

NACO District	Lead County	Bridge County	Structure Number	Local Bridge ID	Bridge Location	Proposal Cost Estimate	Estimated CBMP Funds for Selected Proposals
1	Otoe	Saunders	C007811755		2.5 miles N and 3 miles E of Prague	\$280	\$280
1		Saunders	C007813725		1.6 miles S and 1 mile E of Cedar Bluffs over Silver Creek		
1		Nemaha	C006410935		0.5 miles E and 2.1 miles S of Johnson		
1		Nemaha	C006432617		2 miles S of Auburn		
1		Otoe	C006602825		8 miles S and 2.1 miles E of the N-2/S-66A Jct.		
1		Otoe	C006600335		2.5 miles W and 2.4 miles S of Palmyra		
1	Cass	Cass	C001302725	M-7-8-3700	2.9 miles E and 0.9 miles N of Murdock	\$572	\$315
1		Saunders	C007804305P		2.7 miles S and 2.5 miles E of Ithaca		
1		Otoe	C006600345		2.5 miles W of Palmyra		
1	Saline	Jefferson	C004800410		1 mile N and 4.7 miles E of Daykin	\$1,100	\$600
1		Jefferson	C004800405		1 mile N and 2.1 miles E of Daykin		
1		Jefferson	C004800230		6 miles E and 15 miles N of Saline County Line		
1		Jefferson	C004823715		2 miles W and 3.5 miles S of Plymouth		
1		Saline	C007623825		2.5 miles N and 1.5 miles E of Western		
1		Saline	C007604805	A 31 N 4	1.4 miles W and 4 Miles S of Tobias over Walnut Creek		
1		Saline	C007601315	F 7 W 3	4 miles E and 5.5 miles N of Tobias		
1	Gage	Gage	C003401315	V-E-1-3	3 miles W and 2.8 miles N of the N-8/N-112 Jct. over Ash Creek	\$474	\$260
1		Nemaha	C006403655		4 miles S and 0.5 miles W of Nemaha over Whiskey Run		
1		Johnson	C004913710	5	3 miles E and 0.9 miles N of the US-136/N-50 Jct.		
1	Thayer	Thayer	C008510930	T3N R4W SEC 1 WL	3 miles E and 4.5 miles S of Davenport over the S Fork of the Big Sandy Creek	\$380	\$200
1		Thayer	C008511010	T4N R2W SEC 2 SL	2.7 miles S and 2.4 miles E of Bruning		
1		Thayer	C008514320	T3N R1W SEC 3 WL	0.5 miles W and 2.4 miles N of Gilead		
1		Thayer	C008514205	T1N R4W SEC 1 SL	3.7 miles N and 0.3 miles E of Byron		
1		Thayer	C008504835	T1N R1W SEC 2 SL	0.3 miles N and 6 miles E of Hubbell		
2	Cedar	Cedar	C001445215		3 miles N and 3 miles E of Laurel	\$374	\$206
2		Wayne	C009004305		3 miles E and 9.2 miles S of Wayne		
2	Wayne	Wayne	C009001520		0.1 mile S and 3 miles W of Winside	\$87	\$87
2		Thurston	C008710920		2 miles S and 1 mile W of Emerson		
2	Madison	Madison	C005904905		3 miles S and 32 miles N of Stanton County Line	\$134	\$134
2		Stanton	C008410120		6 miles N and 32 miles N of Madison County Line		
2		Stanton	C008410115		4 miles N and 32 miles N of Madison County Line over Sand Creek		
2	Holt	Holt	C004552815	T31N R11W - S5 - NL	16 miles N and 1.7 miles E of O'Neill over Camp Creek	\$83	\$83
2		Boyd	C000818510	T33N R10W SEC13 W2	1.5 miles E of Lynch		
2	Colfax	Colfax	C001901405	E-6-2.1	4.2 miles S and 0.9 miles W of Clarkson over Dry Creek	\$108	\$108
2		Colfax	C001901320	D-13-1.4	5 miles E and 5.7 miles S of Leigh		
2	Holt	Boyd	C000822605	T33N R9W SEC16 W-2	4 miles E of Lynch over Ponca Creek	\$890	\$293
2		Holt	C004511405	T33N R14W-S31 NL	1.5 miles W and 18 miles N of Atkinson over Big Sandy Creek		
2	Knox	Knox	C005425605	95-16W4	0.5 miles N of Creighton over Bazile Creek	\$330	\$150
3	Webster	Webster	C009133420		1.5 miles N and 2 miles E of Red Cloud over Dry Creek	\$573	\$200
3		Webster	C009112810		0.3 miles S and 3.7 miles W of Crooked Creek		
3		Webster	C009122005		3 miles N and 1.6 miles W of Cowles over Elm Creek		
3		Webster	C009135015	35015	2 miles W of US-281 at the Kansas State Line		
3	Greeley	Greeley	C003903505		5 miles E and 4 miles S of Greeley at the E Branch of Spring Creek	\$358	\$200
3		Greeley	C003934715		1.7 miles N and 3 miles E of Spalding over Mud Creek		
3		Greeley	C003904605		3.2 miles E and 3 miles S of Scotia over Fish Creek		
3	Adams	Adams	C000124225	P11-1	1560 W Cimarron Rd	\$53	\$53
3		Adams	C000101420	B 32.1	6030 W 26th Street		
3		Adams	C000104010	N3-1	18595 W Homestead Road		
3		Adams	C000104205	N9-1	19205 W Cimarron Rd		
3	Merrick	Merrick	C006111520	715	1 mile W and 1.2 miles S of Archer at Prairie Creek	\$385	\$200
3		Merrick	C006103605	713	1 mile S and 0.8 miles W of Archer at Prairie Creek		
3	Custer	Custer	C002126925P	205	4.5 miles W and 2.2 miles N of Berwyn	\$70	\$70
3	Nuckolls	Nuckolls	C006513610		5 miles N and 8.3 miles W of Superior over Middle Creek	\$42	\$42
4	Hitchcock	Hitchcock	C004430805	Gottl Bridge	4.7 miles SE of Palisade over Fish Canyon	\$176	\$176
4		Hayes	C004353810	Kressin Bridge	5 miles S and 1 mile E of Hayes Center over Blackwood Creek		
4		Hitchcock	C004403705	Reiners Bridge	8.5 miles S of Trenton over the N Fork of Driftwood Creek		
4		Hayes	C004301905	Stinson Bridge	3 miles E and 1 mile S of Hamlet over Frenchman Creek		
4	Furnas	Furnas	C003305305		7 miles S of Hollinger over Sappa Creek	\$113	\$113
4		Furnas	C003324225		7 miles S and 0.5 miles E of Hollinger over Sappa Creek		
5	Scotts Bluff	Scotts Bluff	C007932920	15-B	0.2 miles E and 3.5 miles N of Mitchell over Spotted Trail Creek	\$99	\$99
5		Dawes	C002312510		2.1 miles NE and 5.5 E of the US-20/N-71 N. Jct. over West Ash Creek		
5		Dawes	C002316105P		5.3 miles E and 6 miles SE of the US-20/US-385 E. Jct. over Bordeaux Creek		
5		Dawes	C002316110P		5.3 miles E and 5.5 miles SE of the US-20/US-385 E. Jct. over Bordeaux Creek		
5	Scotts Bluff	Cheyenne	C001727510	160	1 mile W and 9 miles N of Lodgepole	\$101	\$101
5		Morrill	C006203605P		5 miles N and 3 miles E of Bridgeport over the Northport Irrigation District		
5		Morrill	C006203820		1.7 miles N and 6.4 miles E of the US-26/N-92 Jct.		
5		Kimball	C005316110	CR59-CR16	7.9 miles S of the I-80/L-53A Jct.		
5		Kimball	C005333405	CR24-CR55	4.5 miles S and 1 mile W of Dix		



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central	Applying County	Adams	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C000124225	P11-1	1560 W Cimarron Rd	Adams	33.00	20.30	Wood or Timber Stringer/Multi-beam or Girder
C000101420	B 32.1	6030 W 26th Street	Adams	25.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
C000104010	N3-1	18595 W Homestead Road	Adams	32.00	20.10	Wood or Timber Stringer/Multi-beam or Girder
C000104205	N9-1	19205 W Cimarron Rd	Adams	31.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C000124225	No	No	43	Local
C000101420	No	No	60	Local
C000104010	No	No	30	Local
C000104205	No	No	36	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Lg Culvert Sites-Countywide	No	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C000124225	Replace with non-bridge size	Culvert Pipes			\$7,300	1-84"x56' 8ga 3x1 CMP
C000101420	Replace with non-bridge size	Culvert Pipes			\$12,000	2-72"x46' 10ga 3x1 CMPs w/ concrete inlet wall. NDOR comment: Original Estimated cost said: "8,000 CMPs + 4,000 headwall"
C000104010	Replace	Culvert Pipes			\$17,000	3-72"x46' 10ga 3x1 CMPs w/ concrete inlet wall. NDOR comment: Original Estimated cost said: "12,000 CMPs + 5,000 headwall"
C000104205	Replace	Culvert Pipes			\$17,000	3-72"x46' 10ga 3x1 CMPs w/ concrete inlet wall. NDOR comment: Original Estimated cost said: "12,000 CMPs + 5,000 headwall"

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

Replacement of a bridge with CMPs is innovative when the drainage and sizing of the waterway/channel allows. Various end treatments to either the inlet and/or the outlet also offers innovative conditions. Adams County has utilized concrete walls on 2 and 3 multiple pipe site installations throughout the County. NDOR has a standard set of plans that we have referred to for construction of the wall(s) and we have had them designed by consulting engineering firms as well.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

The use of CMPs is material and time savings all around! Cost of a new bridge structure at any one of the proposed CMP sites would cost from \$90,000-\$180,000 for materials only, opposed to CMPs at a cost of \$8-9,000 per CMP. The use of a concrete inlet wall saves on the cost of the total CMP lengths by at least 10 ft or approximately \$1,500 per large CMP. The materials cost for the concrete inlet wall at approximately \$2,000-\$3,000 total across the 2-3 pipe installation per site. Time for construction and closure of the road to the public for a new bridge is 2-4 months vs multi-CMP installations from 2-6 weeks, depending on end treatment design and roadway grading elevations.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Culvert installations offer maintenance savings based on number of elements within structure itself. Reduced number of structural elements reduces number of impacted damage/deterioration points. Saved maintenance elements from deficient bridge to CMPs include: timber plank replacements/ repairs to deck, abutment, wings; repairs/ replacement of stringers & piling; damage / replacement of guardrail. All maintenance items are "on-going" savings for labor, equipment & inventory stock needs.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

This project to replace 4 structurally deficient bridges with CMPs will remove all 4 from the SD list for the County and State inventory of bridges. Two of the original bridge sites will remain on the State/National bridge inventory due to size. The 4 bridges total 2,433 sf of SD bridge area. Adams County requests funds for this project for the materials, engineering design, and permitting services. Adams County crews will provide labor and equipment necessary to remove old structures and install new CMP structures per final desing. Estimated request of funds @ \$53,300.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Southeast	Applying County	Cass	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C001302725	M-7-8-3700	2.9 miles E and 0.9 miles N of Murdock	Cass	24.00	16.00	Steel Stringer/Multi-beam or Girder
C007804305P		2.7 miles S and 2.5 miles E of Ithaca	Saunders	24.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
C006600345		2.5 miles W of Palmyra	Otoe	32.00	16.00	Steel Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C001302725	No	No	15 (2003) BrM	Local
C007804305P	No	No	10 (2003) BrM	Local
C006600345	No	No	10 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C001302725, C007804305P, C006600345 CBC's-Cass, Saunders, Otoe	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C001302725	Replace	Concrete Box Culvert			\$202,500	3-12'x10'x40'
C007804305P	Replace	Concrete Box Culvert			\$168,200	3-10'x10'x40'
C006600345	Replace	Concrete Box Culvert			\$201,700	2-12'x10'x58'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor, with one set of contract documents. Also, an aspect of flexibility is gained for the contractor in having multiple sites to allocate time and resources, with sometimes difficult to predict work availability and schedules.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized box culvert structure plans are available upon request from the Nebraska Department of Roads for all Counties, again easily shared.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized box culverts are extremely durable structures that typically do not require guardrail or much maintenance over the relatively long expected life of 100 years. There are no guardrails to pay for, to impede mowing or snow plowing operations, to restrict wide loads or equipment, or to repair if damaged. Also, inlet and outlet elevations, coupled with turndowns and aprons can effectively limit streambed degradation, resulting in stabilized stream-bed and channel banks. Soil loss and damage is minimized to public/private property and infrastructure.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Cass/Saunders/Otoe County and the State of Nebraska:

Cass County C001302725:

The roadway/bridge is closed and not currently being utilized as a bus route. Once replaced, it will be returned to service.

The detour route length is 3 miles for un-restricted traffic.

The roadway/bridge is closed and not currently being utilized as an emergency services route. Once replaced, it will be returned to service.

The roadway/bridge is primarily utilized for rural local, residential and agricultural operation/equipment traffic.

The project provides continuity to previous County projects. Replacement of the bridge will provide a north to south "farm to market" route. The County is in the process of replacing a structure to provide an east to west "farm to market" route.

The structure is considered "necessary" to the local traffic. Currently, local, agricultural and commercial traffic is non-existent due to closure.

Saunders County C007804305P:

The roadway/bridge is closed (past 7 years) and is not being utilized as a bus and mail route. Once replaced, it will be returned to service.

The detour route length is 2.5 miles for un-restricted traffic.

The roadway/bridge is primarily utilized for rural local and agricultural operation traffic. Residents are located on both sides of the bridge.

The structure is considered "necessary" to the local traffic. The bridge closure restricts agricultural planting and harvest activities for the local farming operations of the area.

Otoe County C006600345:

The roadway/bridge is utilized as a bus route.

The roadway/bridge is utilized as an emergency services route.

The detour route length is 4 miles for un-restricted traffic.

The roadway/bridge is primarily utilized for rural local, residential, commercial and agricultural equipment traffic. A winery (Glacial Till) is located in the immediate area of the project.

The roadway/bridge provides a "farm to market" route utilized for the transport of livestock and grain by local farmers.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width. A double section of ground is located to the west of the bridge.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Cedar	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C001445215		3 miles N and 3 miles E of Laurel	Cedar	26.00	15.70	Steel Stringer/Multi-beam or Girder
C009004305		3 miles E and 9.2 miles S of Wayne	Wayne	40.00	20.00	Steel Girder and Floorbeam System

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C001445215	No	No	50 (2003) BrM	Local
C009004305	No	No	40 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C001445215, C009004305 CBC's-Cedar, Wayne	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C001445215	Replace	Concrete Box Culvert			\$149,000	3-10'x8'x40'
C009004305	Replace	Concrete Box Culvert			\$224,800	3-12'x12'x40'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor, with one set of contract documents. Also, an aspect of flexibility is gained for the contractor in having multiple sites to allocate time and resources, with sometimes difficult to predict work availability and schedules.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized box culvert structure plans are available upon request from the Nebraska Department of Roads for all Counties, again easily shared.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized box culverts are extremely durable structures that typically do not require guardrail or much maintenance over the relatively long expected life of 100 years. There are no guardrails to pay for, to impede mowing or snow plowing operations, to restrict wide loads or equipment, or to repair if damaged. Also, inlet and outlet elevations, coupled with turndowns and aprons can effectively limit streambed degradation, resulting in stabilized stream-bed and channel banks. Soil loss and damage is minimized to public/private property and infrastructure.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Cedar and Wayne County and the State of Nebraska:

Cedar County C001445215:

The roadway/bridge is utilized as a bus and a mail route.

The roadway/bridge is primarily utilized for local, commercial business and agricultural traffic in the area.

The roadway/bridge provides a continuous route across the southeast portion of Cedar County for local rural pre-school traffic and week-end rural church services.

The structure is considered "necessary" to the local traffic. Currently, most commercial and agricultural traffic is restricted because of an inadequate weight limit (posting) and width.

The bridge replacement would enhance Cedar County infra-structure by providing an adequate, efficient, safe roadway for the traveling public.

Wayne County: C009004305:

The road/bridge has been utilized bus route in the recent past, and most likely, will again. It also functions as a mail route and as an emergency services route. Residents of the area are served by Wisner Fire and Rescue from the South. Although the route is not the only access, the immediate area has many weight restricted/structurally deficient bridges', making response time difficult and time consuming.

The roadway/bridge is vitally important to the local agricultural operations of Wayne and Cuming Counties. The primary uses include; heavy harvest, grain and livestock, livestock waste, and rural traffic.

Recently completed replacement projects in the area (Wayne and Cuming Counties) will be utilized with greater frequency following replacement if the bridge.

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and width.

This project is the initial step in the County's plan to replace/eliminate several structurally deficient bridges in the area. The plan's goal is to improve access, traffic flow, and safety of the roadways to promote the development of agricultural/livestock feeding operations in the area.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Colfax	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C001901405	E-6-2.1	4.2 miles S and 0.9 miles W of Clarkson over Dry Creek	Colfax	32.00	17.70	Steel Stringer/Multi-beam or Girder
C001901320	D-13-1.4	5 miles E and 5.7 miles S of Leigh	Colfax	25.00	26.20	Steel Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C001901405	No	No	40 (2003) BrM	Local
C001901320	No	No	25 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C001901405, C001901320 CMP's-Colfax	No	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C001901405	Replace	Culvert Pipes			\$46,000	(Estimate is for materials only) 3-108"x48'
C001901320	Replace	Culvert Pipes			\$61,500	(Estimate is for materials only) 2-120"x80'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

It is the intent of the stakeholders that the tubes will be installed by County forces as an innovative approach to the construction process. It could also be considered an Accelerated Bridge Construction method, due to essentially all components being pre-fabricated and assembled on-site.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, corrugated metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Construction methods and time saving ideas can be easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Colfax County and the State of Nebraska:

C001901405:

The roadway is currently used as a bus route and mail route.

The roadway/bridge is utilized as an emergency services route.

The detour route length is 4 miles for restricted traffic, longer for un-restricted traffic and considered excessive.

The roadway/bridge is primarily utilized for rural local, commercial, and agricultural traffic. The route is utilized daily by numerous local livestock facilities for commodity transport and associated operation traffic.

The structure is considered "necessary" to the local traffic. Currently, most commercial and agricultural traffic is restricted because of an inadequate weight limit (posting) and narrow width.

C001901320:

The project is utilized as a bus route and mail route.

The detour route length is 4 miles for un-restricted traffic. Emergency service access would be improved by replacement of the structure.

The roadway/bridge is primarily utilized for rural local, commercial, and agricultural traffic. The route is utilized daily by numerous local livestock facilities for commodity transport and associated operation traffic.

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and narrow width.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central District	Applying County	Custer	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C002126925P	205	4.5 miles W and 2.2 miles N of Berwyn	Custer	25.00	21.00	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C002126925P	no	no	50	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
C21(350)A1, Broken Bow SE	no	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C002126925P	Bridge Replacement	Multi-Culvert			\$70,000	2 -84" RE x 40' Culverts w/Headwalls & Wingwalls on skew

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

The culvert headwall design of this replacement structure allows for a prefabricated element that is erector ready for installation, saving time and money from the more traditional culvert installation with on site headwall fabrication.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

This project is already designed, ready for material letting & built with County Forces with an expected savings of 15% over conventional Contractor bid and build. Plus the culvert headwall design of this replacement structure allows for a prefabricated element that is erector ready for installation. Saving time and money from the more traditional Contractor culvert installation with on site headwall fabrication.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

The culvert headwall design of this replacement structure allows for a prefabricated element that is erector ready for installation. Saving time and money from the more traditional culvert installation with on site headwall fabrication.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Culvert replacement vs. in-kind replacement or repair of this wooden structure doubles the lifespan of the structure while dramatically improving the structural capacity of the bridge.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

Broken Bow is the home of Adams Land and Cattle, a large feed lot operation that holds at any time throughout the year around ninety thousand head of cattle. Custer County has been pro-active in improving the roads around Broken Bow to eliminate as much as possible the agricultural traffic from Adams L&C and others from passing through Broken Bow. Structure C002126925P is on the first available road to the southeast around Broken Bow which if replaced with a new structure would allow for relief from heavy ag traffic having to pass through Broken Bow thus reducing the potential traffic conflict.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	West Central	Applying County	Furnas	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C003305305		7 miles S of Hollinger over Sappa Creek	Furnas	40.00	20.70	Wood or Timber Stringer/Multi-beam or Girder
C003324225		7 miles S and 0.5 miles E of Hollinger over Sappa Creek	Furnas	66.00	18.20	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C003305305	No	No	68	Collector
C003324225	No	No	34	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Rd 434 & Rd 706	No	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C003305305	Replace	Culvert Pipes			\$55,000	Twin 144" Culverts x 40 ft. long with Headwalls and Sheet Pile Wings. Installation by County Forces.
C003324225	Replace	Culvert Pipes			\$58,000	Twin 144" Culverts x 46 ft. long with Headwalls and Sheet Pile Wings. Installation by County Forces.

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal combines replacement of two (2) structurally deficient bridges. Structure No. C003305305 (05305) and C003324225 (24225) span Sappa Creek. Each are currently timber bridges that can be replaced with culvert structures. By bundling two sites, material cost savings will be realized since the structures will have very similar layout. Since the structures are less than ½ mile apart, Hydraulic Assessment can be completed for both structures at the same time.

05305 is on a Collector Road and 24225 is on a Local Road. Proposed structures will be designed to eliminate obstacles within the horizontal clear zone and meet adequate return flow periods for road overtopping. Structure will be designed with toe walls and sheet pile wings.

By fabricating these culvert structures with headwalls and toewalls, scour potential has effectively been eliminated. Headwalls also reduce the footprint of the structure by reducing required pipe lengths. This generally eliminates the need for right-of-way acquisition and accommodates existing fence lines. Each of the proposed structures will be constructed within existing right-of-way.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

Culvert pipe with manufactured headwalls have been used by Furnas County for several other bridge replacement projects. These structure types have been designed to effectively meet roadway overtop expectations and have not required any routine maintenance. Several suppliers are readily available and have previous experience with fabrication of these structures. County Forces have successfully installed these structures with current crew and without needing to purchase specialized equipment. Since proposing two sites for replacement with similar structure types, material cost savings will occur.

Headwall installation reduces the footprint of the structure and allows for construction within existing right-of-way, resulting in cost and significant time savings since acquisition will not be needed.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Several suppliers are readily available and have previous experience with fabrication of culvert pipe structures. County Forces generally have the equipment needed to install these structures with current crew.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

05305 and 24225 will be culvert type structures, requiring little to no maintenance throughout material lifespan. Culvert materials will meet NDOR Specifications for thickness and lifespan will be maximized.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

05305 is on a Collector Route with an agricultural surrounding. Detouring of agricultural equipment occurs due to the reduced load carrying capacity of the existing bridge. Legally loaded vehicles are restricted from crossing due to the 6 ton load posting. This route receives moderate volumes of traffic and also serves as a bus route. This structure is currently on the County 6 year road plan and replacement needs to occur in order to provide maintain this north-south route in southeast Furnas County.

24225 is on a Local Road with an agricultural surrounding. Detouring of agricultural equipment occurs due to the reduced load carrying capacity of the existing bridge. Legally loaded vehicles are restricted from crossing due to the 9 ton load posting. This structure is currently on the County 6 year road plan for replacement.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Southeast	Applying County	Gage	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C003401315	V-E-1-3	3 miles W and 2.8 miles N of the N-8/N-112 Jct. over Ash Creek	Gage	30.00	24.00	Steel Stringer/Multi-beam or Girder
C006403655		4 miles S and 0.5 miles W of Nemaha over Whiskey Run	Nemaha	32.00	15.20	Steel Stringer/Multi-beam or Girder
C004913710	5	3 miles E and 0.9 miles N of the US-136/N-50 Jct.	Johnson	29.00	21.00	Masonry Arch - Deck

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C003401315	No	No	460 (2011) BrM	Other Arterial
C006403655	No	No	70 (2011) BrM	Collector
C004913710	No	No	85 (2013) County	Other Arterial

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C003401315, C006403655, C004913710 CBC-Gage, Johnson, Nemaha	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C003401315	Replace	Concrete Box Culvert			\$127,500	(Estimate is for materials only) 3-12'x10'x40'
C006403655	Replace	Concrete Box Culvert			\$169,000	(Estimate is for materials only) 3-14'x14'x41'
C004913710	Replace	Concrete Box Culvert			\$177,000	(Estimate is for materials only) 3-12'x12'x53'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

Criteria 2 – Cost or time savings (0-10 points)

Identify aspects of this proposal that saves time and reduces costs.

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor, with one set of contract documents. Also, an aspect of flexibility is gained for the contractor in having multiple sites to allocate time and resources, with sometimes difficult to predict work availability and schedules.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized box culvert structure plans are available upon request from the Nebraska Department of Roads for all Counties, again easily shared.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized box culverts are extremely durable structures that typically do not require guardrail or much maintenance over the relatively long expected life of 100 years. There are no guardrails to pay for, to impede mowing or snow plowing operations, to restrict wide loads or equipment, or to repair if damaged. Also, inlet and outlet elevations, coupled with turndowns and aprons can effectively limit streambed degradation, resulting in stabilized stream-bed and channel banks. Soil loss and damage is minimized to public/private property and infrastructure.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Gage/Nemaha/Johnson County and the State of Nebraska:

Gage County C003401315:

The paved roadway/bridge is utilized as a bus and mail route.

The detour route length is approximately 18 miles for un-restricted traffic due to heavy truck traffic using roadway as alternate route from HWY 8 to HWY 136.

The roadway/bridge is utilized as an emergency services route for access to the town of Odell.

The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. Commercial trucks utilize the road/bridge for transport of goods to/from Odell businesses. Heavy trucks haul commodities to local elevators and utilize the route as a short cut from HWY 136 to HWY 8 to deliver grain to elevators in Kansas.

The structure is considered "necessary" to the local traffic. The roadway is a main "farm to market" route and carries significant local/guest commuter traffic in/out of Kansas and Nebraska.

Nemaha County C006403655:

The roadway is utilized as a bus, mail and emergency services route.

The detour route length is 10 miles for restricted traffic, considered excessive.

The roadway/bridge is primarily utilized for rural local, commercial (Cooper Nuclear Power Plant) and agricultural operation traffic.

The project provides continuity to previous County projects in the area.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Johnson County C004913710:

The roadway/bridge is utilized as a mail route. The route is a heavily traveled "other arterial" connection between the towns of Elk Creek and Cook (15 miles).

The detour route length is 5 miles for restricted traffic. Farm machinery would require additional detour length and force the large, heavy, slow moving equipment and trucks onto HWY 136. This creates an un-safe condition for the traveling public.

The roadway/bridge is primarily utilized for rural local, residential, and agricultural equipment traffic.

The roadway/bridge provides a direct "farm to market" route utilized for the transport of livestock and grain by farmers across Johnson County.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width. The structure is angled in the roadway; creating an un-safe condition for the traveling public.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central	Applying County	Greeley	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C003903505		5 miles E and 4 miles S of Greeley at the E Branch of Spring Creek	Greeley	50.00	16.60	Steel Girder and Floorbeam System
C003934715		1.7 miles N and 3 miles E of Spalding over Mud Creek	Greeley	26.00	20.80	Wood or Timber Stringer/Multi-beam or Girder
C003904605		3.2 miles E and 3 miles S of Scotia over Fish Creek	Greeley	38.00	20.50	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C003903505	No	Yes	85	Collector
C003934715	No	No	125	Other Arterial
C003904605	No	No	52	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Greeley County 2016	No	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C003903505	Replace	Steel Girder	60.00	27.00	\$300,000	Construction Bid to Contract
C003934715	Replace	Culvert Pipes			\$30,000	Triple 78" Arch Culverts x 40 ft. long with Headwalls and Sheet Pile Wings. Installation by County Forces.
C003904605	Replace	Culvert Pipes			\$28,000	Twin 90" Arch Culverts x 40 ft. long with Headwalls and Sheet Pile Wings. Installation by County Forces.

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal combines replacement of three (3) structurally deficient bridges. Structure No. C003903505 (03505) spans Spring Creek and would be reconstructed to remain a bridge. Structures No. C003934715 (34715) and C003904605 (04605) are currently timber bridges that can be replaced with culvert structures. By bundling two of the three sites for materials, cost savings will be realized.

03505 would be a clear span bridge to prevent debris accumulation and for increased road overtop return flow periods. Spring Creek has Q100 flows are estimated at over 15,000 cubic feet per second. Hydraulic Assessment was completed in 2015 for a bridge located 3 miles downstream from this structure. Background work for that Hydraulic Assessment will be used in design of this structure and reduce engineering costs.

34715 is on an Arterial Road, but only sees flows when rain events occur. The proposed structure will be designed to eliminate obstacles within the horizontal clear zone and meet adequate return flow periods for road overtopping.

04605 is on a Local Road, but only sees flows when rain events occur. The proposed structure will be designed to eliminate obstacles within the horizontal clear zone and meet adequate return flow periods for road overtopping.

By fabricating these culvert structures with headwalls and toewalls, scour potential has effectively been eliminated. Headwalls also reduce the footprint of the structure by reducing required pipe lengths. This generally eliminates the need for right-of-way acquisition and accommodates existing fence lines. Each of the proposed structures will be constructed within existing right-of-way.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

03505 will be a clear span, concrete deck steel girder bridge that can be constructed by several local contractors. Concrete deck, steel girder bridge designs are common in today's county road bridge replacement options. Materials and skilled contractors are readily available, which will result in reduced supplier costs and expedited construction timelines. By selecting a clear span structure, we will save time by eliminating work within the channel and active flow. This structure can be constructed any time of the year and not see an increase in project cost due to constructability issues. Channel impacts will be avoided to the greatest extent practical and permitting can be expedited.

Culvert pipe with manufactured headwalls have been used by Greeley County for several other bridge replacement projects. These structure types have been designed to effectively meet roadway overtop expectations and have not required any routine maintenance. Several suppliers are readily available and have previous experience with fabrication of these structures. County Forces have successfully installed these structures with current crew and without needing to purchase specialized equipment. Since proposing two sites for replacement with similar structure types, material cost savings will occur.

Headwall installation reduces the footprint of the structure and allows for construction within existing right-of-way, resulting in cost and significant time savings since acquisition will not be needed.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Concrete deck, steel girder bridges have proved to be long lasting structures and stand up to high flows. Readily available materials, local construction experience and favorable bidding market make these structure types attractive to local agencies.

Several suppliers are readily available and have previous experience with fabrication of culvert pipe structures. County Forces generally have the equipment needed to install these structures with current crew.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

03505 is fracture critical, required detailed inspections are significantly more costly than routine inspections of redundant structures. Inspection cost savings will occur with the replacement of this structure. Proposed structure type is concrete deck, steel girder bridge which will have a lifespan requiring little to no maintenance.

34715 and 04605 will be culvert type structures, requiring little to no maintenance throughout material lifespan. Culvert materials will meet NDOR Specifications for thickness and lifespan will be maximized since tributaries only flow when rain events occur. Headwall and toe wall materials will be the same gauge as the culvert pipe material in order to extend the lifespan of the structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

03505 is on a Collector Route that also serves as a bus route. This structure is fracture critical, very narrow one-lane and on a well-traveled road. This roadway is taken by many locals as a cut across from Spalding to the highway just west of Wolbach. This structure is currently on the County 6 year road plan for replacement, but Greeley County simply does not have the funds to replace the structure. Structure is load posted.

34715 is on an Arterial Route that receives high volumes of traffic and also serves as a bus route. The structure has been repaired several times to keep the structure open to traffic, but is still restricts legally loaded vehicles from crossing due to the 4 ton load posting. Detour length is significant and replacement needs to occur. This structure is currently on the County 1 year road plan for replacement.

04605 is on a Local Road with an agricultural surrounding. Detouring of agricultural equipment occurs due to the reduced load carrying capacity of the existing bridge. Legally loaded vehicles are restricted from crossing due to the 3 ton load posting. This structure is currently on the County 6 year road plan for replacement.



Good Life. Great Journey.

DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	West Central	Applying County	Hitchcock	Date Selected	1/9/2017
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Structure Information

NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C004430805	Goltl Bridge	4.7 miles SE of Palisade	Hitchcock	47.00	16.00	Wood or Timber
C004353810	Kressin Bridge	5 miles S and 1 mile E of	Hayes	47.00	18.20	Wood or Timber
C004403705	Reiners Bridge	8.5 miles S of Trenton over	Hitchcock	29.00	20.10	Wood or Timber
C004301905	Stinson Bridge	3 miles E and 1 mile S of	Hayes	70.00	20.00	Wood or Timber
Add another Structure?						

Eligibility

NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C004430805	No	No	170 ADT	Collector
C004353810	No	NO	17 ADT	Local
C004403705	NO	NO	25 ADT	Local
C004301905	NO	NO	10 ADT	Local

Proposal Description

Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
HITCHCOCK HAYES BUNDLE	YES	

NDOR Comment: This was submitted with Red format by the County. No Priority Number was submitted, but Hitchcock

Proposal Construction Details

NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C004430805	REPLACE BRIDGE WITH	8 FT CMP WITH	65 FT	8 FT	\$30,000	add optional
C004353810	REPLACE BRIDGE WITH	TWIN 10 FT CMP WITH	40 FT	25 FT	\$48,000	add optional
C004403705	REPLACE BRIDGE WITH	TWIN ARCHED 72 IN CMP	80 FT	19 FT	\$50,000	add optional
C004301905	REPLACE BRIDGE WITH	TWIN 10 FT CMP WITH	40 FT	25 FT	\$48,000	add optional

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This project is innovative because this will be the first partnership of projects between Hitchcock and Hayes Counties. These two counties share the same philosophy to build easier maintenance metal culverts.

Hitchcock and Hayes Counties Board of Commissioners voted to work on these four projects together and support replacing these bridges with easier maintenance metal culverts as an innovative joint process.

The Counties of Hitchcock and Hayes have held a joint meeting and decided that they would share equipment, labor, and knowledge of constructing these projects and future projects. This understanding will be a tremendous cost savings for these counties because of equipment purchases, skilled labor costs and cross training of employees.

Bundling these projects between two counties and with numerous projects will get innovative bids on materials, contractors and better quality work. Training and working with shared county labor to do parts of these projects will help save money and help in constructing future projects. Hitchcock County has been installing there own projects of this type and their experience will aid Hayes County in training their labor force and Hayes equipment will aid Hitchcock County in their ability to construct these projects.

By installing these culvert projects, these counties with save funding on future maintenance costs, which will help reduce future tax requirements. Hitchcock and Hayes Counties have been sharing contract services, by contracting with a licensed Highway Superintendent, Phillip Dixon for six (6) years. This partnership documents that these counties are successfully saving dollars by working together in an innovative way to reduce redundancy. Counties typically share projects along county-shared boundaries, however due to the cost and number of projects in this innovative project, it is a unique partnership in this region.

Criteria 2 – Cost or time savings (0-10 points)

Identify aspects of this proposal that saves time and reduces costs.

Projects of this type, which removes bridges and replaces them with metal culverts can be done in just days that will reduce labor costs, material costs and inconvenience for the traveling public. Maintenance of these projects will reduce costs of replacing worn out plank decks, broken or rotted stringers, rotten piling, and replacing deck planks damaged by maintainers.

Time will be reduced with easier road maintenance with motorgraders not needing to slow down and work around bridge approaches, which will allow them to maintain more miles of road a day saving fuel, machine costs and labor.

Hayed and Hitchcock Counties have used NDOR Standard Specifications for the pipe gauge in their cost estimates as they believe this will give them longer lifespan giving them cost savings over going with lighter gauge pipe. Project C004301905 and Project C004353810 will have same pipe design and layout which should provide some cost savings from pipe providers manufacturing two of the same type of pipe projects. The counties will have easier installation on doing two projects of the same types bringing cost savings of time installing.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

The innovative way in which this project will be bundled will support projects with another county and bid larger quantities of materials from suppliers should bring large savings to counties that are bundling these projects by working together. Hitchcock and Hayes Counties are also saving money on engineering on these projects by hiring one engineer to do all projects. Engineers will work cheaper where they will have less travel time and surveying when working on more projects in same area. It is acknowledged that this program doesn't pay engineering costs but bundling will bring other cost saving to counties involved. Procuring bids from contractors to do the construction parts of these bundled projects will give counties more competitive bids because of larger amounts of projects they can do in an area will give them savings on utilizing equipment and labor more efficiently. The closer proximity of these projects should bring considerable saving to these two counties bundling these projects.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Long time maintenance savings will bring cost savings how? Savings will be made by replacing bridges with culvert structures reducing labor and material costs such as needing to replace worn out deck planking, broken or rotting stringers, constant replacing of guardrails and curbs and bridge signing costs. Cost cutting will be utilized on fuel and labor on motorgraders as they may maintain quickly over a culvert structure and not need to stop and spend time working around a bridge deck and trying to avoid hitting bridge decks.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

Hitchcock and Hayes Counties believe the greatest significant thing that this proposal will bring to them is cost savings in the future. These projects will also aid economic development by allowing faster and heavier truckloads that will promote agriculture the number one business in these two counties. Agriculture transportation is vital to central Nebraska. The total economic impact of Nebraska's agriculture production accounts for nearly 60% of the total output in the Southwest Nebraska region. The economic impact of agriculture production in Nebraska ranks transportation as the third largest output in the form of business receipts, behind crops, livestock and AG related manufacturing and ahead of research and ag tourism. When these industries are compared to the economic impact of labor income, transportation ranks second behind the crops industry. Oil exploration and drilling has created a problem in Hitchcock and Hayes Counties as these structurally deficient bridges cause problems with heavy trucks not being able to traverse these low tonnage bridges. The culvert structure replacements will allow free flow of these heavy trucks and easier flow of smaller vehicles as they need not slow down so to cross narrow bridges.

Bridge C004430805 is on a road that needs to be utilized as a detour for a Federal Aid bridge replacement project that is to be bid in fall of 2017. Replacement of this bridge structure will certainly make the detour much easier for traffic flow and safety of the traveling public.

These projects are very significant for Hitchcock and Hayes Counties as they have a large percentage of the structurally deficient bridges in District 4 that the Nebraska Department of Roads has on inventory in these 2 counties. The help obtained thru this County Bridge Match program will allow them to remove some of these bridges at a cost they can afford otherwise it will take years for them to be able to afford to replace these structures. The financial help of this County Bridge Match Program will greatly reduce the current and future Real Estate taxation problem by declining the mill levy of the tax program and tremendously increasing the economic development of these small town low population counties of Hitchcock and Hayes.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Holt 1	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C004552815	T31N R11W - S5 - NL	16 miles N and 1.7 miles E of O'Neill over Camp Creek	Holt	89.00	18.30	Wood or Timber Stringer/Multi-beam or Girder
C000818510	T33N R10W SEC13 W2	1.5 miles E of Lynch	Boyd	27.00	23.80	Wood or Timber Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C004552815	No	No	395 (2011) BrM	Local
C000818510	No	No	20 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C004552815, C000818510 CMP's-Holt, Boyd	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C004552815	Replace	Culvert Pipes			\$46,000	(Estimate is for materials only) 3-96"x48'
C000818510	Replace	Culvert Pipes			\$37,000	(Estimate is for materials only) 4-72"x40'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

It is the intent of the stakeholders that the tubes will be installed by County forces, another innovation.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, the metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor under one set of contract documents, and in this case when being installed by County forces with reduced effort and transaction costs in the bidding and contracting process. Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the individuals, Holt and Boyd County and the State of Nebraska:

Holt County: C004552815:

The project is not on a bus route, but is utilized as a mail route and by school aged children.

The project is used as an emergency services route, it is the most direct route from the State highway system to local residences.

The detour route length is fairly excessive; 8 miles for un-restricted traffic and 4 miles for 4-wheel drive vehicles.

The roadway/bridge is primarily utilized for rural (farm and ranch) traffic. A photography business is located within ¼ mile of the existing structure.

The project provides continuity to previous gravel road improvements with the intent to provide unrestricted farm to market travel within the area.

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and width.

The area's farms and ranches have property on both sides of the bridge, this is a severe inconvenience and creates many additional detour miles for producers.

Boyd County: C000818510:

The project is used as an emergency services route, it is the only public access to the area, private property and a home to the south.

There is not a detour route available. It is the only route to the area south of the State Highway. The bridge directly south of the project is un-restrictive.

The roadway/bridge is primarily utilized for rural (farm and ranch) traffic and recreational traffic (hunting and fishing).

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and width.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Holt 2	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C000822605	T33N R9W SEC16 W-2	4 miles E of Lynch over Ponca Creek	Boyd	95.00	20.20	Steel Truss - Thru
C004511405	T33N R14W-S31 NL	1.5 miles W and 18 miles N of Atkinson over Big Sandy Creek	Holt	64.00	20.20	Steel Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C000822605	No	No	20 (1998) BrM	Local
C004511405	No	No	35 (2003) BrM	Collector

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C000822605, C004511405 Bridge-Boyd, Holt	Yes	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C000822605	Replace	Precast Deck Panels	71'-9"	28'-6 1/4"	\$260,000	3-span
C004511405	Replace	Prestressed Concrete Girder	140'	30'-4"	\$630,000	3-span

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal is being submitted by multiple counties, in a cooperative effort to pool resources for purposes of replacing a deficient bridge. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

Precast concrete deck slab units provide a number of innovative ideas in the permitting and design arena, as their low profile often results in lower bridge decks and reduced road grading. Also, the utilization of pre-cast deck slab units is an innovation on the fabrication and construction end, because the concrete deck slab units are relatively easy to produce and install by most experienced bridge crews.

On longer structures, use of pre-stressed inverted-tee and NU-girder bridges provides for use of standardized construction materials and methods that are familiar to many contractors and local suppliers. These structure types are readily available, simple to construct, and accepted by all bridge owners.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

Pre-cast deck slab bridges are typically significantly less costly than the traditional cast in place or girder type bridges, with cost savings of about 20-25%. Also, they are normally installed in 6-weeks or less, which is about half the time of the more traditional bridge installation, resulting in lower impact to the traveling public.

Other innovations include: County Roads rarely use de-icing agents, so steel sheet pile abutments are often used as a cheaper and faster alternative to reinforced concrete; there is very little field cast concrete, which decreases installation times relating to cure time and winter weather delays; smaller and less costly equipment can be used, when compared to the larger cast-in-place or girder bridges.

Pre-stressed inverted tee and NU girder bridges are tools utilized when spans exceeding the limits of the precast deck slab structural capacity are encountered. Time savings are recognized by modifying the typical plan details to meet the needs of the particular site, and may include such items as; steel railing, open pile bents, steel sheet pile abutment back walls, etc.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry. Finally, use of span bridges can often reduce environmental impacts by limiting or eliminating channel work, which can result in faster permit approval times.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be modified for site specific requirements, again easily shared.

The deck slab units themselves can be fabricated relatively easily as well, and contractors may begin to make them in their yards, or even onsite. Currently there are a number of local suppliers that can produce the units.

Successful results are easily sold to other Counties, and precast deck slab bridges have a long track record of providing a quality product at a lower overall cost.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized precast deck slab bridges have proven to be cost effective alternative to the larger more expensive traditional structures, especially on lower volume roads.

There is no evidence that they require any more maintenance over the design life than other bridge types.

The County expends considerable resources to complete the required maintenance activities on deficient bridges including: timber deck replacement/repair, abutment back-wall, pile and wing replacement/repair, stringer replacement, guardrail replacement/repair, bank stabilization (scouring) and the backfill of roadway settlement. Replacement with this type of bridge will eliminate many of these maintenance costs of time, material and labor.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the individuals, Holt and Boyd County and the State of Nebraska:

Holt County: C004511405:

The project is not on a bus route, but is utilized as a mail route and by school aged children.

The project is used as an emergency services route (fire truck and emergency vehicular use).

The detour route length is 24 miles for un-restricted traffic, considered excessive.

The roadway/bridge is primarily utilized for rural (farm and ranch) and recreational (hunting and fishing) traffic.

The project provides continuity between two "farm to market" roadways in the area.

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and width.

The area's farms and ranches have property on both sides of the bridge, this is a severe inconvenience and creates many additional costs and detour miles for producers.

Boyd County: C000822605:

The project is on a bus route and is utilized as a mail route.

The project is used as an emergency services route; it is the most direct route to the south from the State Highway.

The detour route length is 12 miles for un-restricted traffic, it is considered excessive with numerous hills and curves.

The roadway/bridge is primarily utilized for rural (farm and ranch) and recreational (hunting and fishing) traffic.

The roadway/bridge is considered a priority following the County's decision to abandon a bridge 1/2 mile downstream.

The structure is considered "necessary" to the local traffic. Currently, most agricultural traffic is restricted because of an inadequate weight limit (posting) and narrow width.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Knox	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C005425605	95-16W4	0.5 miles N of Creighton over Bazile Creek	Knox	76.00	15.90	Steel Truss - Thru

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C005425605	No	No	70 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C005425605 Bridge-Knox	No	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C005425605	Replace	Precast Deck Panels	91'-9"	28'-6 1/4"	\$330,000	3-span

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal anticipates the use of pre-fabricated concrete deck panels, as an Accelerated Bridge Construction method. By constructing the combination driving surface/structural beam at an offsite location, bridge construction times can be significantly reduced.

Additionally, precast concrete deck slab units provide a number of innovative ideas in the permitting and design arena, as their low profile often results in lower bridge decks and reduced road grading. Also, the bridges can often reduce environmental impacts by limiting or eliminating channel work.

Also, the utilization of pre-cast deck slab units is an innovation on the fabrication and construction end, because the concrete deck slab units are relatively easy to produce and install by most experienced bridge crews.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

Pre-cast deck slab bridges are typically significantly less costly than the traditional cast in place or girder type bridges, with cost savings in the order of 20-25%. Also, they are normally installed in 6-weeks or less, which is about half the time of the more traditional bridge installation, resulting in lower impact to the traveling public.

Other innovations include: County Roads rarely use de-icing agents, so steel sheet pile abutments are often used as a cheaper and faster alternative to reinforced concrete; there is very little field cast concrete, which decreases installation times relating to cure time and winter weather delays; smaller and less costly equipment can be used, when compared to the larger cast-in-place or girder bridges.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be modified for site specific requirements, again easily shared.

The deck slab units themselves can be fabricated relatively easily as well, and contractors may begin to make them in their yards, or even onsite. Currently there are a number of local suppliers that can produce the units.

Successful results are easily sold to other Counties, and precast deck slab bridges have a long track record of providing a quality product at a lower overall cost.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized precast deck slab bridges have proven to be cost effective alternative to the larger more expensive traditional structures, especially on lower volume roads.

There is no evidence that they require any more maintenance over the design life than other bridge types.

The County expends considerable resources to complete the required maintenance activities on deficient bridges including: timber deck replacement/repair, abutment back-wall, pile and wing replacement/repair, stringer replacement, guardrail replacement/repair, bank stabilization (scouring) and the backfill of roadway settlement. Replacement with this type of bridge will eliminate many of these maintenance costs of time, material and labor.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Knox County and the State of Nebraska:

The roadway/bridge is utilized as a bus route and mail route.

The detour route is not significant in length, but rather un-safe. Vehicular traffic of all types would divert to Main Street in Creighton.

The bridge replacement is required to provide agricultural equipment an alternative (north) route around the town of Creighton. The narrow width of the structure limits farm implements and forces this traffic through Creighton on Main Street. Safety is compromised for the farmers and those who frequent Creighton's downtown area.

The bridge is currently on Nebraska Department of Roads Scour Critical list, with a coding of 3 - Scour Critical.

There is significant agricultural/economic activity in the general area that utilizes the roadway/structure for a "farm to market" route.

The major advantage of the project is the reduction of agricultural related traffic through downtown Creighton.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Madison	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C005904905		3 miles S and 32 miles N of Stanton County Line	Madison	33.00	20.30	Wood or Timber Stringer/Multi-beam or Girder
C008410120		6 miles N and 32 miles N of Madison County Line	Stanton	33.00	20.20	Wood or Timber Stringer/Multi-beam or Girder
C008410115		4 miles N and 32 miles N of Madison County Line over Sand Creek	Stanton	31.00	15.80	Steel Girder and Floorbeam System

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C005904905	No	No	25 (2003) BrM	Local
C008410120	No	No	35 (2003) BrM	Local
C008410115	No	No	20 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C005904905, C008410120, C008410115 CMP's-Madison, Stanton	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C005904905	Replace	Culvert Pipes			\$48,000	(Estimate is for materials only) 3-96"x52'
C008410120	Replace	Culvert Pipes			\$44,000	(Estimate is for materials only) 3-108"x44'
C008410115	Replace	Culvert Pipes			\$42,000	(Estimate is for materials only) 3-108"x40'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

It is the intent of the stakeholders that the tubes will be installed by County forces, another innovation.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, the metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor under one set of contract documents, and in this case when being installed by County forces with reduced effort and transaction costs in the bidding and contracting process. Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the individuals, Madison and Stanton County and the State of Nebraska:

Madison County: C005904905:

The detour route length is fairly excessive; 6 miles for un-restricted traffic.

The roadway/bridge is primarily utilized for rural (farm and ranch) agricultural operation traffic.

The project provides continuity to previous County projects with the intent to provide un-restricted farm to market travel within the area. Completion of the structures in the package will remove all deficient bridges on the Madison/Stanton County line from Platte County to Norfolk. Madison County has competed several bridge replacements on roads in the immediate area that intersect the County line road.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Stanton County: C008410120:

The detour route length is fairly excessive; 6 miles for un-restricted traffic.

The roadway/bridge is primarily utilized for rural (farm and ranch) agricultural operation traffic. Several commercial operations operate in the general area; Sunderman feedlot, Agrex and Clinch Produce.

The project provides continuity to previous County projects with the intent to provide un-restricted farm to market travel within the area. Completion of the structures in this package will remove all deficient bridges on the Madison/Stanton County line from Platte County to Norfolk.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Stanton County: C008410115:

The detour route length is fairly excessive; 4 miles for un-restricted traffic.

The roadway/bridge is primarily utilized for rural (farm and ranch) agricultural operation traffic. Several commercial operations operate in the general area; Sunderman feedlot, Agrex and Clinch Produce.

The project provides continuity to previous County projects with the intent to provide unrestricted farm to market travel within the area. Completion of the structures in the package will remove all deficient bridges on the Madison/Stanton County line from Platte County to Norfolk.

The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

In addition to other completed projects in the area, these replacement's will provide efficient travel flow. There is a lack of "hard" surfaced north/south roads in this part of Stanton/Madison County. These improvements will provide an un-restricted alternate route for both Counties.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central	Applying County	Merrick	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C006111520	715	1 mile W and 1.2 miles S of Archer at Prairie Creek	Merrick	46.00	20.50	Wood or Timber Stringer/Multi-beam or Girder
C006103605	713	1 mile S and 0.8 miles W of Archer at Prairie Creek	Merrick	39.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C006111520	NO	NO	2016=30 2036=40	Local
C006103605	NO	NO	2016=30 2036=40	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
ARCHER SW 31/32 T14N,R7W 29/32 T14N,R7W	No	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C006111520	Replace	Concrete Box Culvert			\$195,000	(4) 12'x7'x47'
C006103605	Replace	Concrete Box Culvert			\$190,000	(4) 12'x7'x42'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

Bundling two structures which are 0.5 Miles apart would save time and cost to a contractor. Having essentially one location to build two structures, Would save time and cost of mobilization of equipment, forms could be easily taken from one structure to the next. The cost would also be minimized by the county's removal of old structures (both wooden bridges), excavating and preparing sites for building of concrete box culverts, staking of the new structures, and backfilling and grading after structures have been built. The building of these box culverts will reduce future maintainence just by being the type of structure that has long life with very little maintainence required.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

The bundling of the two or more similar structures in close proximity of one another allows contractors and counties to save time on travel from one structure to the next, also saving them money by having all their equipment and crews in a place that they can get more than just one structure completed. These wider structures would also save local farmers by being able to move their larger equipment using the shortest route and not having to go around narrow structures saving them time and money.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

Counties could find structures in their County that are similar and in close proximity to each other and bundle them to lower cost of each structure, also Counties could do much of the removal and prepwork as possible to reduce time and cost.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

The construction of wider concrete box culverts saves time and money for the farmer moving equipment and the traveling public, providing a safer roadway to meet traffic. Concrete box culverts have a longer life and require very little maintenance.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

Structure# C6111520 is presently closed to traffic and is a hardship for the local landowners that have to travel around this section of road. This last year a large chicken building has started a business 0.2 Miles South of this closed structure which will significantly increase traffic in this area. This proposal will significantly make this area a safer place to travel for all the traveling public and saving all users time and money. This proposal will also make the maintenance of these roads much easier, for they are used for school bus routes and mail carriers.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central	Applying County	Nuckolls	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C006513610		5 miles N and 8.3 miles W of Superior over Middle Creek	Nuckolls	28.00	16.00	Wood or Timber Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C006513610	No	No	68 (2016) County	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C006513610 CMP-Nuckolls	No	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C006513610	Replace	Culvert Pipes			\$42,000	(Estimate is for materials only) 3-108"x40'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

It is the intent of the stakeholders that the tubes will be installed by County forces as an innovative approach to the construction process. It could also be considered an Accelerated Bridge Construction method, due to essentially all components being pre-fabricated and assembled on-site.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, corrugated metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Construction methods and time saving ideas can be easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the individuals, Nuckolls County and the State of Nebraska:

The roadway/bridge is on a "farm to market" route (high traffic volumes during planting and harvesting) and is primarily utilized to haul commodities to local elevator's & beyond.

There is significant economic activity in the general area that utilizes the roadway/structure including; Ag production & on-farm grain handling facilities. The bridge's condition and width does not provide acceptable passage for current agricultural related equipment and activities.



Good Life. Great Journey.

DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Southeast	Applying County	Otoe	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C007811755		2.5 miles N and 3 miles E of Prague	Saunders	32.00	20.33	Wood or Timber Stringer/Multi-beam or Girder
C007813725		1.6 miles S and 1 mile E of Cedar Bluffs over Silver Creek	Saunders	24.00	20.50	Wood or Timber Stringer/Multi-beam or Girder
C006410935		0.5 miles E and 2.1 miles S of Johnson	Nemaha	24.00	19.00	Steel Stringer/Multi-beam or Girder
C006432617		2 miles S of Auburn	Nemaha	32.00	27.50	Steel Stringer/Multi-beam or Girder
C006602825		8 miles S and 2.1 miles E of the N-2/S-66A Jct.	Otoe	33.00	19.50	Steel Stringer/Multi-beam or Girder
C006600335		2.5 miles W and 2.4 miles S of Palmyra	Otoe	38.00	15.20	Wood or Timber Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C007811755	No	No	50 (2003) BrM	Local
C007813725	No	No	40 (2003) BrM	Local
C006410935	No	No	30 (2003) BrM	Local
C006432617	No	No	20 (2003) BrM	Local
C006602825	No	No	75 (2003) BrM	Other Arterial
C006600335	No	No	75 (1998) BrM	Collector

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C007811755, C007813725, C006410935, C006432617, C006602825, C006600335 CMP's- Saunders, Nemaha, Otoe	Yes	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C007811755	Replace	Culvert Pipes			\$66,500	(Estimate is for materials only) 3-120"x54'
C007813725	Replace	Culvert Pipes			\$42,500	(Estimate is for materials only) 3-96"x40'
C006410935	Replace	Culvert Pipes			\$36,500	(Estimate is for materials only) 2-96"x51' Double Broken Back
C006432617	Replace	Culvert Pipes			\$47,000	(Estimate is for materials only) 3-108"x50'
C006602825	Replace	Culvert Pipes			\$45,000	(Estimate is for materials only) 3-108"x46'
C006600335	Replace	Culvert Pipes			\$42,500	(Estimate is for materials only) 3-96"x40'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

It is the intent of the stakeholders that the tubes will be installed by County forces, another innovation.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, the metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor under one set of contract documents, and in this case when being installed by County forces with reduced effort and transaction costs in the bidding and contracting process. Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the local individuals, Saunders, Nemaha and Otoe Counties and the State of Nebraska:

Saunders County C007811755:

The paved roadway/bridge is utilized as a bus and mail route. The detour route length is 4 miles for un-restricted traffic. The roadway/bridge is functions as an emergency services route. The roadway/bridge links HWY 105 to CR R and is one of the busiest roads in the county; utilized for rural local, residential, commercial and agricultural operation/equipment traffic. The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Saunders County C007813725:

The paved roadway/bridge is utilized as a bus and mail route. The detour route length is 4 miles for un-restricted traffic. The roadway/bridge is functions as an emergency services route. The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. A subdivision is located directly northeast of the existing bridge. The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Nemaha County C006410935:

The roadway/bridge is utilized as a bus and mail route. The detour route length is 6 miles for un-restricted traffic; considered excessive. The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Nemaha County C006432617:

The roadway/bridge is utilized as a bus and mail route. The detour route length is 4 miles for un-restricted traffic. The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. The structure is considered "necessary" to the local traffic. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Otoe County C006602825:

The roadway/bridge is utilized as a bus route (2 school districts), mail route and functions as an emergency services route. The detour route length is 6 miles for un-restricted traffic; considered excessive. The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. A local "pay to hunt" game bird farm is on the route. The structure is considered "necessary" to the local traffic. Local farmers utilize the route to transport livestock and grain. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Otoe County C006600335:

The roadway/bridge is utilized as a bus, mail and emergency services route. The detour route length is 6 miles for un-restricted traffic; considered excessive. The roadway/bridge is utilized for rural local, residential, commercial and agricultural operation/equipment traffic. A local winery (Glacial Till) is located on the route; wedding's and other events are conducted at the site. The structure is considered "necessary" to the local traffic. Local farmers utilize the route to transport livestock and grain. Currently, most agricultural and commercial traffic is restricted because of an inadequate weight limit (posting) and narrow width.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Southeast	Applying County	Saline	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C004800410		1 mile N and 4.7 miles E of Daykin	Jefferson	35.00	16.10	Steel Girder and Floorbeam System
C004800405		1 mile N and 2.1 miles E of Daykin	Jefferson	30.00	15.80	Steel Stringer/Multi-beam or Girder
C004800230		6 miles E and 15 miles N of Saline County Line	Jefferson	32.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
C007604805	A 31 N 4	1.4 miles W and 4 Miles S of Tobias over Walnut Creek	Saline	70.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
C007601315	F 7 W 3	4 miles E and 5.5 miles N of Tobias	Saline	31.00	24.40	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C004800410	No	No	45	Local
C004800405	No	No	45	Local
C004800230	No	No	40	Local
C007604805	No	No	35	Local
C007601315	No	No	45	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Jefferson/Saline Bundle	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C004800410	Replace	Concrete Box Culvert			\$200,000	add optional information
C004800405	Replace	Concrete Box Culvert			\$200,000	add optional information
C004800230	Replace	Concrete Box Culvert			\$230,000	add optional information
C007604805	Replace	Concrete Box Culvert			\$250,000	add optional information
C007601315	Replace	Concrete Box Culvert			\$220,000	add optional information

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

Jefferson and Saline Counties are bundling these projects which are within a twelve mile radius of each other in an effort to reduce costs for each county. Additionally, we are addressing a county line bridge which needs to be replaced, and each county is proposing the removal of a currently structurally deficient bridge from their inventory by permanently closing Structure No.'s C004823715 and C007623825. This innovative approach will allow us to remove seven structurally deficient bridges in a cost effective manner. Saline County will serve as the lead for this project, and if approved, an interlocal agreement will be entered into by both counties.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

We believe the biggest cost and time savings will come from bundling these projects. This will allow both counties to capitalize on a lower mobilization cost. It will also help save time by having one contractor who can move from site to site. This will reduce each county's efforts in administration of the contract.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

Saline and Jefferson Counties will share the results of this joint project with any interested counties. This will allow other counties to determine if bundling could be appropriate for them.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

We will be replacing five structures which all have some timber members. Three of these five are all timber. Timber bridges have significant annual maintenance costs. By replacing these structures with concrete box culverts we will be eliminating these costs. Concrete box culverts that are properly sized have a long history of low maintenance requirements in Nebraska.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

This proposal is significant for both Saline and Jefferson Counties because of the new approach we are taking by bundling these projects across county lines. Additionally, each structure serves a vital role in our farm to market local road network.



DEPARTMENT OF ROADS

NACO District	Panhandle	Applying County	Scotts Bluff	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C001727510	160	1 mile W and 9 miles N of Lodgepole	Cheyenne	31.00	24.80	Wood or Timber Stringer/Multi-beam or Girder
C006203605P		5 miles N and 3 miles E of Bridgeport over the Northport Irrigation District	Morrill	25.00	21.00	Concrete Channel Beam
C006203820		1.7 miles N and 6.4 miles E of the US-26/N-92 Jct.	Morrill	22.00	26.00	Steel Stringer/Multi-beam or Girder
C005316110	CR59-CR16	7.9 miles S of the I-80/L-53A Jct.	Kimball	23.00	24.00	Steel continuous Stringer/Multi-beam or Girder
C005333405	CR24-CR55	4.5 miles S and 1 mile W of Dix	Kimball	24.00	23.50	Steel Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C001727510	No	No	10	Local
C006203605P	No	No	100	Collector
C006203820	No	No	200	Other Arterial
C005316110	No	No	250	Other Arterial
C005333405	No	No	75	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Panhandle District Set 1	Yes	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C001727510	Replace	Culvert Pipes			\$32,584	Twin 72"
C006203605P	Replace	Culvert Pipes			\$28,637	142" x 91" Archw/Headwalls
C006203820	Replace	Culvert Pipes			\$8,628	96" CMP w/Headwalls
C005316110	Replace	Culvert Pipes			\$17,256	Twin 96" CMP w/Headwalls
C005333405	Replace	Culvert Pipes			\$13,706	Twin 72" w/Headwalls

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

The Panhandle Counties decided to take the 2016 allocation for the County Bridge Match Program and allow any of the counties which have a bridge or bridges which meet the criteria of being able to be replaced with a corrugated metal pipe or pipes to submit those bridges. Nine bridges have been submitted and Scotts Bluff County agrees to take the lead for the Panhandle District and submit the bundle. The structures shall have the deck and superstructures removed. Headwalls and the existing substructures will be used for forming. The primary installation technique for the culverts shall include the use of fly ash in and around the base and partially filling the distance between culverts. Earth fill will be used to cap off each installation. The goal of each installation is to have the resulting structures no longer require being on the National Bridge Inventory.

Criteria 2 – Cost or time savings (0-10 points)

Identify aspects of this proposal that saves time and reduces costs.

The counties of the Panhandle District will have their own forces or possibly use local contractors to perform the installations. The culverts will be let out competitive bids insuring cost savings. Since the county's own forces, and local contractors are experienced with the proposed installations, it insures efficient, proper, and quick installations.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

The culvert projects will be easily maintained. The sharing of the installation technique will be beneficial to the five Panhandle counties with advice to one another to make each installation effective.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

All the required permits will be acquired and proper erosion control measures will be installed and monitored. Proper design, correct installation and attention to erosion counter measures will insure the culverts will perform as expected.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

The significance of the bundle of bridges for the NACO Panhandle District is the proposal is simplistic, addresses public safety, and is cost effective. The drainage area of the proposed structures can be handled with culvert installations. The new culvert structures will be of safe width and adequate tonnage. The installations will support heavy loads, and be a width which will help area agricultural producers save on production costs with efficient times between fields. This proposal is cost effective for the counties by replacing nine structures in probably the same amount of time and at the same cost as a conventional bridge. The resulting culvert installations will meet current and future agricultural and normal traffic needs. Combine proposal 1 with proposal 2 from the Panhandle District for a total of \$200,000.



DEPARTMENT OF ROADS

NACO District	Panhandle	Applying County	Scotts Bluff	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C007932920	15-B	0.2 miles E and 3.5 miles N of Mitchell over Spotted Trail Creek	Scotts Bluff	26.00	26.60	Wood or Timber Stringer/Multi-beam or Girder
C002312510		2.1 miles NE and 5.5 E of the US-20/N-71 N. Jct. over West Ash Creek	Dawes	35.00	20.00	Wood or Timber Stringer/Multi-beam or Girder
C002316105P		5.3 miles E and 6 miles SE of the US-20/US-385 E. Jct. over Bordeaux Creek	Dawes	22.00	16.00	Wood or Timber Stringer/Multi-beam or Girder
C002316110P		5.3 miles E and 5.5 miles SE of the US-20/US-385 E. Jct. over Bordeaux Creek	Dawes	29.00	16.00	Wood or Timber Stringer/Multi-beam or Girder
Add another Structure?						

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C007932920	No	No	45	Local
C002312510	No	No	20	Local
C002316105P	No	No	20	Local
C002316110P	No	No	20	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Panhandle District Set 2	Yes	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C007932920	Replace	Culvert Pipes			\$23,000	Twin 60" CMP's w/Headwalls
C002312510	Replace	Culvert Pipes			\$25,013	Twin 84" x 40' w/Headwalls
C002316105P	Replace	Culvert Pipes			\$25,013	Twin 84" x 40' w/Headwalls
C002316110P	Replace	Culvert Pipes			\$26,163	96" x 40' CMP w/Headwalls
			Total			(See Panhandle District Set 1)

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

(See Panhandle District Set 1)

Criteria 2 – Cost or time savings (0-10 points)

Identify aspects of this proposal that saves time and reduces costs.

(See Panhandle District Set 1)

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

(See Panhandle District Set 1)

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

(See Panhandle District Set 1)

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

(See Panhandle District Set 1)



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Southeast	Applying County	Thayer	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C008510930	T3N R4W SEC 1 WL	3 miles E and 4.5 miles S of Davenport over the S Fork of the Big Sandy Creek	Thayer	25.00	19.30	Wood or Timber Stringer/Multi-beam or Girder
C008511010	T4N R2W SEC 2 SL	2.7 miles S and 2.4 miles E of Bruning	Thayer	54.00	15.80	Steel Stringer/Multi-beam or Girder
C008514320	T3N R1W SEC 3 WL	0.5 miles W and 2.4 miles N of Gilead	Thayer	25.00	19.20	Wood or Timber Stringer/Multi-beam or Girder
C008514205	T1N R4W SEC 1 SL	3.7 miles N and 0.3 miles E of Byron	Thayer	33.00	22.00	Wood or Timber Stringer/Multi-beam or Girder
C008504835	T1N R1W SEC 2 SL	0.3 miles N and 6 miles E of Hubbell	Thayer	32.00	20.10	Wood or Timber Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C008510930	no	no	30	Local
C008511010	no	no	25	Local
C008514320	no	no	50	Local
C008514205	no	no	30	Local
C008504835	no	no	30	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Thayer County Bridge Match Program Proposal	no	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C008510930	replace bridge	concrete slab/steel	30.00	28.00	\$60,000	add optional information
C008511010	replace bridge	concrete/steel	60.00	28.00	\$100,000	add optional information
C008514320	replace bridge	concrete slab/steel	30.00	28.00	\$60,000	add optional information
C008514205	replace bridge	concrete/steel	40.00	28.00	\$80,000	add optional information
C008504835	replace bridge	concrete/steel	40.00	28.00	\$80,000	add optional information

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

Thayer County is capable of building pre-cast bridge slabs up to 30' long. We build these in our shop on days when the weather keeps us from working outside.

Criteria 2 – Cost or time savings (0-10 points)

Identify aspects of this proposal that saves time and reduces costs.

Thayer County is has its own bridge crew which is capable of constructing our own bridges. Because we have our own bridge construc

Criteria 3 – Sustainability or transferability of innovation (0-10 points)

Describe how the innovation can be shared and used by other Counties.

I recommend other counties use the pre-cast slab system we use as an economical way to replace bridges up to 30' in length. It is a :

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Northeast	Applying County	Wayne	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C009001520		0.1 mile S and 3 miles W of Winside	Wayne	24.00	19.90	Steel Stringer/Multi-beam or Girder
C008710920		2 miles S and 1 mile W of Emerson	Thurston	24.00	16.00	Steel Stringer/Multi-beam or Girder

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C009001520	No	No	30 (2003) BrM	Local
C008710920	No	No	30 (2003) BrM	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
CBMP2016-C009001520, C008710920 CMP's- Wayne, Thurston	Yes	2

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C009001520	Replace	Culvert Pipes			\$42,500	(Estimate is for materials only) 3-96"x40'
C008710920	Replace	Culvert Pipes			\$44,000	(Estimate is for materials only) 3-96"x44'

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

This proposal is being submitted by multiple counties, in a cooperative effort to streamline the design, bid, and build process through project bundling. It is innovative because traditionally, Counties have not actively reached across the established map lines in the name of cooperation and efficiency.

It is the intent of the stakeholders that the tubes will be installed by County forces, another innovation.

Additional innovations will include corrosion resistant coatings, based on the particular site conditions.

Finally, the metal tubes infuse simplicity as an innovation. Metal or concrete culvert pipes, with end treatments such as prefabricated headwalls & turndowns, are very easy to install by most experienced contractors and road crews. Other innovations associated with the roadway pipes under this submittal include: Use of standardized sheet pile and cable tie-back retaining systems; relative ease of transporting and offloading materials; Utilization of 3 x 1 and 5 x 1 corrugations, allowing for stiffer culvert design and reduced metal pipe wall thickness; scour reduction with inlet and outlet aprons.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

It is anticipated that each county will recognize savings in both engineering and construction costs by awarding to a single contractor under one set of contract documents, and in this case when being installed by County forces with reduced effort and transaction costs in the bidding and contracting process. Design costs for standard culvert crossings are significantly less than more traditional bridge crossings.

Culvert pipe, whether metal or concrete, are relatively inexpensive when compared to box culverts or bridges. They can typically be installed in one or two weeks, including removal of existing structure. This translates into lower overall direct project costs, and lower costs to the traveling public since the road will be closed for shorter periods.

Additionally, a derivative of the cooperation between counties will very likely be education, through the inevitable exchange of ideas that occurs in the networking process. Stakeholders will have yet another avenue to discuss and implement what has or hasn't worked over the years in the road construction and maintenance industry.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

Collaboration, with the goal of reduced engineering and construction costs is readily available to all Counties, thus easily shared. Also, standardized plans can be easily modified for site specific requirements for use in all Counties.

Successful results are easily networked to other Counties, and culvert pipe have a growing track record of providing a quality product at a much lower initial cost.

Metal and concrete culverts are standardized in the industry and ready for County's use through a number of established local suppliers.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

Properly sized corrugated metal pipes with their relatively low initial costs and various coating options, can have an expected service life of 50 to 75 years, with very little maintenance. There are no guardrails; therefore associated initial, general maintenance and collision repair costs are eliminated.

Long term maintenance cost savings are realized through; little or no maintenance on the structure itself, reduction in general roadway maintenance costs, and reduction in the incidence of wide load/equipment conflicts.

Properly designed culvert inlet and outlet elevations limit streambed degradation, resulting in a stabilized stream bed and channel banks. Soil loss and damage is minimized to public/private property and infra-structure.

Criteria 5 – Project Significance (0-20 points)**Describe what makes this proposal significant to your county.**

In general, each stream crossing is significant to the local individuals, communities and agricultural related activities occurring in rural Nebraska. The width and weight restrictions of structurally deficient bridges may limit the required access to property and create an inconvenience to the residents of the area who utilize them daily, or during agriculturally related "heavy traffic" times of the year. Additionally, these rural roadways may function as a vital route for localized traffic between the smaller communities of the area. Specifically, this project provides the following functions to the individuals, Wayne and Thurston County and the State of Nebraska:

Wayne County: C009001520:

The project is on a bus route, and is utilized as a mail route.

The project is used as an emergency services route. Residents in the area depend on emergency service from Winside and Hoskins. Other roads in the immediate area are minimum maintenance, thus not all weather roads.

The detour route length is 6-8 miles for un-restricted traffic, and considered excessive.

The roadway/bridge is primarily utilized for rural agricultural traffic. Numerous smaller livestock confinement and grain operations operate in the immediate area. A seed sale operation is directly south of the the bridge.

The project provides continuity to other recently completed projects. Several structures on 565 Avenue have been replaced to improve the roadway link from 852 Road to Highway 35. Travel on parallel roadways is limited due to segments of minimum maintenance.

The structure is considered "necessary" to the local traffic. Currently, most commercial and agricultural traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Thurston County: C008710920:

The project is utilized as mail route.

The detour route length is 3 miles for un-restricted traffic.

The roadway/bridge is very important to agricultural operations in Thurston County and on the Winnebago Indian Reservation. Typical use includes; local traffic, planting and harvest traffic, grain and livestock transport, and livestock waste transport (fertilizer) from area poultry farm facilities. Several livestock and grain operations depend on the roadway/bridge for movement of commodities.

The structure is considered "necessary" to the local traffic. Currently, most commercial and agricultural traffic is restricted because of an inadequate weight limit (posting) and narrow width.

Replacement of the bridge would improve access to local livestock operations, bin sites, and farm fields and pastures. Agricultural equipment traffic would be reduced on nearby arterial routes, thereby improving traffic safety for the traveling public.



DEPARTMENT OF ROADS

County Bridge Match Program

NACO District	Central	Applying County	Webster	Date Selected	1/9/2017
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Structure Information						
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type
C009133420		1.5 miles N and 2 miles E of Red Cloud over Dry Creek	Webster	51.00	20.10	Steel Girder and Floorbeam System
C009112810		0.3 miles S and 3.7 miles W of Cowles over Crooked Creek	Webster	40.00	17.00	Steel Girder and Floorbeam System
C009122005		3 miles N and 1.6 miles W of Cowles over Elm Creek	Webster	40.00	15.90	Steel Girder and Floorbeam System
C009135015	35015	2 miles W of US-281 at the Kansas State Line	Webster	36.00	16.60	Steel Girder and Floorbeam System

Eligibility				
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic	State Classification
C009133420	No	No	2016/2036 ADT = 10/17	Local
C009112810	No	No	2016/2036 ADT = 40/68	Local
C009122005	No	No	2016/2036 ADT = 20/34	Local
C009135015	Yes	No	N/A	Local

Proposal Description		
Proposal Name / Location	Multi-County Proposal	Proposal Priority Number
Webster 1 / Red Cloud NE, Cowles NW & W	No	1

Proposal Construction Details						
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Estimated Cost	Comment
C009133420	Replace	Culvert Pipes			\$83,000	Pr. Triple-120"x40' Rnd. Eq. CMP
C009112810	Replace	Concrete Box Culvert			\$245,000	Pr. Triple-12'x8'x40' CBC
C009122005	Replace	Concrete Box Culvert			\$245,000	Pr. Triple-12'x8'x40' CBC
C009135015	Remove	Not Applicable			\$0	Vacating Road & Removing Bridge

* Length and Width not required for Culverts. Please provide culvert size in comments.

Criteria 1 - Innovation (0-20 points)**Describe what is innovative about this proposal.**

The replacement of Structure C009133420 will be completed by County forces in conjunction with adjacent landowner providing support services. Adjacent landowners have committed to provided equipment, labor, and earthwork materials in support of the County to complete the project. Adjacent landowners have also agreed to donate any right-of-way or easements needed.

The replacement of Structures C009112810 and C009122005 will be bundled and let for construction by a Contractor. The concrete box culverts provide for durability, longevity, more roadway safety, and more competition between Contractors due to ease of construction.

Webster Co. has also committed to removing Structure C09135015 and vacating Min. Maintenance Rd. A as a proactive approach to eliminating structurally deficient bridges on non-critical roadways not serving a purpose to the general public.

Criteria 2 – Cost or time savings (0-10 points)**Identify aspects of this proposal that saves time and reduces costs.**

The estimated construction cost for replacement of Structure C009133420 is \$220,000 if let for bid and constructed by a Contractor. Completing this project with County forces supported by adjacent landowner forces will result in a cost savings of \$137,000 and estimated project cost of \$83,000 for purchasing of material as reported above under the Proposal Construction Details. Adjacent landowners' willingness to donate the necessary right-of-way and or easements provides additional cost savings in acquisition not included above figures.

For Structures C009112810 and C009122005, concrete box culverts will allow for quick construction and low costs, as contractors are familiar with concrete box culvert construction and will easily be able to mobilize from one site to the other. These two sites are located within six miles of each other. Bundling of two box culvert projects will improve the opportunity to receive multiple, competitive bids from Contractors.

Criteria 3 – Sustainability or transferability of innovation (0-10 points)**Describe how the innovation can be shared and used by other Counties.**

The innovation of County and adjacent landowners working together to replace Str. C009133420 can establish a cost effective and proactive model for replacing structurally deficient bridges that are a priority and in the best interest of both parties. All County roads are vital agricultural to market routes, especially to adjacent landowners. Webster County and other Counties can use this as a successful example of streamlining the replacement of bridges by teaming together to complete the work. For Structures C009112810 and C00912205, the concrete box culvert is a proven design that can be in numerous different scenarios. The innovation and cost savings from the replacement of Str. C009133420 by County and adjacent landowner forces will help offset costs for replacing these bridges maximizing available funding for a proactive approach to replace multiple structures.

Criteria 4 – Long Term Maintenance Savings (0-10 points)

Describe how this proposal promotes savings of long term maintenance costs.

All of the bridges to be replaced are fracture critical, structurally deficient and functionally obsolete. The replacement of these structures with culverts will significantly reduce continually increasing long term maintenance and inspection costs. The concrete box culvert designs are proven to have low maintenance with a long design life. Minimal debris issues are anticipated for the proposed concrete box culverts. Replacement of all of these bridges also provides safety improvements and undetermined long term savings by eliminating a narrow structure and bringing the roadway up to current design standards. The removal of Str. C009135015 will also eliminate all future maintenance costs associated with this bridge and roadway.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

All County roads are vital agricultural to market routes, especially to adjacent landowners and for agricultural purposes in the immediate area. The new culverts would provide added public safety by moving all roadside hazards out of the roadway clear zone and allow for farming equipment to pass without load restrictions which currently require them to find alternate routes. For those reasons, the County has a committed interest in replacing these fracture critical, structurally deficient and functionally obsolete bridges.