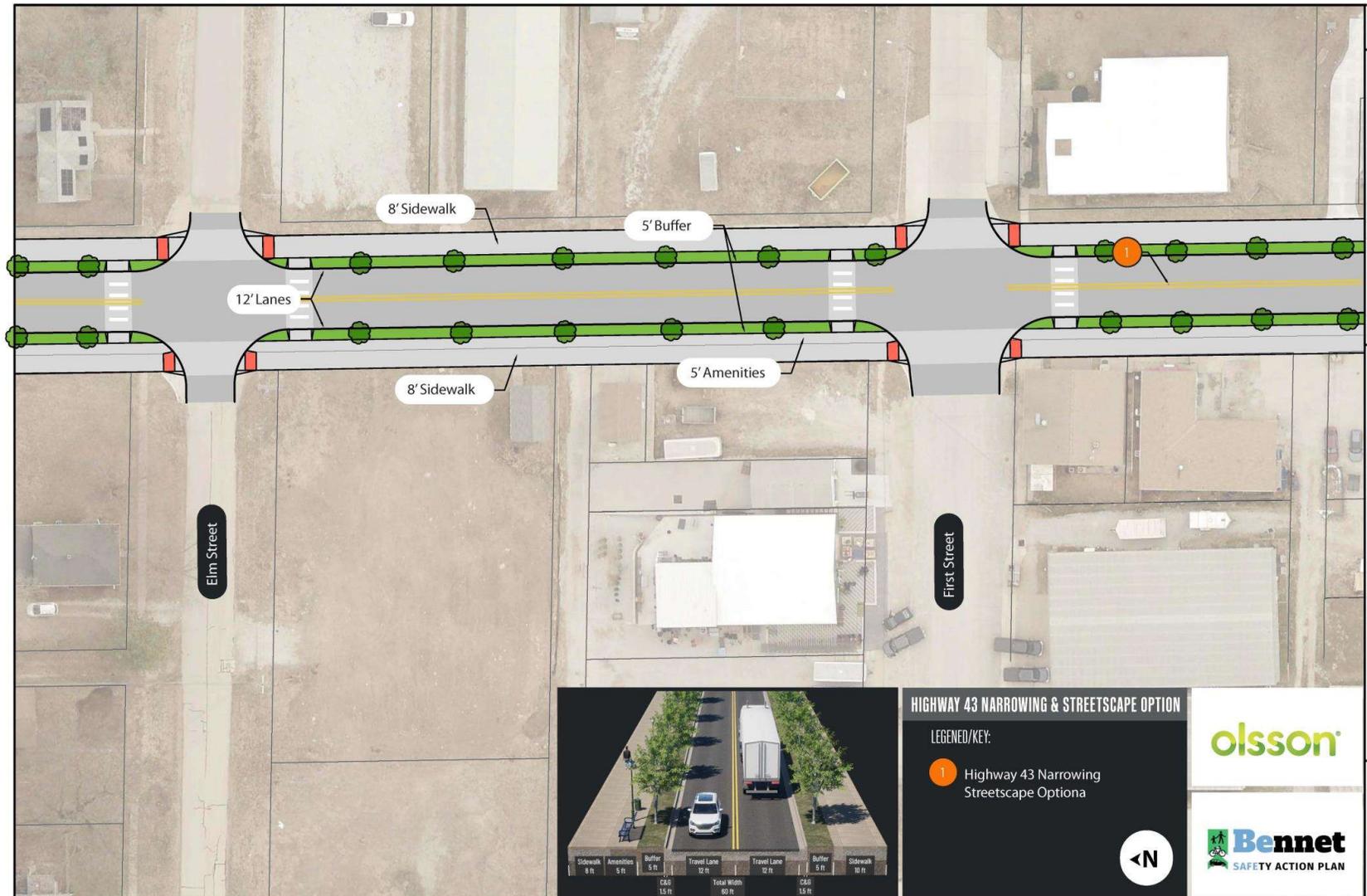


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**Bennet**  
SAFETY ACTION PLAN









## Plan on a Board



### Vision

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School areas (arrival/dismissal safety, walking/biking routes).

Key pedestrian crossings (Hwy 43, access to parks and Fir Street).

Gateways & corridors (context-appropriate design and vehicle speeds).

Maintenance & visibility (markings, signs, night visibility).



### How We'll Measure Progress

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**Behavior:** % of drivers at/under posted speed in focus areas.

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**Engagement:** # of participants; safety campaign outreach.

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HSIP (through NDOT), TAP/SRTS for small-scale active transportation.

Leverage maintenance budgets and private partnerships.

Utilize quick-build materials for pilots.

# Draft Outline



# Introduction & Safe Systems Approach

## **Safety Action Plan Overview**

Introduces the Safety Action Plan as a key tool in improving urban mobility and safety outcomes.

## **Safe System Approach Elements**

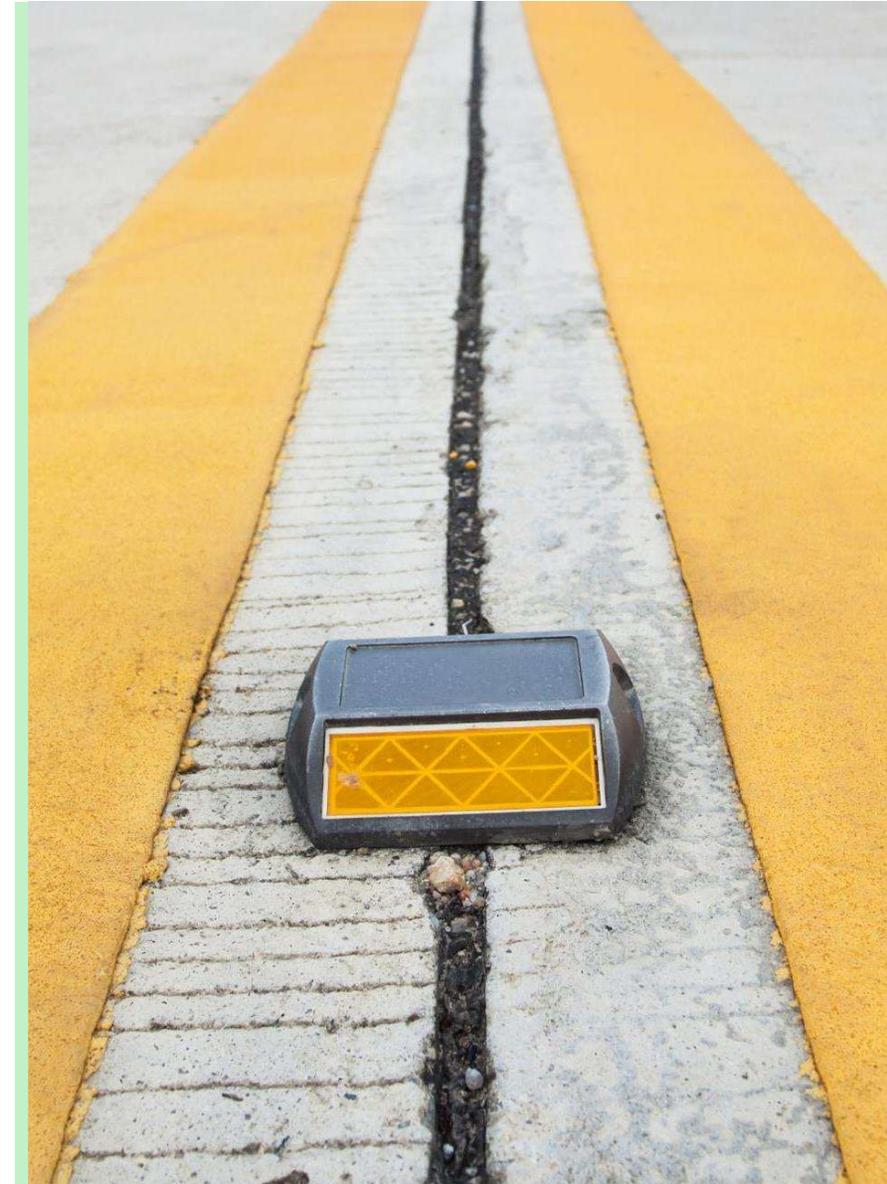
Highlights the holistic Safe System Approach including road design, speed management, and user behavior.

## **Localization of Safety Principles**

Maps national safety principles to local contexts to address specific community needs effectively.

## **Stakeholder Alignment**

Emphasizes aligning stakeholders to guide development of effective urban safety strategies.



# Vision, Goals, and Objectives

## **Vision for Safe Spaces**

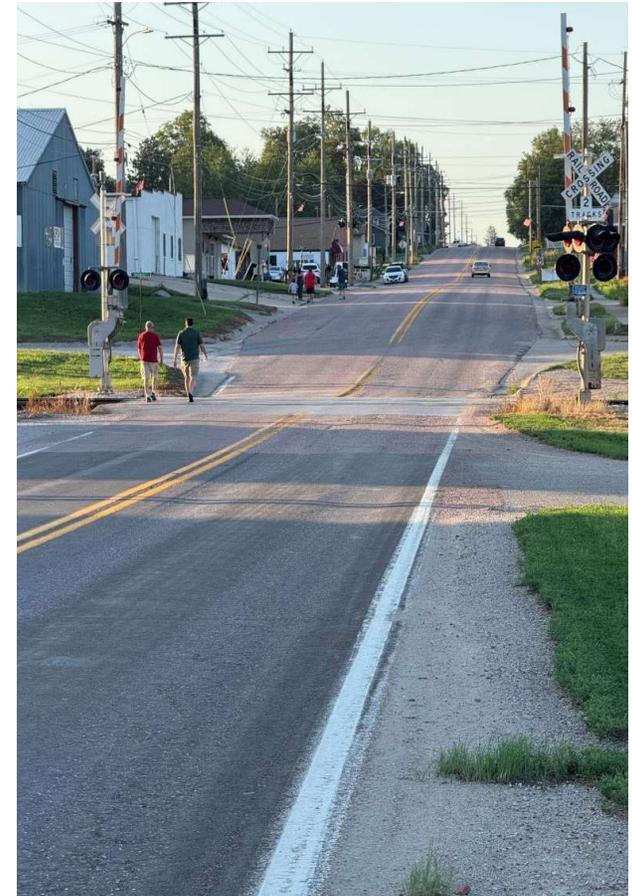
The plan's vision aims to create safe streets for all road users, promoting community safety and inclusivity.

## **Defined Safety Goals**

Goals include safer intersections, crossings, connected walking and biking infrastructure, and controlled speeds to reduce accidents.

## **SMART Objectives Framework**

Objectives are specific, measurable, achievable, relevant, and time-bound, with interim targets to ensure progress tracking.



# **DRAFT** Commitment Statement

The City commits to the goal of maintaining zero fatalities and achieving zero serious injuries by the year 2030, and will pursue strategies outlined in the Plan to maintain and improve roadway safety.



# Understanding Safety in Bennet

## **Five-Year Crash Overview**

A snapshot of crash incidents over five years reveals current safety trends and high-risk locations in Bennet.

## **Transportation System Context**

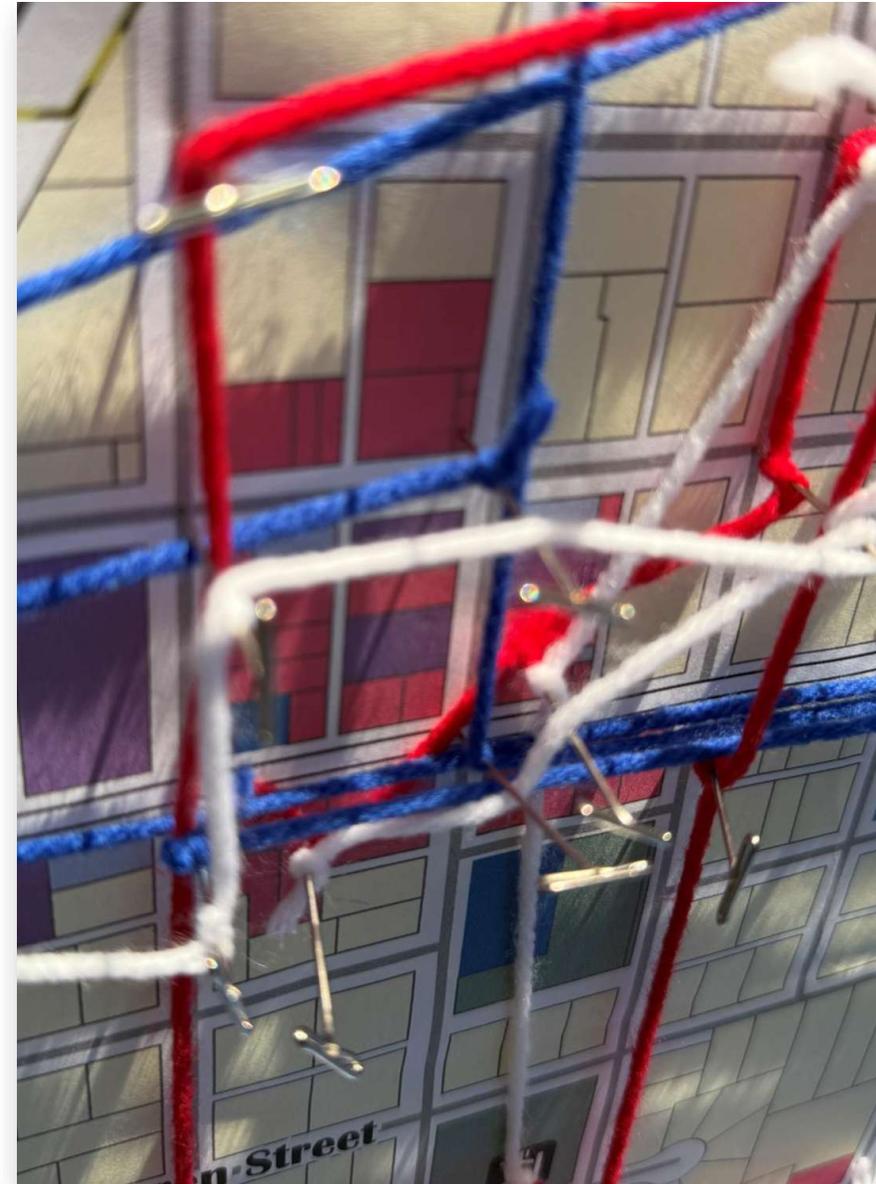
Describes Bennet's transportation infrastructure and usage patterns to better understand safety factors.

## **Perceived vs Measured Safety**

Highlights the gap between community safety perceptions and actual crash data to guide informed decisions.

## **High-Risk Locations**

Identifies school zones and parks as critical areas needing focused safety interventions.



# Engagement & Collaboration

## Stakeholder Involvement

Residents, local officials, and transportation experts actively participated in the planning process.

## Engagement Activities

Surveys and public meetings gathered valuable community feedback to shape the plan.

## Impact on Planning

Feedback influenced strategies and priorities, ensuring solutions address community needs.

## Collaborative Benefits

Incorporating diverse perspectives enhances plan legitimacy and effectiveness.



# Policies, Processes, and Standards Review

## Comprehensive Policy Audit

A detailed review identifies gaps and outdated guidelines in current transportation policies and processes.

## Alignment with Best Practices

Recommendations focus on updating policies to align with industry best practices and the Safe System Approach.

## Institutionalizing Safety

Updated policies aim to embed safety considerations into all aspects of transportation planning and operations.

## Enabling Supportive Environment

Strengthening policy frameworks creates an environment conducive to implementing safety initiatives and long-term goals.



# Strategies: Safe System Playbook

## Five Key Safety Areas

The playbook focuses on Safe Roads, Safe Speeds, Safe People, Safe Vehicles, and Post-Crash Care to improve road safety.

## Targeted Interventions

Interventions include intersection redesign and traffic calming measures to reduce risks and enhance safety.

## Design Toolbox

The Design Toolbox provides practical guidelines for implementing effective safety strategies systematically.



# Projects, Prioritization, and Funding

## Project Details Overview

Each project includes scope, estimated cost, benefits, and timeframe to guide execution.

## Prioritization Framework

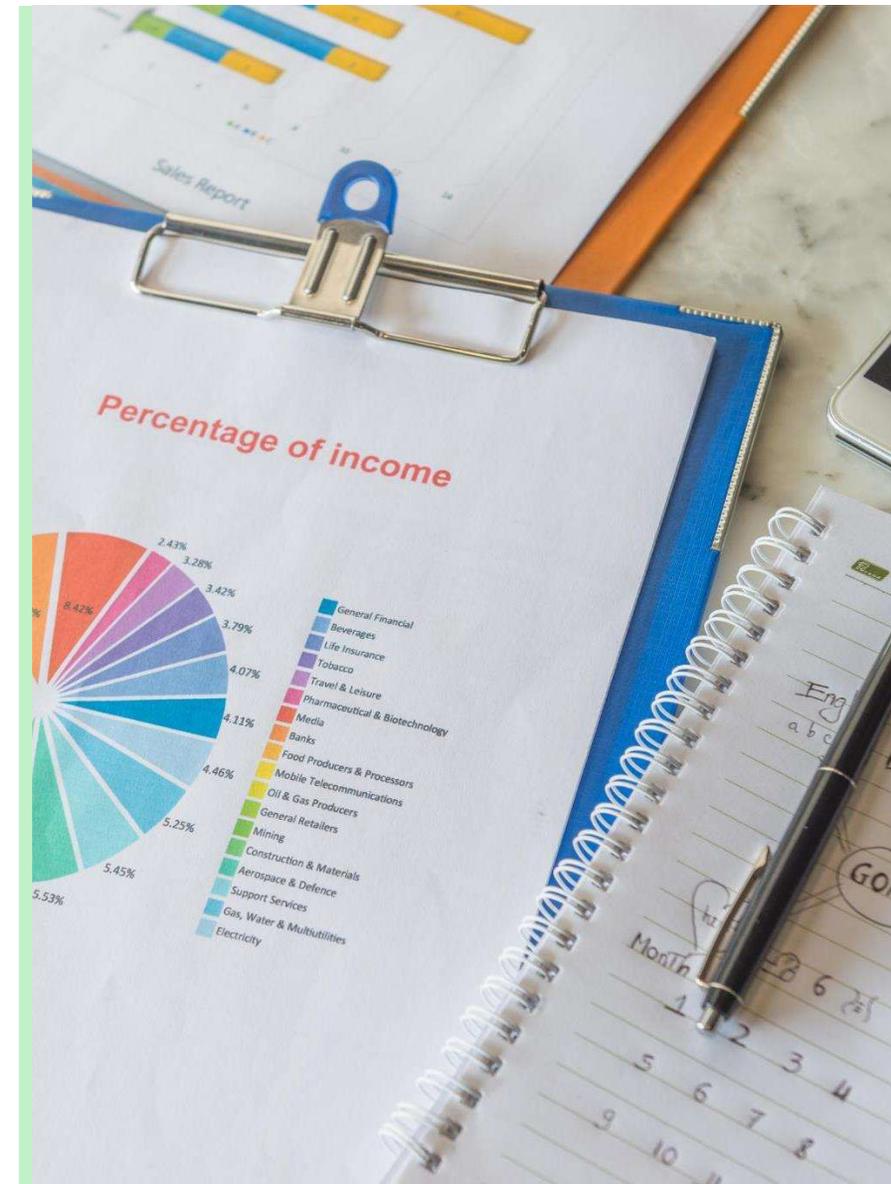
Projects are ranked by impact, feasibility, and community support using a weighting matrix.

## Funding Pathways

Multiple funding sources like SS4A, HSIP, SRTS, and TAP support project financing.

## Partner Roles and Collaboration

Key partners including Bennet, local schools, and Nebraska DOT coordinate for success.



# Projects, Prioritization, and Funding

## **Performance Metrics Overview**

The plan tracks outcomes, outputs, and process measures to ensure comprehensive performance evaluation.

## **Reporting and Communication**

Annual reports communicate progress and guide future improvements based on collected data.

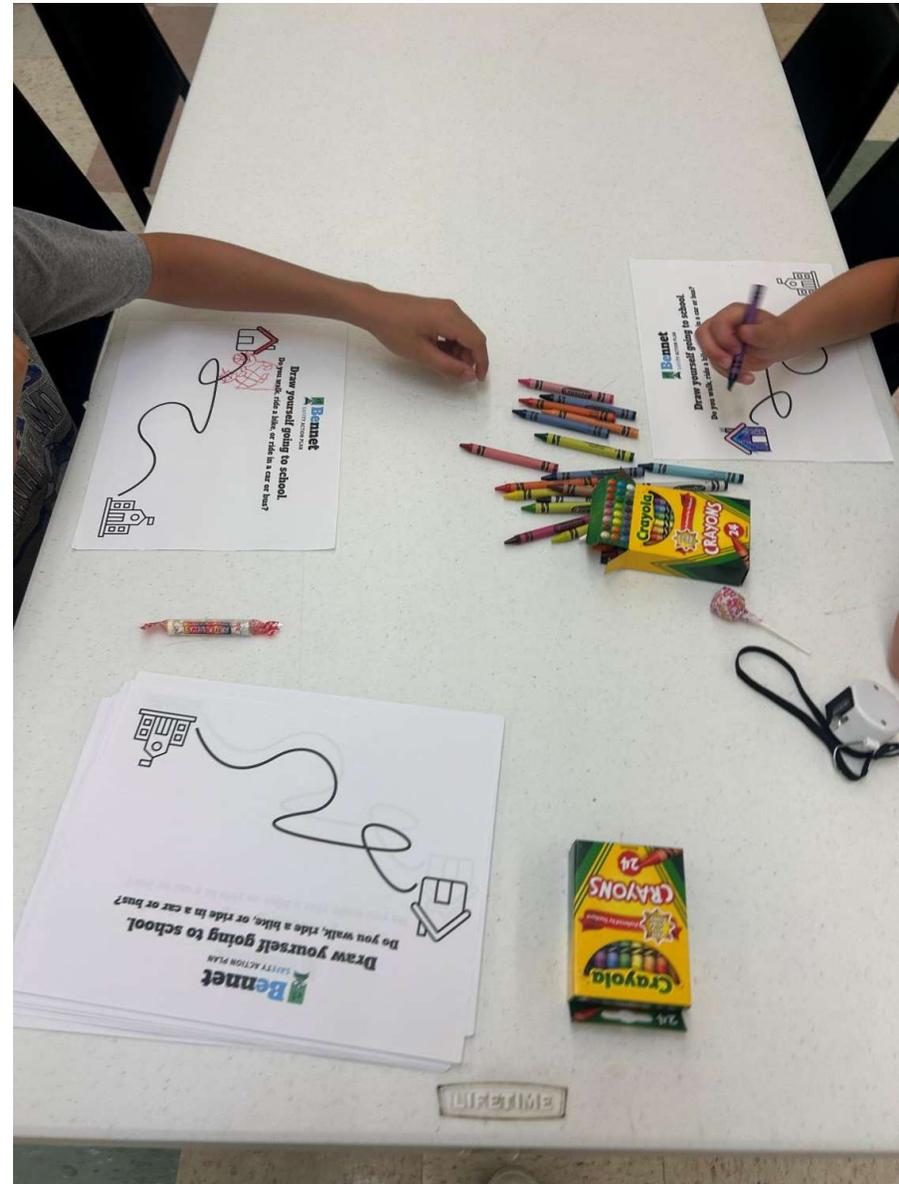
## **Governance and Oversight**

A dedicated committee oversees the plan, ensuring regular updates and sustained effectiveness over time.



# PLAN TIMELINE

APTF #1	February 10
Public Survey	July 1 – August 17
Community Meeting Project Intro & Initial Analysis	July 15
APTF #2	August 15
Governmental Agency Mtgs	September
APTF #3	<b>Today!</b>
Community Meeting #2 Draft Recommendations & Plan Review	<b>Tomorrow!</b> <b>October 14</b>
<b>DRAFT PLAN</b>	<b>November</b>
APTF #4	November 10
<b>FINAL PLAN</b>	<b>December 8?</b>



A person is running across a crosswalk at night. The scene is dark, with the crosswalk stripes illuminated. The person's legs and feet are visible in motion. The Olsson logo is overlaid in the center of the image.

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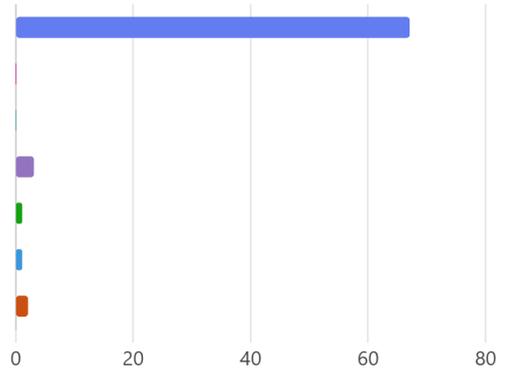


# Bennet

## SAFETY ACTION PLAN

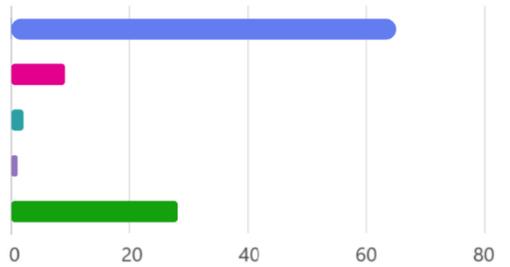
1. How do you usually get to work or to school?

● Car (Alone)	67
● Carpool	0
● Lancaster Rural Transit Bus	0
● School Bus	3
● Bicycle	1
● Walk	1
● Other	2



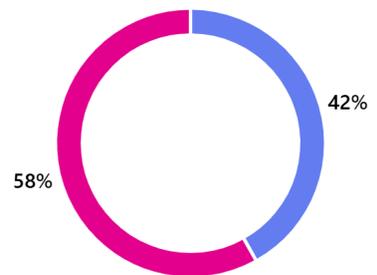
2. Why do you choose this mode of transportation? (Select all that apply)

● Convenience	64
● Cost-effectiveness	9
● Environmental reasons	2
● Health benefits	1
● Lack of alternatives	28



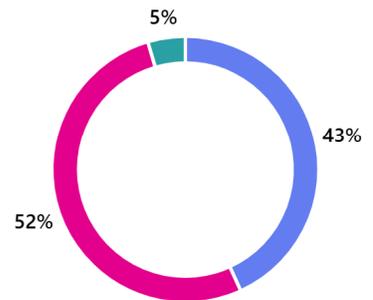
3. Do you have child/children who attend school?

● Yes	31
● No	43



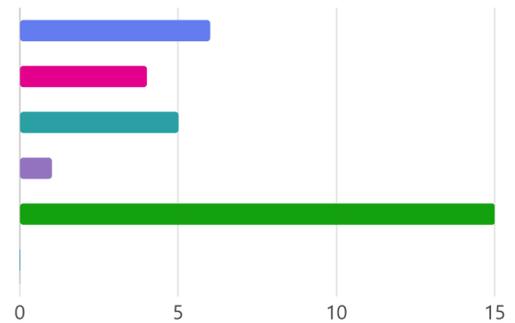
4. Which school does your child/children attend? Select all that apply.

● Bennet Elementary School	19
● Palmyra Middle/High School	23
● Other	2



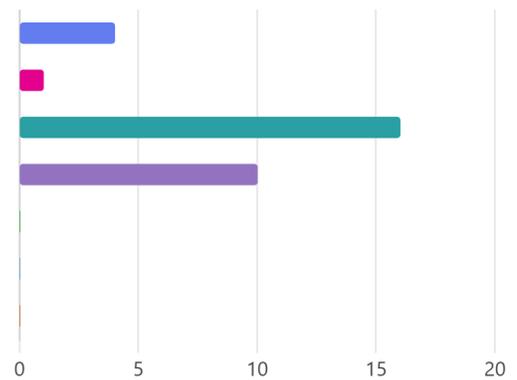
5. How far do you live from school? If your children attend multiple schools, select the closest one.

● Less than 1/4 a mile	6
● 1/4 mile to 1/2 a mile	4
● 1/2 mile to 1 mile	5
● 1 - 2 miles	1
● More than 2 miles	15
● Unsure	0

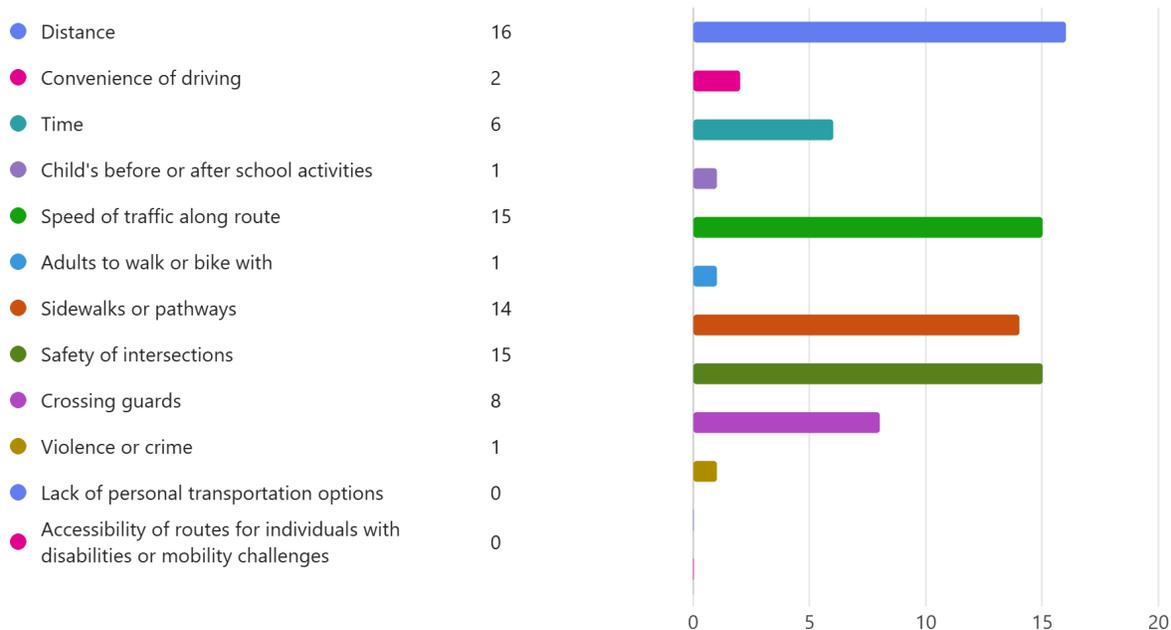


6. On most days, how does your child arrive to and leave from school?

● Walk	4
● Bike	1
● School bus	16
● Family vehicle	10
● Carpool	0
● Transit	0
● Other (skateboard, scooter, inline skates, etc.)	0



7. Which of the following issues affected your decision to allow or not allow your child to walk or to bike to/from school? Select all that apply.



8. What walking or biking safety issues are you concerned about on your child's trip to school? Please share specific street names if possible.

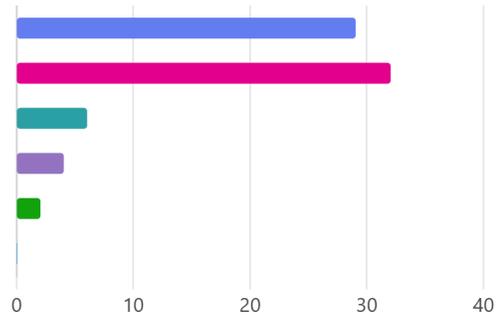


- Crossing the Highway no one stops at the caution light by the church
- Crosswalk on the highway

- Hwy 43
- Biking on rock/gravel. Someone keeps grating loose rocks onto the roads entering Bennet (not the county doing this) making biking, running and walking hazardous, as it's easier to fall or crash on loose rock than hard packed, smooth tire lanes
- No sidewalks and where there are sidewalks they are in bad shape
- None he doesn't ride
- Crossing Adams Street to get to school
- There is no sidewalk, my child would need to walk on the street to get to school
- Sidewalk on Jefferson street
- N/a
- No sidewalks or curbs most of the way, speeding down Monroe st from out of towners, no crosswalk or crossing guards, no traffic lights, also it's too far.
- Crossing the highway. People don't stop.
- Crossing Hwy 43
- None he drives
- Not complete sidewalks around school so sometimes have to walk on streets
- There are no sidewalks on the most direct route from our house to the school, on an alternative route the sidewalks are broken and hazardous. Traffic drives over the speed limit and often does not pay attention, especially crossing the highway.
- I'm very concerned about my daughter returning to Bennet from Palmyra. I'm not concerned about anything in Bennet.
- Lack of crossing guard on Monroe to cross from any street with busy traffic
- Crossing the highway
- Soccer moms going way to fast in congested areas.
- Walking on narrow street with no sidewalk
- Distance. We live in Bennet and my child now attends Palmyra

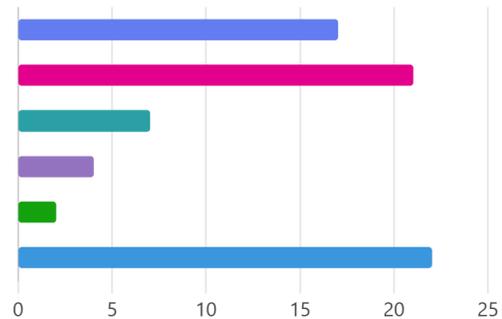
9. How safe do you feel when walking in your neighborhood?

● Very safe	29
● Somewhat safe	32
● Neutral	6
● Somewhat unsafe	4
● Very unsafe	2
● I do not walk in my neighborhood	0



10. How safe do you feel when biking in your neighborhood?

● Very safe	17
● Somewhat safe	21
● Neutral	7
● Somewhat unsafe	4
● Very unsafe	2
● I do not bike in my neighborhood	22



11. What factors make you give these responses?

10 respondents (20%) answered sidewalks for this question.



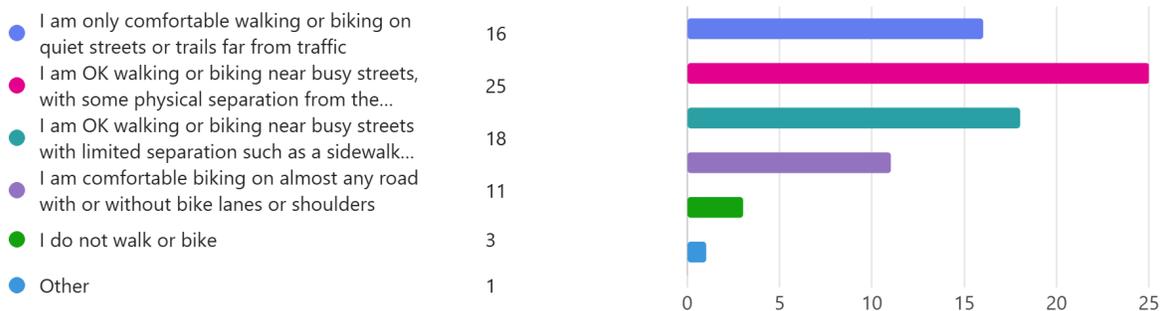
- People flies down my neighborhood and doesn't pay attention to signs

- People drive very fast down Hackberry street even with the speed bumps. I have almost been hit multiple times backing out of my drive way by a speeding card coming down the street.
- Been a lot of transients and random people in the town
- Some people drive way too fast especially on Cottonwood, or aren't paying attention. Some areas of town don't have sidewalks, so it forces people to walk in the streets. Some streets are already narrow.
- Lack of sidewalks in some areas, crossing the highway always requires more attention
- No sidewalks, uneven sidewalks, narrow shoulders along highway
- Not all streets have sidewalks so walking in the road is always a little risky given distracted driving
- Our neighborhood is off of a dirt road and in order to walk it you must walk the dirt road and when cars come by they do not slow down or the car kicks up rocks not safe at all.
- I work in Syracuse, Nebraska.
- 162 street needs paved and sidewalks installed as i see ppl walking and bike riding on that street and alot of ppl speed through there.
- Some very fast cars drive by or motorcycles that seem to be racing.
- No sidewalks. Kids driving ATVs Fast
- No sidewalks. Pedestrians and bikers are on the street.
- Not much traffic, drivers pay attention.
- Unnecessary grating loose rock on the country roads entering Bennet is a hazard for bikers, walkers, and runners. Loose rock gives away= more crashes and falls. People riding atvs, utvs electric bikes and scooters driving too fast and not wearing helmets! Also, they do not have licenses, so lack knowledge of road rules!
- Drivers don't move over or are looking down at phones
- High speed on gravel roads. Busy highway
- Lack of road maintenance. When road maintenance is performed it is done as "cheap" as possible. The entire road needs replaced. Instead they repair 70 percent. Then only a few years later the repaired, and not repaired is completely damaged again.

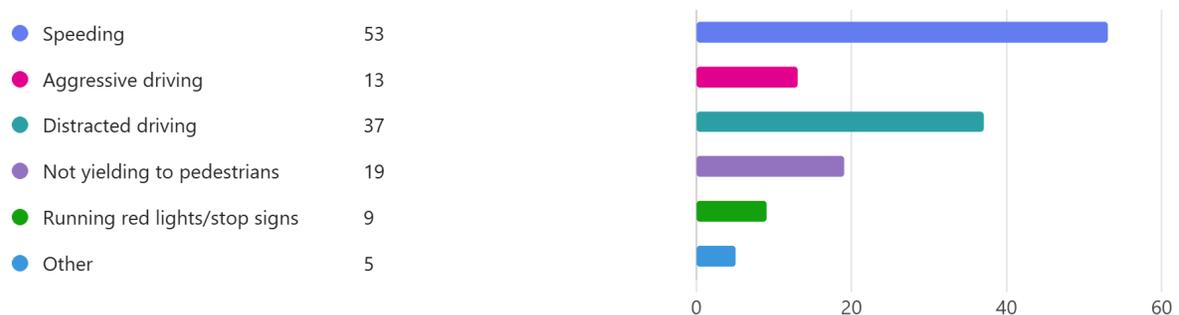
- Bennet is a safe community and there are a lot of people around
- Live in small community
- Not worried about crime, but alert to cars because inadequate sidewalks or no sidewalks
- Poor lighting. No sidewalks. Fast drivers.
- Loose dogs
- Feel safe
- There are no consistent sidewalks so we are forced to walk on the street
- I haven't had any issues when walking, biking, running any time of day. I wish people would abide by the speed limits posted and that there were more sidewalks. I have had people yell and scream from cars when I get off the sidewalk that doesn't continue and have to jump back on somewhere else. I am not walking through people's yards.
- The speeds that cars travel and the lack of sidewalks in all areas of town.
- Loose pets/uncontrolled
- Some drivers do not care about walkers/bikers and believe they own the road
- No sidewalks, crime is not the main concern, main concern is that someone is speeding down the road in a car or four wheeler etc. lots of young kids driving also that don't always stop at stop signs
- small town
- Drivers speeding at times
- Safe neighborhood
- Speeding vehicles that don't stop at stop signs
- Well lit now. Minimal traffic
- Roads need repairs & no sidewalks
- We live in the country and know our neighbors
- People ignoring posted speed limits. No sidewalks in places
- Dogs running loose.
- Walking small children to school and having to cross the street
- No sidewalks and traffic often driving faster than 25 mph
- I haven't encountered an issue in the neighborhood.
- Neutral

- I wish there was side walks in all areas
- Young and teenage drivers using vehicles and other equipment such as four wheelers and dirt bikes
- We live conveniently on the bus route, but crossing the highway is a concern.
- We live on the main road so a little nerve wracking to have big trucks so close to the sidewalk
- Friendly citizens, light traffic
- Lack of danger
- I know many families and they all know when something isn't right and look out for my kids
- On the gravel roads young adults race dirt bikes and 4 wheelers, and have occasionally come close to hitting my while I am walking or jogging.

12. What type of biking or walking infrastructure makes you feel the most comfortable?

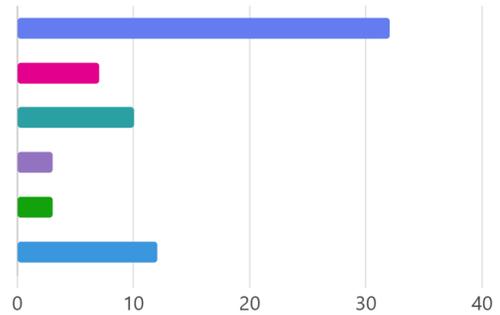


13. What traffic behaviors concern you the most? (Select up to two)



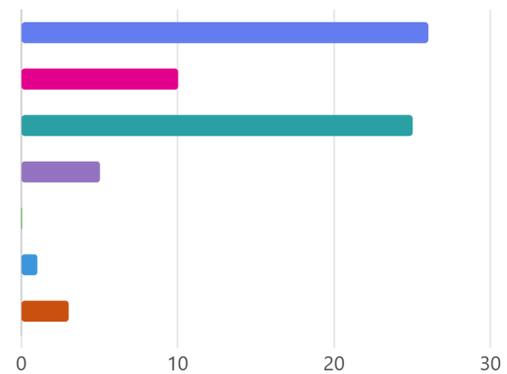
14. If you live within a reasonable walking or biking distance to your destination, what changes would encourage you to walk or bike more often? (Select all that apply)

- More pedestrian friendly sidewalks 32
- More bike lanes or paths 7
- Safer road crossings 10
- Slower traffic speeds 3
- Better street lighting 3
- Other 12



15. What barriers prevent you from biking or walking to your destination? (Select up to two)

- Lack of bike lanes or sidewalks 26
- Safety concerns 10
- Distance too far 25
- Weather conditions 5
- Lack of secure bike parking 0
- Lack of facilities for showering/changing 1
- Other 3



Please describe any specific areas in the city where you feel particularly unsafe walking, biking, or driving.

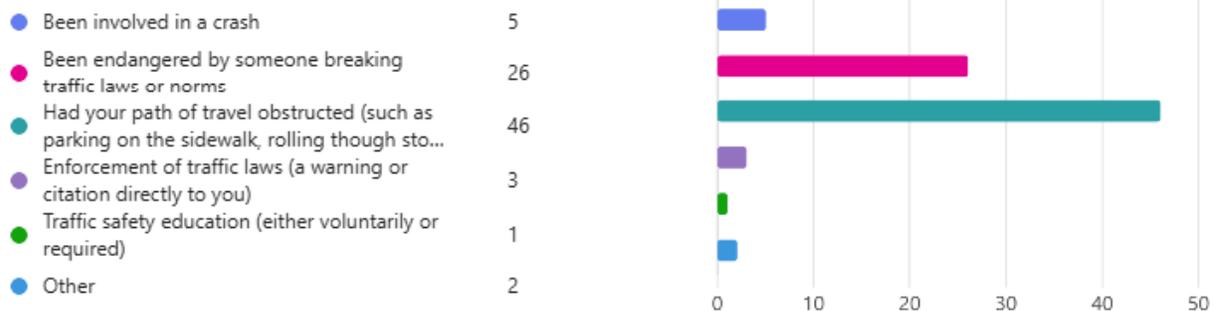
12 respondents (29%) answered sidewalks for this question.



- On the street. People flies down
- Crossing highway
- Across the highway
- Cottonwood Street has a lot of traffic, often that speeds, with few areas of sidewalks and lots of pedestrians and vehicles. Most roads are narrow and have no sidewalks through most of town. The bush pines area is the best regarding the nice sidewalks with some distance from the road.
- Along the highway, especially near the businesses with more traffic
- Along the highway/Monroe St
- The dirt road by our home that leads to the more populated town, the city sidewalks are cracked in areas or people park on the sidewalks
- Saltillo Street at Highway 43 can be unsafe when drivers pull out without looking. Sidewalks need to be added to the area where we live. They are no sidewalks.
- 162/tyler st, cottonwood past tlyer st both need paved and sidewalks
- Areas were there aren't sidewalks or where the sidewalks are unusable.
- All streets with out sidewalks
- Unpaved roads and roads without sidewalks.
- Biking to the baseball field, to the cemetery, downtown, and on the sidewalks down the main road.
- Monroe St. traffic can be fast and heavy. Reduced speed on Monroe would be awesome!
- It's a town of 1000 people. Nobody should feel "unsafe" walking or driving anywhere. If they do, they need to grow up.
- Almost all streets, they are narrow, have pot holes, broken asphalt.
- Highway
- 90% of town due to few usable sidewalks.
- All streets with no sidewalk
- West side of town, street light are dim/off
- No concerns anywhere.
- Crossing the highway Monroe
- Side of town with clock shop
- Streets

- Tyler & Cottonwood gravel portions
- The bend on garden st, heading towards hackberry. hard to see pedestrians walking in the street when you turn. Also all areas without sidewalks
- most of the town where there is no sidewalks like near the city park
- Busy road
- Unsafe anywhere except at the path at the Frisbee golf path
- None
- None
- Monroe Street for biking or walking
- By the schools and crossing #43
- Cottonwood St. and along/crossing the Highway
- Crossing Monroe is tricky sometimes.
- Traveling on Monroe St.
- Anywhere with poor sidewalks or no sidewalks
- Sidewalks around town are in terrible shape and force pedestrians to share the roadway with traffic. It is hugely concerning on routes to school.
- Just crossing the highway. I designated crosswalk with a light or something to make people aware someone is crossing.
- School
- I don't love walking on Bennet rd, lots of traffic and sometimes fast traffic
- Down the highway to Casey's and along Monroe Street.

17. Have you ever experienced any of the following when traveling in/around your community in the last 5 years? Select all that apply.



18. What, if anything, do you feel is missing from Bennet's overall quality of life?

- Speed bumps on Garden Street. Slow speeders down
- Town cop is needed full time
- Full time police officer
- I see a lot of people out walking dogs, biking with their families, etc so it would be nice to have improved sidewalks/bike paths all around town. Bush pines and the disc golf course are great areas to walk, it would be nice to improve the rest of town's sidewalks too!
- Obvious Care about City Appearance along main thoroughfares and business area. Would like to see a crosswalk w light in a spot or two across the highway for safer bike and pedestrian crossing.
- Sidewalks
- Home owners need to take responsibility of there sidewalks and drivers need to be more cautious while driving when people are walking.
- Pave the road coming into our development. We have been here 11 years, and we are still driving on gravel to reach our house. When we moved here, we were told that when moved here the road would be paved when the building is completed. Communication within the community also needs to improve.
- paved streets and sidewalks
- More walking paths. A safe cross walk between the west and east side of Hwy 43. A trail into Lincoln or over to Palmyra would be amazing.
- Pertaining to roads; wider streets (especially with all the huge trucks with wide mirrors) and sidewalks that connect.
- Lack of sidewalks, no stop lights/crosswalk to stop traffic when crossing 43.
- Better street design and maintenance. A food choice.
- An actual bike trail
- Bike trails, tennis or pickleball court. A mayor that doesn't own half of the commercial property in town.
- Good sidewalks
- adequate water infrastructure since more and more people are building houses
- Pave Tyler to Prairie Clover

- Better road maintenance, securing an additional water source before it's too late. Our city needs to be proactive with our utilities that have a direct effect of everyone of us.
- Better stores and restaurants
- No sidewalks in parts of town and narrow streets
- A good restaurant
- Street lighting & sidewalks.
- Commerce, a good restaurant/bar
- Community Center with daily activities/town is boring/ no community activities
- Sidewalks around town
- Sidewalks everywhere!
- Others with the same goals of improving life for the children
- Respect of others
- More properly paved roads and better maintained sidewalks - pave Tyler and Cottonwood.
- the city is growing and could use its own grocery store of some sort doesn't need to be big.
- Dollar store
- Grocery store or dollar store
- Better streets. Paved/repared
- Community Swimming pool
- More sidewalks
- Affordable living. Living in Bennet is expensive.
- Sidewalks, more areas for children to ride bikes and play. Kid friendly activities/environments for all ages. We may live close to Lincoln, but children can't drive themselves to Lincoln and not all parents have the ability to transport to Lincoln so the kids have something to do during the day besides a small splash pad and park.
- Better sidewalks. When I run I would love to use the sidewalks but they're either missing, covered in shrubs, or in such bad shape it's dangerous to use them.
- Walkability and safe, maintained routes to school

- Leaders trying to control each and every aspect of the town, calm down it's a small town full of good people that don't need that.
- Mowing of vacant lots for better visibility
- Insistence of eradicating the local coop, though the town wouldn't exist without.
- Good water

14 respondents (32%) answered sidewalks for this question.



19. Please list the nearest intersection to where you live. (Ex: Street 1 - Madison St, Street 2 - Apple St.)

- Garden Street
- Harrison and Hackberry
- Harrison and hackberry
- Hackberry/Cottonwood
- Apple & Hwy 43
- Monroe St, Apple St
- Madison and Apple
- prairie clover lane and tall grass circle
- Garden and Hackberry
- Tyler Elm
- Tyler/garden
- Street 1 - Cottonwood, Street 2 - Tyler
- Monroe & Cottonwood
- 148TH AND MIDWAY RD
- Garden St and Hackberry St

- Garden, 148
- Hackberry St, Garden St
- Chose not to answer
- Apple and Adams
- Fox run
- Apple and Vince
- Hackberry/Garden
- Garden & Hackberry
- Cottonwood
- Dogwood and Adams
- Vice, jefferson
- Harrison and Elm and Fir
- Cottonwood & Madison
- Tyler
- Dogwood madison
- Tyler &
- Garden st hackberry
- fir st van buren st
- Jefferson and Dogwood
- Harrison
- Jackson and Garden
- Garden monroe
- Tyler and Cottonwood
- Bennet rd and Evergreen rd
- Cottonwood
- Cottonwood & Jefferson
- 162nd & Saltillo
- Street 1 - Garden, Street 2 Tyler
- Garden
- 43 & cottonwood
- Harrison & Elm
- Monroe and Cottonwood

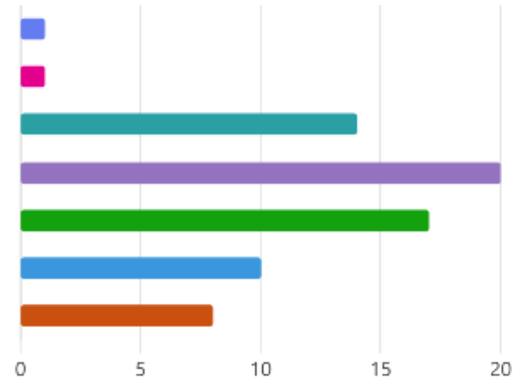
- Cottonwood & Jackson St
- Hackberry and Monroe
- Street 1 Monroe, street 2 Cottonwood
- Van Buren and dogwood
- Garden St and Hackberry
- For and Tyler
- Monroe and dogwood
- Roca rd hwy 43
- Cottonwood
- Cottonwood & Evergreen
- Privacy concerns.
- Tall Grass Circle
- Street 1-Vince, Street 2-Adams
- Tall Grass Circle and Switchgrass.

14 respondents (23%) answered Garden for this question.



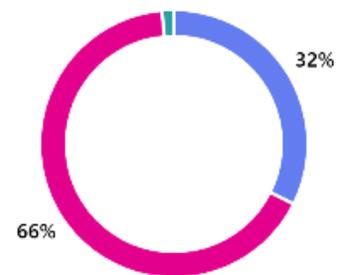
20. What is your age group?

● Under 18	1
● 18-24	1
● 25-34	14
● 35-44	20
● 45-54	17
● 55-64	10
● 65 and older	8



21. What is your gender?

● Man	23
● Woman	47
● Prefer not to say	1
● Other	0



22. Do you experience any health conditions or limitations that affect your ability to travel the community?



### Open House #1 Comments

- Can one-ways become during school hours? City needs to figure out water issues before placing lots of beautiful roads for more growth. Does Bennet want to grow that much? School is landlocked so needs to watch growth as well out grow the school. Just completed addition to the school.
- Vision for Bennet looks great. Love the design for the walkway at Dogwood to cross safely at the highway. If decision came down to option 1 or 2 for the highway between the streetscape or parking option - I lean toward the parking option
- Vision for Bennet looks great. Love the design for the walkway at Dogwood to cross safely at the highway. If decision came down to option 1 or 2 for the highway between the streetscape or parking option - I lean toward the parking option.

### Open House #2 Comments:

- I have a concern with the Bennet safety action plan as it relates to the shared 10' wide sidewalk on cottonwood street. Due to the city of Bennet being located on the south side of the road, and that the park and neighborhoods with the larger number of people people on the south side of the road, the larger sidewalk

should also be on the south side of the cottonwood. Also this would eliminate the need for a person to cross the road to get to the sidewalk from the south side neighborhood and that road is Very busy at times.

- From your plan, it looks like you plan to put a walking path crossing cottonwood onto private property to the north between the water treatment facility and hackberry. How do you plan to procure the land needed to make the path? How will this impact the farm that has been there for 60 years? I also feel that crossing the road to walk a path would be highly unsafe considering that there is no houses on that side of the road. It would make more sense to keep the path on the side of the road that the houses and community members are on.
- I am a regular pedestrian, walking 2+ miles/day with my spouse & dogs. I wear a reflective vest & have blinking lights on the my dogs, this has helped with vehicles slowing when it's dark, but when it's daylight vehicles fly by on Cottonwood: on either side of the speed bump, Garden: Hwy-Tyler, Hackberry: Hwy-Harrison.
- 1) Garden is not a low vehicle traffic road. Also, traffic on this road needs to be slowed down & a separation of vehicle/pedestrian traffic with improved lighting is needed.2) Cottonwood/Tyler, I'm stoked these are going to be paved! However, cars are already are flying down these roads (mostly Cottonwood). Again, traffic needs to be slowed. Same as with Garden, a separation of vehicle & pedestrian traffic with improved lighting.  
3) Curious about the need for a pedestrian crossing at the RR tracks? I don't see foot traffic. Is this a need?4) I like option 2 for Hwy 43, as it will help the town improve in appearance. But I would understand homeowners in the area being concerned with decreased parking.
- I love the sidewalk option for Cottonwood. I also prefer option 2 for the HWY 43 and Fir/Elm. I am curious why there would be the crosswalk option at Dogwood/HWY 43 and not Cottonwood/HWY 43?
- Paving cottonwood and tyle streets - paving these street will increase speed substantially. Right now, cars have to drive slow because the roads are rough. There should be a clear plan in place, either roundabouts, speed bumps, or trees lining the streets to make these roads feel like they are still neighborhood roads and decrease speeds of cars. Pedestrian crossing at hw43/dogwood - I LOVE

this concept and it would make me much more comfortable letting my child walk to school. Living on the east side of hw43, I have no desire to allow my child to walk to or from school due to the safety hazard that hw43 creates. Vehicles go beyond speeds posted and are often on their phones. Fir & Elm st parking - I also love the concept of option #1 because of the multi-benefits 1) very needed additional parking for our local businesses and 2) slower speeds for cars coming through town. On the other hand, studies show that tree lined streets decrease overall speed of vehicles. In addition to the speed, trees would also help provide positive environmental benefits and beautification of our main street through town. It would be very interesting to combine the two concepts with a few planter boxes between parking stalls or a planter box on the far south and far north point of the parking section.

- Board 6 - has a count of peds/bikes been done to justify need for shared lane and permanent 1way on Dogwood? For Jefferson, we see significant backup at at PM pickup with current 1 way configuration. Has a two way north loop in/out on Jefferson to Cottonwood and a south loop utilizing Jefferson south of Dogwood to south pick up lane and around to Adams and south to split/separate pickup traffic from South and North allowing more volume. Also has consideration been given to only having one ways during AM and PM peak school hours and be 2-way rest of the time for driver flow and access?
- I love the ideas.
- I would like to see the walkways versus parking along Highway 43. The mailboxes along the highway already create issue with snow removal with vehicles parked there which impedes mail delivery, and parking spaces will only add to this.
- As Bennet grows with population if you want residents to explore town and businesses to come to town you need a way to get to them besides walking through yards and barely there paths that are definitely not a sidewalk that is safe for a child or someone with any kind of disability or hindered mobility (elderly or assistance devices). We would also love to see that crossing for 43 so close to school and making the roads one way near the school. A word of caution with all of the proposed updates. Don't let the rest of town that's was here and long established be bypassed for upgrades like walkways that will encourage folks to be out and about while you're building up the new areas.

# PROJECT DESIGN SHEETS



# OVERALL MAP

## LEGENED/KEY:

- 1 Cottonwood & Tyler St. Paving
- 2 Neighborhood Greenway
- 3 Shared Use Paths
- 4 Dogwood Redesign
- 5 Hwy 43 Narrow & Streetscape Option
- 6 Hwy 43 Narrow & Parking Option
- 7 Shared Street Conversion
- 8 Hwy 43 RR Crossing



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SAFETY ACTION PLAN



### This map shows recommended safety projects across Bennet.

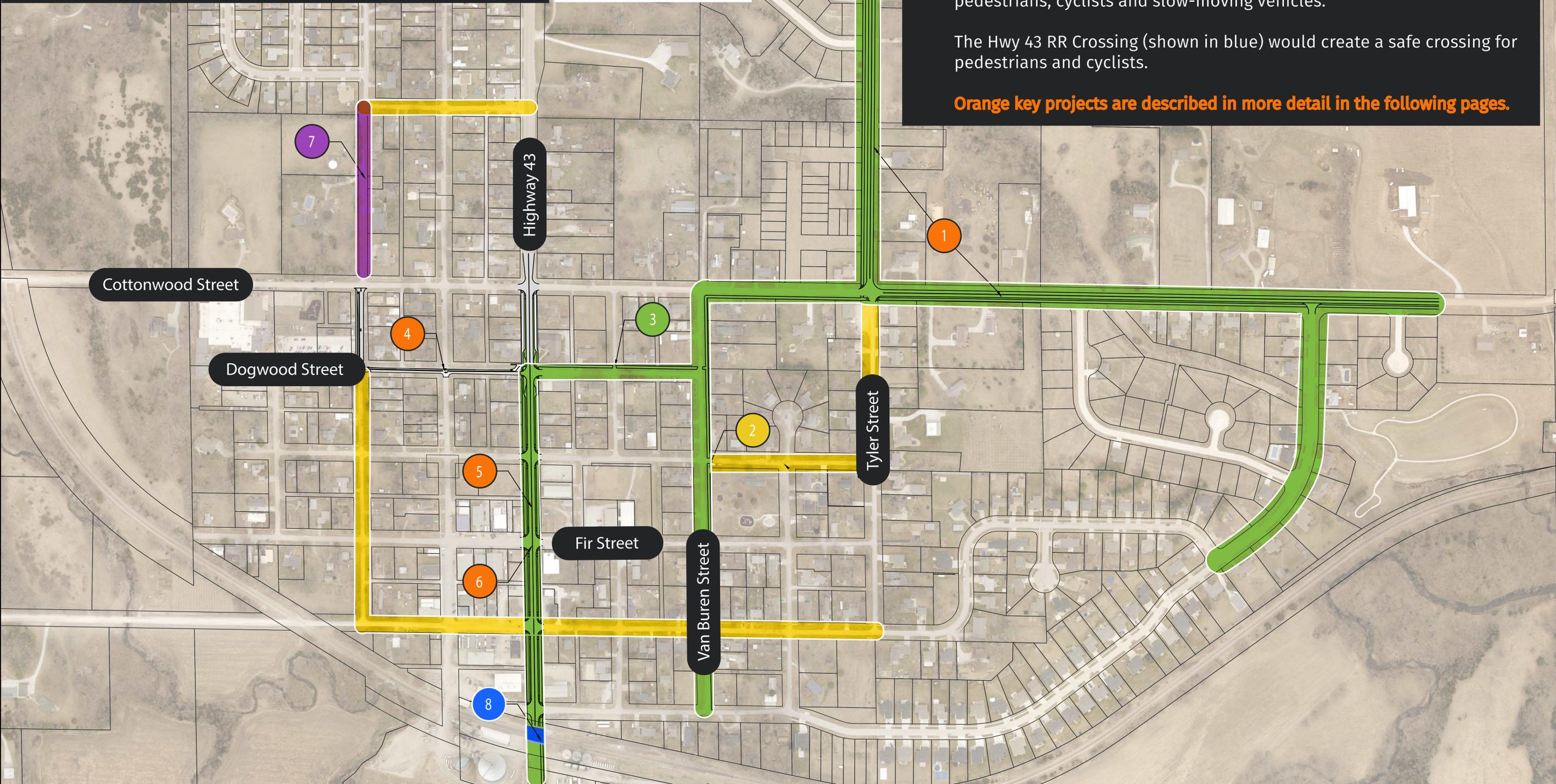
Neighborhood Greenways (shown in yellow) are residential streets with low vehicle traffic designed to prioritize walking and biking using signage.

Shared Use Paths (shown in green) are paved trails separating pedestrians and cyclists from vehicle traffic.

The Shared Street Conversion (shown in purple) would convert Jefferson St. between Cottonwood and Apple streets to a multi-use street for pedestrians, cyclists and slow-moving vehicles.

The Hwy 43 RR Crossing (shown in blue) would create a safe crossing for pedestrians and cyclists.

**Orange key projects are described in more detail in the following pages.**



# COTTONWOOD & TYLER PAVING

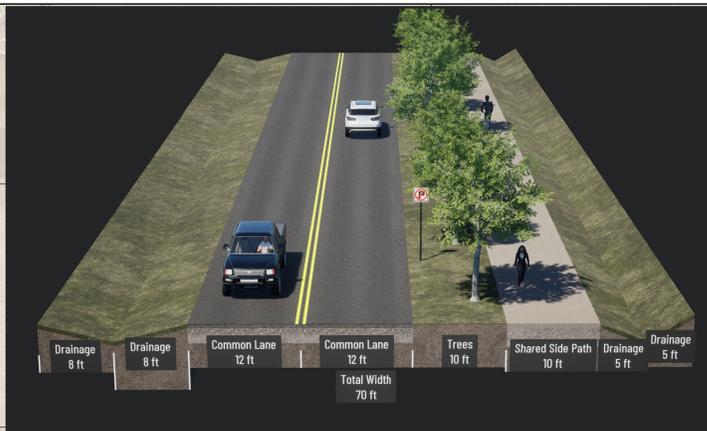
## LEGEND/KEY:

- 1 (2) 12' Vehicle Lanes
- 2 10' Shared Use Path
- 3 Box Culvert Extension



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Paving Cottonwood Street and Tyler Street is a top priority for the city, as these are the last unpaved roads in town. These improvements will include a Shared Use Path for slower, non-motorized users. Once completed, developers would be required to pave roads in all future Bennet developments.



<b>Cottonwood St Paving</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Off-Street Trails	MI	0.5	\$400,000	\$ 200,000
Full Depth Paving	MI	1	\$1,500,000	\$ 1,500,000
Driveway Crossings	EA	17	\$6,000	\$ 102,000
Lighting	EA	27	\$20,000	\$ 540,000
			<b>Total CW</b>	<b>\$ 2,342,000</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	2	\$28,000	\$ 56,000
High-Visibility Crosswalks	EA	2	\$5,000	\$ 10,000
			<b>Total Spot</b>	<b>\$ 66,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 2,408,000</b>
Misc Work			15%	\$ 361,200
Maintenance and Protection of Traffic			10%	\$ 276,920
Erosion Control			3%	\$ 83,076
Contractor Quality Control			2%	\$ 55,384
Construction Surveying			2%	\$ 55,384
Engineering			15%	\$ 415,380
Indirect Cost Allocation (ICAP)			10%	\$ 276,920
			<b>Project Sub-Total</b>	<b>\$ 3,932,264</b>
Additional Contingencies			15%	\$ 589,840
			<b>Total Estimate</b>	<b>\$ 4,522,104</b>

*This opinion of probable construction cost was developed by identifying major pay items and establishing approximate quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on 15% of the anticipated construction cost for identified spot and corridor improvements. Countermeasure Build-Up's have a 20% contingency and 10% mobilization added. Corridor profiles have an additional construction fee included for Maintenance and Protection of Traffic (10%), Erosion Control (3%), Contractor Quality Control (2%), Construction Surveying (2%), Engineering (15%), Indirect Cost Allocation (10%) and an additional 15% contingency. Unit costs are based on 2024 dollars and were assigned based on historical cost data from NDOT bid histories and local bid tabs provided in 2024. Cost opinions do not include easement and right-of-way acquisition; permitting, inspection, or construction management; geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Olsson makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.*



<b>Tyler St Paving</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Off-Street Trails	MI	0.38	\$400,000	\$ 151,515
Full Depth Paving	MI	0.76	\$1,500,000	\$ 1,136,364
Driveway Crossings	EA	10	\$6,000	\$ 60,000
Lighting	EA	27	\$20,000	\$ 540,000
			<b>Total CW</b>	<b>\$ 1,887,879</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	2	\$28,000	\$ 56,000
High-Visibility Crosswalks	EA	2	\$5,000	\$ 10,000
			<b>Total Spot</b>	<b>\$ 66,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 1,953,879</b>
Misc Work			15%	\$ 293,082
Maintenance and Protection of Traffic			10%	\$ 224,696
Erosion Control			3%	\$ 67,409
Contractor Quality Control			2%	\$ 44,939
Construction Surveying			2%	\$ 44,939
Engineering			15%	\$ 337,044
Indirect Cost Allocation (ICAP)			10%	\$ 224,696
			<b>Project Sub-Total</b>	<b>\$ 3,190,684</b>
Additional Contingencies			15%	\$ 478,603
			<b>Total Estimate</b>	<b>\$ 3,669,287</b>

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# DOGWOOD EAST

LEGENDED/KEY:

- 1 10' Shared Use Path
- 2 Highway 43 Improved Crossing



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It is recommended that a signaled pedestrian crossing is added on Dogwood Street to cross Highway 43. This overhead signal would stop traffic on Highway 43 only when activated by a pedestrian. This project would be in conjunction with a proposed project by NDOT to narrow the highway at this intersection to slow traffic.

Highway 43

Dogwood Street

Cottonwood Street

Van Buren Street





<b>Dogwood St &amp; Highway 43</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Road Diets & Lane Width Reductions	BLK	0.5	\$281,000	\$ 140,500
Separated Bike Lanes	BLK	0.5	\$227,000	\$ 113,500
Side Paths	BLK	0.5	\$50,000	\$ 25,000
			<b>Total CW</b>	<b>\$ 279,000</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Pedestrian Hybrid Beacon	EA	1	\$40,000	\$ 40,000
			<b>Total Spot</b>	<b>\$ 40,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 319,000</b>
Misc Work			15%	\$ 47,850
Maintenance and Protection of Traffic			10%	\$ 36,685
Erosion Control			3%	\$ 11,006
Contractor Quality Control			2%	\$ 7,337
Construction Surveying			2%	\$ 7,337
Engineering			15%	\$ 55,028
Indirect Cost Allocation (ICAP)			10%	\$ 36,685
			<b>Project Sub-Total</b>	<b>\$ 520,927</b>
Additional Contingencies			15%	\$ 78,139
			<b>Total Estimate</b>	<b>\$ 599,066</b>

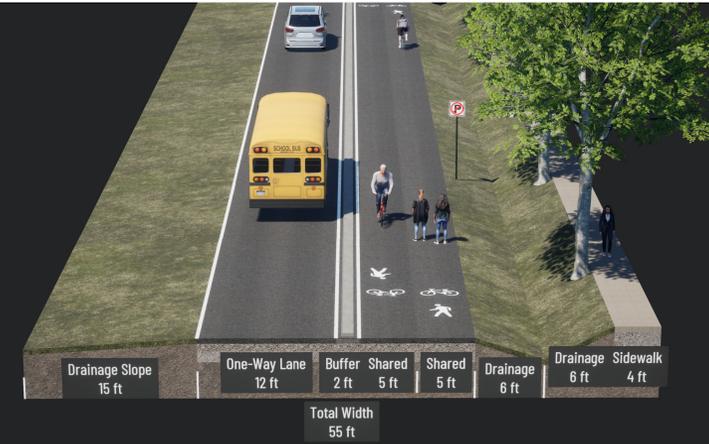
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# DOGWOOD WEST



LEGENED/KEY:

- 1 Physical Lane Buffer
- 2 Shared Lane Stripings
- 3 Bike & Walk Symbols
- 4 One Way Traffic Striping
- 5 Highway 43 Improved Crossing



Dogwood and Jefferson streets would remain a one way. The design includes one-way vehicle lanes and a shared lane for pedestrians and cyclists.



Cottonwood Street

5' Sidewalk

Jefferson Street

Madison Street

Highway 43

10' Shared Lane

2' Buffer

12' Lane

Dogwood Street

5

4

1

2

3



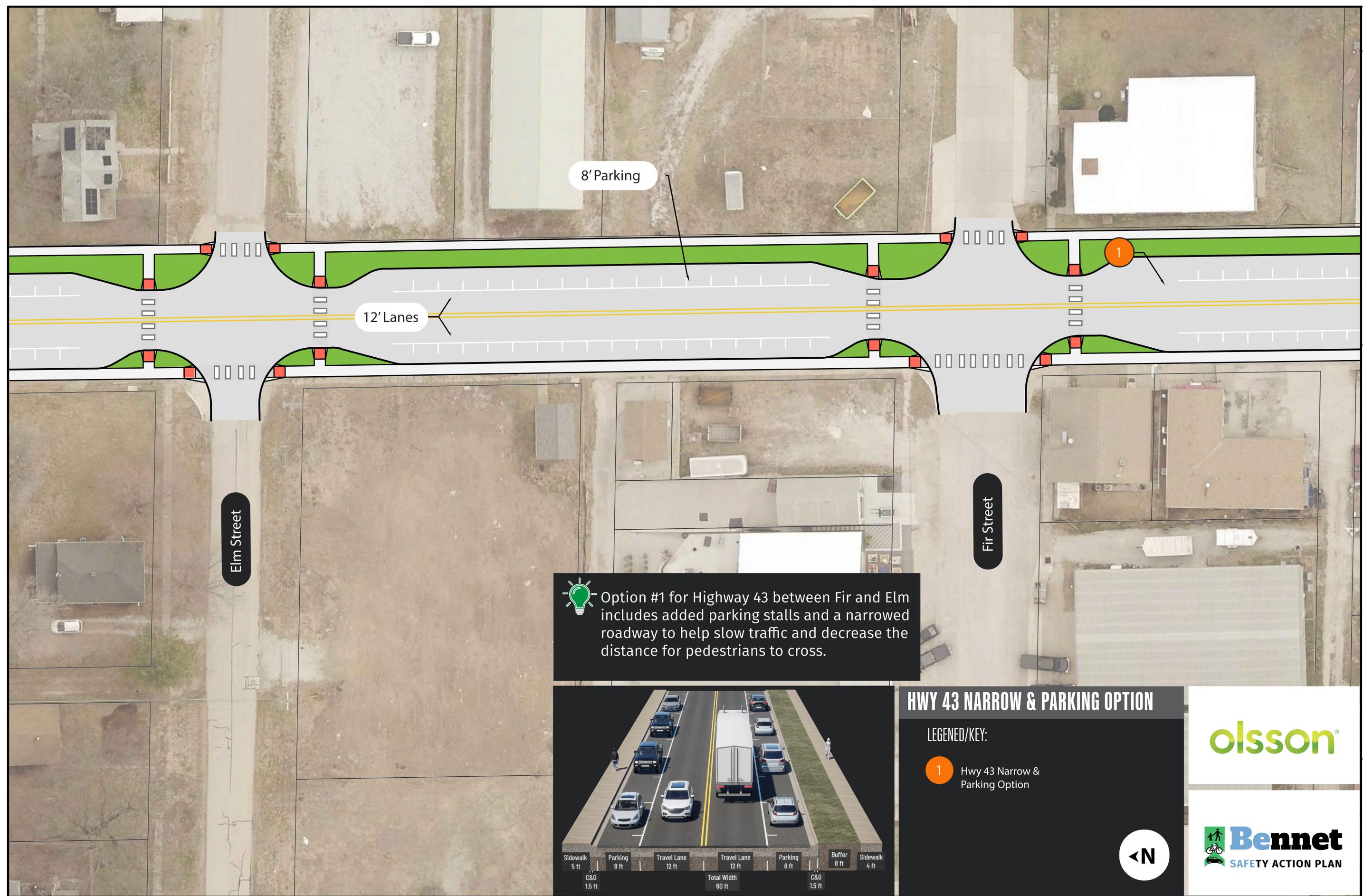
<b>Dogwood St Reconfiguration</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Side paths	BLK	4	\$50,000	\$ 200,000
Raised Medians	EA	2	\$168,000	\$ 336,000
Curb Extensions / Bulb Outs	EA	2	\$28,000	\$ 56,000
			<b>Total CW</b>	<b>\$ 592,000</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	2	\$28,000	\$ 56,000
Corridor Access Management	BLK	4	\$20,000	\$ 80,000
High-Visibility Crosswalks	EA	4	\$5,000	\$ 20,000
School Zones	EA	1	\$42,500	\$ 42,500
			<b>Total Spot</b>	<b>\$ 198,500</b>
			<b>Construction Sub-Total</b>	<b>\$ 790,500</b>
Misc Work			15%	\$ 118,575
Maintenance and Protection of Traffic			10%	\$ 90,908
Erosion Control			3%	\$ 27,272
Contractor Quality Control			2%	\$ 18,182
Construction Surveying			2%	\$ 18,182
Engineering			15%	\$ 136,361
Indirect Cost Allocation (ICAP)			10%	\$ 90,908
			<b>Project Sub-Total</b>	<b>\$ 1,290,887</b>
Additional Contingencies			15%	\$ 193,633
			<b>Total Estimate</b>	<b>\$ 1,484,519</b>

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Jefferson St Reconstruction				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Shared Streets	BLK	0.5	\$1,021,000	\$ 510,500
			<b>Total CW</b>	<b>\$ 510,500</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	2	\$28,000	\$ 56,000
Crosswalk Visibility Enhancements	EA	1	\$36,000	\$ 36,000
			<b>Total Spot</b>	<b>\$ 92,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 602,500</b>
Misc Work			15%	\$ 90,375
Maintenance and Protection of Traffic			10%	\$ 69,288
Erosion Control			3%	\$ 20,786
Contractor Quality Control			2%	\$ 13,858
Construction Surveying			2%	\$ 13,858
Engineering			15%	\$ 103,931
Indirect Cost Allocation (ICAP)			10%	\$ 69,288
			<b>Project Sub-Total</b>	<b>\$ 983,883</b>
Additional Contingencies			15%	\$ 147,582
			<b>Total Estimate</b>	<b>\$ 1,131,465</b>

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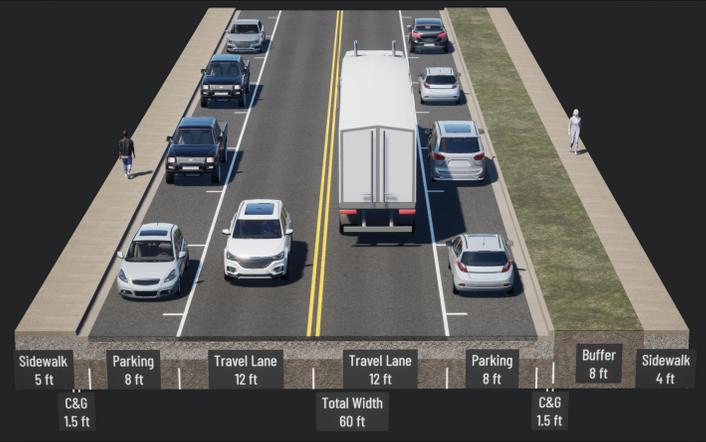
8' Parking

12' Lanes

Elm Street

Fir Street

 Option #1 for Highway 43 between Fir and Elm includes added parking stalls and a narrowed roadway to help slow traffic and decrease the distance for pedestrians to cross.



**HWY 43 NARROW & PARKING OPTION**

LEGEND/KEY:

 Hwy 43 Narrow & Parking Option





<b>Highway 43 Reconstruction - Option #1 Parking</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	16	\$28,000	\$ 448,000
Lighting	EA	11	\$20,000	\$ 220,000
Off-Street Trails	MI	0.2	\$400,000	\$ 80,000
Road Diets & Lane Width Reductions	BLK	4	\$281,000	\$ 1,124,000
			<b>Total CW</b>	<b>\$ 1,872,000</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
High-Visibility Crosswalks	EA	6	\$5,000	\$ 30,000
Gateway Treatments	EA	3	\$2,000	\$ 6,000
			<b>Total Spot</b>	<b>\$ 36,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 1,908,000</b>
Misc Work			15%	\$ 286,200
Maintenance and Protection of Traffic			10%	\$ 219,420
Erosion Control			3%	\$ 65,826
Contractor Quality Control			2%	\$ 43,884
Construction Surveying			2%	\$ 43,884
Engineering			15%	\$ 329,130
Indirect Cost Allocation (ICAP)			10%	\$ 219,420
			<b>Project Sub-Total</b>	<b>\$ 3,115,764</b>
Additional Contingencies			15%	\$ 467,365
			<b>Total Estimate</b>	<b>\$ 3,583,129</b>

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Elm Street

Fir Street

8' Sidewalk

5' Buffer

12' Lanes

8' Sidewalk

5' Amenities

 Option #2 for Highway 43 between Fir and Elm features a narrowed roadway and a streetscape buffer to enhance safety and aesthetics.

**HIGHWAY 43 NARROW & STREETSCAPE OPTION**

LEGENED/KEY:

-  Highway 43 Narrow & Streetscape Option



**olsson**

**Bennet**  
SAFETY ACTION PLAN





<b>Highway 43 Reconstruction - Option #2 Streetscape</b>				
<b>Corridor Wide Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Curb Extensions / Bulb Outs	EA	16	\$28,000	\$ 448,000
Lighting	EA	11	\$20,000	\$ 220,000
Off-Street Trails	MI	0.2	\$400,000	\$ 80,000
Dedicated Right & Left Turn Lanes	EA	10	\$323,000	\$ 3,230,000
			<b>Total CW</b>	<b>\$ 3,978,000</b>
<b>Spot Specific Countermeasures</b>	<i>Unit Cost</i>	<i>Occurrences</i>	<i>Unit Cost</i>	<i>Total Cost</i>
High-Visibility Crosswalks	EA	6	\$5,000	\$ 30,000
Gateway Treatments	EA	3	\$2,000	\$ 6,000
			<b>Total Spot</b>	<b>\$ 36,000</b>
			<b>Construction Sub-Total</b>	<b>\$ 4,014,000</b>
Misc Work			15%	\$ 602,100
Maintenance and Protection of Traffic			10%	\$ 461,610
Erosion Control			3%	\$ 138,483
Contractor Quality Control			2%	\$ 92,322
Construction Surveying			2%	\$ 92,322
Engineering			15%	\$ 692,415
Indirect Cost Allocation (ICAP)			10%	\$ 461,610
			<b>Project Sub-Total</b>	<b>\$ 6,554,862</b>
Additional Contingencies			15%	\$ 983,229
			<b>Total Estimate</b>	<b>\$ 7,538,091</b>

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RESOLUTION 2026-1.1

A RESOLUTION OF THE CITY OF BENNET, LANCASTER COUNTY, NEBRASKA ADOPTING THE SAFE STREETS AND ROADS FOR ALL (“SS4A”) SAFETY ACTION PLAN.

WHEREAS, the City of Bennet has maintained a record of zero roadway fatalities and only one serious injury in recent years, demonstrating its commitment to safety; and

WHEREAS, the City recognizes that even a single serious injury is unacceptable and that proactive planning is essential to sustain this strong safety record; and

WHEREAS, future growth, evolving travel patterns, and increased traffic volumes present potential risks that require forward-looking strategies; and

WHEREAS, the City applied for and was awarded a SS4A Planning Grant from the U.S. Department of Transportation to develop a comprehensive Safety Action Plan; and

WHEREAS, the Safety Action Plan was developed in accordance with SS4A requirements and the Safe System Approach, incorporating community engagement, equity considerations, and systemic safety strategies; and

WHEREAS, adoption of this Safety Action Plan will enable the City to apply for future SS4A Implementation Grants and other funding opportunities to support proactive safety improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BENNET, NEBRASKA:

1. Adoption of Plan. The City Council hereby adopts the Bennet Safe Streets and Roads for All Safety Action Plan, attached hereto as “Exhibit A.”
2. Commitment to Vision Zero. The City commits to a perpetual goal of zero roadway fatalities and serious injuries, and to maintain interim performance measures as outlined in the Plan.
3. Authorization. The City Clerk, Council, Engineer, and other City Staff are authorized to implement the strategies and actions contained in the Plan and to pursue additional funding opportunities consistent with the Plan’s objectives.
4. Effective Date. This Resolution shall take effect immediately upon adoption.

*[Signature Page to Follow]*

PASSED AND APPROVED THIS 19<sup>th</sup> DAY OF JANUARY, 2026.

CITY OF BENNET

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Ryan Cheney, Mayor

ATTEST:

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Sue Biltoft, City Clerk

**EXHIBIT A**  
See Attached.

Opinion of Probable Cost					
Bennet Tball Field Parking Lot					
1/13/2026					
	Item	Quantity	Unit	Unit Cost	Total Cost
Totals	Clearing & Grubbing	1	LS	\$2,500.00	\$2,500.00
	Grading	1	LS	\$5,000.00	\$5,000.00
	6" Concrete Pavement	620	SY	\$80.00	\$49,600.00
	Storm Sewer or RipRap	1	LS	\$10,000.00	\$10,000.00
	Seeding & Blanket	1	LS	\$5,000.00	\$5,000.00
	<b>Construction Total:</b>				<b>\$72,100.00</b>
	<b>Contingency (10%):</b>				<b>\$7,210.00</b>
	<b>Survey, Design, Bidding, Construction Engineering (20%):</b>				<b>\$14,420.00</b>
	<b>Total Project Cost:</b>				<b>\$93,730.00</b>
<p>In providing opinions of probable construction cost, it is recognized that neither the Client nor Olsson has control over the costs of labor, equipment or materials, or over the contractor's methods of determining prices or bidding. The opinion of probable construction costs is based on Olsson's reasonable professional judgment and experience and does not constitute a warranty, express or implied, that the contractor's bids or the negotiated price of the work on the Project(s) will not vary from the Client's budget or from any opinion of probable cost prepared by Olsson.</p>					



**Overtime Worked**  
**11-01-2025 to 11-30-2025**

Deputy	Start - End	# Hours	Date	OT Type
22139 BRYANT, CHAD	0730 - 0900	✓ 1.50	11-19-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	1745 - 2100	✓ 3.25	11-24-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	1745 - 2100	✓ 3.25	11-25-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	0730 - 0930	✓ 2.00	11-26-2025	SUPL CONTRACT-BENNET
		<u>10.00</u>		
22141 HANSEN, MICHAEL	0900 - 1130	✓ 2.50	11-03-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0800 - 1030	✓ 2.50	11-10-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0730 - 1000	✓ 2.50	11-17-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0830 - 1100	2.50	11-23-2025	SUPL CONTRACT-BENNET
		<u>10.00</u>		
<b>Total:</b>		<b>20.00</b>		

STILL NEED FORM COMPLETED FOR 11-23-2025  
SEE EMAIL

BA 502139



# Lancaster County Sheriff's Office



Report of Contract Deputy Michael Hansen 902141  
 Activity for the Village / Town / City of Bennet  
 Date Worked 11-03-2025  
 Start of Shift: 0900 End of Shift: 1130

Type codes: REF – referred by City Offices      BUS – business / area check      SEL – selective enforcement      F/U – follow-up  
 HBO – handled by officer      UTL – unable to locate      GOA – gone on arrival      F/I – field interview  
 O – other

Time (s)	Type	Location	Remarks
0900			Start of shift mileage 134408
0915	SEL	Park	
0925	SEL	Downtown	
0955	SEL	Cemetary	
1005	SEL	Ballpark	
1010		General town patrol	
1100			End of shift 134420

# of Citations Issued: _____	Warning / Defect Citations Issued: _____
Total hours worked this date: <u>2.5</u>	Vehicle number: <u>935</u>
	Total mileage for this shift: <u>12</u>

Deputy Reporting Hansen 902141

Supervisor Approving *Cy*







# Lancaster County Sheriff's Office



Report of Contract Deputy Michael Hansen 902141  
 Activity for the Village / Town / City of Bennet  
 Date Worked 11-23-2025  
 Start of Shift: 1100 End of Shift: 1330

Type codes: **REF** – referred by City Offices      **BUS** – business / area check      **SEL** – selective enforcement      **F/U** – follow-up  
**HBO** – handled by officer      **UTL** – unable to locate      **GOA** – gone on arrival      **F/I** – field interview  
**O** – other

Time (s)	Type	Location	Remarks
1100			Start of shift. Mileage 134670
1110	SEL	Park	
1130	BUS	Downtown	
1145	SEL	Park	
1200		General Town Patrol	
1330			End of shift Mileage 134691

# of Citations Issued: _____	Warning / Defect Citations Issued: _____
Total hours worked this date: <u>2.5</u>	Vehicle number: <u>935</u>
	Total mileage for this shift: <u>21</u>

Deputy Reporting M. Hansen Supervisor Approving \_\_\_\_\_









# Lancaster County Sheriff's Office



Report of Contract Deputy Bryant  
 Activity for the Village / Town / City of Bennet  
 Date Worked 11-25-2025  
 Start of Shift: 1745 End of Shift: 2100

Type codes: **REF** – referred by City Offices  
**HBO** – handled by officer  
**O** – other

**BUS** – business / area check  
**UTL** – unable to locate

**SEL** – selective enforcement  
**GOA** – gone on arrival

**F/U** – follow-up  
**F/I** – field interview

Time (s)	Type	Location	Remarks
1745	SEL	Bennet	Town patrol - presence
1800	F/U	235 Monroe	Checked on roll-off container - it's been moved
1815	SEL	Apple/Jefferson	Traffic
1900	SEL	Monroe/Dogwood	Traffic - 2 speeding warnings
1930	SEL	Bennet	Town Patrol
2000	SEL	Cottonwood St	Traffic
2030	SEL	Monroe/Garden	Traffic

# of Citations Issued: _____	Warning / Defect Citations Issued: <u>2</u>
Total hours worked this date: <u>3.25</u>	Vehicle number: <u>0980</u>
	Total mileage for this shift: <u>14</u>

Deputy Reporting Bryant 902139

Supervisor Approving CB

**Overtime Worked  
12-01-2025 to 12-31-2025**

Deputy	Start - End	# Hours	Date	OT Type
22139 BRYANT, CHAD	0600 - 0800	✓ 2.00	12-08-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	1600 - 1800	✓ 2.00	12-08-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	1830 - 2100	✓ 2.50	12-22-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	0730 - 0900	✓ 1.50	12-23-2025	SUPL CONTRACT-BENNET
22139 BRYANT, CHAD	0730 - 0930	✓ 2.00	12-31-2025	SUPL CONTRACT-BENNET
		<u>10.00</u>		
22141 HANSEN, MICHAEL	1000 - 1230	✓ 2.50	12-01-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0730 - 1000	✓ 2.50	12-08-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0715 - 0945	✓ 2.50	12-15-2025	SUPL CONTRACT-BENNET
22141 HANSEN, MICHAEL	0800 - 1030	✓ 2.50	12-27-2025	SUPL CONTRACT-BENNET
		<u>10.00</u>		
		<b>Total: 20.00</b>		

*[Signature]* 902139  
1-7-2026



# Lancaster County Sheriff's Office



Report of Contract Deputy Michael Hansen 902141  
 Activity for the Village / Town / City of Bennet  
 Date Worked 12-27-2025  
 Start of Shift: 0800 End of Shift: 1030

Type codes: REF – referred by City Offices      BUS – business / area check      SEL – selective enforcement      F/U – follow-up  
 HBO – handled by officer      UTL – unable to locate      GOA – gone on arrival      F/I – field interview  
 O – other

Time (s)	Type	Location	Remarks
0800			Start of shift Mileage 135081
0815	BUS	Downtown	
0825	SEL	Park	
835	SEL	Ballfield	
0845	SEL	Monroe	Observed traffic - No violations
1000			End of shift Mileage 135098

# of Citations Issued: _____	Warning / Defect Citations Issued: _____
Total hours worked this date: <u>2.5</u>	Vehicle number: <u>935</u>
	Total mileage for this shift: <u>17</u>

Deputy Reporting M. Hansen 902141

Supervisor Approving *[Signature]*



# Lancaster County Sheriff's Office



Report of Contract Deputy Michael Hansen 902141  
 Activity for the Village / Town / City of Bennet  
 Date Worked 12-15-2025  
 Start of Shift: 0715 End of Shift: 0945

Type codes: REF – referred by City Offices      BUS – business / area check      SEL – selective enforcement      F/U – follow-up  
 HBO – handled by officer      UTL – unable to locate      GOA – gone on arrival      F/I – field interview  
 O – other

Time (s)	Type	Location	Remarks
0715			Start of shift Mileage 134895
0720	SEL	Traffic Monroe St	Observed traffic until 0830 hours. No violations
0835	SEL	Park	
0845	BUS	Downtown	
0850	BUS	Legion Club	
0900		General town patrol	
0945			End of shift Mileage 134911

# of Citations Issued: _____	Warning / Defect Citations Issued: _____
Total hours worked this date: <u>2.5</u>	Vehicle number: <u>935</u>
	Total mileage for this shift: <u>16</u>

Deputy Reporting M. Hansen

Supervisor Approving CA

















**To: City of Bennet Clerk and City Council**

**Re: January 2026 City Engineering Report**

**New information**  
**Olsson Action Item**  
**City Action Item**

#### Transportation Safety Action Plan

- Final preparation of plan is in progress.
- Upcoming grant deadlines:
  - State of NE TAP Funds: March 2026.
  - State of NE ASIP Funds: March 2026.
  - Safe Streets for All: June 2026.

#### Street Maintenance Plan

- Crack sealing: Complete.
- Asphalt emulsion seal coating: Complete.
  - Recommended every 3-5 years.
  - Benefits: Slows down oxidation and oil content loss, protects from petroleum damage.
  - Pavement Ages
    - Bennet Ridge (2007)
    - Apple Street (2019)
    - Rest (2017-2019?)
    - Madison, Garden, and Hackberry (2022) will be due in 2 years.

#### Street Improvements Plan

- Approximately \$80,000/year in the budget for street improvements/maintenance.
  - Recommend \$80,000 of street improvements for 2026
- **Olsson to discuss recommended improvements with Zach and discuss at the March board meeting.**

#### Water Supply Analysis

- **Olsson to send email to RWD showing year over year usage to show that the measures implemented are working. Notify them that a SCADA system has been installed and that additional irrigation restrictions have been implemented.**
- Water Usage fee structure
  - **City to notify high-users of what their bill will be prior to irrigation season.**
- Water usage statistics:
  - Monthly Max: 5,400,000 gal.
  - Daily Max: 180,000 gal. (or 216,000 gal. at 150 gpm)
- RWD met with city on February 12<sup>th</sup>.
  - RWD has no short term plans for expansion of capacity. Long term plans include development of a new well.
  - Recommended irrigation restrictions to manage daily flows.
- RWD met with planning commission on April 17<sup>th</sup>
  - Stated that RWD has no ability to provide more water to the village. Recommended the village explore a well near Pella Road. Preliminary costs were provided by Olsson.

#### Sewer Improvements/Rates

- Asbestos sewer lining/replacement.
  - Phase I lining work is complete. Pre- and post-lining videos have now been received.
    - **Olsson to review videos.**
  - Phase II lining and manhole rehab is complete.
    - **Olsson to review videos.**

- Olsson is keeping track of improvements completed on a sewer map.
- Sewer Cleaning: 39,800 LF of sewer mains to be cleaned on a rotating schedule.
  - **City to perform video inspection of all mains once equipment is purchased.**
- Lagoon Cleaning
  - **Olsson to review frequency of cleaning that is necessary.**

#### Miscellaneous

- **Olsson to prepare exhibit and cost estimate for parking area behind tball outfield.**
- **Olsson to prepare exhibit and cost estimate for filling in drainage ditch northeast of Hwy 43 and Hackberry and replacing with storm sewer and inlets.**
- **Olsson to review alleys and make recommendations for vacation, if needed.**
- **Olsson to provide recommendation on stop sign at Prairie Clover & Switchgrass intersection.**
  - **Olsson to prepare educational flyer.**
- Street lights installed by NE City Utilities along Cottonwood and Tyler to fill in the gaps.
- Highway allocation is \$98 per capita, below the average of \$169 per capita.
  - Look into lane mile equation to see if widening makes sense.
  - **Olsson received info from state. Will run financial analysis.**
- Gravel road washouts:
  - 2 washouts on Cottonwood/Bennet. County to repair.
    - **Repairs have not been performed. Olsson to follow up.**
  - Small washout above Tyler St. box culvert. Monitor. No action at this time.
- Water Tower Park: No action until further notice.
- **Maintenance Building: Bids are due on January 22<sup>nd</sup>.**
- **Quincy St. ROW Adjustment: City to coordinate with adjacent property owners.**
  - **Approve Catlett proposal once all owners are in agreement.**

#### Development Reviews

- Cochrane Corner:
  - Security deposit/escrow needs paid. Escrow Agreement to be approved at July meeting.
  - Sanitary sewer installation is complete. Video inspections were reviewed and comments returned to developer/contractor for minor corrections.
  - Water installation is complete and bacteria testing will be performed this week.
  - Test results need to be submitted for compaction and sanitary vacuum/pressure testing.
  - **Olsson to request test results.**
- Coffee Shop
  - ADA striping/signage and wheelstop needs to be installed.
    - Olsson emailed info to City. **City to notify owner.**
- **Olsson to provide punchlist of items to be resolved before escrow is released, such as storm sewer cleaning, ditch grading and seeding, low spots in pavement, etc.**

#### Trails

- NDOT reached out to Olsson to discuss options to make pedestrian crossing at Dogwood Street safer across the highway. Olsson has followed up but not received a response. **Will continue to follow up.**
- Potential Funding Sources:
  - State Funding
    - Transportation Alternatives Program (TAP)
      - Transportation Alternatives: General trail projects.
      - Safe Routes to School: School related trail projects.

- This used to be a stand-alone program, but is now included as an eligible project type within TAP.
  - Recreational Trails Program: Recreational trail projects
    - This is different than the RTP through NE Game & Parks.
  - Funding window is currently closed. May be 2-5 years before a new funding notice is issued.
    - Recreational Trails Program (RTP)
      - Administered through NE Game & Parks, separate from TAP.
- Federal Funding
  - Safe Streets and Roads for All (SS4A)
  - Rebuilding American Infrastructure Sustainably and Equitably (RAISE)

Tyler & Cottonwood Street Paving (info from 2021)

- Project Cost: \$1,250,000
  - \$95,000/year for 15 year bond at 1.75%
  - \$105,000/year for 15 year bond at 3.00%
- Current Levy Rates
  - Bennet: 0.304020
  - Adams: 0.475267
  - Hickman: 0.430992
  - Springfield: 0.500000
- Current village valuation: \$87.5 million
  - Project would require additional 0.11 village levy.
- Projected village valuation: \$103.1 million
  - After Evergreen Place, Cedar Brook, and Cochrane Corner.
  - Project would require additional 0.09 village levy.
- Cost of waiting:
  - Interest rate risk.
  - Material price increases.
- Benefit of waiting:
  - Potential infrastructure bill funding.

Thank you for the opportunity to serve your community as the City Engineer.

Sincerely,



Brian Schuele, PE

# City of Bennet Maintenance Report

January 16th, 2026

## Water

- Performed our monthly water test at 485 Adams and 580 Elm. Both Passed
- Pumped 2,186,000 million Gallons The daily maximum was 81,000 and the low was 61,000. The monthly Average was 70,500.
- Read all water meters in the city, had 1 shut off.
- Flushed water at Cochran's corner with Global and both samples passed. Now I'm just waiting for the state to approved to put it into service.
- Locates have slowed down this month to just a few per week.
- Finished turning Main Valves. Out of the 146 we have, 14 of them are new within the last 3 years and didn't need exercised, 5 of them we could not reach with the machine, 3 are by the school and need to wait until school is not in session, 3 we need to wait until spring when we have nicer weather in case we have issues, 3 of them broke while exercising. We have one that needs fixed sooner than later, the other 2 can wait until spring.
- Input all main valve information gathered why exercising into Subsurface maps.
- Had continuing water education class in Firth. Found out that there are several increased regulations to the Lead and Copper inventory we submitted in 2024 that we need to get ahead of.
- Started working in Lead and Copper updates to the list by going through the As builds we have.
- Installed 2 new antennas at 1140 and 1155 Evergreen
- Checked water pressure at 215 Monroe and 155 Madison and confirmed they were normal for that area of town.

## **Needs:**

- In the spring we will look into getting prices to put up spikes on water tower to help prevent the birds from sitting on the railing.
- Look into water main that is not on out maps but might be there. We need to wait until spring when there is better weather when we turn the valve, so we are not forced to dig it up if the valve breaks.

## Wastewater Treatment Plant/ Sewer

- Treated 1.89 million Gallons with a daily high of 67,000 and a low of 44,000, AVG Flow 61,000
- Completed monthly effluent testing and delivered to the lab in Omaha. Samples Passed
- Completed DMR for the quarter and have submitted them and they were approved.
- We are still Under 50 Percent of the plant's max capacity of 150,000 gallons of daily flow.
- We received the new NPDES permit and I sent it to Midwest labs so they can send us the proper sample kits every month. We also need to look at getting a DO meter/probe. It is a new required test that we need to take annually. It will also help with making sure we have enough air in the system to help prevent non-compliances with ammonia.
- Pumped out digestors to the lagoon.
- Took out 8 plugged diffusers in the digester, cleaned and put back in.

### Streets

- Picked up salt/sand mix from Ashland
- Ran new salt/sand mix through the sander and everything works as it should.
- Put salt down on roads as needed
- Did not have to plow snow this month
- Replaced battery in red f250

#### **Needs:**

### General

- Nothing new this month

#### **Needs:**

- Nothing new at this time

### Dump

- Loaded metal into metal bins.
- Pushed up brush pile
- Got new lock and keys made for lock at Refuse site to replace lock that was wore out and distributed keys to who needed them

#### **Needs:**

- Burn brush pile in the next few weeks(weather permitting)
- Get a few loads of rock spread in the spring

### Parks and Ballfields

#### City Park:

- Nothing new this month

#### **Needs:**

- Seed and fertilize (this Spring)

#### Whispering Pines:

- Nothing new this month

#### **Needs:**

- Need to have mulch added to tree bases and entrance garden and around bridge gardens.

**T-Ball Field:**

- Nothing new this month

**Needs:**

- Mulch needs to be added around bleachers, trees, and landscaping.

**South Ballfield:**

- Nothing new this month

**Needs:**

- Mulch added around trees.
- The crow's nest and concession stand remodel needs to be finished.
- Should have the dugout benches and back stop painted. (spring)

*Zach Fergus*

**Utilities Superintendent**

**City of Bennet**

**1/16/26**