April 21, 2025

WSF 2025 Annual Report #5253

DMR Section 205 Flood Reduction Project

This is the sixth annual report. This report covers activity from April 2024 to April 2025.

Project Progress

The party's consultant performed a value-added analysis that will provide the flood reduction benefits for the project while minimizing channel alternation and bridge replacements. The result has been that the Corps of Engineers' participation in the project has been severed because of substantial and unexpected cost increases with their design. The project will obtain benefits from channel shaping, OL&B railroad bridge removal, BNSF railroad bridge conveyance improvement, and off-channel detention facilities. The design is proceeding to 60 percent and has removed uncertainties related to the concurrent design and construction of the 33rd Street separated grade project.[1]

Local Sponsor Progress

Houston Engineering was retained by the Local Sponsor to develop feasible design alternatives to reduce costs for both the channel and local projects.

- In August 2024, a Professional Agreement was executed between the NRD and Houston for project management, preliminary design, permitting, final design, bidding, and construction phase services for Deadmans Run channel improvements and detention incorporated into the flood risk reduction project.
- The design option that was selected will provide cost-saving measures while still providing the same flood protection benefits and goals as originally planned for the project. The design includes two upstream detention basins, channel bench widening, alternatives for the 33rd and Baldwin box culvert, removal of the OL&B Railroad Bridge, and conveyance improvements for the downstream BNSF bridge (conducted by BNSF).[2]
- Houston has completed the 30 percent design, and the NRD and City have determined the project package. Houston is now working toward a 60 percent submittal.

[1] The City of Lincoln and RTSD received a $66.7 million grant for the railroad crossing project at 33rd and Cornhusker. This will better align project schedules.

[2] One of the key recommendations is constructing one or two upstream detention basins in-line with Deadman's Run to reduce peak flows during a 100-year event. The detention basin(s) alleviates the need to modify the existing channel (widen) for a majority of the project and allows for the 38th and 48th Street bridges to remain in place. Not only does this reduce costs for bridge replacements, but it also reduces the right-of-way impacts, utility relocations, as well as the large amount of excavation and haul-off required to enlarge the channel in the USACE design.

Project Costs 2025- 2026

Engineering/Design	$1,200,000.00
Railroad Engineering Review	$100,000
Utility Relocation Engineering	$400,000
Utility Relocation Construction	$1,000,000
ROW Appraisals/Acquisitions	$500,000
FRA Grant Application	$50,000
Construction	$4,000,000
	Total $7,250,000

Project Benefits

At this time, we anticipate that the benefits of the application will be realized.

Project Timeline[3]

60% Design	June 2025
Permit Applications	August 2025
Land Rights Acquisition	September 2025
Contract Award	February 2026
Project Complete	August 2027

Submitted by LPSNRD

April 21, 2025

[3] Best estimate. Schedule currently being updated by the consultant.