

APPLICATION FORM County Bridge Match Program 2023

87% percent complete

Applying County	Cass	Date of Application	12/8/2022
Agency Name	Cass County	Contact Person Title	Highway Superintendent
Contact Person Name	Lenny Thorne	Address Line 1	13860 12th
E-mail	lennyt@cassne.org	Address Line 2	Weeping Water, NE
Phone Number	402-296-9353	zip code	68463
NACO District	Southeast		

Proposal Name / Location	CBMP 2022-C001302420, C001302520
Multi-County Proposal	No
Proposal Priority Number	1

Instructions
required input
changes allowed
locked - no input

Structure Information

NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type	State Classification
C001302420	N-24-25-4700	1.5S 1.9E OF MURDOCK at STREAM	Cass	34.00	16.10	Steel Stringer/Multi-beam or Girder	Local
C001302520	NM-25-30-5000	2E 2S OF MURDOCK at STREAM	Cass	31.00	16.30	Steel Stringer/Multi-beam or Girder	Local

Eligibility

NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic
C001302420	No	No	40
C001302520	No	No	20

Proposal Construction Details

NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Workforce	Total Estimated Bridge Cost	Anticipated Reimbursement from CBMP	Comment
C001302420	Replace	Concrete Box Culvert			Contract	\$317,551	\$150,000	3-12'x10'x43'
C001302520	Replace	Concrete Box Culvert			Contract	\$317,551	\$150,000	3-12'x10'x43'
					total	\$635,102	\$300,000	OK

* 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.

Concrete box culverts are a cost-effective alternative for the replacement of deficient bridges in the State of Nebraska. The design and construction process is streamlined with the utilization of standard plan and construction practices. An experienced pool of contractors active in Nebraska results in a competitive environment, reducing replacement structure construction cost to counties. Typical concrete box culvert construction is completed within 60 calendar days which minimizes the impact to local resident, agricultural and commercial traffic. Historically, concrete box culvert maintenance activities and costs are minor in comparison to other replacement structures. Load and/or equipment restricting guardrail is typically not required which is particularly beneficial to local and regional agricultural and commodity transportation. A considerable number of streams in the eastern part of Nebraska are significantly degraded. Proper box culvert design is often utilized to stabilize the streambed and adjacent banks upstream of the structure.

Criteria 2 – Cost or time savings (0-5 points)

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

Concrete box culverts are cost effective and an efficiently constructed alternative to an expensive bridge replacement.
Standardized design and construction practices provide a significant cost and time savings to the owner.
Guardrail is typically not required, therefore no material, construction, or maintenance costs for guardrail are associated with the project.
Additional savings are realized throughout the culvert's anticipated life-span, expected beyond 100 years, in costs associated with general maintenance and repair.

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

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

Box culvert standardization of design and construction can be utilized by all Counties in Nebraska. The process of collaboration can easily be shared and is available to all Counties. A derivative of the cooperation between counties will likely be education, through the exchange of ideas that will occur throughout the process. The engaged entities will discuss and implement what has/hasn't been efficient or successful and incorporate those "lessons learned" into future replacement projects.

Criteria 4 – Long Term Maintenance Savings (0-5 points)

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

The use of concrete box culvert replacement structures provides significant long-term maintenance cost savings.

The structure is considered extremely durable and expected to require minimal maintenance over its expected use, beyond 100 years.

The lack of guardrail facilitates the ease of mowing and snow removal operations. There are no costs associated with guardrail maintenance, if damaged. Maintenance activities and costs associated with deck repair are non-existent over the life of the culvert.

If the concrete box culvert is utilized to control a degraded stream, there are significant benefits to upstream structures in the basin. Maintenance and/or replacement of these structures can be minimized or eliminated due to the positive effects of stream stabilization.

The County expends considerable resources to complete the required maintenance activities on deficient bridges. Normal operations include the replacement and repair of timber/concrete decks, abutment back-wall, pile, wing, stringer, and guardrail. Additional costs are associated with bank stabilization (scouring) and the backfill of roadway settlement. Replacement with this type of structure will eliminate many of these 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, agricultural and commerce 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 County, and the State of Nebraska.

C001302420:

The structure/roadway is currently used as a bus route. The structure/roadway is used as an emergency services route, and while not the only means of access, it is the easiest traveled due to multiple minimum maintenance roads in the general area. The detour for this structure is 3 miles, non-restricted. The roadway is utilized as the main "farm to market" route for local agricultural producers. The structure is vital to the local area and agricultural production.

C001302520:

The structure/roadway is currently used as a bus route. The structure/roadway is used as an emergency services route. While it is not the only access, options are limited due to the minimum maintenance roads of the area. The detour for this structure is 3 miles, non-restricted. The roadway/bridge is heavily utilized as a "farm to market" route and will see additional use, if replaced. The structure provides north-south continuity between Highway 34 and Highway 1.

These structures are all considered "necessary" to the local economy and the traveling public for providing safe and efficient means of travel throughout the state.

Criteria 6 – Needs (0-20 points)

Calculated by scoring committee based on the counties SD bridges.

Criteria 7 – Equity (0-20 points)

Determined by scoring committee based on the number of projects awarded to the county.

Submittal Instructions:

 **87%** percent complete

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<http://dot.nebraska.gov/projects/tia/bridge-match/>

Follow the instructions on the website for uploading this application and supporting documentation.

If you have questions or difficulties please contact:

Jodi Gibson

402-479-4337

jodi.gibson@nebraska.gov

Thank you for your work on behalf of Nebraska's bridges!

APPLICATION FORM County Bridge Match Program 2023

100% percent complete

Applying County	Antelope	Date of Application	12/7/2022
Agency Name	Antelope County	Contact Person Title	Hwy Supt
Contact Person Name	Brian McDonald	Address Line 1	404 S 25th Suite B
E-mail	Bmcdonald@jeo.com	Address Line 2	Norfolk, NE
Phone Number	4023716416	zip code	68701
NACO District	Northeast		

Proposal Name / Location	Brunswick North
Multi-County Proposal	Yes
Proposal Priority Number	1

Instructions
required input
changes allowed
locked - no input

Structure Information

NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type	State Classification
C000220220		1W N14 KNOX CL at STREAM	Antelope	61.00	16.00	Steel Truss - Thru	Local
C000211205		2N 1W OF ROYAL at HAY CREEK	Antelope	42.00	20.00	Steel Truss - Thru	Local
<Enter SN here>							

Eligibility

NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic
C000220220	No	No	20
C000211205	No	No	50

Proposal Construction Details								
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Workforce	Total Estimated Bridge Cost	Anticipated Reimbursement from CBMP	Comment
C000220220	Replace	Precast Deck Panels	80.00	28.00	Contract	\$600,000	\$193,548	add optional information
C000211205	Replace	Concrete Box Culvert	0.00	0.00	Contract	\$250,000	\$106,452	add optional information
* Length and Width not required for Culverts. Please provide culvert size in comments.					total	\$850,000	\$300,000	OK

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

The county intends to replace one structures using a precast concrete plank deck panels with steel sheet piling abutments. Using steel abutments and concrete panels cast indoors, the construction season is extended as no concrete is poured in an uncontrolled environment. The planks also keep the superstructure depth at approximately 1 foot thick. This minimizes grade raises of the road approaches and therefore minimizes the construction site footprint. This all leads to savings in earthwork, environmental impacts, and ROW needs. The county is proposing to replace the other bridge with a box culvert and utilize NDOT standard plans. There are several contractors in the area experienced in building state standard box culverts. The box culvert only requires concrete and steel reinforcement to be built. With present supply issues the fewer items needed to construct a structure the better chance construction schedule can be kept. Finally, the county is also proposing to let both structures in one letting to attract more contractors and better bids. The contracts will be awarded separately as not every contractor would be able to build both types of structures, but we may be able to obtain better bids from subcontractors that may be able to do work for both with one mobilization.

Criteria 2 – Cost or time savings (0-5 points)

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

The precast plank superstructure minimizes grade raises due to its thin superstructure thickness. There is no need to pour concrete in the field as the structure will utilize steel abutments and plank cast off site. The modular design of the plank allows the manufactures to use 1 set of forms to cast multiple plank which reduces their cost. Construction delays due to weather are also minimized as no form work is necessary for all steel substructures

Steel abutments can be constructed in conditions that concrete could not be poured and without construction delays waiting for the concrete to set. The concrete plank are generally poured indoors in climate controlled conditions off site and delivered to the site finished. Both features extend the construction season for the contractor and minimize weather delays. There is also time and cost savings as the planks are modular allowing the contractor to build more of structures in a season than other types of bridges. The simple construction opens the number of contractors that can construct these and therefore increases competition which lowers costs. The thin profile of the planks minimizes earthwork, right-of-way, and environmental impacts.

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

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

Use of precast bridge plank, standard box culvert plans, and letting multiple projects together to increase potential contractor can all be readily copied by any county.

Criteria 4 – Long Term Maintenance Savings (0-5 points)

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

Our experience with the precast plank bridges on low volume roads has shown minimal maintenance needs. We are aware of installations in place for over 25 years with a high number of heavy vehicles and to date has done no maintenance to the structure beyond inspection. These bridges are in great condition and the structure type has proven to be low maintenance in the long term.

The county has built several box culverts in recent years and have received very competitive bids from the local contractors. If properly sized, box culverts require no maintenance beyond silt removal and flood debris which can both be handled by county crews. Experience has shown that maintenance costs are minimized by replacing bridges with box culverts. There are no railings for vehicles damage, no beams to rust, and no joints maintain. Eliminating the railings also makes both snow removal and mowing easier.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

This area of the Antelope County has many low tonnage bridges in the vicinity of these structures which complicates access for larger farm loads. Eliminating the load posted structures and providing wider structures will provide better access for the entire area. The county has had discussions with a potential windfarm expansion in this area. Improving these bridges would help increase the number of potential sites available for consideration. A few years ago, a joint county project replaced a bridge between this site and Highway 14. This bridge is posted 13 ton and its replacement would greatly increase the access of this roadway as access to Highway 14.

Criteria 6 – Needs (0-20 points)

Calculated by scoring committee based on the counties SD bridges.

Criteria 7 – Equity (0-20 points)

Determined by scoring committee based on the number of projects awarded to the county.

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100% percent complete

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Thank you for your work on behalf of Nebraska's bridges!

APPLICATION FORM County Bridge Match Program 2023

90% percent complete

Applying County	Adams	Date of Application	12/8/2022
Agency Name	Adams County	Contact Person Title	Highway Superintendent
Contact Person Name	Greg Schmidt	Address Line 1	415 N Adams Central Ave
E-mail	gschmidt@adamscountyne.gov	Address Line 2	Juniata, NE
Phone Number	402-461-7172	zip code	68955
NACO District	Central		

Proposal Name / Location	CBMP 2022-C000103305
Multi-County Proposal	No
Proposal Priority Number	1

Instructions
required input
changes allowed
locked - no input

Structure Information							
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type	State Classification
C000103305	P 10.1	13440 S. MARIAN RD at STREAM	Adams	30.00	20.20	Steel Stringer/Multi-beam or Girder	Local

Eligibility			
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic
C000103305	No	No	50

Proposal Construction Details								
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Workforce	Total Estimated Bridge Cost	Anticipated Reimbursement from CBMP	Comment
C000103305	Replace	Concrete Box Culvert			Contract	\$255,125	\$140,319	3-12'x8'x40' CBC
* Length and Width not required for Culverts. Please provide culvert size in comments.					total	\$255,125	\$140,319	OK

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

Concrete box culverts are a cost-effective alternative for the replacement of deficient bridges in the State of Nebraska. The design and construction process is streamlined with the utilization of standard plan and construction practices. An experienced pool of contractors active in Nebraska results in a competitive environment, reducing replacement structure construction cost to counties. Typical concrete box culvert construction is completed within 60 calendar days which minimizes the impact to local resident, agricultural and commercial traffic. Historically, concrete box culvert maintenance activities and costs are minor in comparison to other replacement structures. Load and/or equipment restricting guardrail is typically not required which is particularly beneficial to local and regional agricultural and commodity transportation. A considerable number of streams in the eastern part of Nebraska are significantly degraded. Proper box culvert design is often utilized to stabilize the streambed and adjacent banks upstream of the structure.

Criteria 2 – Cost or time savings (0-5 points)

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

Concrete box culverts are cost effective and an efficiently constructed alternative to an expensive bridge replacement.
Standardized design and construction practices provide a significant cost and time savings to the owner.
Guardrail is typically not required, therefore no material, construction, or maintenance costs for guardrail are associated with the project.
Additional savings are realized throughout the culvert's anticipated life-span, expected beyond 100 years, in costs associated with general maintenance and repair.

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

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

Box culvert standardization of design and construction can be utilized by all Counties in Nebraska. The process of collaboration can easily be shared and is available to all Counties. A derivative of the cooperation between counties will likely be education, through the exchange of ideas that will occur throughout the process. The engaged entities will discuss and implement what has/hasn't been efficient or successful and incorporate those "lessons learned" into future replacement projects.

Criteria 4 – Long Term Maintenance Savings (0-5 points)

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

The use of concrete box culvert replacement structures provides significant long-term maintenance cost savings.

The structure is considered extremely durable and expected to require minimal maintenance over its expected use, beyond 100 years.

The lack of guardrail facilitates the ease of mowing and snow removal operations. There are no costs associated with guardrail maintenance, if damaged. Maintenance activities and costs associated with deck repair are non-existent over the life of the culvert.

If the concrete box culvert is utilized to control a degraded stream, there are significant benefits to upstream structures in the basin. Maintenance and/or replacement of these structures can be minimized or eliminated due to the positive effects of stream stabilization.

The County expends considerable resources to complete the required maintenance activities on deficient bridges. Normal operations include the replacement and repair of timber/concrete decks, abutment back-wall, pile, wing, stringer, and guardrail. Additional costs are associated with bank stabilization (scouring) and the backfill of roadway settlement. Replacement with this type of structure will eliminate many of these 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, agricultural and commerce 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, Adams County, and the State of Nebraska.

C000103305:

The detour for this structure is 4 miles to un-restricted traffic.

Farmers also use this structure/roadway as a major "farm to market" route and is a heavily traveled road.

Local agricultural operations use the structure for access to pasture and farm ground.

The structure is all considered "necessary" to the local economy and the traveling public for providing safe and efficient means of travel throughout the state.

Criteria 6 – Needs (0-20 points)

Calculated by scoring committee based on the counties SD bridges.

Criteria 7 – Equity (0-20 points)

Determined by scoring committee based on the number of projects awarded to the county.

Submittal Instructions:

 **90%** percent complete

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Jodi Gibson

402-479-4337

jodi.gibson@nebraska.gov

Thank you for your work on behalf of Nebraska's bridges!

APPLICATION FORM County Bridge Match Program 2023

100% percent complete

Applying County	Hayes	Date of Application	12/7/2022
Agency Name	Hayes County	Contact Person Title	Highway Superintendent
Contact Person Name	Phillip Dixon	Address Line 1	31085 280th Rd
E-mail	dixonphillip11@gmail.com	Address Line 2	Pleasanton, NE
Phone Number	(308) 388-3471	zip code	68866
NACO District	West Central		

Proposal Name / Location	C004302515P / Hayes County
Multi-County Proposal	No
Proposal Priority Number	1

Instructions
required input
changes allowed
locked - no input

Structure Information

NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type	State Classification
C004302515P		2N OF PALISADE at STREAM	Hayes	55.00	25.10	Steel Stringer/Multi-beam or Girder	Local
<Enter SN here>							

Eligibility

NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic
C004302515P	No	No	20

Proposal Construction Details								
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Workforce	Total Estimated Bridge Cost	Anticipated Reimbursement from CBMP	Comment
C004302515P	Replace	Culvert Pipes	0.00	0.00	Contract	\$190,950	\$105,023	add optional information
* Length and Width not required for Culverts. Please provide culvert size in comments.					total	\$190,950	\$105,023	OK

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

This proposal is to replace Structure No. C004302515P with a corrugated metal culvert pipe structure.

The current bridge has severe pile decay and is currently closed so replacing this bridges with a structure that meets minimum design standards will greatly benefit the traveling public.

The culvert structures with headwalls and toewalls effectively eliminate scour potential. Headwalls also reduce the footprint of the structure by reducing required pipe lengths. The proposed structure will be designed to eliminate obstacles within the horizontal clear zone and meet adequate return flow periods for road overtopping.

Criteria 2 – Cost or time savings (0-5 points)

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

Culvert pipe with manufactured headwalls have been used by Hayes 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. By constructing a culvert pipe structure instead of a bridge, significant cost savings will occur since materials are generally less expensive and more readily available. The culvert pipe construction timeline is also favorable when compared to bridge construction. Additionally, this structure can be constructed almost any time of the year and not see an increase in project cost or timeline due to constructability issues. The length of the culvert structure will also accommodate the design standards for the road cross section while eliminating the need for guardrail and approach guardrail; therefore, costs savings are experienced with both the initial cost of the guardrail and any future guardrail maintenance that may be required.

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

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

Culvert pipe structures with headwalls and wingwalls are becoming more popular due to their simple design, availability of material suppliers and fabricators, and ease of construction. It is often difficult to improve a roadway overtop return with culverts when the existing structure is of significant size, however, when hydraulics will allow a culvert pipe structure, substantial cost savings occur. These structures are an economical choice in all rural areas of Nebraska due to the simplicity of the structure and ability to safely carry traffic in an efficient manner. 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 since large bridge construction machines like cranes and pile drivers are not required. If needed, repairs would be quick, cheap, and simple since culvert structures are much less complex than bridges and the materials are high in availability.

Criteria 4 – Long Term Maintenance Savings (0-5 points)

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

The proposed culverts will have a lifespan requiring little to no maintenance.

Current condition of the bridge requires immediate bridge repairs to maintain passenger car traffic. Replacing these bridges with culverts would eliminate the several issues these structures are currently facing which inconvenience the traveling public.

Culvert type structures require little to no maintenance throughout material lifespan. Culvert materials will meet NDOT Specifications for thickness and lifespan will be maximized. Headwall and toewall materials will be the same gauge as the culvert pipe material in order to extend the lifespan of the structure. With fewer parts than a bridge, the chance of pieces breaking and needing repaired is less.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

Hayes County is mostly rural with significant agricultural traffic, and the equipment is getting larger in size and weight. The structures in this proposal are undersized for today's agricultural traffic demand and municipal truck routing. Detouring of agricultural equipment occurs due to the closure of the existing structure. The detouring is inconvenient and adds to the cost of traveling for the public, and safety is concerning. This structure is on the County 1 & 6 Year Road Plan for replacement.

Original construction predates 1932; Currently Closed; Severe Timber pile decay; Sufficiency rating is 49.0.

This proposal is significant to Hayes County because it will allow the agricultural traffic to take the shortest route possible to their destination with the effort being to replace major farm to market routes, fracture critical and structurally deficient bridges. As shown above in year of construction, defects and sufficiency rating for each, this structure is in desperate need of replacement.

Criteria 6 – Needs (0-20 points)

Calculated by scoring committee based on the counties SD bridges.

Criteria 7 – Equity (0-20 points)

Determined by scoring committee based on the number of projects awarded to the county.

Submittal Instructions:

100% percent complete

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jodi.gibson@nebraska.gov

Thank you for your work on behalf of Nebraska's bridges!

APPLICATION FORM County Bridge Match Program 2023

100% percent complete

Applying County	Scotts Bluff	Date of Application	11/22/2022
Agency Name	Scotts Bluff County	Contact Person Title	Highway Superintendent
Contact Person Name	Steve Baird	Address Line 1	785 Rundell Rd
E-mail	steve.baird@scottsbluffcountyne.gov	Address Line 2	Gering, NE
Phone Number	308-436-6700	zip code	69341
NACO District	Panhandle		

Proposal Name / Location	Scotts Bluff 2022 Proposal
Multi-County Proposal	No
Proposal Priority Number	2

Instructions
required input
changes allowed
locked - no input

Structure Information							
NBI Structure Number	Local Name	Location	County	Existing Length (ft)	Existing Total Width (ft)	Existing Type	State Classification
C007923120	16-E	1.75E OF MITCHELL at TRI-STATE CANAL	Scotts Bluff	82.00	30.00	Concrete Channel Beam	Local
<Enter SN here>							

Eligibility			
NBI Structure Number	Min. Maintenance Road (yes/no)	Advertised for Construction bids?	Average Daily Traffic
C007923120	No	No	150

Proposal Construction Details								
NBI Structure Number	Proposed Action	Proposed Structure Type	Proposed Length (ft)*	Proposed Total Width (ft)*	Workforce	Total Estimated Bridge Cost	Anticipated Reimbursement from CBMP	Comment
C007923120	Replace	Concrete Box Culvert	82.00	36.00	Contract	\$500,000	\$250,000	4 barrel 12' span x 9' rise box
* Length and Width not required for Culverts. Please provide culvert size in comments.					total	\$500,000	\$250,000	OK

Criteria 1 - Innovation (0-20 points)

Describe what is innovative about this proposal.

The replacement of this 47 year old, concrete channel beam structure, consists of a proposal for a new concrete box culvert. This box culvert would be of standard design. The current 3 span concrete channel bridge spans the tri-state irrigation canal which supplies irrigation water to panhandle farmers and ranchers. It has shown that concrete box culverts work very well in the panhandle when installed over the irrigation canals because of the controlled flow and no upstream debris. There would be virtually no maintenance needed on the concrete box structure.

Criteria 2 – Cost or time savings (0-5 points)

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

Concrete box culvert projects are typically completed in a couple months or less. A box culvert in today's pricing is considerably lower than a bridge replacement. The current structure would require new piling and bracing at the piers, and sheet pile on both abutments. Thus, a concrete box culvert installation would reduce construction costs as well as maintenance and inspection costs.

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

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

Concrete box culverts are a well known design in Nebraska. Out here in the panhandle we probably have more irrigation canals than anywhere else in Nebraska, their proven design and functionality makes it a easy choice when selecting a structure for an irrigation canal.

Criteria 4 – Long Term Maintenance Savings (0-5 points)

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

Concrete box culverts are low maintenance and have a long life span. Compared to a 2 or 3 span bridge they are easily a cheaper cost to construct. This concrete box structure being 36' wide should not require any guardrail, making it cheaper to maintain. In my bridge inspections i have done i believe it takes less time to inspect a box culvert, which would save money also.

Criteria 5 – Project Significance (0-20 points)

Describe what makes this proposal significant to your county.

This bridge replacement is over one of Scotts Bluff County's largest irrigation canals. Cook Oil road is a paved roadway between Highway 26 and Springcreek Road, another major roadway in Scotts Bluff County. This bridge lies on Cook Oil Road and links concentrated housing developments to State Highway 26, which is a 4 lane expressway between Scottsbluff and Mitchell. Besides the housing developments in the area there is also a small feedlot that uses Cook Oil to access Highway 26 rather than having loaded trucks driving on the county road for 4 miles to access Highway 26. This short stretch of Cook Oil Road is only .3 of a mile long but has a traffic count of 150 cars per day, showing its importance to the County.

Criteria 6 – Needs (0-20 points)

Calculated by scoring committee based on the counties SD bridges.

Criteria 7 – Equity (0-20 points)

Determined by scoring committee based on the number of projects awarded to the county.

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