

APPENDIX B. STAKEHOLDER CONTACTS AND PROJECT MEETING MINUTES

- ▶ Stakeholder Contacts
- ▶ Kickoff Meeting Minutes
- ▶ Stakeholder Workshop #1 Meeting Minutes
- ▶ Stakeholder Workshop #1 Presentation
- ▶ Steering Committee Meeting #1 Meeting Minutes
- ▶ Stakeholder Workshop #2 Meeting Minutes
- ▶ Stakeholder Workshop #2 Presentation
- ▶ Steering Committee Meeting #2 Meeting Minutes

Bellevue Bridge Study Stakeholder's List

Name: First	Name: Last	Organization	Phone	Email
Court	Barber	MAPA	402-644-6866	cbarber@mapacog.org
Thomas	Burns	Bellevue City Council		thomas.burns@bellevue.net
Donald	Fenster	Bellevue Bridge Commission	(402) 593-2105	fensterdds@aol.com
Bruce	Fountain	Sarpy County	(402) 593-1558	bfountain@sarpy.com
Amy	Haase	RDG Planning & Design	(402) 449-0840	ahaase@rdgusa.com
Mike	Hall	Bellevue Bridge Commission		twincity12@cox.net
Joe	Mangiamelli	City of Bellevue, NE		joe.mangiamelli@bellevue.net
Mark	Meisinger	Felsburg Holt & Ullevig	(402) 445-4405	mark.meisinger@fhueng.com
Andrew	Rainbolt	Sarpy Co ED Corp		arainbolt@selectgreateromaha.com
Justin	Schultz	Pottawattamie County	(712) 328-5644	justin.schultz@pottcounty-ia.gov
Christine	Hatter	Offutt Air Force Base	402-294-3449	a.hatter@us.af.mil
Alan	Stone	Bunge		alan.stone@bunge.com
Scott	Schram	Iowa Department of Transportation	712-243-3355	Scott.Schram@iowadot.us
Scott	Suhr	Iowa Department of Transportation	(712) 243-7627	scott.suhr@iowadot.us
Cary	Thomsen	RDG Planning & Design		cthomsen@rdgusa.com
Tim	Weander	Nebraska Department of Transportation	(402) 595-2534	tim.weander@nebraska.gov
Larry	Winum	Glenwood State Bank Mills County	(712) 527-3157	lwinum@glenwoodstatebank.com
Kevin	Mayberry	Mills County	712-527-4873	engineer@millscoia.us
Paula	Hazlewood	Advance Southwest Iowa	402-960-8508	phazlewood@selectgreateromaha.com
Laura	Schultz	SIRE	712-352-5001	laura.schultz@sireethanol.com
Mike	Wolf	Google	712-318-7168	mikewolf@google.com
Trudy	Johannsen	Mid American Energy	712-366-5652	TLJohannsen@midamerican.com
Sam	Wagner	Mid American Energy	712-233-4850	rswagner@midamerican.com
Dennis	Lincoln	M&P Missouri River Levee District	402-679-1764	lincolnridgeview@hotmail.com
John	Jungers	Hike Real Estate	402-216-3638	johnjungers@gmail.com
Rusty	Hike	Hike Real Estate	402-320-2500	rusty@hikerealestate.com
Frank	Kumor	Erwin Jewelers	402-291-2454	fjkumor@cox.net
Larry	Chandler	Bellevue Tire & Auto		larry@bellevuetireauto.omhcoxmail.com



**Bellevue Bridge Study
Kickoff Meeting Minutes**

Date: July 18, 2018

Time: 1:00 PM – 2:00 PM

Location: City of Bellevue Second Floor Conference Room

Attendees: See attached roster

AGENDA (Minutes in blue)

- I. Introductions**
- II. Contract Status**
NTP 7/18/18; send invoices to MAPA
- III. Project Goals & Objectives**
 - Bridge Lifespan is 20 years; How to get funds to build new bridge
 - **This is a NEEDS Study** for bridge in this location (or near)
 - Evacuation Route for Offutt Air Force Base and OPPD (closed)
 - Cost of Detour to US 275 or US 34
 - Can Private industry pay for bridge improvements?
 - Industrial development on Iowa side?
 - Power Plant and access to rail
 - Investigate INFRA dollars
- IV. Schedule / Milestone Dates**
 - FHU to revise schedule based on NTP of July 18 instead of June 1
- V. Steering Committee / Stakeholder Group**
 - (Hold Public Open House at same location; probably City Council Chambers, holds ~80
 - a. Members
 - b. Upcoming Stakeholders Meeting
 - MAPA will provide stakeholders database
 - FHU will reach out to contacts not on list including SIRE and Google
 - c. Communication Protocol
 - Run all outgoing documents through steering committee
 - City will publish meeting notices on City website and newspaper
- VI. Methods and Assumptions Document**
- VII. Next Steps**
 - FHU to contact Sandy Frost to provide:
 - HDR Study & Survey
 - DECA Study – Bellevue West High School
 - Historical Bridge Counts
 - FHU to contact MAPA to obtain:
 - Model data; sign agreement
 - South Bypass info – Mike Helgersen?
 - Contact M&P Missouri River Levee District - John Poore

Action Items	Responsible Party	Due Date
Sign data use agreement	FHU - Mark	ASAP
Send Contract Documents	MAPA-Court	ASAP
Develop questions for stakeholders	FHU – Mark / RDG - Cary	Mid-August



Bellevue Bridge Study Kickoff Meeting July 18, 2018

Your attendance is appreciated. Please fill in the following information.

[illegible]

MEETING MINUTES

STAKEHOLDER WORKSHOP #I

Tuesday, September 18, 2018 9:00 AM – 1:00 PM CDT

Bellevue City Council Chambers

Green – FHU

Blue – Bridge Commission

Red – RDG

Brown – Other

ATTENDEES

Please see attached sign-in sheet.

INTRODUCTIONS

9:00-9:10

A. Purpose of Workshop/Goals - Mark Meisinger began with a brief introduction of the project and the purpose of this meeting. The group went through quick introductions.

- Why are you here?
- Discuss challenges and opportunities
- Tap into the collective wisdom and experience to get good ideas on the table

OVERVIEW & EXISTING CONDITIONS

9:10-9:45

A. Study overview and Inventory of existing conditions

- Study Overview – FHU staff gave a presentation to the group.
- Inventory & analysis of existing conditions – Existing year 2018 and future year 2040.
 - Current structural and overall condition of the bridge – Mike Bruckner indicated the bridge is in fair conditions, opened in 1952. Has had recent inspection by structural engineer and is rated for 26 tons by NDOT. The bridge is approximately 2,000 feet long composed of deck trusses (4 spans). Mike discussed the composition of the structure. Mike indicated the ratings for the bridge including the deck joints, deck rails, and gusset plates. Issues are due to corrosion of the metal from salt applications to the bridge leaking through the expansion joints. The bridge is still at 95% capacity (load) from when the bridge was constructed.
 1. \$280,000 spent this year on maintenance this year due to inspection needs/report. Typically spend approximately \$50,000 per year.
 2. Bridge commission has a cash reserve of approximately \$8 million.

Mike discussed fracture critical and functionally obsolete definitions for a bridge structure.

Why is the bridge a toll bridge? After the bonds were paid off, the commission tried to give the bridge to the state or City but no one wanted it. The toll is a user fee in lieu of state or city taxes.

Vehicle traffic has reduced approximately 60% with the new US 34 bridge constructed.

Most of revenue comes from trucks, which they have seen an increase in truck traffic due to congestion on US 75 to the south. Trucks have more axles but also cause the most damage to the structure.

Reserve money is for repairs and staffing of toll bridge.

- **Environmental review** – Kody Unstad discussed the environmental constraints. Wetlands were delineated and found on both sides of the river. Wetlands impacts (from construction activity) would trigger an individual permit through the US Army Corps of Engineers. Study area is within the flood plain. Recreational resources (section 4(f) properties) located on the Nebraska side of the bridge. The bridge falls within Offutt Air Force Base zoning which has height restrictions. T&E species impacts such as the long-eared bat and pallid sturgeon. Kody discussed the list of permits that may be required should a new structure be constructed.
Bridge commission asked if there are any ways to get funding to do the environmental work. Kyle Anderson indicated that there are federal grants available to assist.
- **Traffic counts & projections** – Mark reviewed the traffic counts and ADTs for the study area. Bridge currently has approximately 2,100 ADT in 2018 and is projected to be approximately 5,000 ADT in 2040. Trucks are approximately 4.5% of traffic volume. However, this does not reflect revenue split; trucks make up a higher percentage of toll revenue per the bridge commissioners. Mark discussed the travel shed analysis and indicated that users outside a 10-15 minute radius from the bridge are likely to use an alternate route. Mark discussed the O-D study results and the travel time analysis with and without the bridge.
- **Bicycle facilities inventory** – Cary Thomsen discussed the existing bicycle/trail network in the study area. Discussed potential of improvement trail facilities to enhance a trail connection between the Wabash Trail and the Keystone trail using the bridge. These connections could stir economic development.
195th Street is used as a route for bicyclists in Iowa. This is an alternate Lewis and Clark Trail route. The bridge commission felt having bicycle traffic on the bridge is unsafe and held a public meeting to discuss this. A compromise to allow bicycle traffic was reached by providing signage. Issue is semi-trucks passing a slow-moving cyclist on the bridge. Commission would suggest providing a trail or bike lane if a new structure is constructed.

GROUP DISCUSSION

9:45-10:30

A. Divide into groups of five

B. What do you use the bridge for? Each group will discuss the following questions.

- How often do you use the bridge?
(1) Cary's Group – 1 person; other groups had a mix of regular and occasional users
- Would you use the bridge more if there was a new bridge?
(1) Cary's Group – Possibly. Toll is keeping people from using the bridge. Might use a bicycle but would need a draw on Iowa side.
- What routes do you use now to cross the Missouri River?
(1) Cary's Group – I-80, I-680 and US 34
(2) Kyle's Group – Heavier loaded trucks can't use other routes, and non-CDL trucks can only use Bellevue Bridge.
- Would you use the bridge using other modes of transportation?
(1) Cary's Group – boaters, bicyclist, motorcycles, Offutt escape route, would use more with direct connection,
(2) Kyle's Group – Emergency response from Offutt Fire Department to Industries in Iowa. Effect of tolling on mindset. Looking at harvest time traffic or other event traffic such as air show.
(3) Amy's Group – Boils down to convenience. Time and money are driving force. Need

destinations. Old Towne Bellevue study is on going to revitalize the area west of Bridge. To east of bridge, need to bring in industry.

C. What did you hear from your group that you never knew about the bridge?

METHODS & ASSUMPTIONS

10:30-11:00

A. Outline of alternatives analysis process

B. Identify Alternatives for future uses of the bridge

Mark described the alternatives that will be evaluated as part of this study. Presented the cross-sections for the alternatives. Mike discussed the costs of the bridge and gave a comparison to other recently completed bridges in the area. Design of new structure will be dependent on permit, primarily location and spacing of piers. Alternatives presented and costs were using a four-lane bridge; this should be modified to a two-lane bridge. The group agreed that since the bridge is no longer on the state highway system and future volume projection of approximately 5,000 ADT, a two lane bridge with pedestrian facilities would suffice. The roadway of the bridge is now classified as a county road/city street.

Does the modeling forecasts take into account with and without the toll bridge? Mark indicated the forecasts assumed no tolling.

BRAINSTORMING SESSION & LUNCH

11:00-12:45

A. Alternatives Discussion

- Discuss what each group likes about each alternative
- Discuss what each group dislikes about each alternative
- Is there another alternative?
- Each group will report out the details of their discussions.

Cary's Group – Who owns the maintains the bridge if it is converted to a pedestrian only bridge. How to fund it? Port authority, bridge district. Demolition as a last resort. Continue to persevere and maintain and see if any development spurs on the east side. Other alternatives included additional lighting. Can you see the bridge from I-29? Off the wall ideas include a car wash, converting to a museum, restaurant, Big key is development on the east side of the bridge.

Kyle's Group – Preservation and Maintenance is the cheapest alternative but could lead to lost future opportunities. It just maintaining the status quo. Improvements should incorporate technology and add quality of life features. Conversion to an all pedestrian facility would hurt regional vehicular connectivity. Group was opposed to alternating one-way traffic due to restricting volume an additional wait time. As an alternative, build a new one lane bridge and leave the existing structure as a one-way in the other direction. Use the space between the one-way pairs for pedestrians. Incorporated easy-pass tolling system. Look at Inter-State (IA-NE) bridge statues for taxing for bridges.

Amy's Group – Group focused on how we can use the existing infrastructure best. Upgrading to the existing bridge included automation (to give the exclusive appeal), refuge bays, and reuse the existing piers and expand. Potential funding sources from the coast guard if they have issues with current bridge impeding navigation.

Alternative 6 would be expansion of existing piers to the north to support a new bridge structure. The new structure would for westbound travel lanes and a bike-ped trail. The existing structure would be reconfigured for eastbound travel lanes. Who's going to pay for the ongoing maintenance the two structures? New structure would not be tolled so there would be no funds coming in.

NEXT STEPS AND SCHEDULE

12:45-1:00

Mark review the schedule for the project. Next week will begin the alternatives analysis followed by focus group interviews in early October.

**Bellevue Bridge Study
Stakeholder Workshop #1
September 18, 2018**

Your attendance is appreciated. Please fill in the following information.

Name	Organization	Phone #	Email
Don Fenster	Bellevue Bridge Commission	402-740-7819	Fenster DCS BIAOL CORP
Mike Hall	Bellevue Bridge Commission	402-510-8438	twinnarity12@com.net
Joe Mangiamelli	City of Bellevue		
Greg Youell	MAPA	402-444-6866	gyouell@mapacog.org
Court Barber	MAPA		
Mike Helgerson	MAPA		
Thomas Burns	Bellevue City Council		
Bruce Fountain	Sarpy County		
Joe Mangiamelli	City of Bellevue, NE	402-293-3023	joe.mangiamelli@bellevue.ne.gov
Andrew Rainbolt	Sarpy Co ED Corp	402-233-7155	arainbolt@selectgreateromaha.com
Justin Schultz	Pottawattamie County		
Traci Stites	Offutt Air Force Base		
Alan Stone	Bunge		
Scott Suhr	Iowa Department of Transportation		
Tim Weander	Nebraska Department of Transportation		
Larry Winum	Glenwood State Bank Mills County	402-960-5385 cell 712-527-3157 Band	lwinum@glenwoodstatebank.com

**Bellevue Bridge Study
Stakeholder Workshop #1
September 18, 2018**

Your attendance is appreciated. Please fill in the following information.

Name	Organization	Phone #	Email
Kevin Mayberry	Mills County		
Paula Hazlewood	Advance Southwest Iowa	(402) 910-8505	phazlewoodselectgreater@gmail.com
Laura Schultz	SIRE		
Dan Harbeke	Google	712-828-5205	dharbeke@google.com
Trudy Johannsen	Mid American Energy		
Sam Wagner	Mid American Energy	712-233-4850	RSWagner@MidAmericanEnergy.com
Dennis Lincoln	M&P Missouri River Levee District	402-679-1764	lincolnrdgview@hotmail.com
Mark Meisinger	Felsburg Holt & Ullevig		
Kody Unstad	Felsburg Holt & Ullevig		
Kyle Anderson	Felsburg Holt & Ullevig		
Mike Bruckner	Felsburg Holt & Ullevig		
Adam Denney	Felsburg Holt & Ullevig		
Cary Thomsen	RDG	402-449-0809	cthomsen@rdgusa.com
Amy Haase	RDG	402-449-0840	ahaase@rdgusa.com
Rita Sanders	City of Bellevue	(402) 293-3020	rita.sanders@bellevue.net

BELLEVEUE

BRIDGE ALTERNATIVES STUDY



Inventory of Existing Conditions

- Structural Review
- Environmental Review / Constraints
- Traffic Volumes / Forecasts
- Bike/Pedestrian Facilities

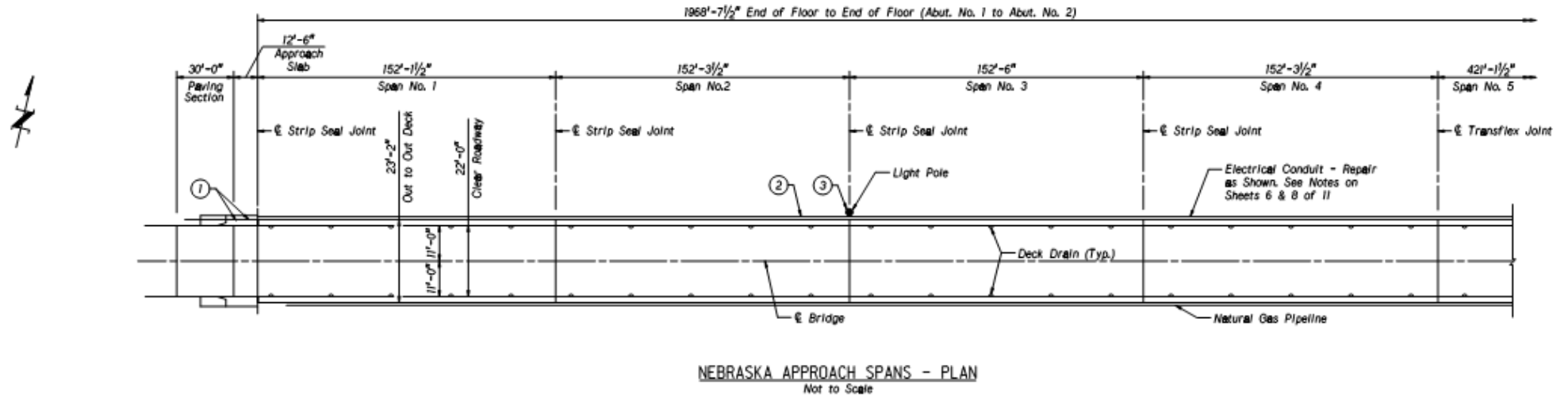
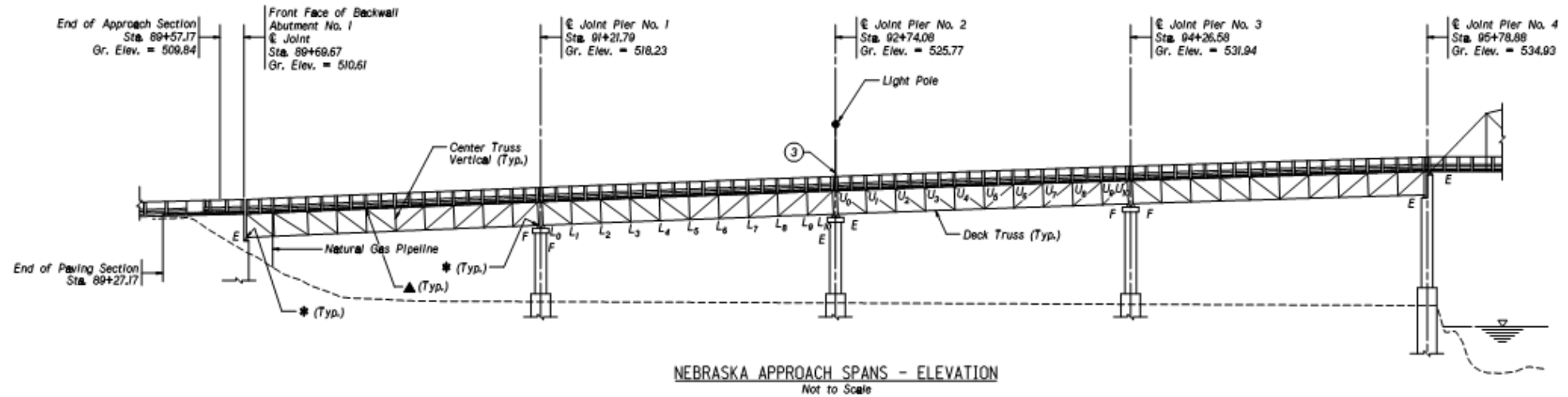


Structural Review

National Bridge Inventory Methodology –
Fair Condition Index of 53.6

- Inspection Reports
- Existing Bridge Drawings
- Maintenance Records
- Critical Findings Reports
- Correspondence
- Posting History
- Original Construction Documents
- Visual Inspection
- FHU Independent Condition Assessment

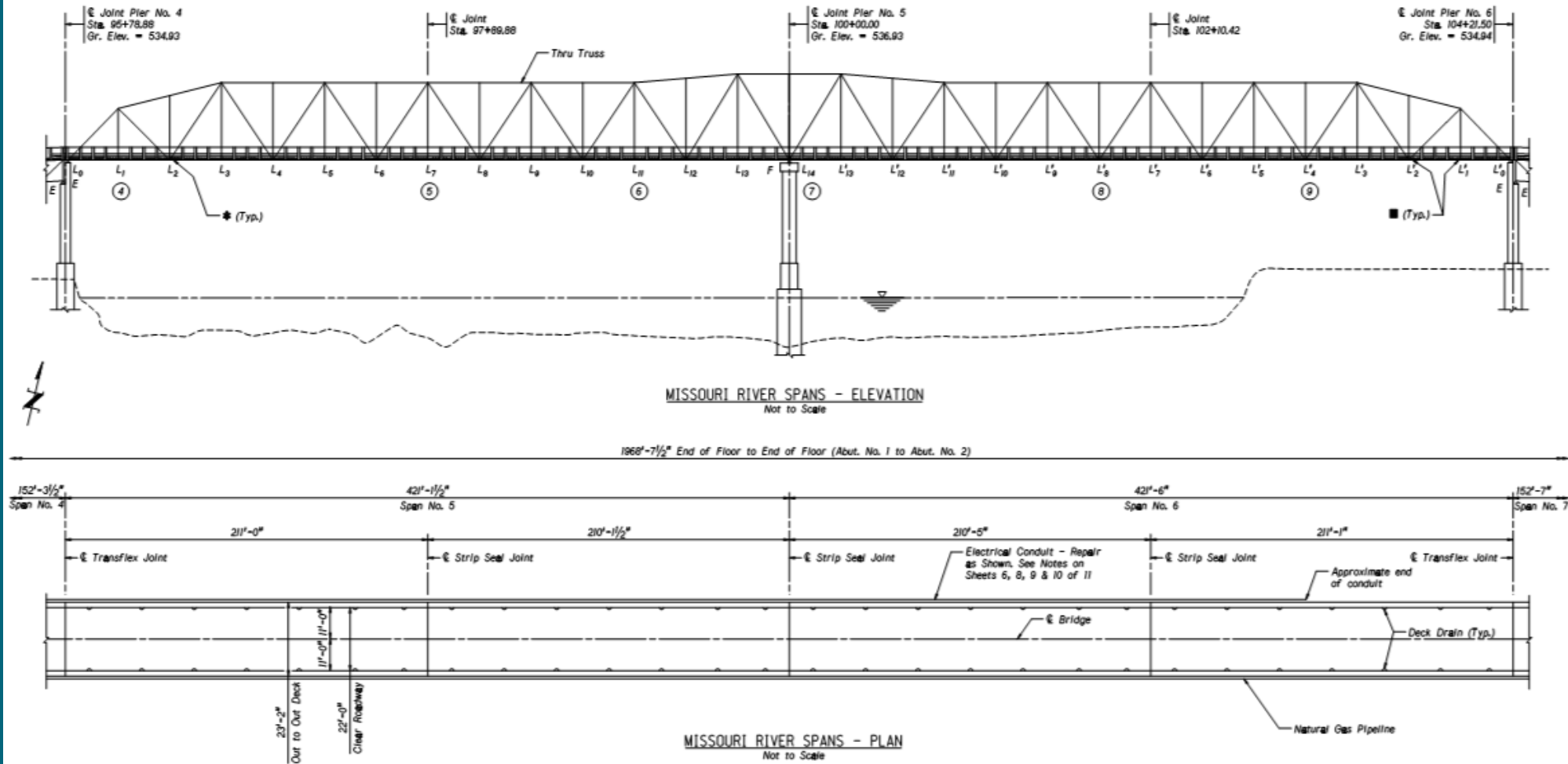
Spans 1 - 4



Bridge Total Length - 1968'

- 4 - 152' Deck Truss Spans (West End)

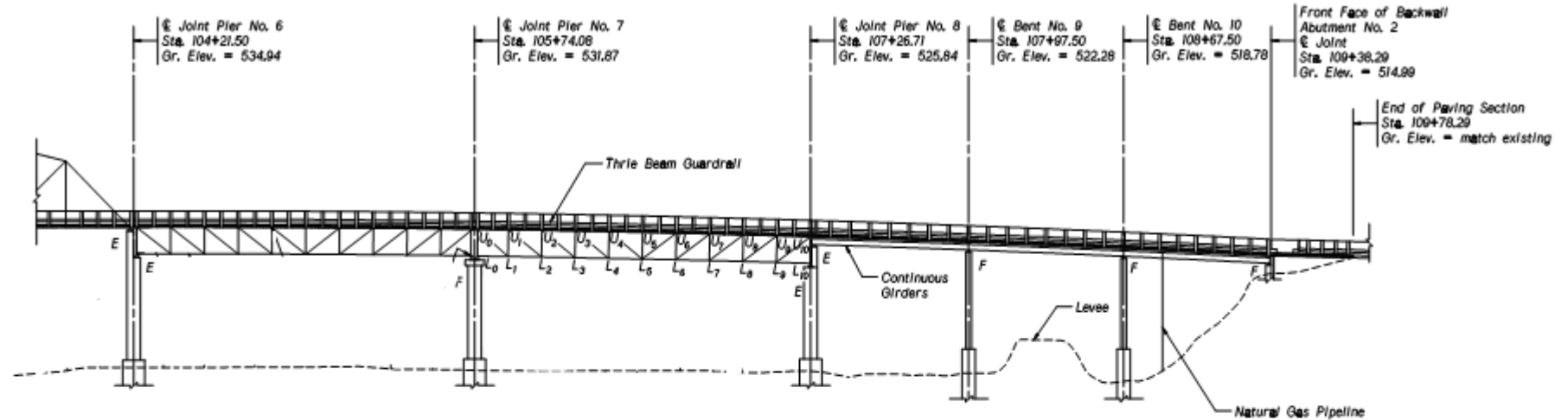
Spans 2 - 3



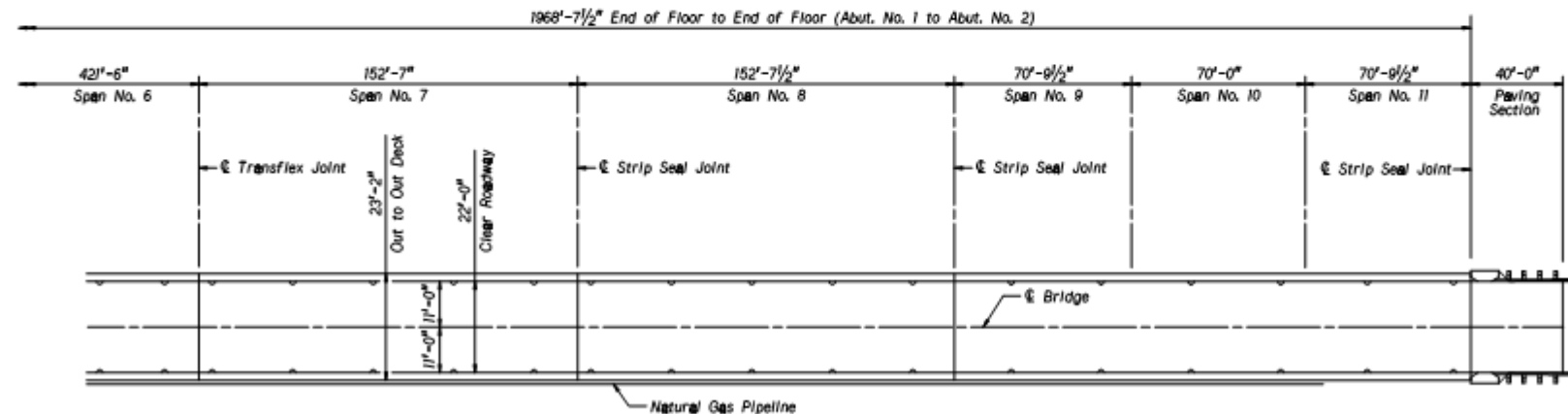
Bridge Total Length - 1968'

- 2 – 421' Through Truss Spans (Center)

Spans 4 - 8



IOWA APPROACH SPANS - ELEVATION
Not to Scale



IOWA APPROACH SPANS - PLAN
Not to Scale

Bridge Total Length - 1968'

- 2 - 152' Deck Truss Spans (East End)
- 3 - 70' Girder Spans (East End)

Bridge Conditions Past Repairs

Repair and Rehabilitation 2004

- Deck Rails and Joints
- Abutment 1 Bearings
- Approach Slabs Replacement
- Truss Gusset Plates

Repair and Rehabilitation 2007-2009

- Through Truss Floorbeams

Repair and Rehabilitation 2011-2012

- Pier 6 Deck Joint
- Piers 7 & 8 Concrete
- Span 9 Bearing Seat



Through Truss Floor Beam Repair



Typical Truss Gusset Plate Connection



Span 1 Bearing - West End Deck Truss

Bridge Conditions April, 2017 Inspection

Structure Component	#	Condition	Needs
Deck	7	Good	
Deck Joints	5	Fair	Monitor - increased degradation (good to fair in 10 years)
Rails	6	Satisfactory	
Deck Truss Members	5	Fair	
Deck Truss Floor Beams	5	Fair	Monitor gusset connections - increased degradation
Deck Truss Stringers	6	Satisfactory	
Deck Truss Lateral Bracing	6	Satisfactory	
Through Truss Upper/Lower Chords	5	Fair	
Through Truss Verticals/Diagonals	5	Fair	
Through Truss Upper/Lower Laterals	5	Fair	Monitor gusset connections - increased degradation
Through Truss Floor Beams	5	Fair	Monitor gusset connections - increased degradation
Through Truss Stringers	5	Fair	
Substructure	5	Fair	Monitor bearing seats - increased degradation

Good or Satisfactory (6 or higher) - 100% capacity

Fair (5) - 95% capacity

Poor (4 or lower) - 85% capacity

Bridge Conditions Rating

Bridge Rating (October, 2008)

- State Legal Loads – AASHTO Type 3, 3-S2, 3-3
- 3 - axle Single Trucks
- 5 - axle Tractor Semi-Trailers (18 Wheelers)
- 6 - axle Tractor Trailers

Bridge Rating (March, 2018)

- State Legal Loads – AASHTO Type 3, 3-S2, 3-3
- 3 - axle Single Trucks
- 5 - axle Tractor Semi-Trailers (18 Wheelers)
- 6 - axle Tractor Trailers
- Specialized Hauling Vehicles (SHVs) 4 to 7 - axle
- **26 Ton Posting**

Ratings and Loads

Deck (58): 7 Good

Superstructure (59): 5 Fair

Substructure (60): 5 Fair

Culvert (62): N N/A

Design Load (031): 2 M 13.5 (H 15)

Type of Overlay: None

Operating Type (063): 1 LF Load Factor

Overlay Thickness / Fill Height (in): 0

Inventory Type (065): 1 LF Load Factor

Truck	Inventory Rating		Operating Rating		Legal		Posting Value (tons)	Member	Control Location			Limit State
	Rating Factor	Tons	Rating Factor	Tons	Rating Factor	Tons			Span	Location (ft)	Percent of Span	
HS-20	0.490	17.64					N/A	FB	5	12.42	50.0	Design Flexure - Steel
HS-20			0.820	29.52			N/A	FB	5	12.42	50.0	Design Flexure - Steel
SU4					0.970	26.20	-	FB	5	12.42	50.0	Design Flexure - Steel
SU5					0.887	27.50	-	FB	5	12.42	50.0	Design Flexure - Steel
SU6					0.797	27.70	-	FB	5	12.42	50.0	Design Flexure - Steel
SU7					0.733	28.40	-	FB	5	12.42	50.0	Design Flexure - Steel
NE Type 3					1.104	27.60	26	FB	5	12.42	50.0	Design Flexure - Steel
NE Type 3S2					1.065	39.40	N/A	FB	5	12.42	50.0	Design Flexure - Steel
NE Type 3-3					1.165	50.10	N/A	FB	5	12.42	50.0	Design Flexure - Steel
EV2												
EV3												

Weight Limit

Posting Requirements

WEIGHT LIMIT	
	26
	N/A
	N/A

EMERGENCY VEHICLE
AXLE WEIGHT LIMIT

SINGLE t
TANDEM t
GROSS t

Documentation

Rating Information Provided: ☒ Plans ☐ Field Measurements
☐ Testing ☐ No Information Exists
BrR Computations Submitted: No
Analysis Engine Version: LARS v.10.05.00.10

Additional Comments

Please see following sheet for extended comments.

NE Professional Engineering Seal



The Rating and Posting values for this structure are based on a theoretical analysis of the structural elements involved and on a limited amount of information concerning the structural condition. These weight limits are intended only as a general guideline and may be varied accordingly by the officials responsible for this structure after an investigation of the structural condition, reaction to vehicular loads and any other items where judgment is required to establish a proper weight limit.

BR Form 465, version 1.0 [Updated: 12/17/2017]

Bridge conditions April, 2017 Inspection

Structure Component	#	Condition	Needs
Deck	7	Good	
Deck Joints	5	Fair	Monitor - increased degradation (good to fair in 10 years)
Rails	6	Satisfactory	
Deck Truss Members	5	Fair	
Deck Truss Floor Beams	5	Fair	Monitor gusset connections - increased degradation
Deck Truss Stringers	6	Satisfactory	
Deck Truss Lateral Bracing	6	Satisfactory	
Through Truss Upper/Lower Chords	5	Fair	
Through Truss Verticals/Diagonals	5	Fair	
Through Truss Upper/Lower Laterals	5	Fair	Monitor gusset connections - increased degradation
Through Truss Floor Beams	5	Fair	Monitor gusset connections - increased degradation
Through Truss Stringers	5	Fair	
Substructure	5	Fair	Monitor bearing seats - increased degradation

Good or Satisfactory (6 or higher) - 100% capacity

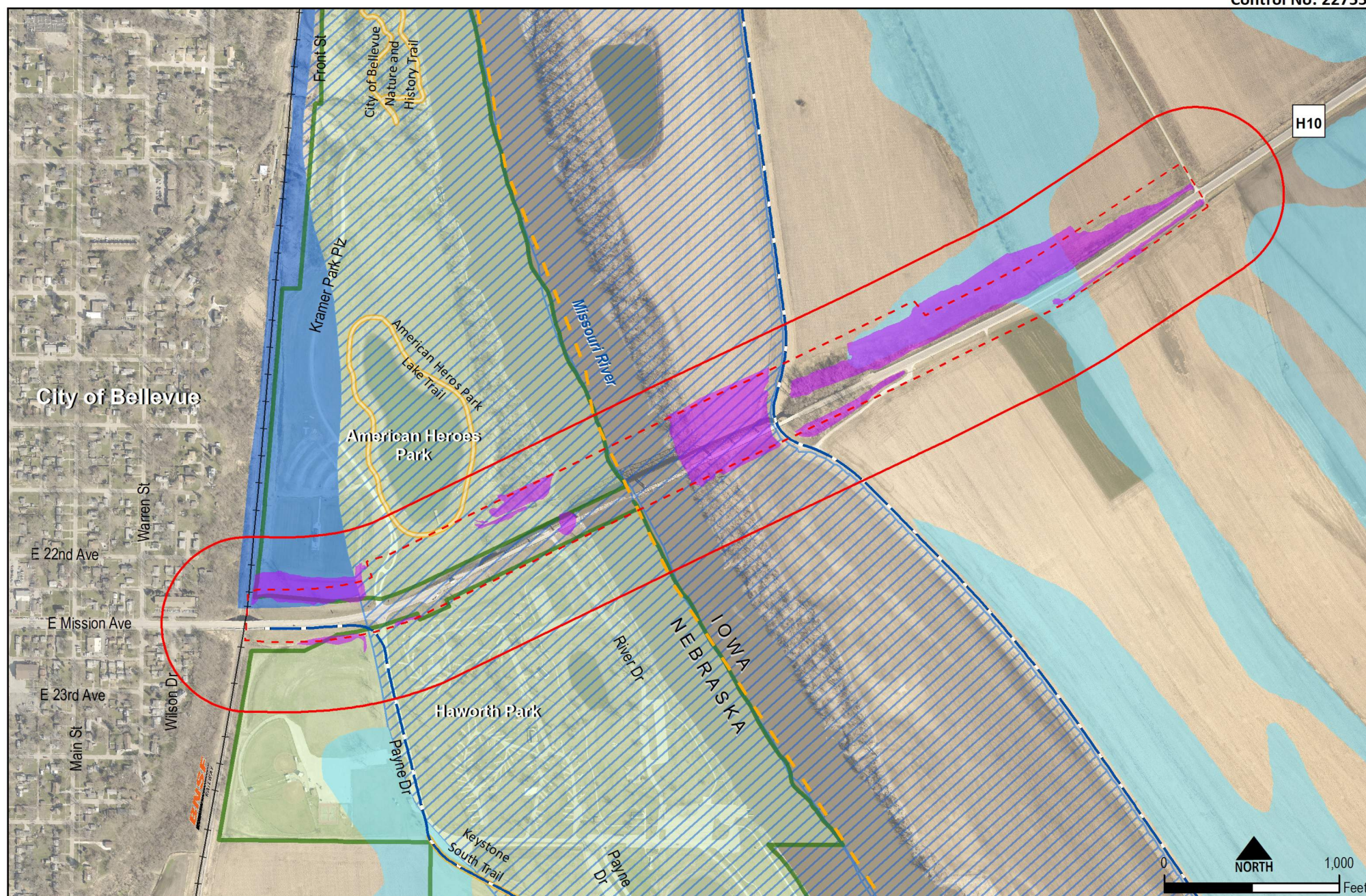
Fair (5) - 95% capacity

Poor (4 or lower) - 85% capacity

Environmental Review

BELLEVUE
BRIDGE ALTERNATIVES STUDY



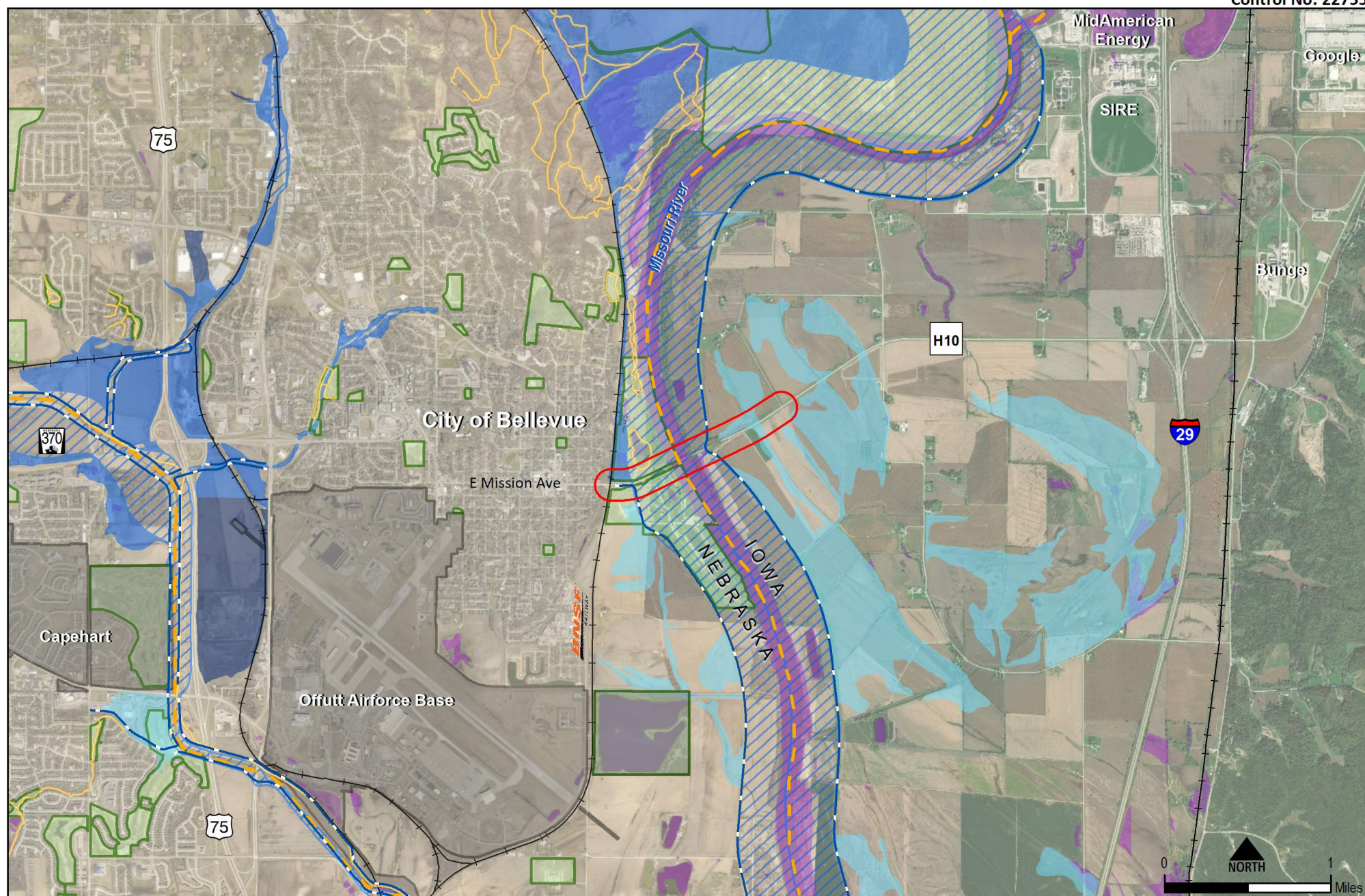


Aerial Source: 2016 High Res NEXOMA053065.sid

Figure 1

Constraints Map

Bellevue Bridge Alternatives Study
 Sarpy County, NE & Mills County, IA



Aerial Source: ESRI Aerial Imagery Service, 2018.

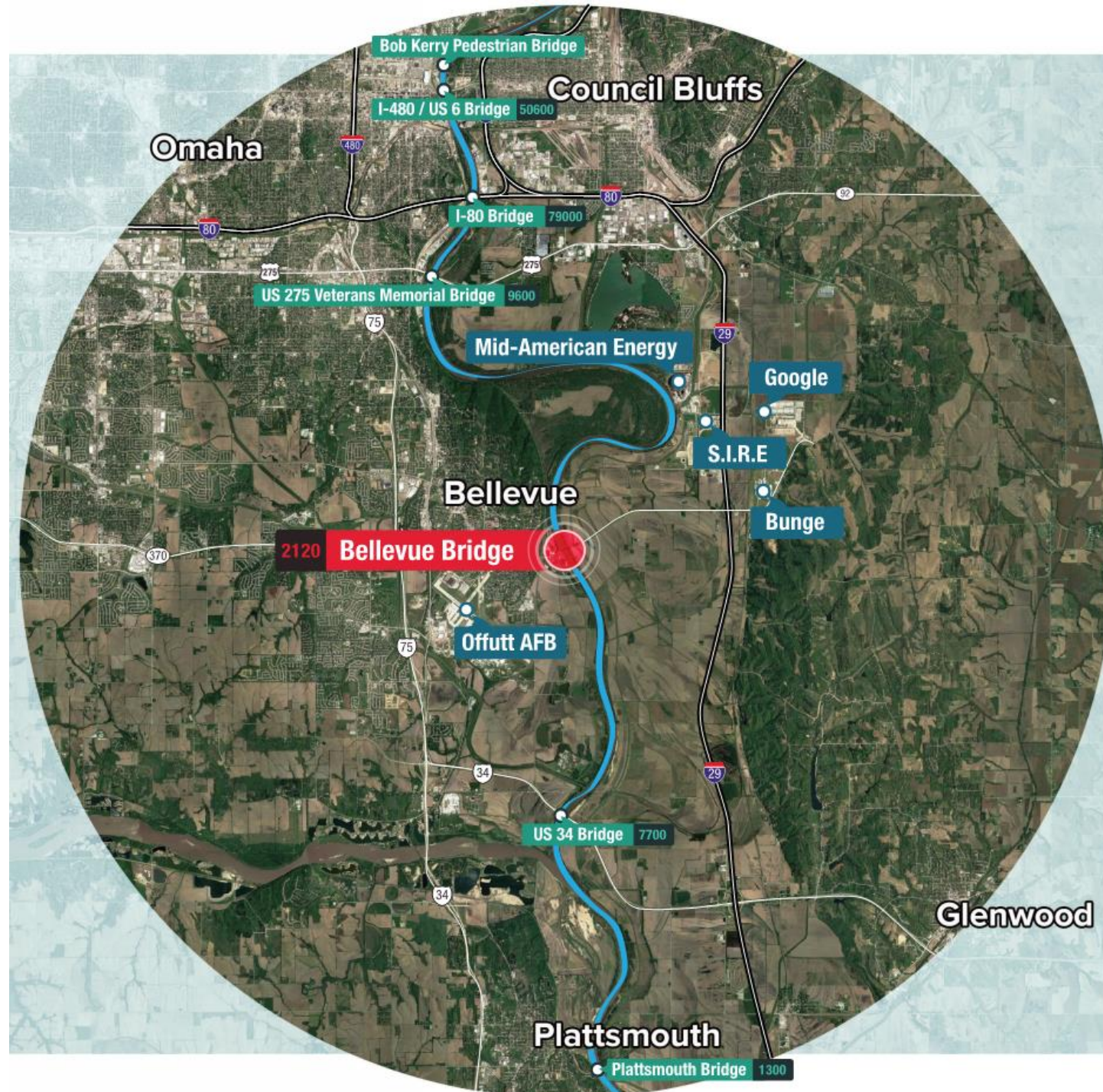
Figure 2

Constraints Map

Bellevue Bridge Alternatives Study
Sarpy County, NE & Mills County, IA

2018 Existing Traffic Volumes

BELLEVUE
BRIDGE ALTERNATIVES STUDY

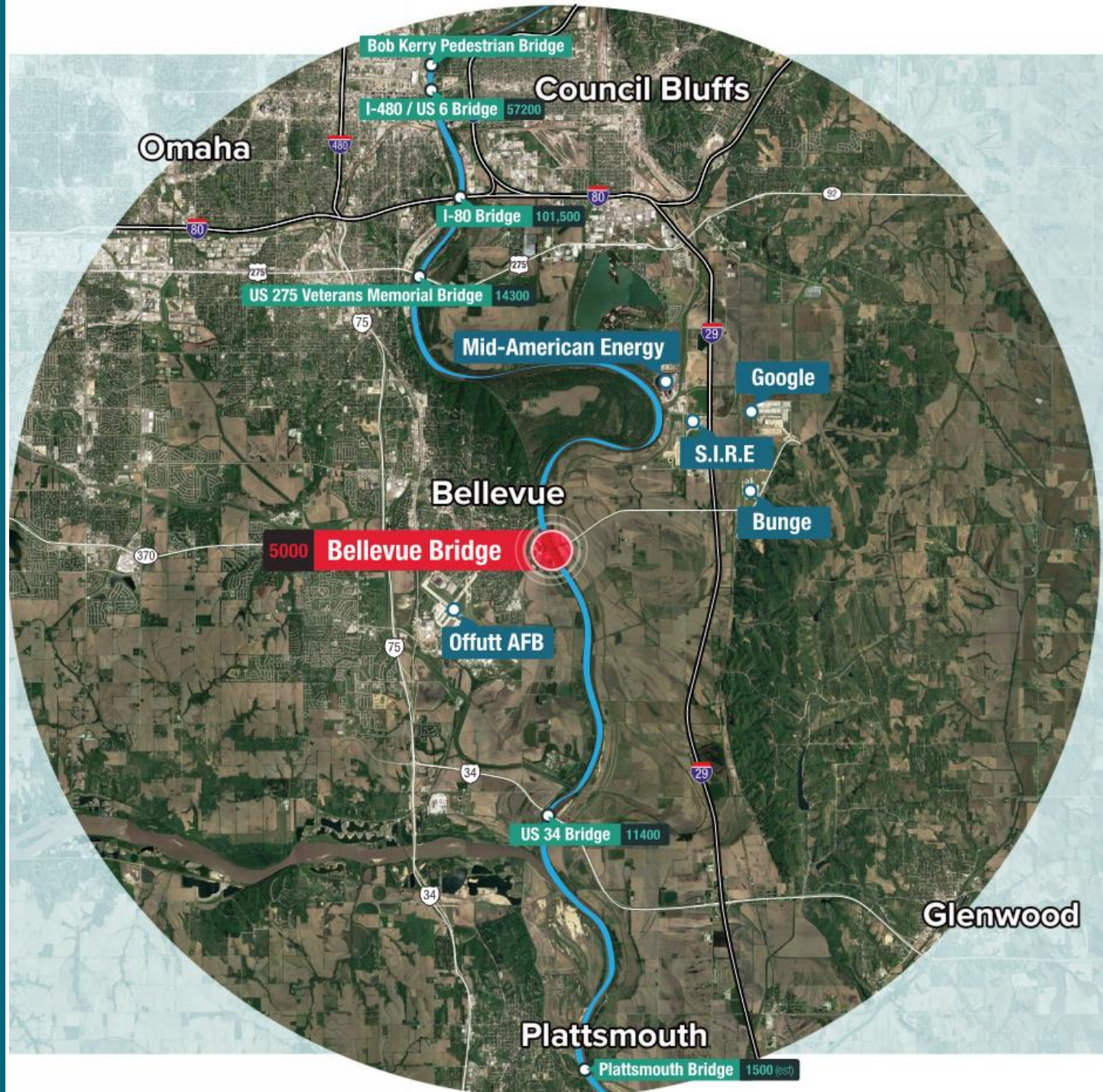


RDg...
3 • DESIGN

FELSBURG
HOLT &
ULLEVIG

2040 Future Traffic Volumes

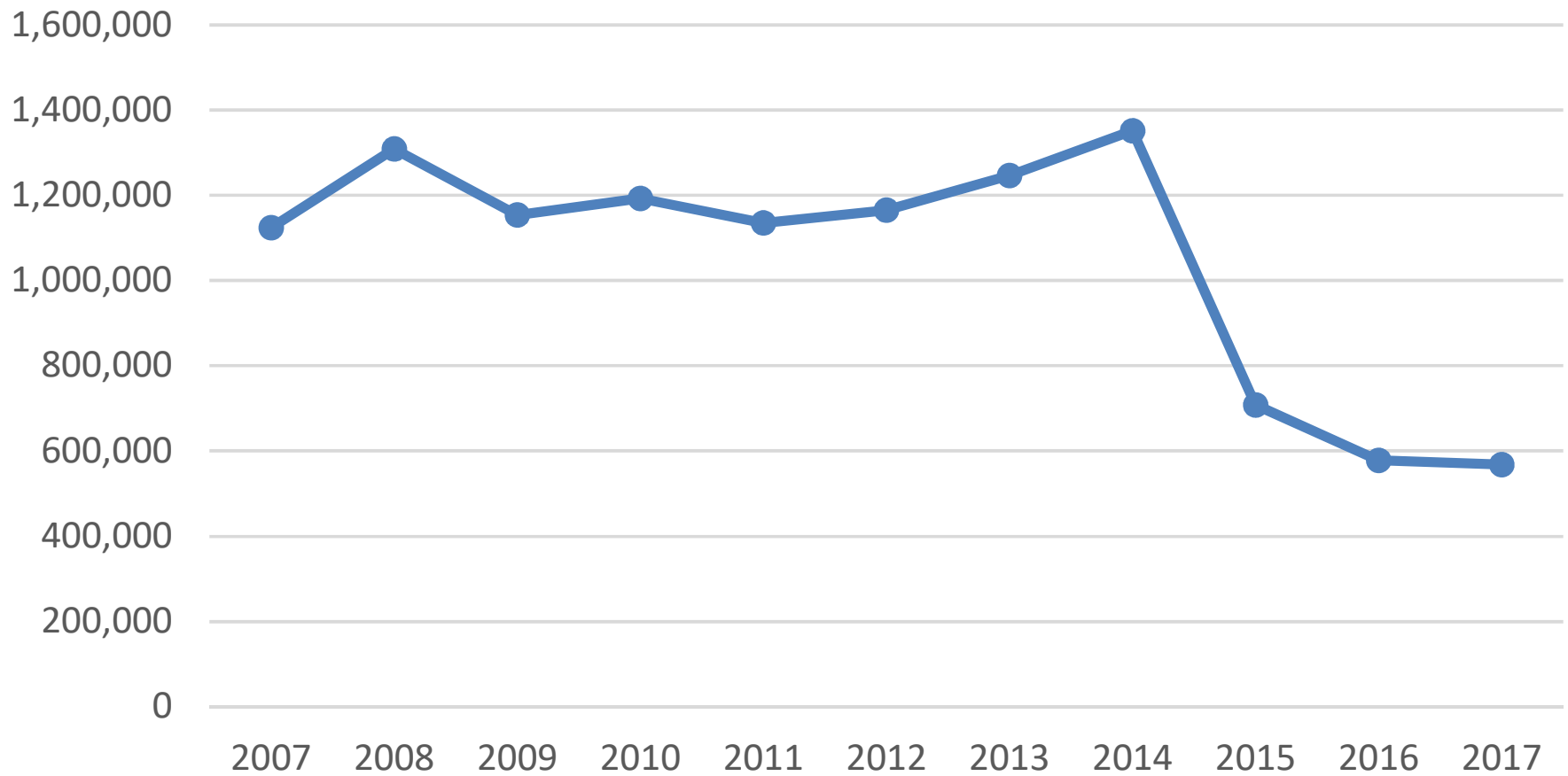
BELLEVUE
BRIDGE ALTERNATIVES STUDY



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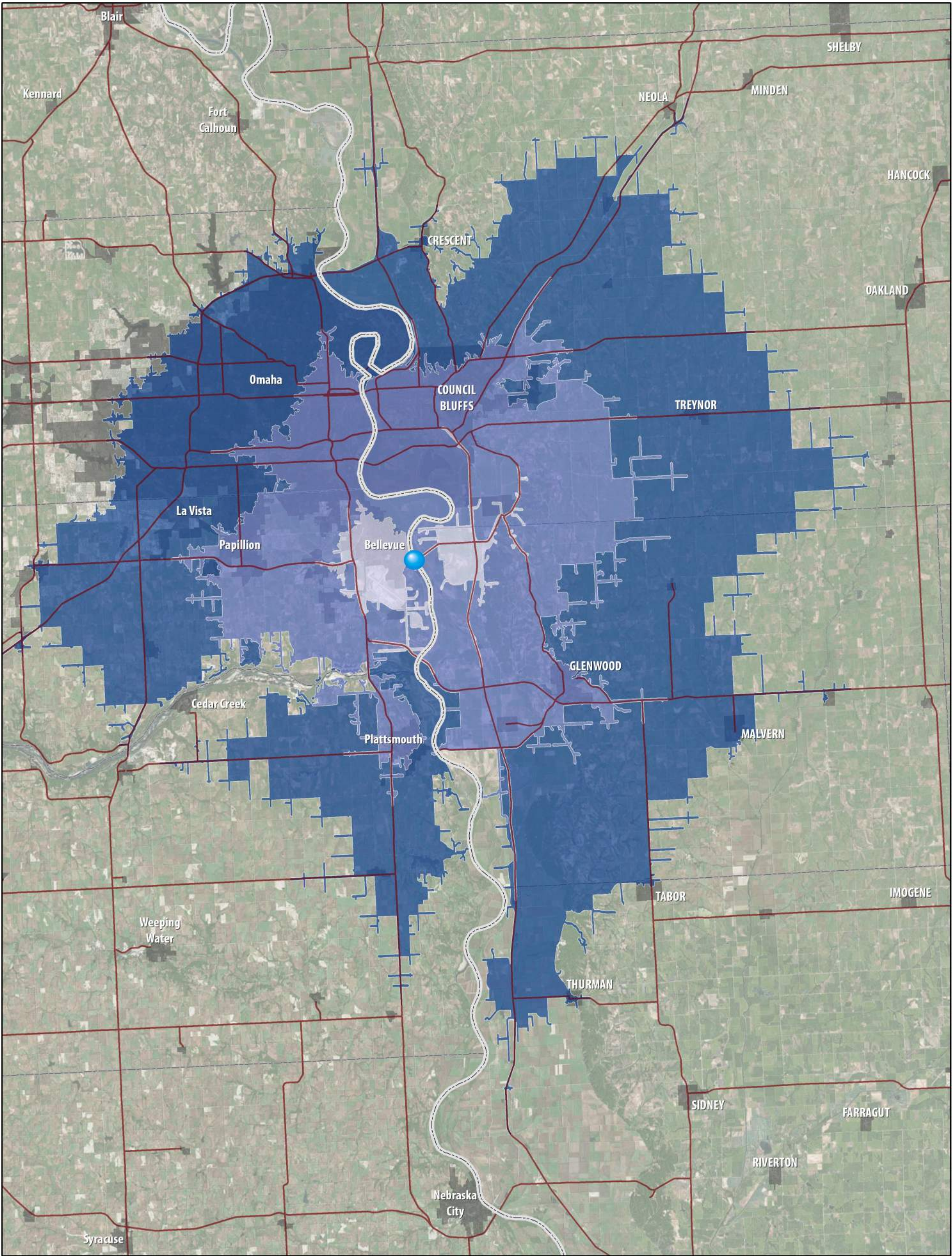
FELSBURG
HOLT &
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Annual Vehicle Counts





10, 20, and 30 Minute Travelsheds from Grand Army of the Republic/Bellevue Bridge


Reflecting May 14, 2018 Traffic Conditions at 8:00 AM





Legend


 10-Minute Travelshed


 20-Minute Travelshed


 30-Minute Travelshed

 Grand Army of the Republic/Bellevue Bridge

 Cities

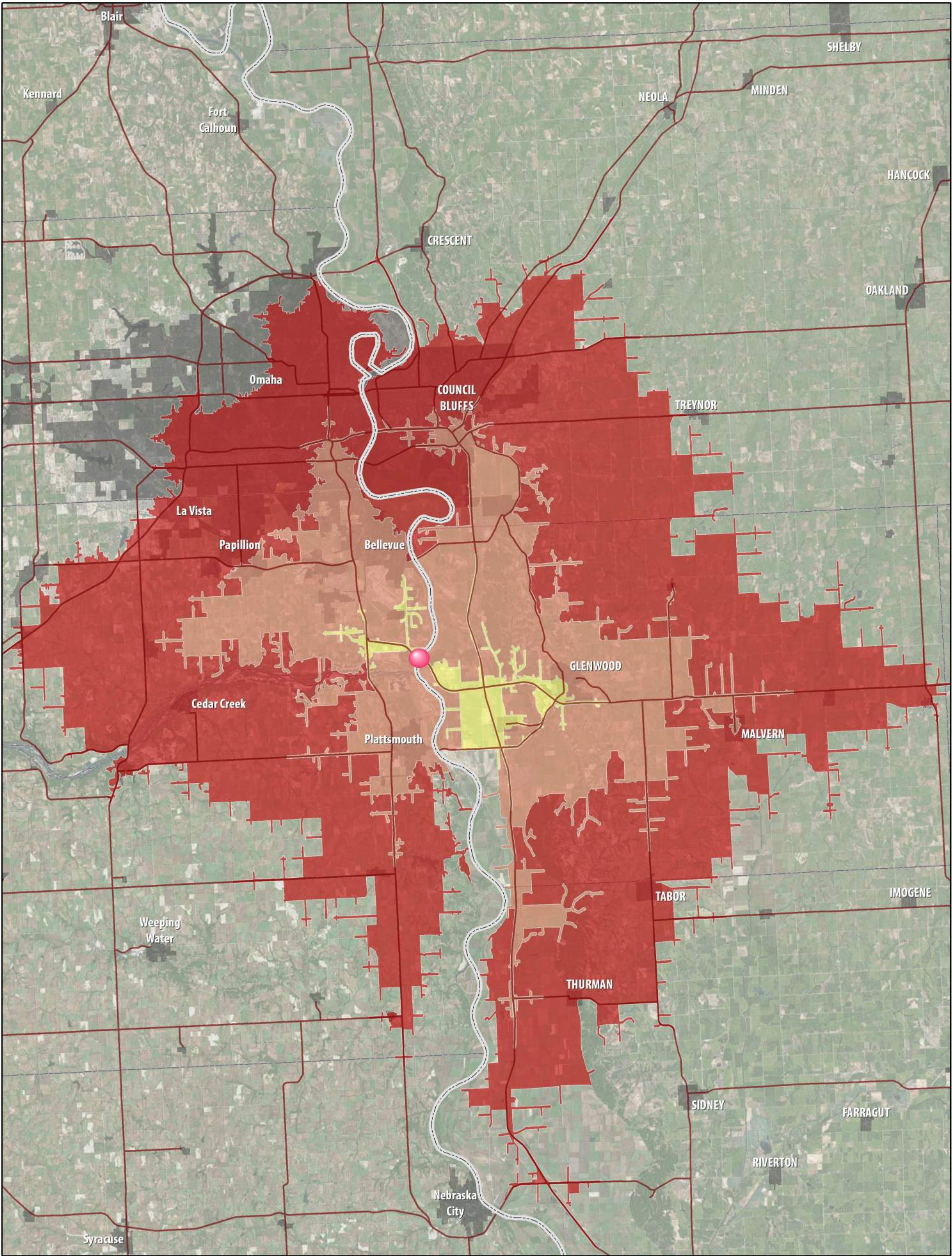
 Highways

 N

 0 5 Miles

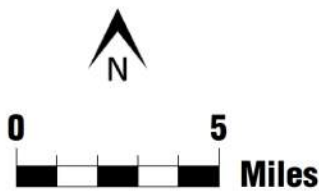
10, 20, and 30 Minute Travelsheds from Highway 34 Missouri River Bridge

Reflecting May 14, 2018 Traffic Conditions at 8:00 AM



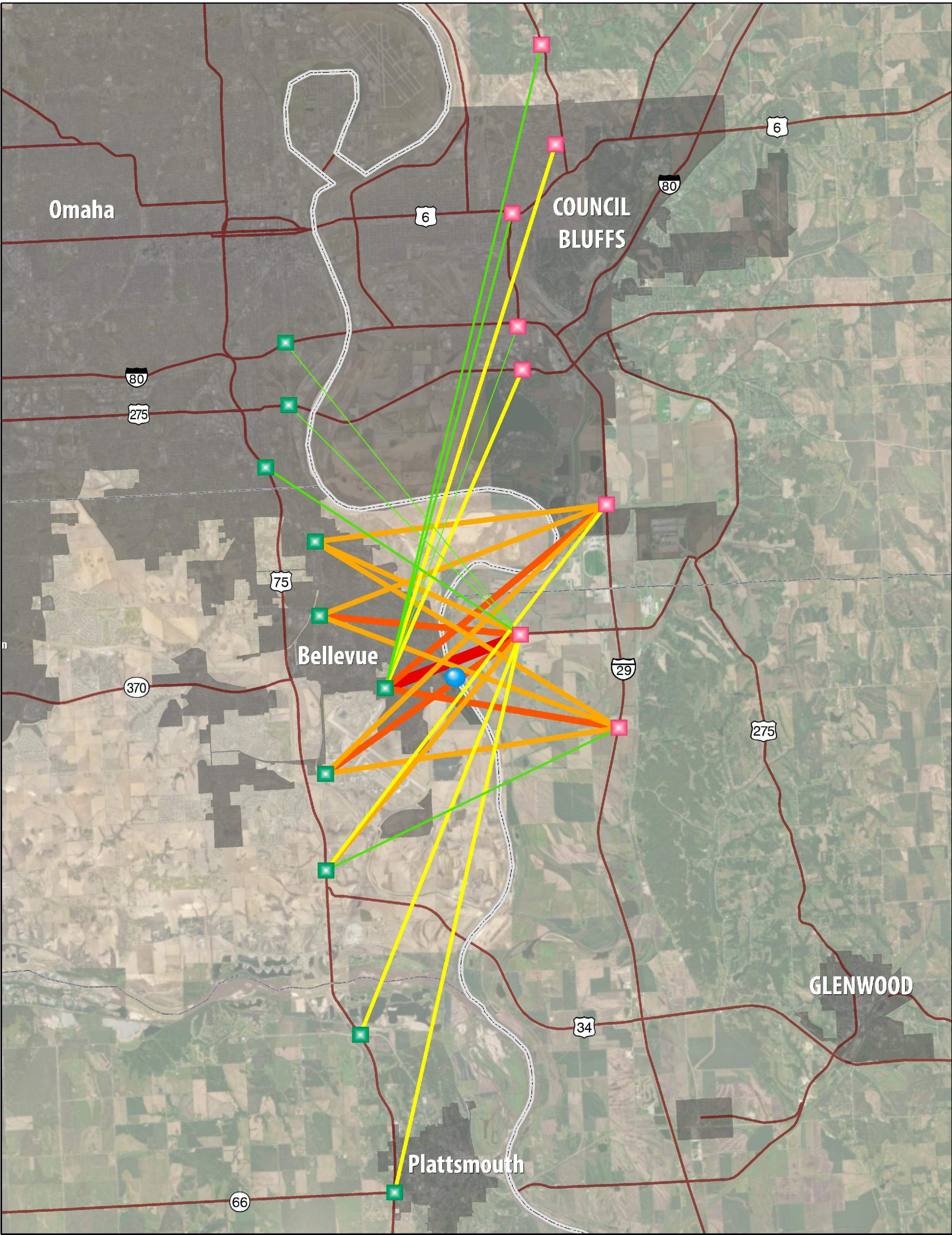
Legend

- 10-Minute Travelshed
- 20-Minute Travelshed
- 30-Minute Travelshed
- Hwy 34 Missouri River Bridge
- Cities
- Highways



Time Cost of Closure of the Grand Army of the Republic/Bellevue Bridge

Reflecting May 16, 2018 Traffic Conditions at 8:00 AM



Legend

Time Cost

- 0 - 1 Minute
- 1 - 2 Minutes
- 2 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 17 Minutes



Origins



Destinations



Grand Army of the Republic/
Bellevue Bridge



Cities



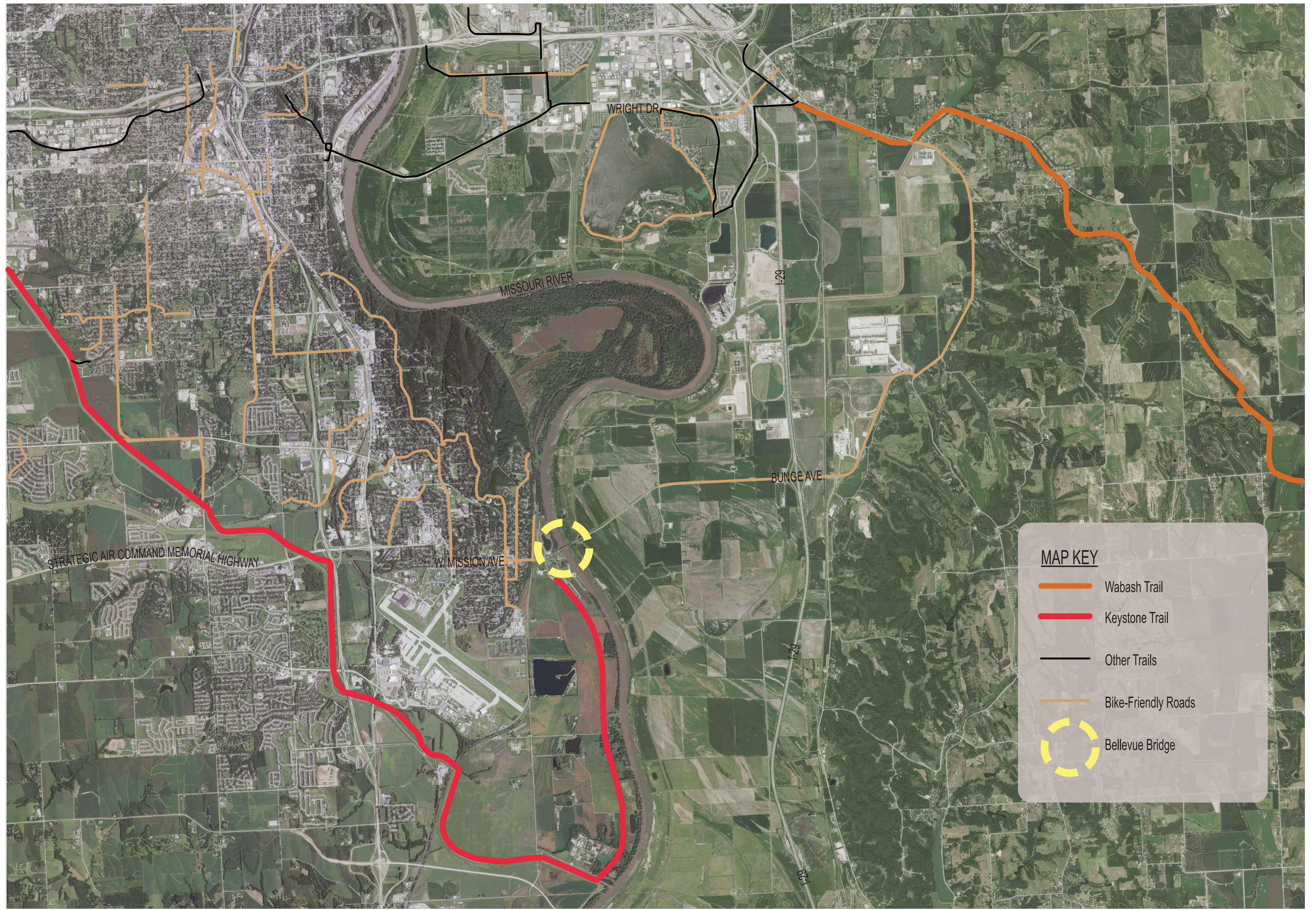
Highways



0

2

Miles



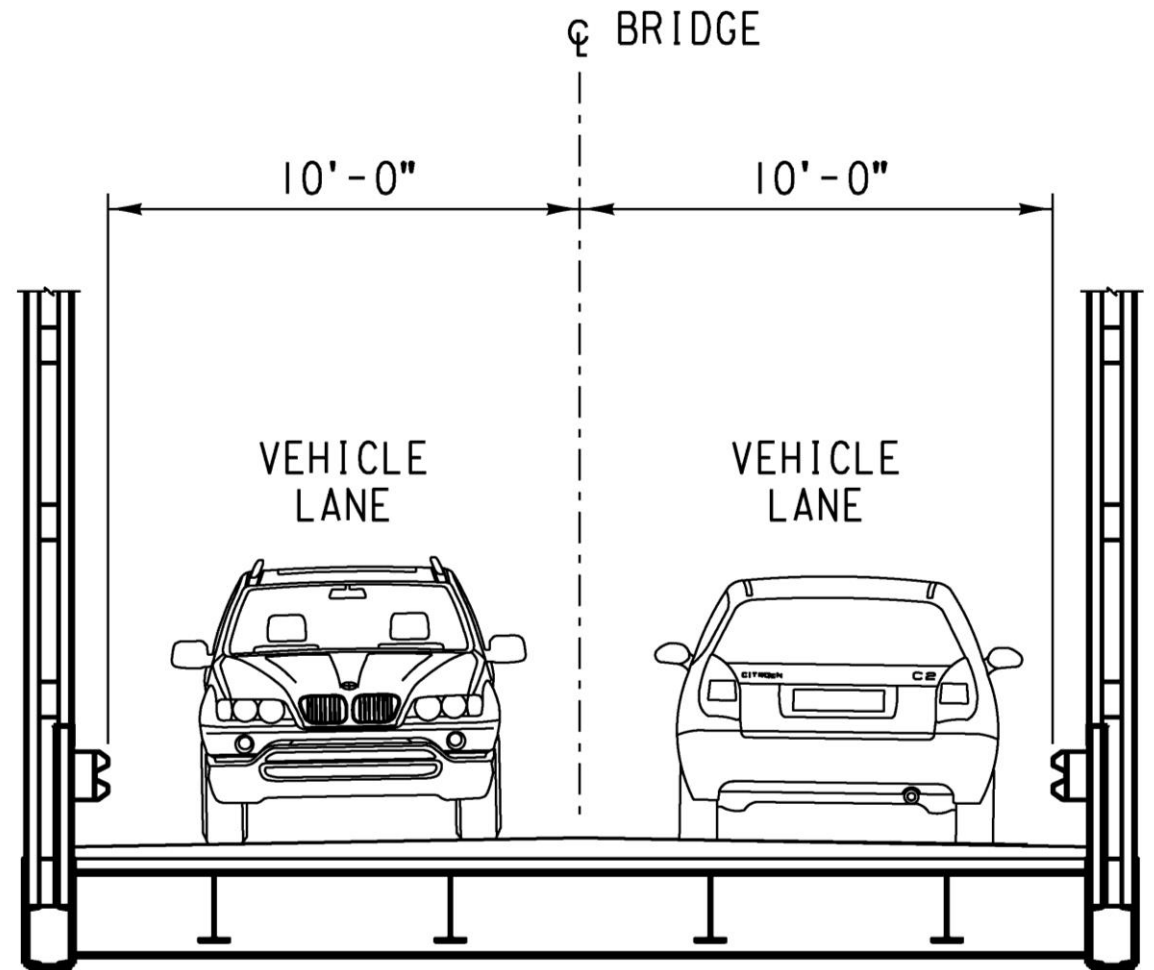
EXISTING BICYCLE INFRASTRUCTURE



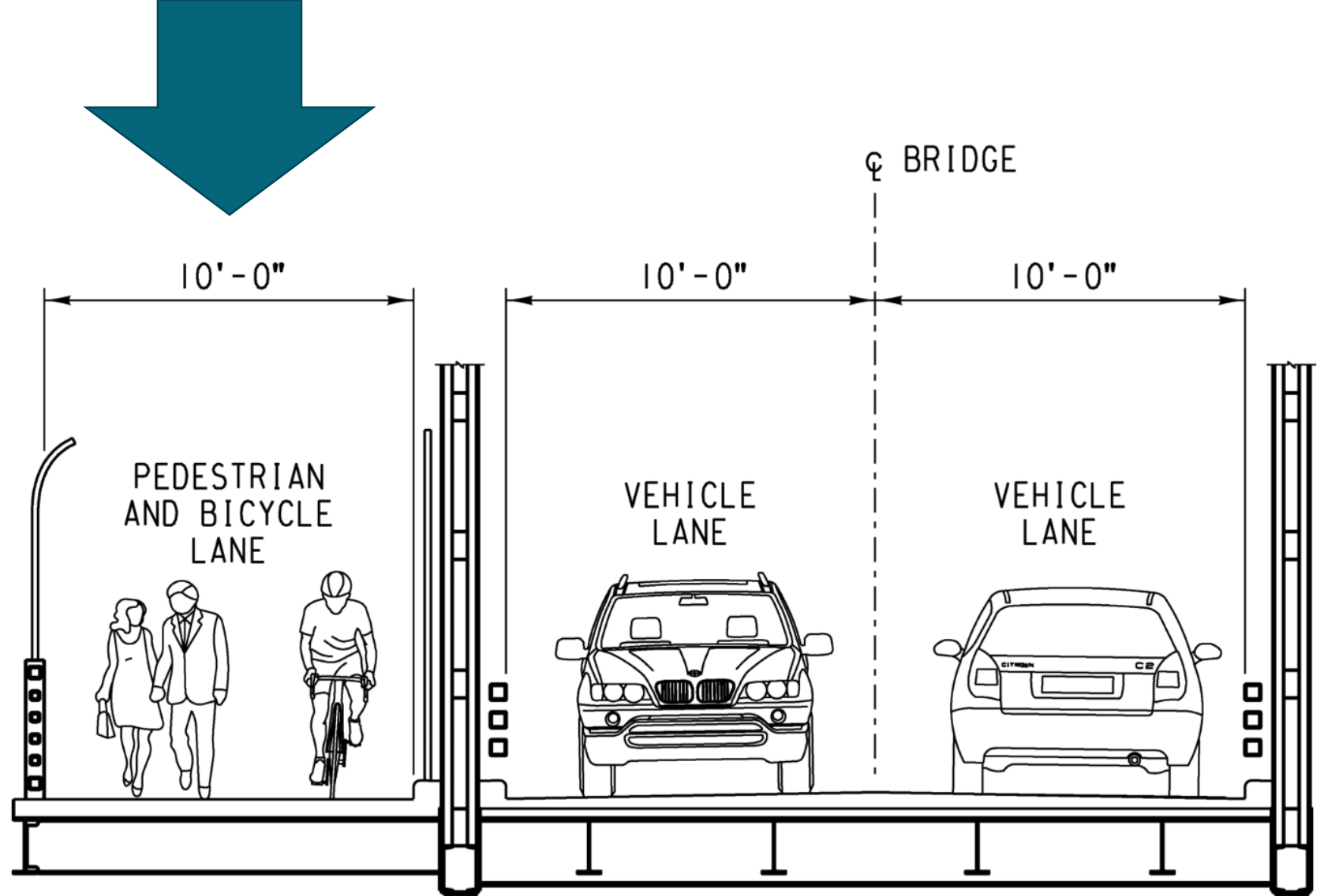
Bridge Alternatives

1. Preservation & Maintenance
2. Demolition
3. New Bridge Construction - \$75 mil
4. Bridge Conversion to a Recreational Trail Facility (both lanes)
5. Upgrade bridge superstructure for a separate pedestrian and bicycle lane and truck traffic
6. One additional alternative from your input

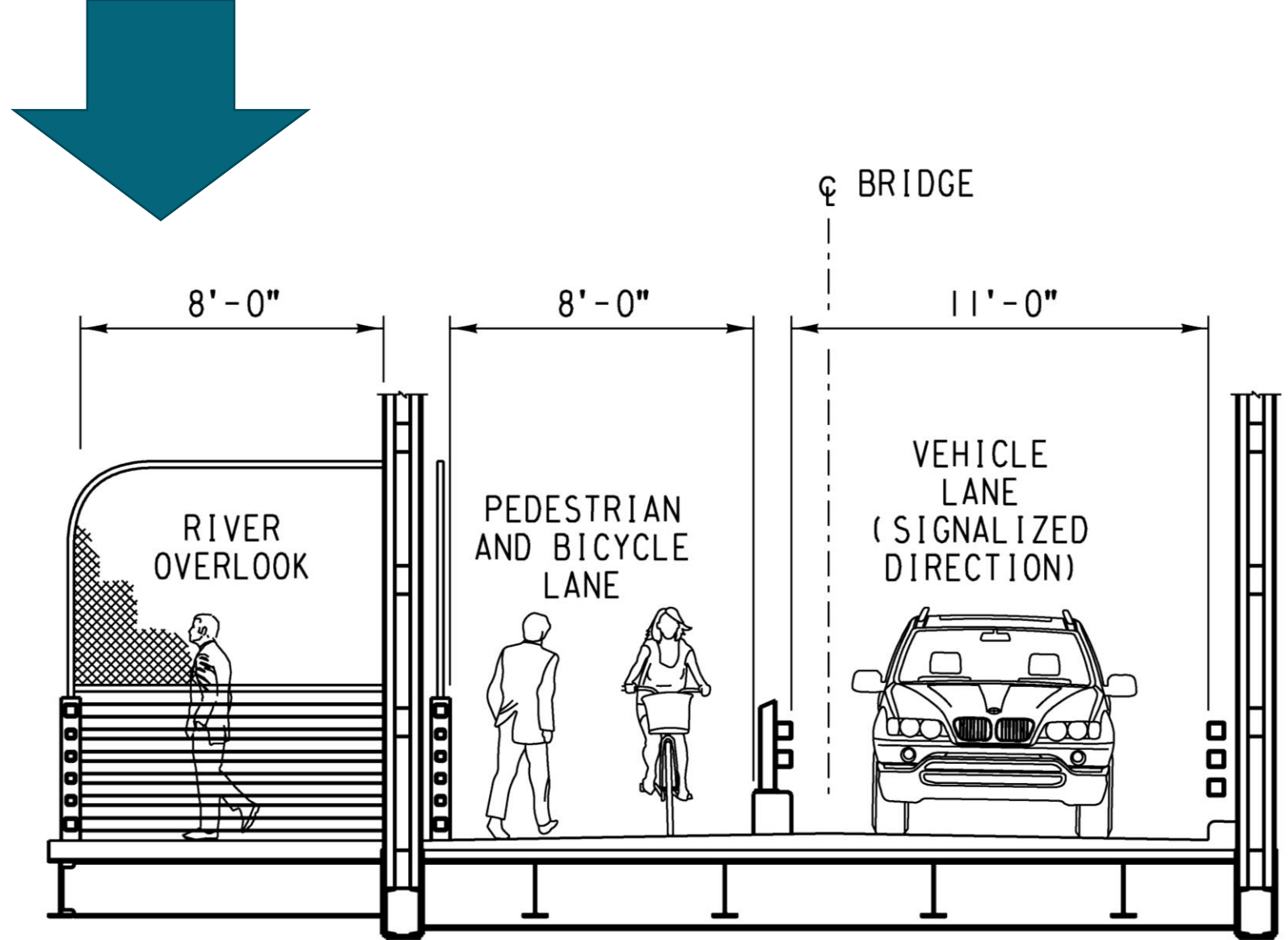
Bridge Alternatives



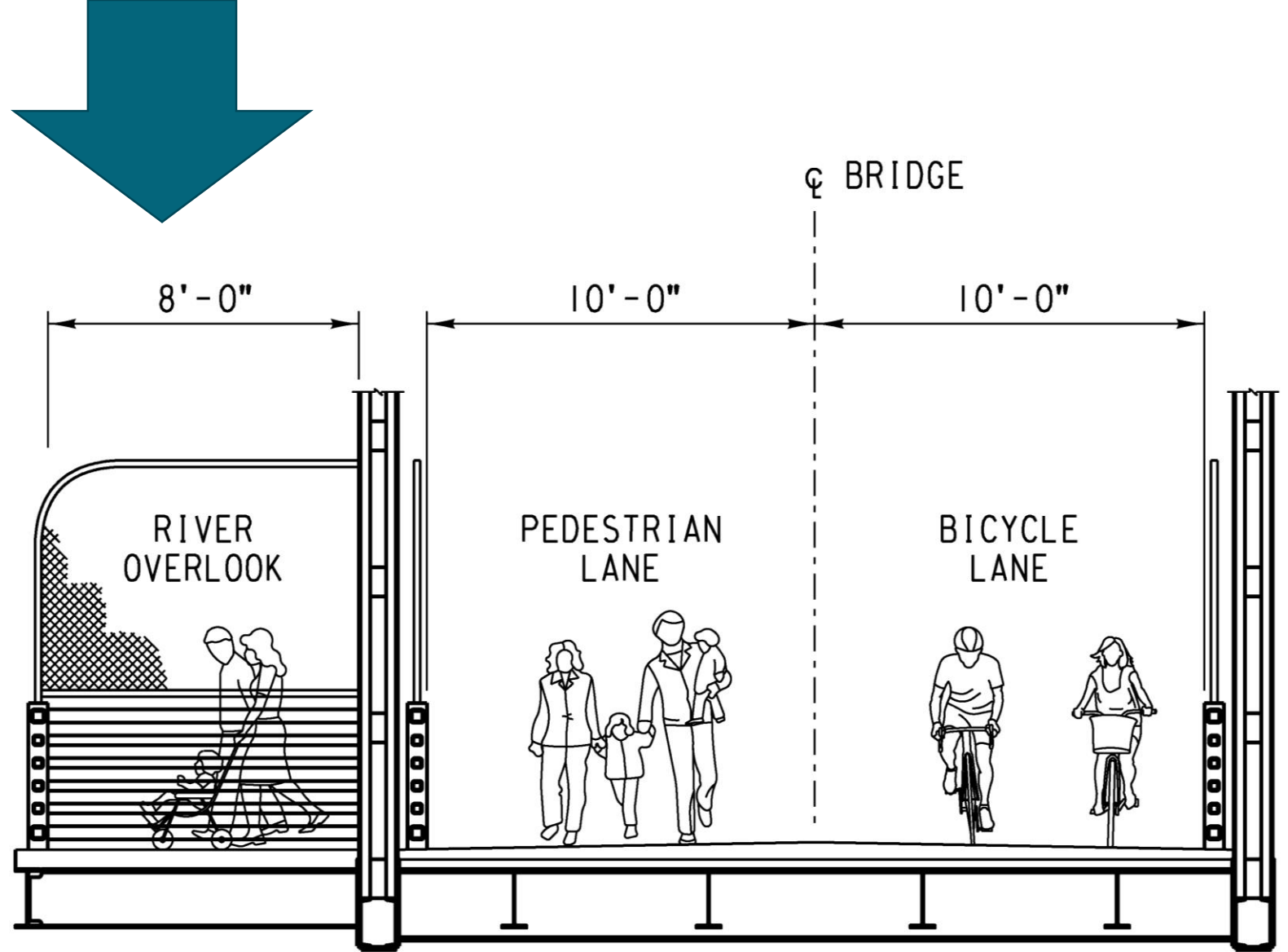
Bridge Alternatives



Bridge Alternatives



Bridge Alternatives



Bridge Alternatives New Bridge

Proposed Bellevue Bridge

- 2,200 ft Long
- 90 ft Wide
- 4 Lanes
- \$75 mil

Alternate Routes

- Highway 34, Plattsmouth Bridge
10 miles South of Bellevue Bridge
3,276 ft Long
89 ft Wide
4 Lanes
18 Spans, 70 ft above the river
7,700 VPD
\$112 mil (2014)
- Highway 275, South Omaha Bridge
6 miles North of Bellevue Bridge
4,300 ft Long
87 ft Wide
4 Lanes
9,600 VPD
\$88 mil (2010)



Hwy 34



US 275



Other Potential Features

Minimal structural upgrades for pedestrian and bicycle lane and river overlook

- Automated Gate System for truck and autonomous vehicle traffic
- Lighting enhancements
- Sustainable power (water turbine, solar or wind power)
- Glass floor panels in select locations
- Walk the truss top chord enclosed overlook or walkway



High Trestle Trail Bridge – Madrid, Iowa



Meridian Bridge – Yankton, South Dakota



Meridian Bridge Plaza – Yankton, South Dakota



Gavins Point Dam – NE/SD

AGENDA

STEERING COMMITTEE MEETING

Friday November 2, 2018 10:00 AM – 11:30 AM CDT
Bellevue City Hall

INTRODUCTIONS

WORK TO DATE

A. Feedback from Stakeholder Workshop

B. Focus Group Interview Results

C. Key Findings

- Primary Industrial Users = grain processing
- Offutt AFB, Mid-American, Google do not specifically use the bridge
- Other river bridges could absorb traffic volumes
- May be economic development component to establish need (SW IA / Old Towne)
- Need to Identify Long Term Bridge Ownership / Partnership Agreement
 - To obtain funding for upgrades
 - Maintenance & operations

ALTERNATIVES ANALYSIS

A. Summary of Alternatives

B. Alternative #6 – expand existing piers

C. Draft Alternatives Matrix

- Review measures of effectiveness

ALTERNATIVES ROADMAP

A. Summary of Private vs. Government ownership considerations

B. Potential Funding Sources

- State Programs
- Federal Grants
 - Purpose & Need
 - Economic Development
 - Infrastructure Preservation / Improvement
- Private
 - Is there a restriction on use of Bridge Commission Funds?
 - Could funds be packaged as part of “sale” to other entity?
 - Can funds be used to improve Iowa trails / facilities?

NEXT STEPS AND SCHEDULE

MEETING MINUTES

STAKEHOLDER WORKSHOP #2

Tuesday November 27, 2018 1:00 PM – 4:00 PM CST

Bellevue City Hall

Green – FHU

Blue – Bridge Commission

Red – RDG

Brown - Other

ATTENDEES

See attached sign-in sheet

INTRODUCTIONS

Mark Meisinger began with attendees introducing themselves and a brief overview of agenda

WORK TO DATE

A. Brief Recap of Stakeholder Workshop #1

Mark talked about 2040 future traffic volumes. 2100 ADT for year 2018. Close to 5000 ADT for year 2040. Bridge Commission's future outcome would be that the existing toll would be gone. Their belief is that more people would be attracted to the bridge without the toll. Talked about the various industrial businesses on the Iowa side. Talked about scenarios of how traffic would be accommodated on the other bridges in the area without the Bellevue Bridge and it was determined that the adjacent structures could handle the additional traffic. The structural review noted that the bridge is inspected every two years. Brian Skourup mentioned the remaining useful life is truly controlled by bridge deck condition. The Bridge deck is currently in its 14th year of a 40-year service life. 20 to 25 service life remaining then the bridge will have higher maintenance requirements and then accelerate in aging from there.

Bridge commission wanted to know about a protective coating on the deck increasing life of the deck.

Brian said that Protective coating may not improve useful life of deck since there is so much freeze thaw and cracking already happening, but 40 years life of deck is still a reasonable useful life of deck even with preventative maintenance in mind.

Bridge Commission said a sealer has been put on the deck recently and will hopefully delay rusting.

There was a discussion between Tim Weander and the bridge commissioners regarding the use of protective coatings versus a membrane with asphalt overlay (the NDOT preferred method).

B. Focus Group Interview Results

Minutes from focus group meetings in a packet handed out to attendees.

Amy Haase--Iowa side businesses mentioned that for the most part the employees do not use the bridge to get to work, but may use it for lunch. Delivery for grain haulers use the bridge since they can be overweight for the bridge. Swine Dining barbeque does do a lot of business back and forth across the bridge. Other restaurants say their customers don't use the bridge but bridge does help with Old Towne deliveries. Bellevue Bicycle club does not use the bridge much any more but they do feel like it is an important bridge for the community for possible economic

impacts. Mid-American Energy on the Iowa side brings in materials by rail more than by truck. Many vehicles seem to be the farmers coming across the bridge in grain trucks that are overweight for Interstate travel.

Bridge commission says that the traffic backs up at 5p.m. Why? They think more Google contractors are using it than Google is saying. They also think the industries in Iowa (grain haulers) are using the bridge instead of the Interstate to save time and not necessarily to avoid overweight limits.

Laura Schultz from SIRE said that some of the traffic across the Bellevue Bridge is from contractors to get to hotels, etc. after work.

Christine Hatter from Offutt mentioned that Offutt's mission has no required use of the bridge. Offutt does not have a reason to use the bridge but possibly the Nebraska Army National Guard may need to use the bridge.

Mark mentioned that receipts from the Bridge Commission show that 15% of traffic is from Bellevue. Rest is from outside Bellevue. Bridge commission says 15% from Bellevue is accurate.

C. Key Findings

- Primary Industrial Users = grain processing
- Offutt AFB, Mid-American, Google do not specifically use the bridge
- Other river bridges could absorb traffic volumes
- Economic development component important to establish need (SW IA / Olde Towne); transportation function is not strong enough

Mark said the "need" for this bridge needs to drive the economic development component. 5000 ADT is not high enough to compete with large projects for federal funding. We need to know about additional development for that area in the industrial zone. Locations nearest the bridge in Iowa is zoned industrial. The floodplain near the river reduces development.

Bridge Commission--Levees might increase development if those ever get certified. Larry Winum mentioned that the levee certification process in Mills County is behind and that they are currently working to get started.

FHU says development potential is not there at this location as much as it is at Hwy 34 and other areas. There is no City to connect with the Bellevue Bridge on the Iowa side either. These are hurdles that need to be overcome.

Bridge Commission--Veterans Memorial Bridge and Hwy 34 bridges are the only bridges in the area and Bellevue Bridge is the only bridge in between. Bridge Commission sees this as a reason to keep Bellevue Bridge in place.

Other--The City of Bellevue has also not done much with redevelopment of Old Towne to help the economic development component. There are vacant Buildings, etc.

Mark mentioned that a few other stakeholders in Old Towne that were not able to attend this meeting have their concerns about the Bridge closing and want to keep the bridge for the livelihood of their businesses.

Offutt--There could be a statistical risk near Offutt's fly zone for development in the immediate area of the Bellevue Bridge.

- Need to Identify Long Term Bridge Ownership / Partnership Agreement
 - Bridge Commission is eligible to obtain federal funding for upgrades
 - Entity required for long-term Maintenance & Operations

ALTERNATIVES ROADMAP

A. Summary of Private vs. Government ownership considerations

B. Potential Funding Sources

- State Programs
- Federal Grants
 - Purpose & Need – very competitive
 - Economic Development
 - Infrastructure Preservation / Improvement
- Private
- Other Considerations
 - Bridge Commission Funds are not to be used for demolition?
 - Existing funds would be packaged as part of “sale” to other entity
 - Funds can be used to improve IA and NE trails / facilities

Jennifer with FHU also mentioned that tolls could be raised to increase revenue, although traffic would potentially decrease.

Bridge Commission does not believe there are enough dollars in the State Programs for Bridge Commission to Consider

Mills County said that levee certification is holding development up and they cannot afford reconstructing levee to meet standards.

FHU and others agree that the Federal Grant is the best way to get the most funding, but there has to be a strong “need” and additional development on the Iowa side that would increase intra-state commerce.

MAPA mentioned that study needs to document whether the Bridge Commission can get some of MAPAs federal funds as a public entity (political subdivision of the State of Nebraska). Jennifer with FHU mentioned she had contacted NDOT and they indicated the Bridge Commission was eligible.

Bridge Commission asked which program would give them the best chance at funding today. Jennifer with FHU mentioned the RTP program (\$250k max per project). Mark with FHU mentioned that the Papio-Missouri NRD indicated they would be in support of bridge conversion to a recreational trail; NRD would not be interested in assuming operations. With conversion to a recreational trail, could obtain Transportation Alternative Program funding, which is for pedestrian and bike facilities.

Scott Schram with IowaDOT mentioned that they have a program where counties that close bridges crossing the interstate system can receive \$1.5M per location. It was determined that this funding would not apply to this project.

ALTERNATIVES ANALYSIS

A. For each of the Six Alternatives:

- Structural Considerations
- Traffic Operations
- Environmental Resource
- Bike/Ped Impacts
- Funding Opportunities
- Cost Estimate

B. Alternatives Matrix

FHU Slides thoroughly explain environmental impacts. New bridge would have the most environmental impacts. Every alternative would have some sort of environmental permitting Tim Weander mentioned that NDOT is putting an epoxy overlay on a bridge that doesn't have a lot of chlorides and is only 5 years old to increase life. Bridge Commission mentioned that they might want to do that in the future.

Bridge Commission – who would own these bridges with each alternative? Unknown. Probably still the Bridge Commission at this point.

Bridge Commission - Does the expansion of existing piers/twin bridges alternative update existing

bridge? Brian-- no just preventative maintenance

Mark shared the Bellevue Bridge evaluation matrix and showed the green being the most positive and red being more negative. No alternatives stand out as the most positive except the least expensive alternative is conversion to recreational trail facility.

Mark mentioned an endowment option in which the City of Bellevue could take over the bridge if it was converted to a recreational trail facility. The City could take \$8 million for an endowment and then maintain it over time. That would then help maintain at least the trail facility option in the foreseeable future.

Bridge Commission – doesn't see how any other alternatives would work except building a new bridge. They would like a grant writer to just start applying for grants to see if they could get any money. However, others noted that the Bridge Commission still hasn't found a need. So then maybe just maintain this bridge for the next 20 to 25 years and then hope that development comes and a need for a new bridge follows along with money from a federal grant.

Bridge Commission has revenue at about \$500k a year. They can maintain it and have enough money for the foreseeable future. Maybe they continue to preserve and maintain and possibly increase tolls to get to a more favorable account balance.

Kyle—Is modernizing toll collection an option? Bridge Commission – we have thought about that but it is cost prohibitive.

Kyle—if Bridge Commission provides a more than 20% match in the future, they can be more competitive in federal grants. Also, this screening exercise of looking at various alternatives helps in obtaining future federal grants. The analysis of various alternatives show the Federal agency that the bridge commission has gone through the proper steps to eventually select a preferred alternative.

Bridge Commission is really the most interested in maintaining and preserving this bridge and then building a new bridge when the funds are available.

FHU mentioned the need to take two to three alternatives to the end for federal aid purposes in the future to show that the Bridge Commission didn't pre-determine the outcome of a new bridge alternative being the preferred alternative.

Mark mentioned that some of the alternatives were not exclusive; even if a new bridge is constructed, the existing bridge still would need to either be demolished or converted to a trail facility.

NEXT STEPS AND SCHEDULE

The study is moving forward with the following alternatives:

- Demolition
- Conversion to Recreational Trail Facility
- New bridge and Demolition of existing bridge
- New bridge and conversion of existing bridge for trail facility

The separate lanes for vehicles/trail and expansion of piers/twin bridges alternatives were dropped.

Greg Youell mentioned that the Public Meeting (tentatively scheduled for February 28, 2019) date should be confirmed sometime in December 2018.

**Bellevue Bridge Study
Stakeholder Meeting #2
November 27, 2018**

Your attendance is appreciated. Please fill in the following information.

Name	Organization	Phone #	Email
Don Fenster ✓	Bellevue Bridge Commission	402-740-7819	Fenster.DPS@Ad.com
Mike Hall ✓	Bellevue Bridge Commission		
Joe Mangiamelli ✓	City of Bellevue		
Greg Youell ✓	MAPA	444-6866	gyouell@mapa.org
Court Barber ✓	MAPA		
Mike Helgersen	MAPA		
Mark Meisinger ✓	Felsburg Holt & Ullevig		
Jennifer Thompson ✓	Felsburg Holt & Ullevig		
Cary Thomsen	RDG		
Amy Haase ✓	RDG		
Scott Schram ✓	Iowa DOT	515-290-4679	scott.schram@iowadot.us
Laura Schultz ✓	SIRE	712-350-5001	laura.schultz@SIRE
Larry Winum	Mills County, Iowa	402-960-5385	lwinum@glewoodstaffbank.com
Brian Skourup	FHU		
Kody Unstad	FHU		
Ryle Anderson	FHU	402-445-4405	



Your attendance is appreciated. Please fill in the following information.

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BELLEVEUE

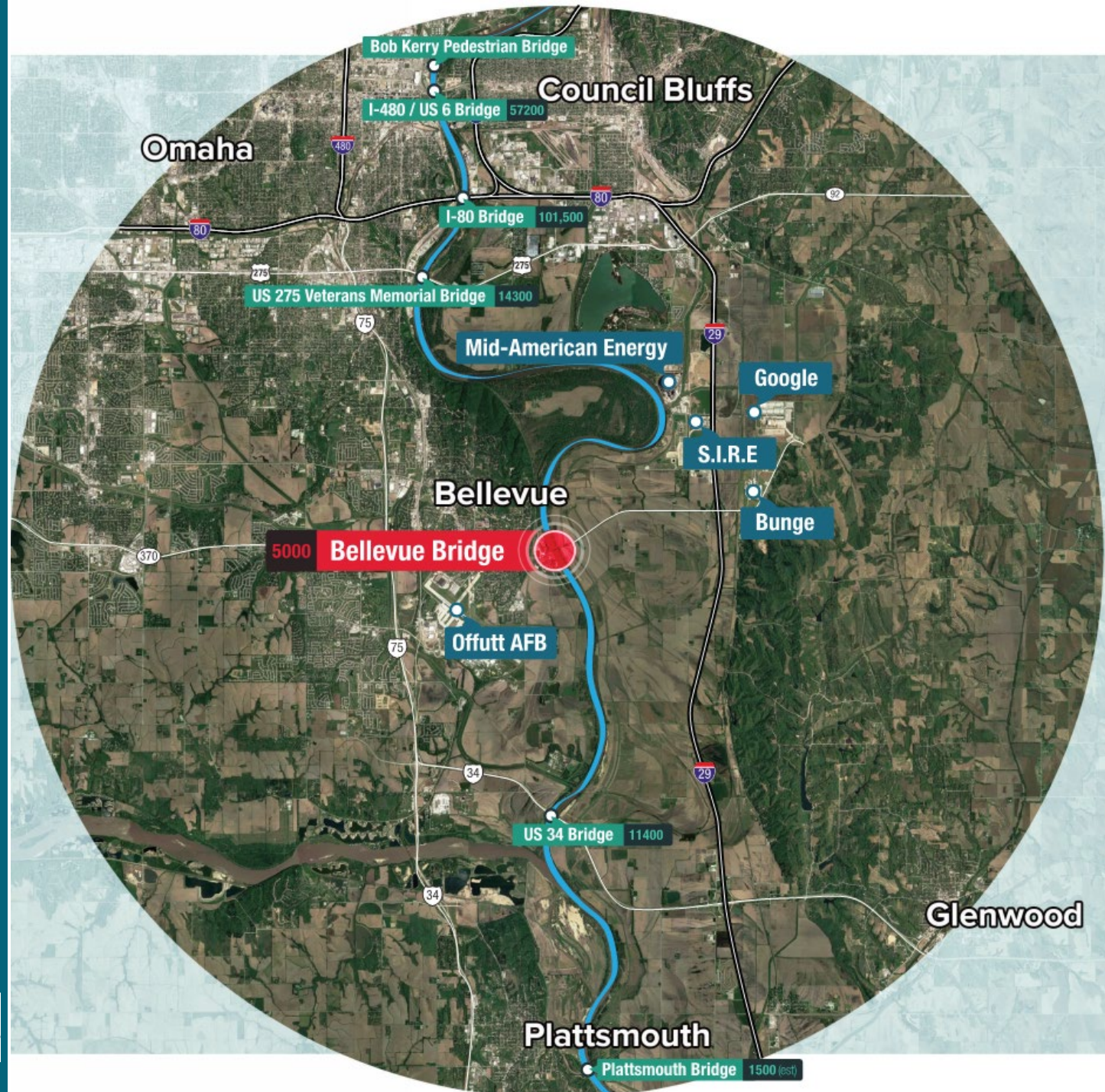
BRIDGE ALTERNATIVES STUDY



Work to Date

- Stakeholder Workshop #1
- Focus Group Interview Results
- Key Findings

2040 Future Traffic Volumes



BELLEVUE

BRIDGE ALTERNATIVES STUDY

Roadway Capacities Analysis

From Omaha Master Plan – Transportation Element

LOS A - B: Volume-to-capacity ratio is less than 0.5

LOS C: Volume-to-capacity ratio at least 0.5 but less than 0.7

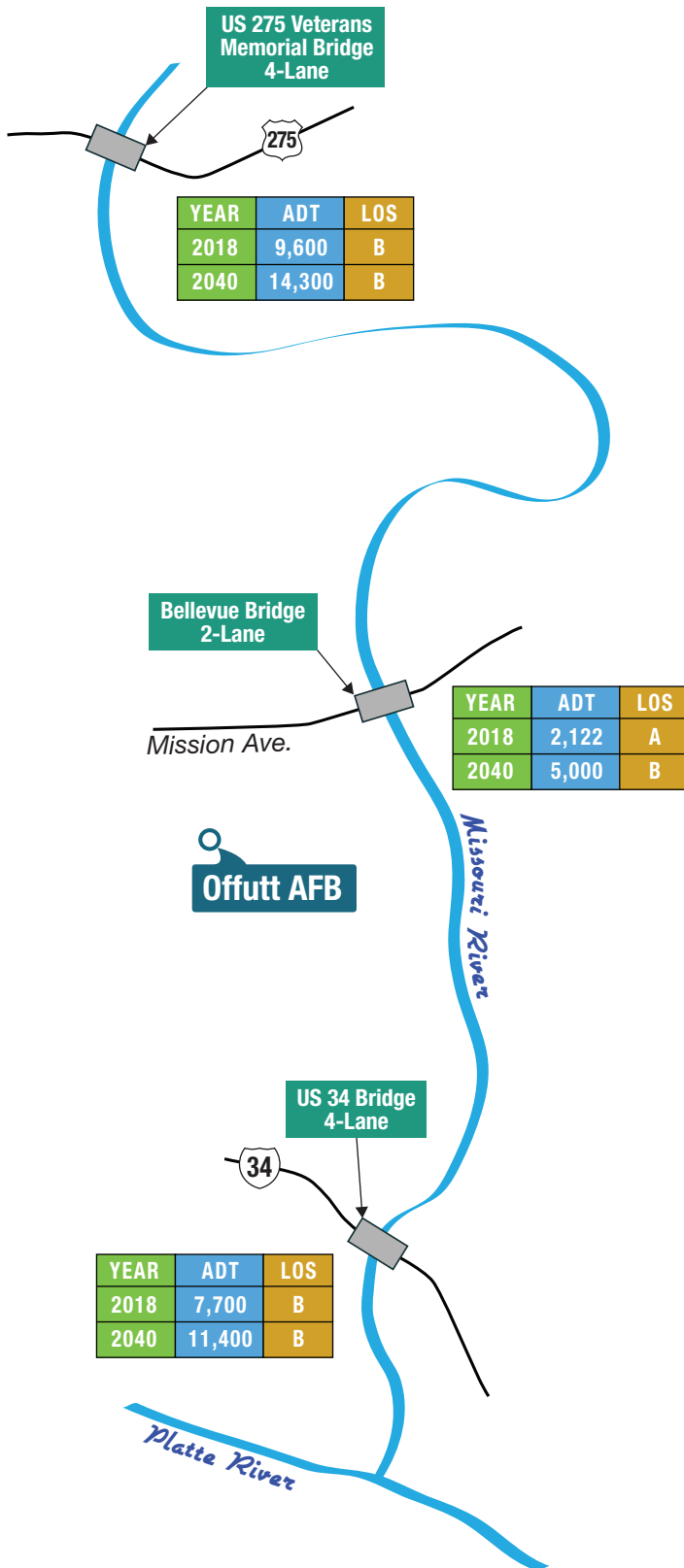
LOS D: Volume-to-capacity ratio at least 0.7 but less than 0.85

LOS E: Volume-to-capacity ratio at least 0.85 but less than 1.0

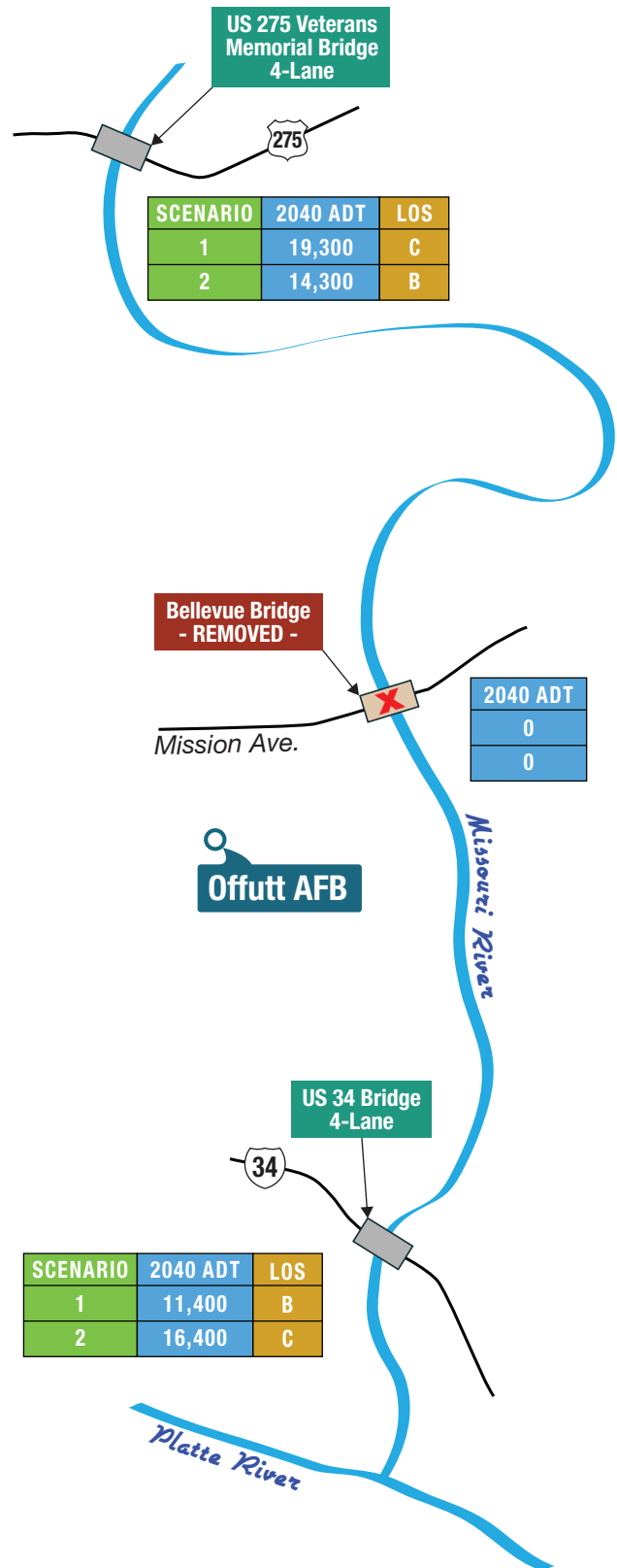
LOS F: Volume-to-capacity ratio is 1.0 or greater

Bellevue Bridge Study				ADT	V/C	LOS	ADT	V/C	LOS	MAPA LOS E Threshold
Location	Scenario	Facility Type/Diversion	Speed Limit	2018	Ratio	2018	2040	Ratio	2040	(upper limit)
E. Mission Ave / Bellevue Bridge	Existing	2 - Lane Urban Bridge	35 MPH	2,122	0.16	A	5,000	0.37	B	13,400
	Scenario 1	No Bridge	35 MPH	-	0.00	A	-	0.00	A	-
	Scenario 2	No Bridge	35 MPH	-	0.00	A	-	0.00	A	-
Highway 275 River Crossing	Existing	4 - Lane Urban Bridge	45 MPH	9,600	0.32	B	14,300	0.48	B	30,000
	Scenario 1	100% traffic from Bellevue Bridge	45 MPH	11,722	0.39	B	19,300	0.64	C	30,000
	Scenario 2	0% traffic from Bellevue Bridge	45 MPH	9,600	0.32	B	14,300	0.48	B	30,000
Highway 34 River Crossing	Existing	4 - Lane Urban Bridge	65 MPH	7,700	0.26	B	11,400	0.38	B	30,000
	Scenario 1	0% traffic from Bellevue Bridge	65 MPH	7,700	0.26	B	11,400	0.38	B	30,000
	Scenario 2	100% traffic from Bellevue Bridge	65 MPH	9,822	0.33	B	16,400	0.55	C	30,000

Existing and Future



Scenario 1 and 2



- ◆ Scenario 1 - 100% Diversion to US 275
- ◆ Scenario 2 - 100% Diversion to US 34



Structural Review

National Bridge Inventory Methodology – Fair Condition Index of 53.6

- Inspection Reports
- Existing Bridge Drawings
- Maintenance Records
- Critical Findings Reports
- Correspondence
- Posting History
- Original Construction Documents
- Visual Inspection
- FHU Independent Condition Assessment

Remaining Useful Life

- 20 to 25 years
- Controlled by bridge deck condition
- 14 years into ~40 year service life

Focus Group Interviews

- Bunge
- Google
- Olde Towne Business Association
- Olde Towne Business Owners
- SIRE
- Mid-America Energy Power Plant
- Offutt AFB
- Bellevue Bicycle Club

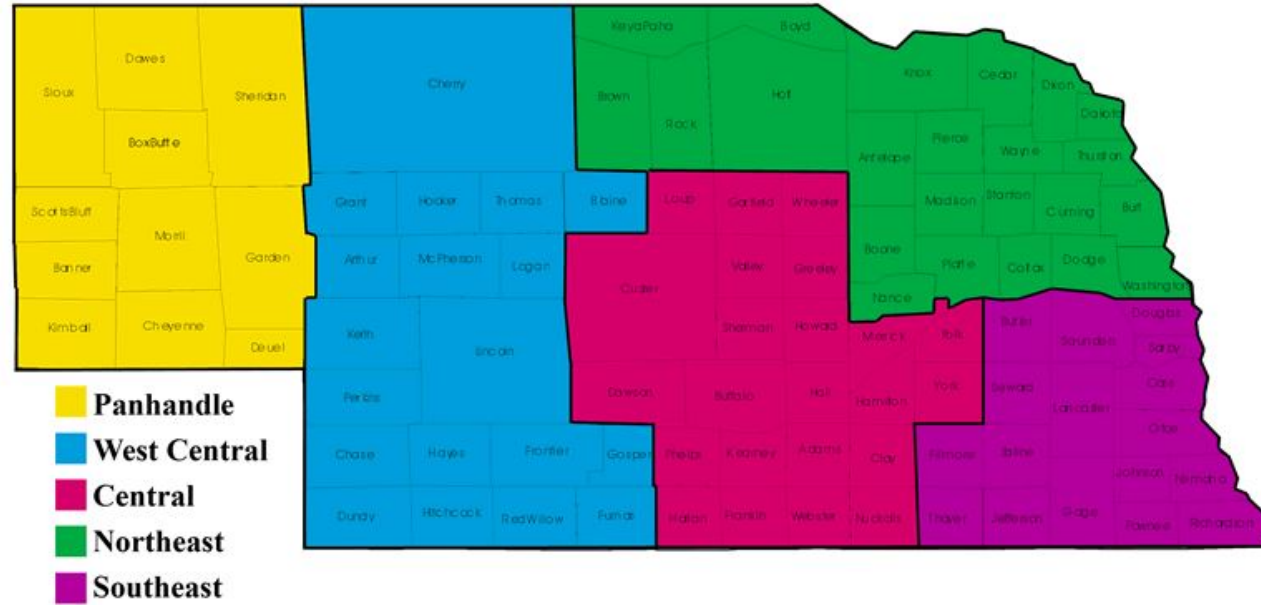


Potential Funding Sources

- State Programs
- Federal Grants
- Other Funding Options

State Programs

- **County Bridge Match Program (need 50% local match)**
 - For Structurally Deficient Bridges
 - Competitive process
 - Need to assign a County representative



Funding Distribution Amount and Method

This Request for Proposals will distribute \$4.0 million for replacement and repair of SD county bridges. Funding will be distributed in proportion to the SD bridges in the respective NACO Districts.

NACO District	% Structurally Deficient	Funds Available (up to)
Southeast	40%-45%	\$1,800,000
Northeast	25%-30%	\$1,200,000
Central	15%-20%	\$800,000
West Central	5%-10%	\$400,000
Panhandle	2%-5%	\$200,000

Selected proposals will receive 55% of the bridge construction costs up to \$150,000 for any individual bridge.

State Programs

- **Federal Fund Purchase Program**
 - Need to assign a County or City representative
 - “Competitive Process” within County/City

Current Funds to be Paid March 2019

FEDERAL FUND PURCHASE PROGRAM		
COUNTY	FEDERAL FY-18 STP	FEDERAL FY-18 BRIDGE
KEITH	117,539.65	1,600.07
KEYA PAHA	41,360.98	9,674.65
ROCK	46,852.16	23,201.22
SALINE	123,641.73	214,730.15
SARPY	550,059.53	143,626.95

FINAL FY-2018 PAID MARCH 2019 FEDERAL FUND PURCHASE PROGRAM		
CITIES	FEDERAL FY-18 STP	FEDERAL FY-18 BRIDGE
ALLIANCE	165,655.74	-
BEATRICE	243,069.70	-
BELLEVUE	-	11,638.06
BLAIR	155,881.44	-

- **Recreational Trails Program (purely recreational) or Transportation Alternative Program (provides an enhancement to transportation) (both need a 20% local match)**
 - Competitive process
 - NEPA is required
 - Up to \$250k in funding for RTP and up to \$500k in funding for TAP
 - Need to assign a member of a political subdivision as a representative

State Programs “Snapshot” of Future County and City Allocations

COUNTY HIGHWAY ALLOCATION PROJECTIONS		
COUNTY	JULY 2018 ~ JUNE 2019	JULY 2019 ~ JUNE 2020
PAWNEE	771,516	811,746
PERKINS	933,028	981,680
PHELPS	1,549,161	1,629,941
PIERCE	1,402,093	1,475,204
PLATTE	3,281,713	3,452,835
POLK	1,114,475	1,172,588
RED WILLOW	1,123,734	1,182,330
RICHARDSON	1,309,534	1,377,818
ROCK	455,658	479,418
SALINE	1,680,500	1,768,128
SARPY	12,302,177	12,943,661
SAUNDERS	3,110,216	3,272,395

Approximately \$2 million
to Sarpy County local roads
in 2019/2020

MUNICIPAL HIGHWAY ALLOCATION PROJECTIONS			
MUNICIPALITY	OCTOBER 2018 ~ SEPTEMBER 2019	MUNICIPALITY	OCTOBER 2018 ~ SEPTEMBER 2019
ABIE	13,616	BATTLE CREEK	146,194
ADAMS	71,101	BAYARD	149,982
AINSWORTH	232,185	BAZILE MILLS	6,898
ALBION	217,625	BEATRICE	1,548,066
ALDA	81,555	BEAVER CITY	100,041
ALEXANDRIA	31,003	BEAVER CROSSING	58,919
ALLEN	52,120	BEE	27,910
ALLIANCE	1,033,736	BEEMER	89,231
ALMA	155,325	BELDEN	20,084
ALVO	16,829	BELGRADE	24,491
AMHERST	39,454	BELLEVUE	5,264,484
ANOKA	4,528	BELLWOOD	60,247

Approximately \$800k
to Bellevue local roads
in 2019/2020

15% of projections of allocations go to local roads
85% of allocation projections go to State highway system

Federal Grants

USDOT Infra Grant (need at least a 20% local match)

- \$1.5 billion in grants
- Competitive process across the nation
- National or regional economic vitality
- Potential for Innovation
- Must show a performance and accountability program objective
- Must show project readiness
- Must show a benefit-cost analysis

2nd Avenue Connectivity Corridor Project, University of Alabama, \$6,025,657 - to construct the 2nd Avenue Connectivity Corridor Project to build a bridge over an existing rail line.

PortMiami Truck Gate Innovation, Miami-Dade County, \$7,000,000 - to replace two outdated cargo terminal gates at the Port of Miami with expanded and automated truck gates.

Heartland Expressway Junction L62A / US 385 to Alliance, Nebraska Department of Transportation, \$18,263,743 - to convert an approximately 14.6- mile segment of US 385 from the existing two-lane highway into a four-lane divided highway.

Ohio River Rail Improvement Project, Ohio Rail Development Commission, \$16,250,600 - to improve approximately 30 miles of rail line along the banks of the Ohio River in Jefferson and Belmont County, Ohio.

FHWA's Highway Bridge Program Grant (need at least a 20% local match)

- \$225 million for highway bridge replacement and rehabilitation projects
- Competitive process across 25 states
- Must demonstrate cost savings through bundling (2 or more similar bridge projects)
- Only State DOTs may apply

Other Funding Options

Increase Tolls

- \$1.00 increase in tolls for next 20 years would increase revenues an additional \$22 million (used an ADT of 3,000 assuming that some future users would find alternate routes once toll is raised)

Bond Issues

For a trail facility, fund with support from. . .

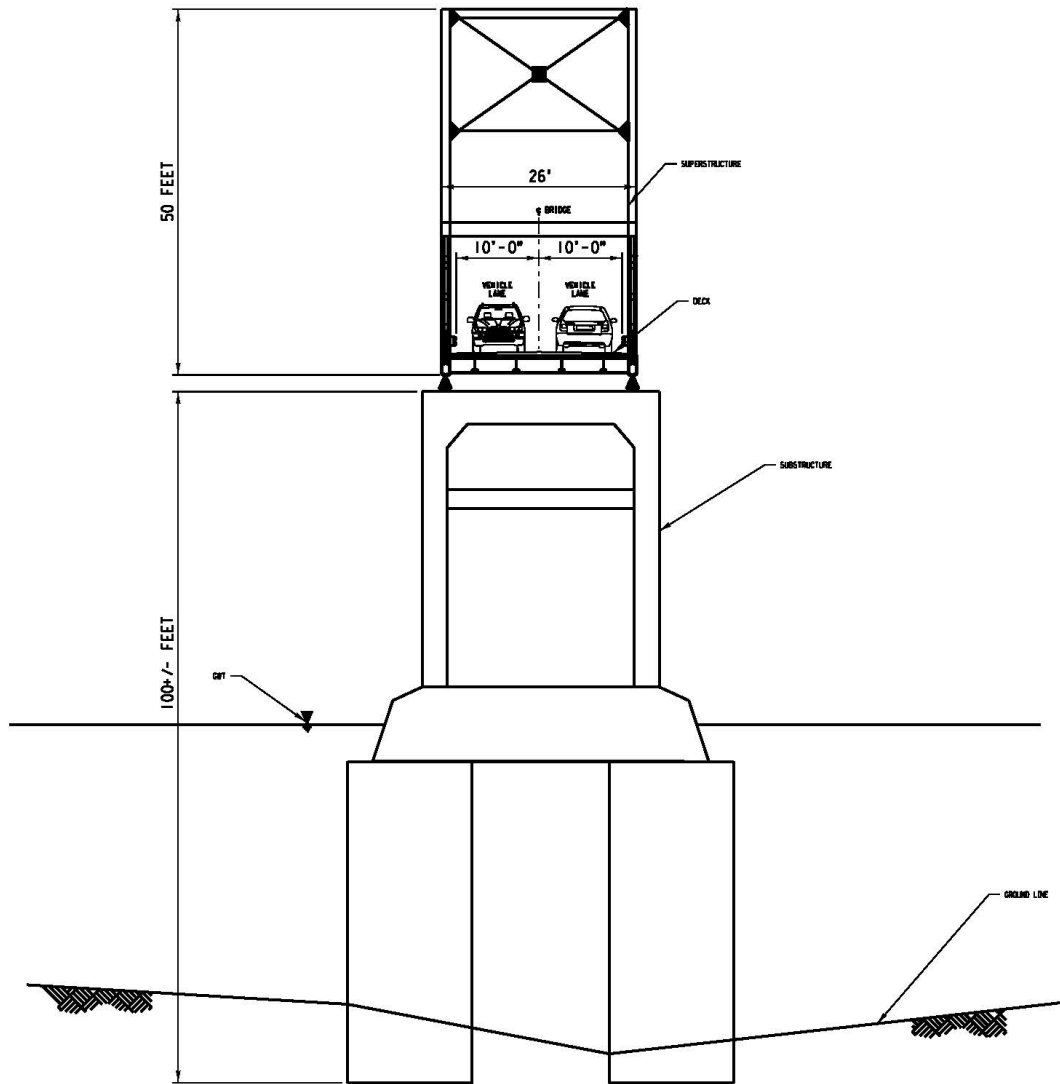
Trail Users Groups Fundraisers?

Papio Missouri River NRD?



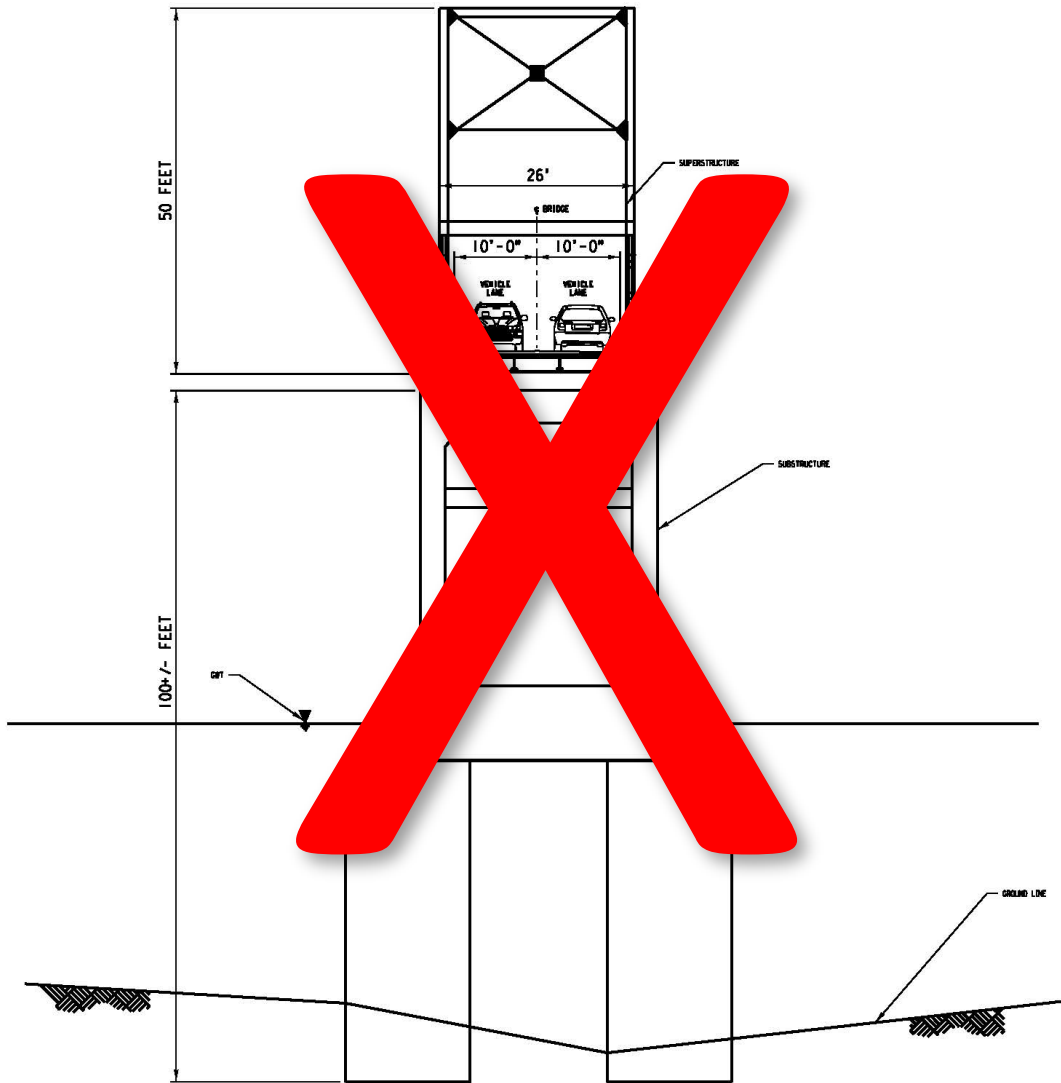
Bridge Alternatives

1. Preservation & Maintenance
2. Demolition
3. New Bridge Construction
4. Bridge Conversion to a Recreational Trail Facility (both lanes)
5. Upgrade bridge superstructure for a separate pedestrian and bicycle lane and truck traffic
6. Expansion of Piers / Twin Bridges



Cost Estimate (2018 Dollars): \$2.2 Million
(2040 Dollars): \$3.0 Million

*assumes \$100,000 annual spend,
2.5% annual inflation

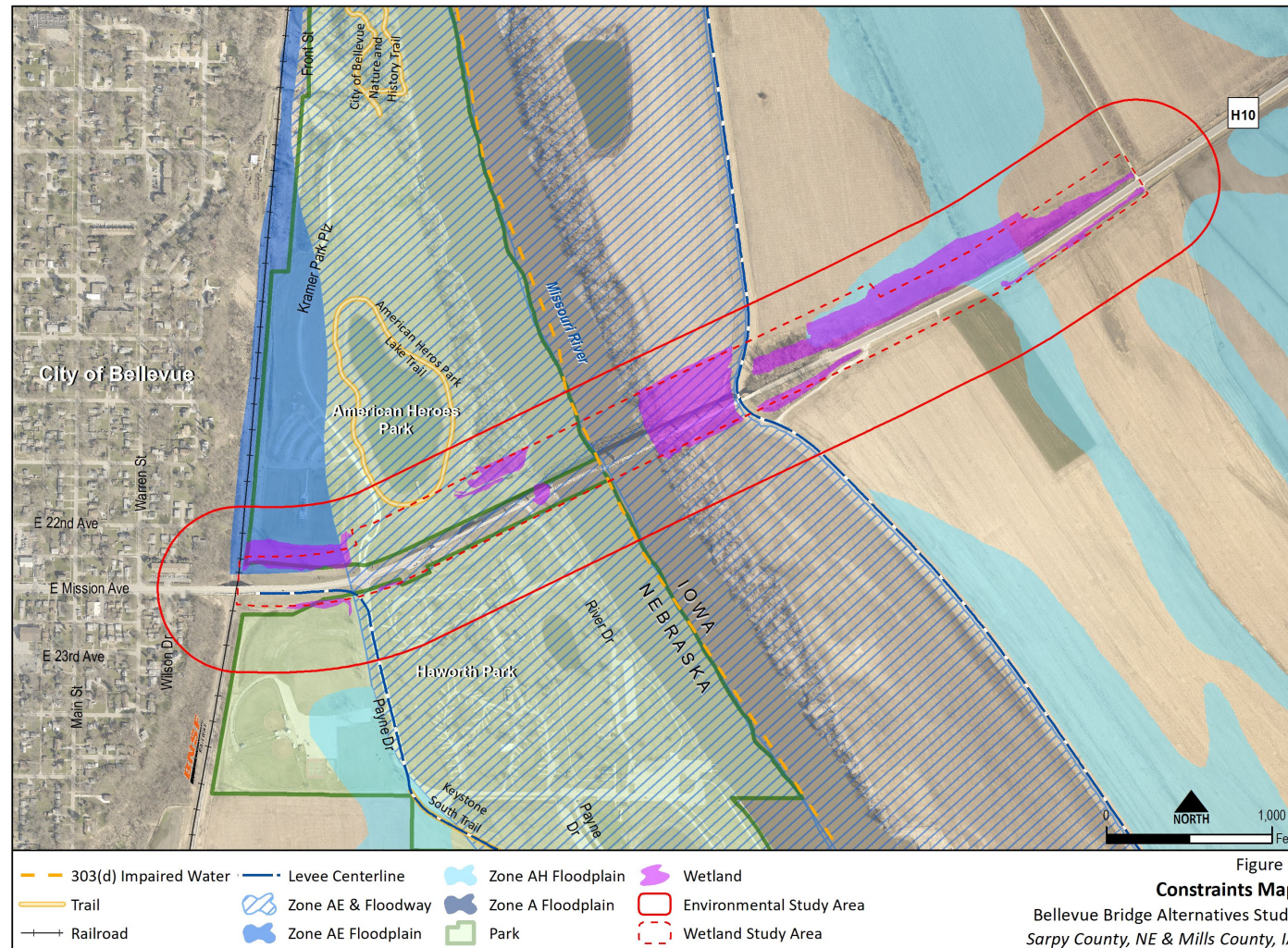


Cost Estimate (2018 Dollars): \$5.0 Million
(2040 Dollars): \$8.6 Million

Demolition

Demolition

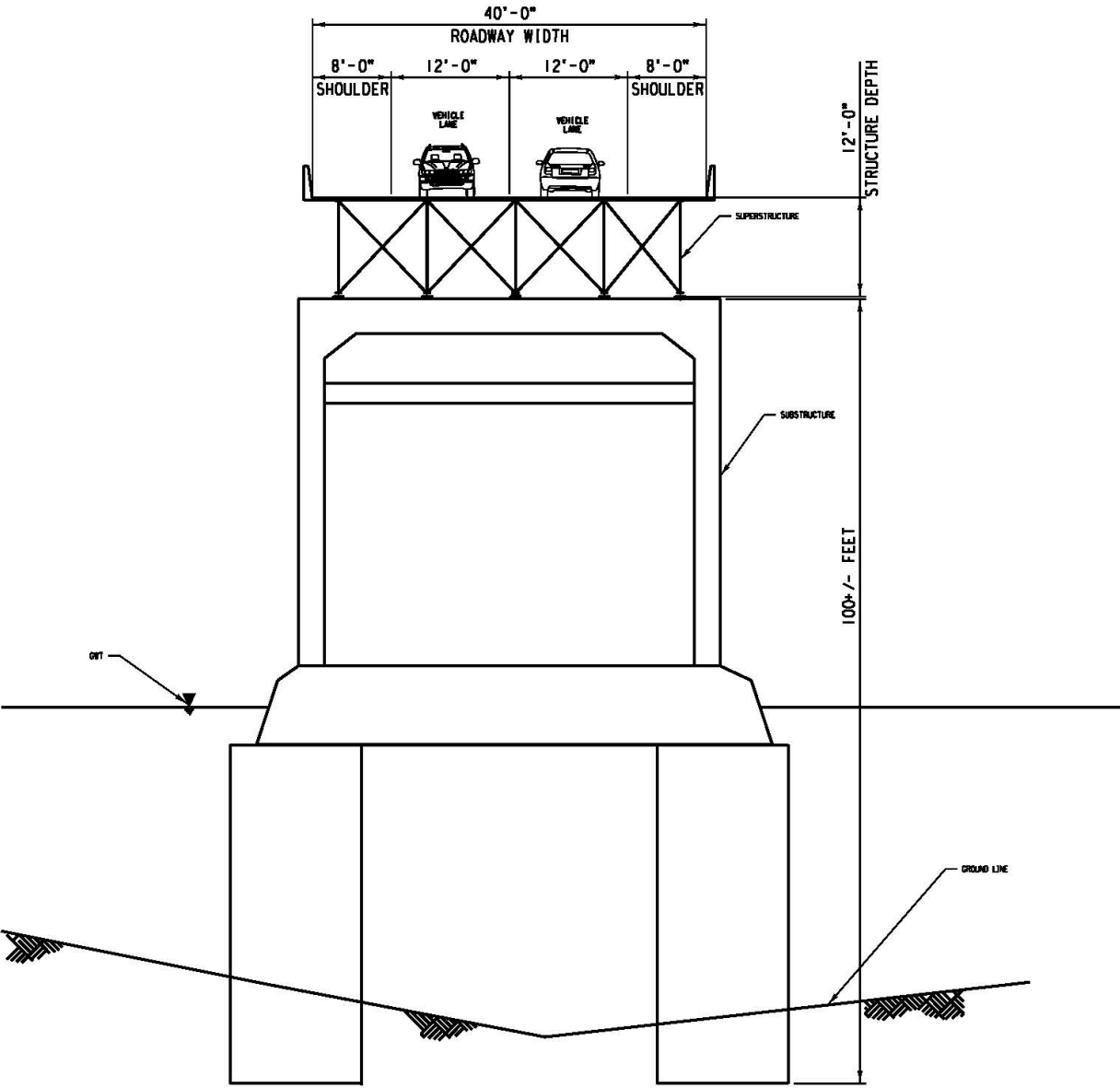
Environmental Review



RESOURCE OR PERMIT	DEMOLITION
Wetlands / Waters of the U.S	Minor Impacts
U.S. Army Corps of Engineers Section 404 Permit	Nationwide Permit
Floodplains and Floodway	Minimal Impacts
	No Permit Anticipated
Recreational Resources Section 4(f) Permit	Minor Temporary Impacts
	4(f) Exception
U.S. Coast Guard Section 9 Bridge Permit	No Permit USCG Approval Required
U.S. Army Corps of Engineers Section 10 Permit	Section 10 Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Categorical Permission
Threatened & Endangered Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management

- Section 10 Permit from USACE
- Hazardous Materials
- Listed Species

- Pallid Sturgeon, Sturgeon Chub, Lake Sturgeon, Northern Long-Eared Bat



Cost Estimate (2018 Dollars): \$36.0 Million
(2040 Dollars): \$62.1 Million

New Bridge – 2 lanes

Bridge Alternatives New Bridge

Potential Bellevue Bridge

- 2,200 ft Long
- 40 ft Roadway Width
- 2 Lanes
- \$62 mil

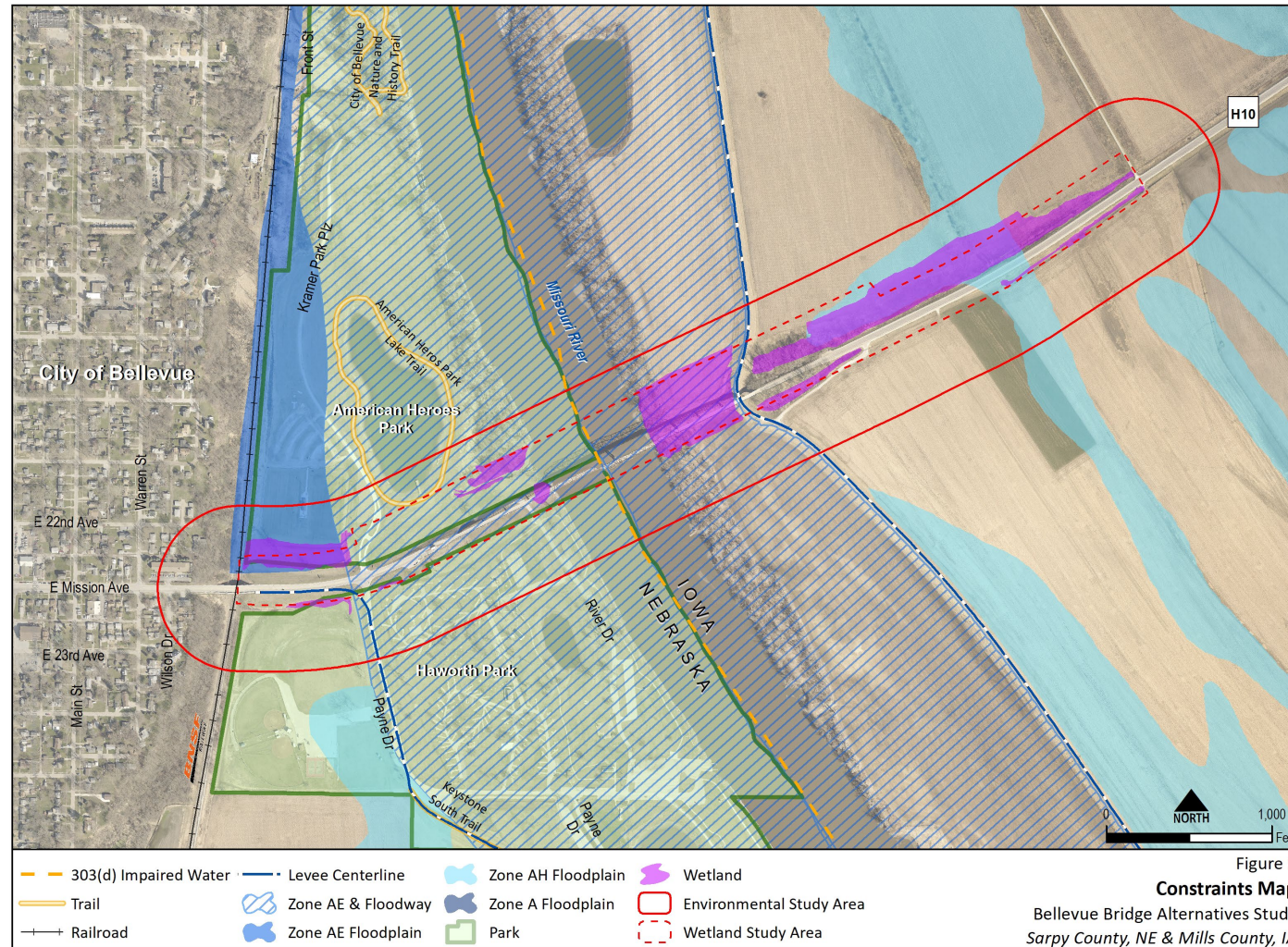
Alternate Routes

- Highway 34, Plattsmouth Bridge
10 miles South of Bellevue Bridge
3,276 ft Long
89 ft Wide
4 Lanes
18 Spans, 70 ft above the river
7,700 VPD
\$112 mil (2014)
- Highway 275, South Omaha Bridge
6 miles North of Bellevue Bridge
4,300 ft Long
87 ft Wide
4 Lanes
9,600 VPD
\$88 mil (2010)



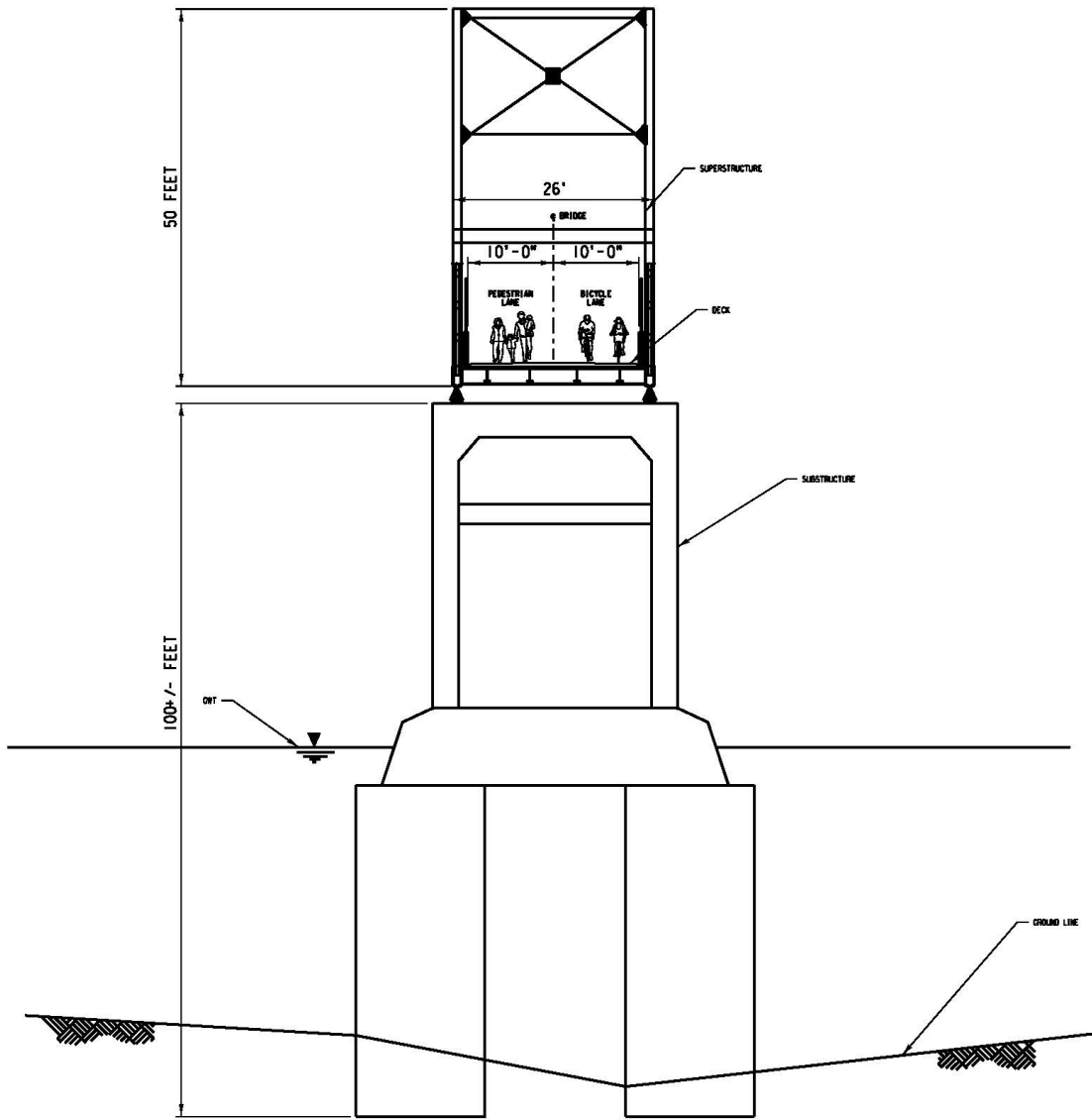
New Bridge

Environmental Review



RESOURCE OR PERMIT	NEW BRIDGE
Wetlands / Waters of the U.S	Major impacts
U.S. Army Corps of Engineers Section 404 Permit	Individual Permit w/ mitigation
Floodplains and Floodway	Encroachment
	Floodplain Development Permit w/ Possible CLOMR
Recreational Resources Section 4(f) Permit	Minor Impacts
	4(f) deMinimis w/ mitigation
U.S. Coast Guard Section 9 Bridge Permit	Section 9 Permit
U.S. Army Corps of Engineers Section 10 Permit	Section 10 Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Permit
Threatened & Endangered Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management

- Wetlands
- Floodplains & Floodway (CLOMR depends on whether old bridge stays)
- Recreational Resources (American Heroes Parking Lot)
- Section 9 Permit, Section 10 Permit
- Section 408 Levees Permit
- Listed Species

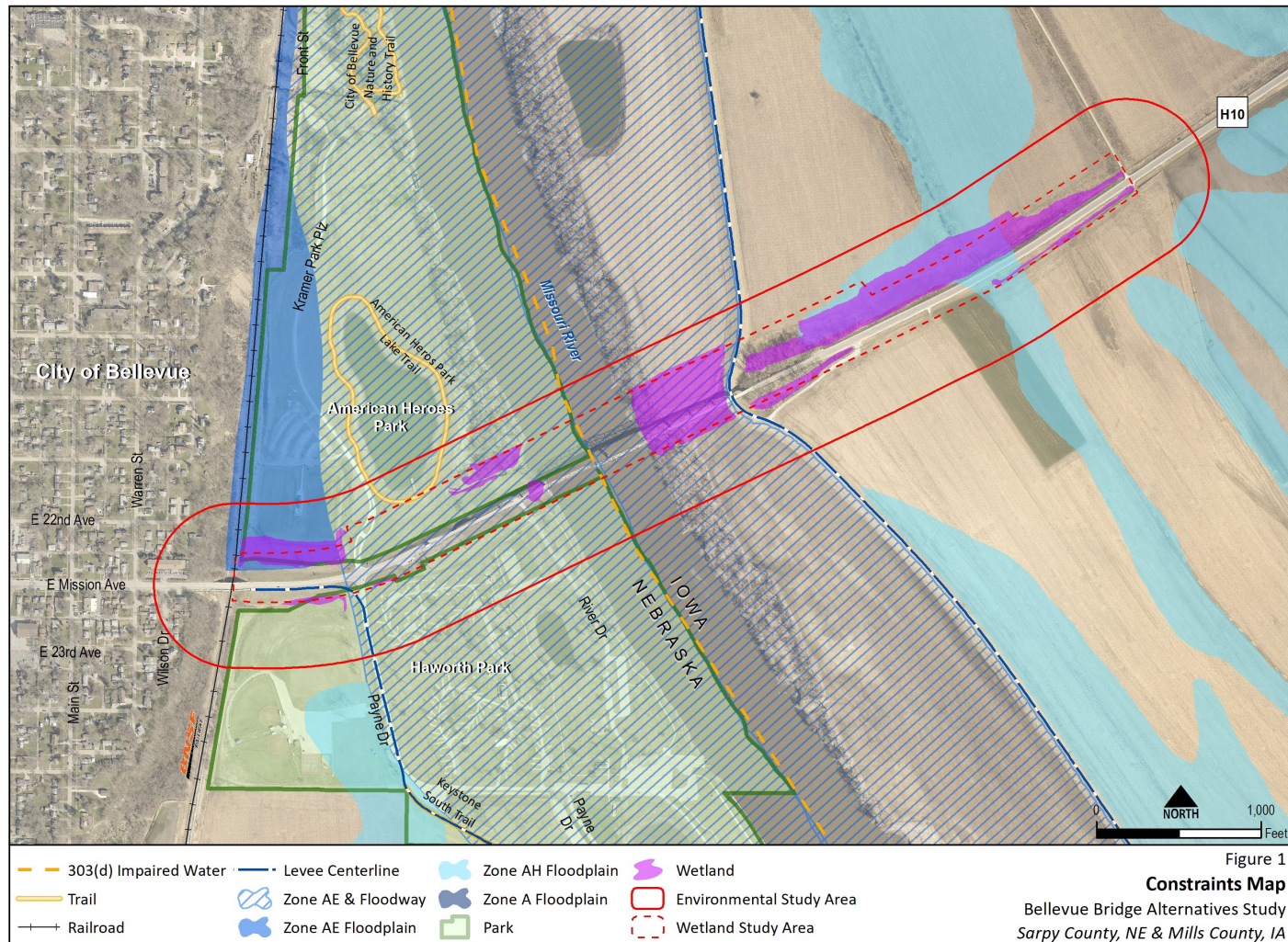


Cost Estimate (2018 Dollars): \$3.9 Million
(2040 Dollars): \$6.7 Million

Conversion to Recreational Trail Facility

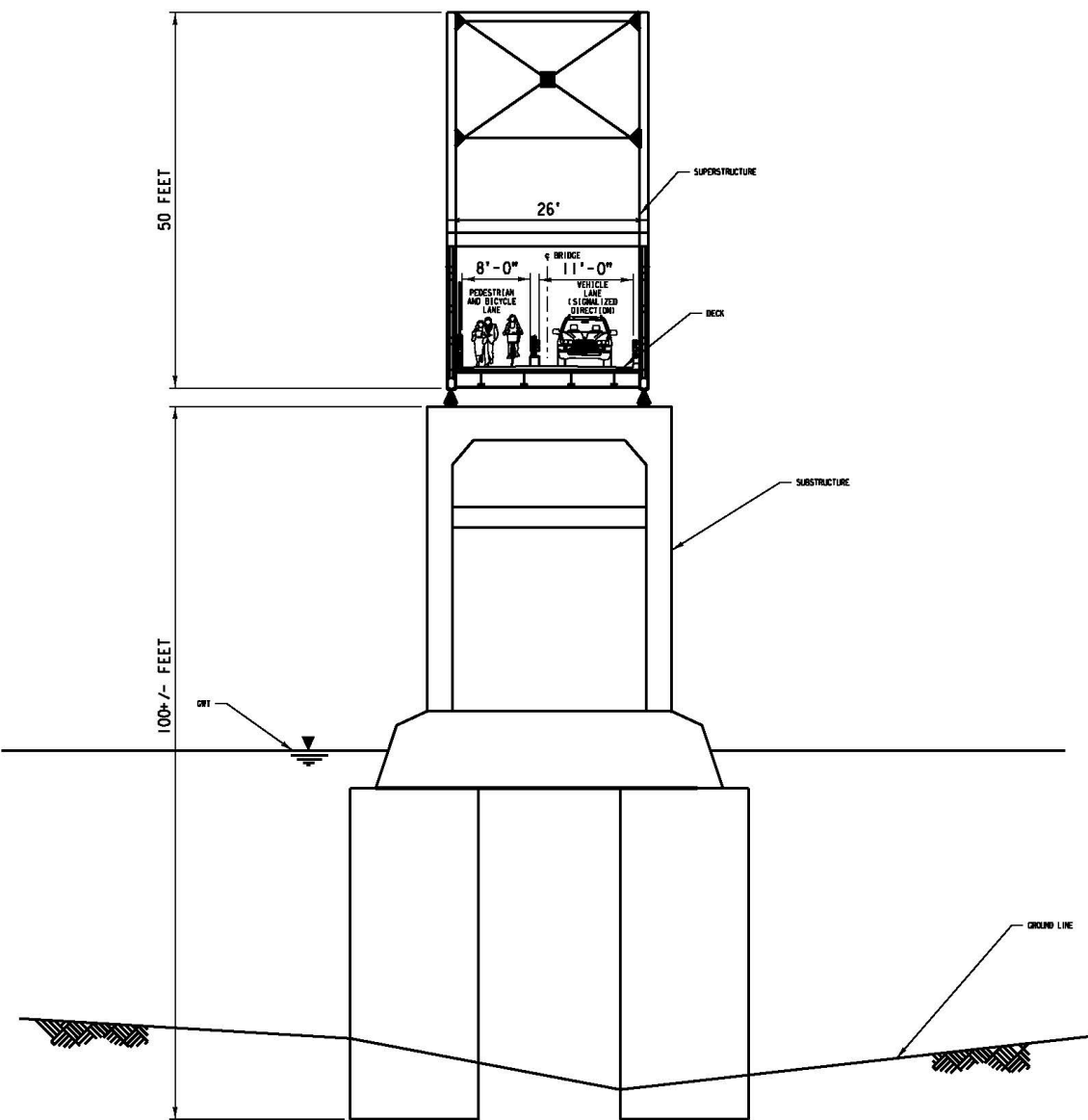
Conversion to Recreational Trail Facility

Environmental Review



- **Section 408 Levees Permit - Categorical Permission**
- **Listed Species**

RESOURCE OR PERMIT	Conversion to Recreational Trail Facility
Wetlands / Waters of the U.S	Minor or No Impacts
U.S. Army Corps of Engineers Section 404 Permit	Nationwide Permit or No Permit
Floodplains and Floodway	Minor Encroachment
	Floodplain Development Permit
Recreational Resources Section 4(f) Permit	Enhancement
	4(f) Exception
U.S. Coast Guard Section 9 Bridge Permit	No Permit, USCG Approval Required
U.S. Army Corps of Engineers Section 10 Permit	No Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Categorical Permission
Threatened & Endangered Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management

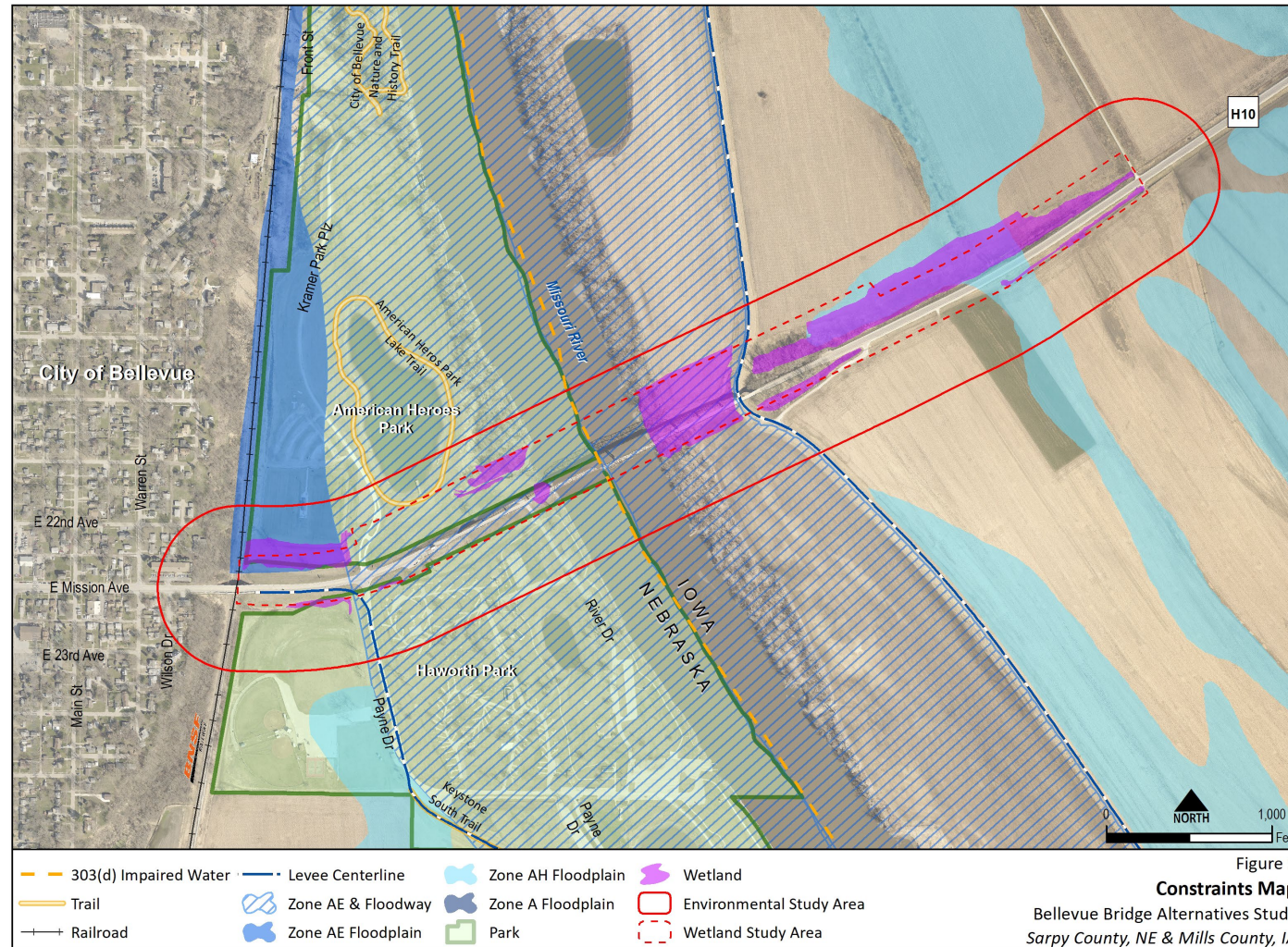


Cost Estimate (2018 Dollars): \$4.1 Million
(2040 Dollars): \$7.1 Million

Upgrade to Separate Lanes for Vehicles and Trail

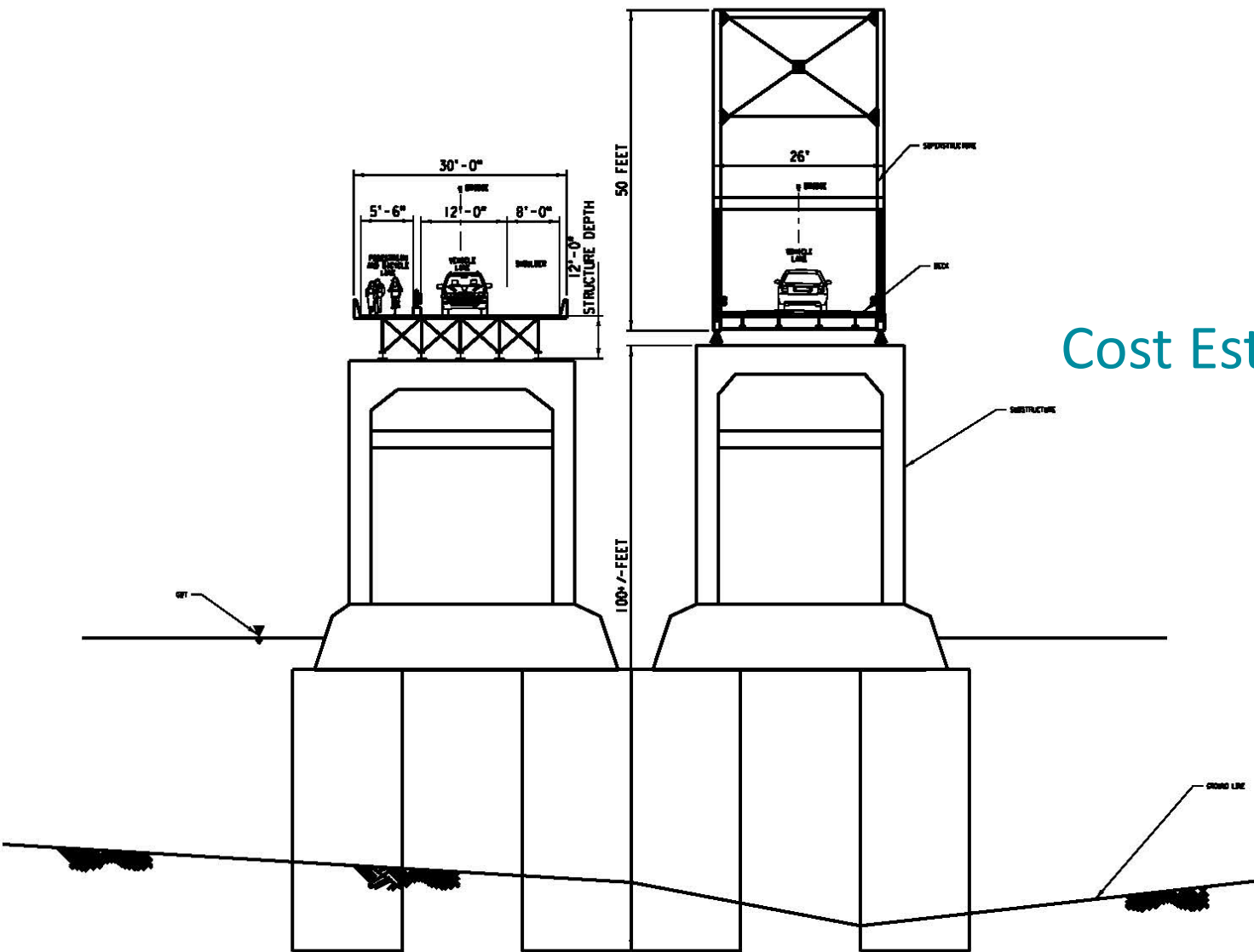
Upgrade to Separate Lanes for Vehicles and Trail

Environmental Review



- Section 408 Levees Permit - Categorical Permission
- Listed Species

RESOURCE OR PERMIT	Upgrade to Separate Lanes for Vehicles and Trail
Wetlands / Waters of the U.S	Minor or No Impacts
U.S. Army Corps of Engineers Section 404 Permit	Nationwide Permit or No Permit
Floodplains and Floodway	Minor Encroachment
	Floodplain Development Permit
Recreational Resources Section 4(f) Permit	Enhancement
	4(f) Exception
U.S. Coast Guard Section 9 Bridge Permit	No Permit, USCG Approval Required
U.S. Army Corps of Engineers Section 10 Permit	No Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Categorical Permission
Threatened & Endangered Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management

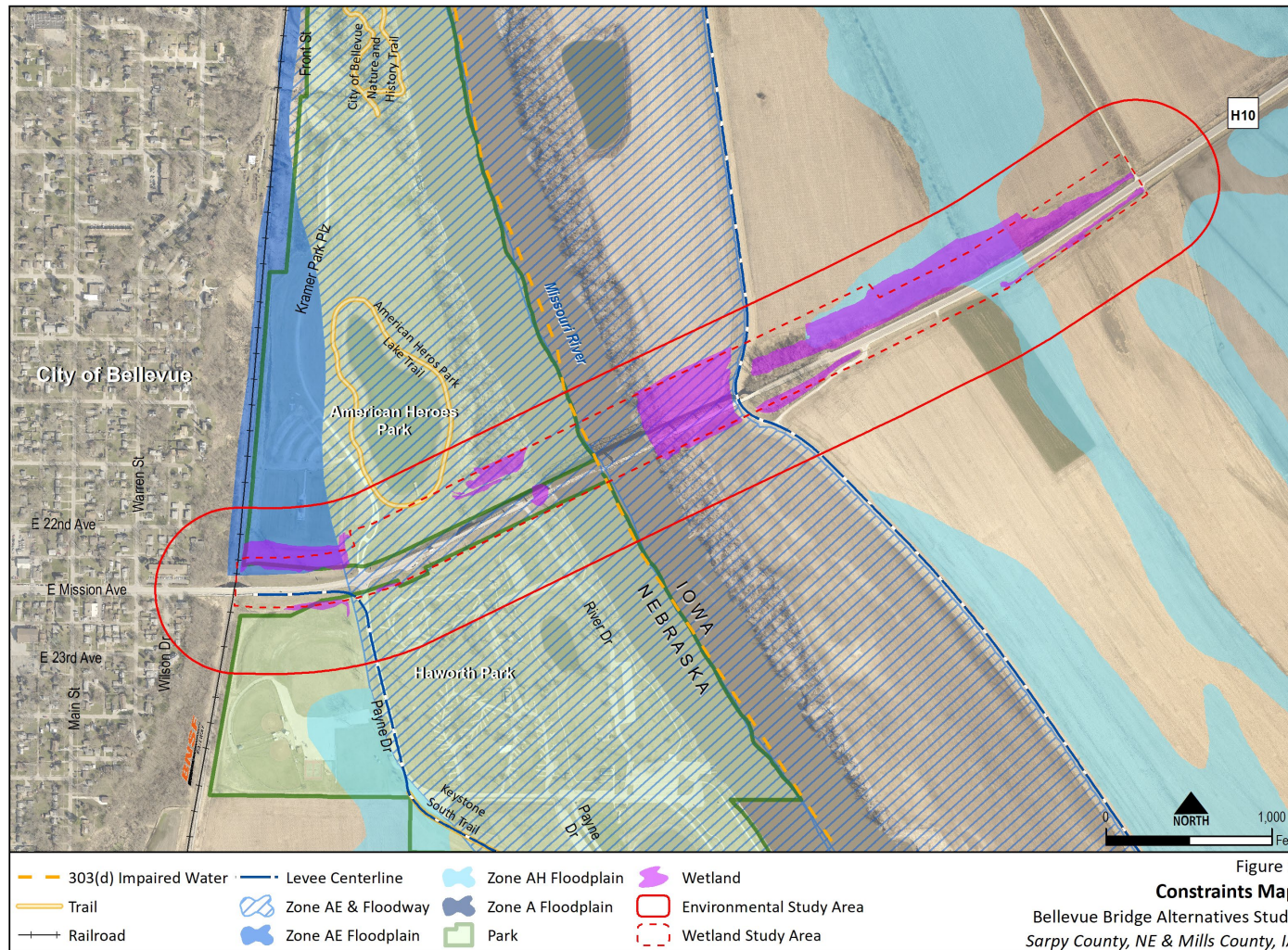


Cost Estimate (2018 Dollars): \$25.2 Million
(2040 Dollars): \$43.4 Million

Expansion of Existing Piers / Twin Bridges

Expansion of Existing Piers / Twin Bridges

Environmental Review



- Similar Impacts to New Bridge Construction
- CLOMR Probable
- No Section 9 Permit from U.S Coast Guard

RESOURCE OR PERMIT	Expansion of Existing Piers / Twin Bridges
Wetlands / Waters of the U.S	Major Impacts
U.S. Army Corps of Engineers Section 404 Permit	Individual Permit w/ mitigation
Floodplains and Floodway	Encroachment
	Floodplain Development w/ Probable CLOMR
Recreational Resources Section 4(f) Permit	Minor Impacts
	4(f) deMinimis w/ mitigation
U.S. Coast Guard Section 9 Bridge Permit	No Permit, USCG Approval Required
U.S. Army Corps of Engineers Section 10 Permit	Section 10 Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Permit
Threatened & Endangered Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management

Summary of Alternatives

Environmental Review

RESOURCE OR PERMIT	Demolition	New Bridge	Conversion to Recreational Trail Facility	Upgrade to Separate Lanes for Vehicles and Trail	Expansion of Existing Piers / Twin Bridges
Wetlands / Waters of the U.S. U.S. Army Corps of Engineers Section 404 Permit	Minor Impacts	Major impacts	Minor or No Impacts	Minor or No Impacts	Major Impacts
	Nationwide Permit	Individual Permit w/ mitigation	Nationwide Permit or No Permit	Nationwide Permit or No Permit	Individual Permit w/ mitigation
Floodplains and Floodway	Minimal Impacts	Encroachment	Minor Encroachment	Minor Encroachment	Encroachment
	No Permit Anticipated	Floodplain Development Permit w/ Possible CLOMR	Floodplain Development Permit	Floodplain Development Permit	Floodplain Development w/ Probable CLOMR
Recreational Resources Section 4(f) Permit	Minor Temporary Impacts	Minor Impacts	Enhancement	Enhancement	Minor Impacts
	4(f) Exception	4(f) deMinimis w/ mitigation	4(f) Exception	4(f) Exception	4(f) deMinimis w/ mitigation
U.S. Coast Guard Section 9 Bridge Permit	No Permit USCG Approval Required	Section 9 Permit	No Permit, USCG Approval Required	No Permit, USCG Approval Required	No Permit, USCG Approval Required
U.S. Army Corps of Engineers Section 10 Permit	Section 10 Permit	Section 10 Permit	No Permit	No Permit	Section 10 Permit
U.S. Army Corps of Engineers Section 408 Levee Permit	Section 408 Categorical Permission	Section 408 Permit	Section 408 Categorical Permission	Section 408 Categorical Permission	Section 408 Permit
Threatened & Endangered Species	Potential to Impact Listed Species	Potential to Impact Listed Species	Potential to Impact Listed Species	Potential to Impact Listed Species	Potential to Impact Listed Species
Hazardous Materials	Waste Materials Management	Waste Materials Management	Waste Materials Management	Waste Materials Management	Waste Materials Management

Trail Connection Options > Bellevue Bridge to I-29

- Bridge closes to vehicular traffic

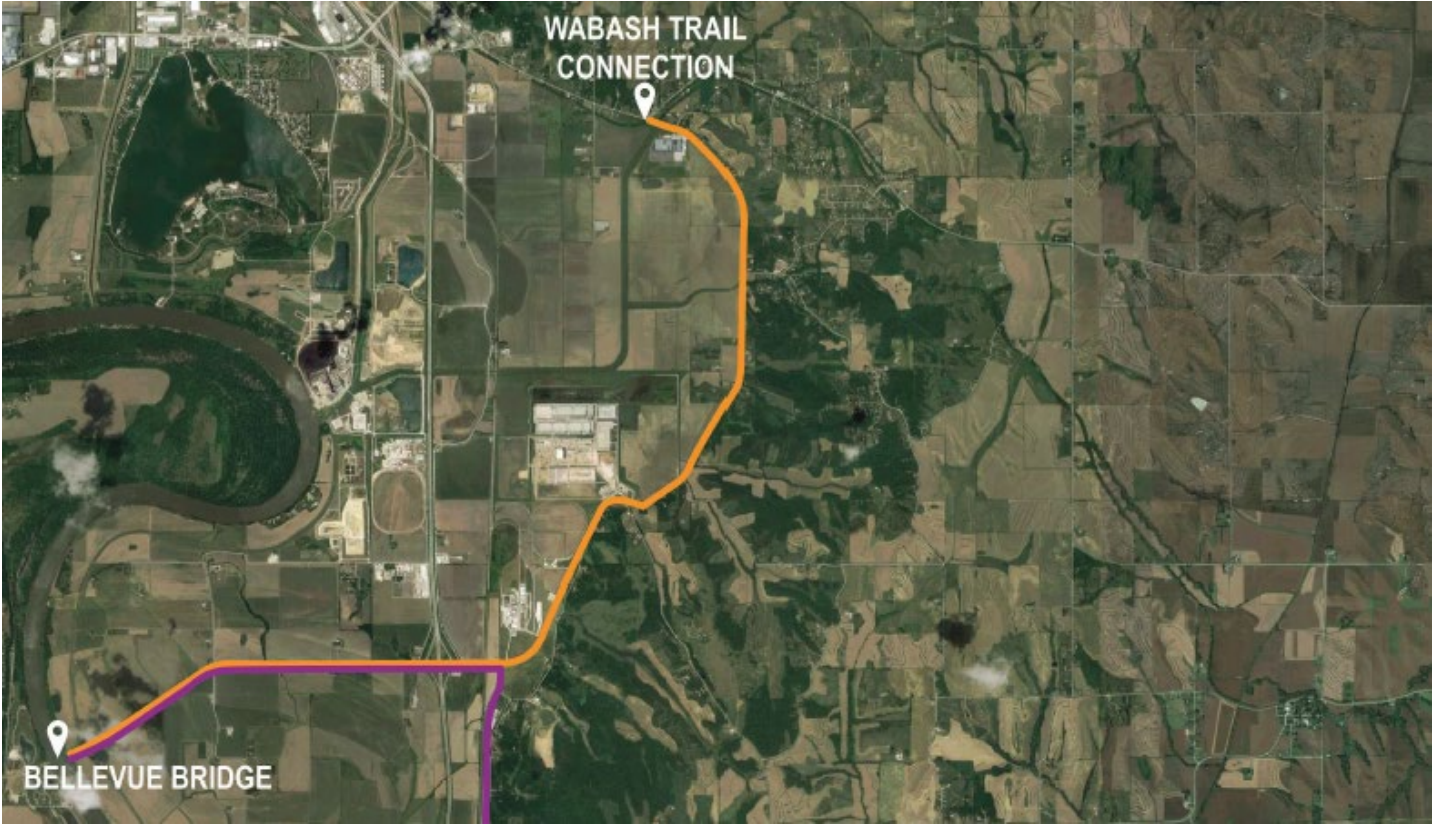
1	Bellevue Bridge to I-29 Bridge if bridge becomes bicycle and pedestrians only				
	Signage	1	LS	\$10,000.00	\$10,000
	Pavement Markings - Sharrow	1	LS	\$10,000.00	\$10,000
				Subtotal	\$20,000.00

- New Bridge

2	Bellevue Bridge to I-29 bridge if new bridge is built				
	5' concrete shoulders both sides of road - includes grading	16,100	LF	\$35.00	\$563,500
	Signage	1	LS	\$10,000.00	\$10,000
	Pavement Markings -	1	LS	\$1,500.00	\$1,500
	Seeding	7.50	AC	\$3,000.00	\$22,500
				Subtotal	\$597,500.00

Trail Connection < I-29 to Destinations

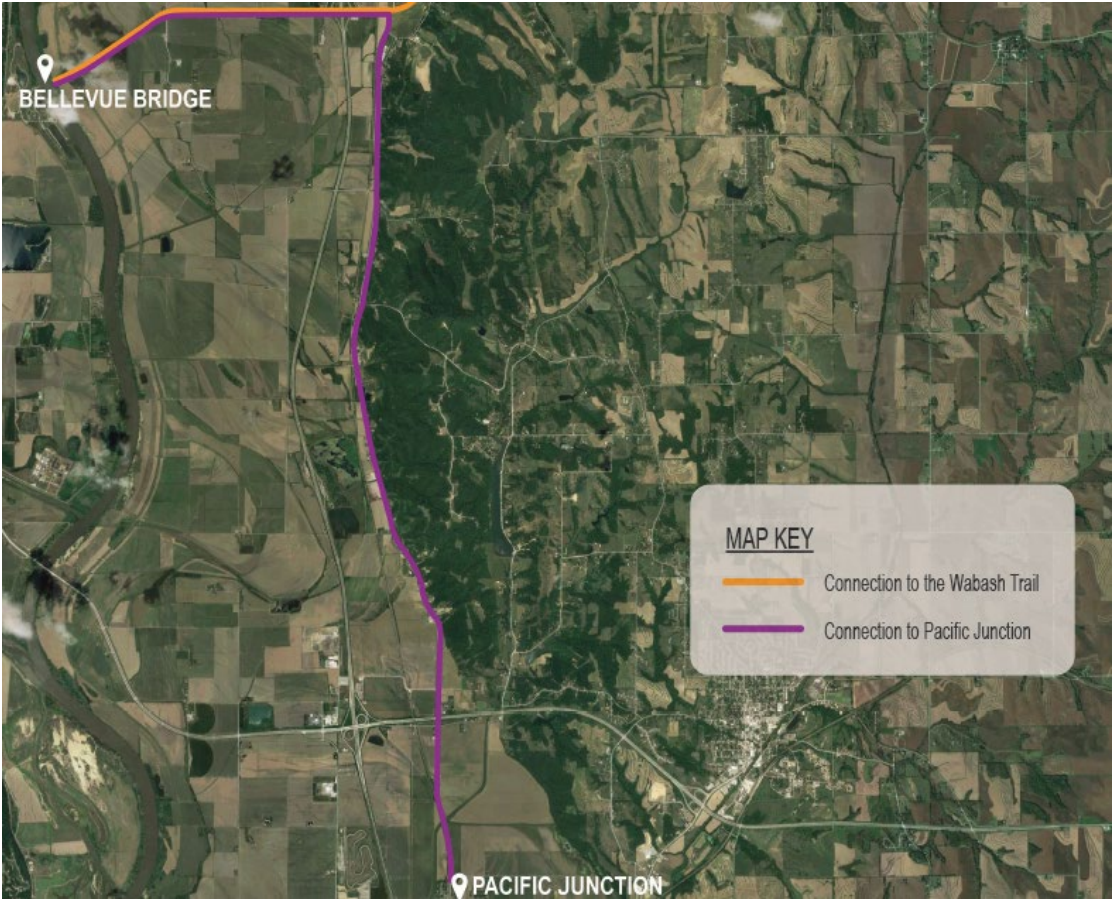
- Wabash Connection



3	I-29 Bridge to Wabash Trail Connection Option				
	5' concrete shoulders both sides of road - includes grading	48,000	LF	\$35.00	\$1,680,000
	Signage	1	LS	\$10,000.00	\$10,000
	Pavement Markings -	1	LS	\$1,500.00	\$1,500
	Seeding	22.00	AC	\$3,000.00	\$66,000
				Subtotal	\$1,757,500.00

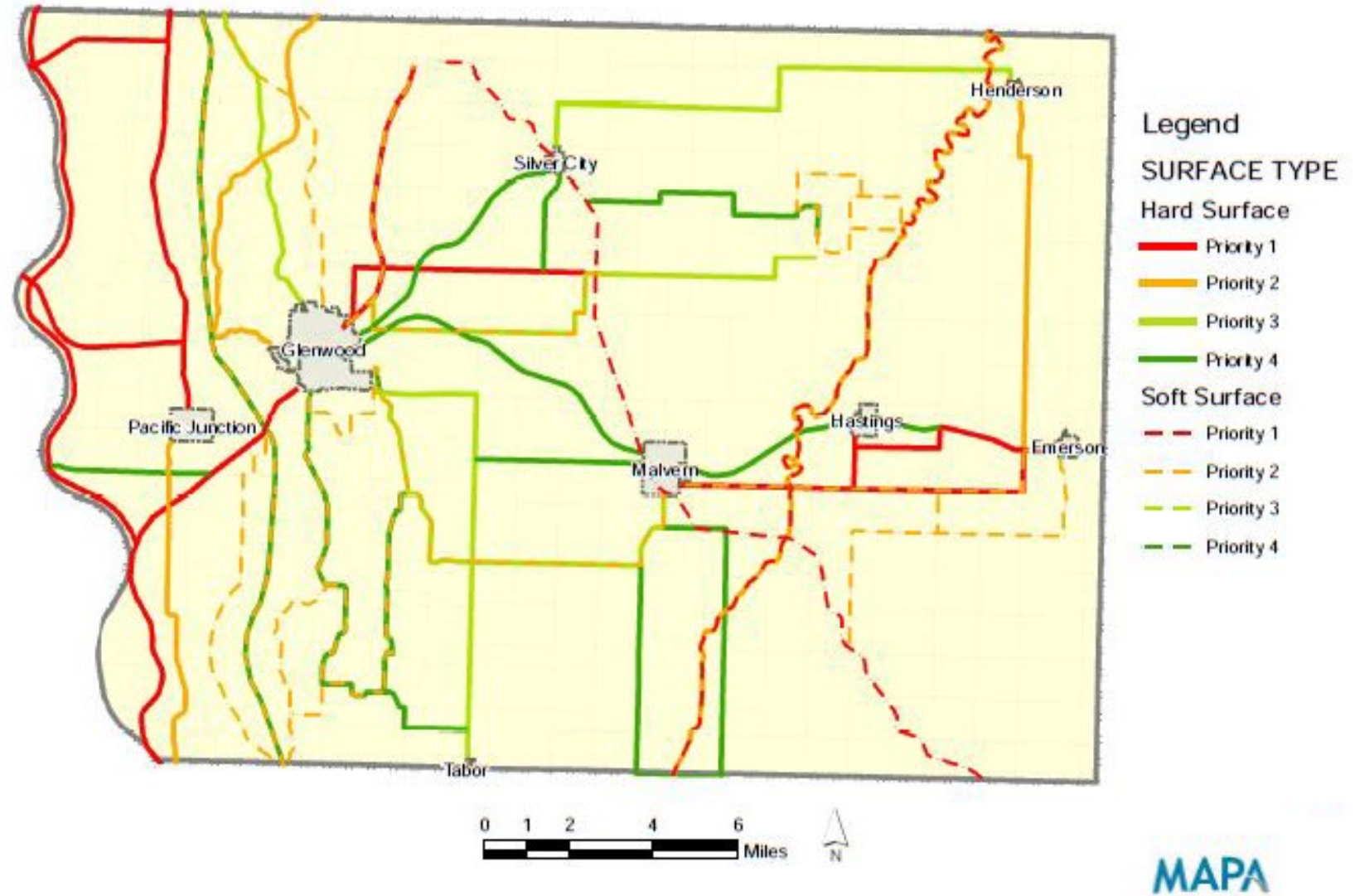
Trail Connection < I-29 to Destinations

- Pacific Junction Connection



4	I-29 Bridge to Pacific Junction Option				
	5' concrete shoulders both sides of road - includes grading	65,300	LF	\$35.00	\$2,285,500
	Signage	1	LS	\$10,000.00	\$10,000
	Pavement Markings -	1	LS	\$1,500.00	\$1,500
	Seeding	30.00	AC	\$3,000.00	\$90,000
				Subtotal	\$2,387,000.00

Map 9 Proposed Trails- Hard-Surface & Soft-Surface





Preserve and Maintain + Demolition

Total Cost (2040 dollars) $\$3.0\text{mm} + \$8.6\text{mm} = \$11.6\text{mm}$

Preserve and Maintain + Demolition + New Bridge

Total Cost (2040 dollars) $\$3.0\text{mm} + \$8.6\text{mm} + \$62.1\text{mm} = \73.7mm

Preserve and Maintain + Trail Conversion

Total Cost (2040 dollars) $\$3.0\text{mm} + \$6.8\text{mm} = \$9.8\text{mm}$

Preserve and Maintain + Separate Lanes for Trail/Vehicle

Total Cost (2040 dollars) $\$3.0\text{mm} + \$7.2\text{mm} = \$10.2\text{mm}$

Preserve and Maintain + Expansion of Piers / Twin Bridges

Total Cost (2040 dollars) $\$3.0\text{mm} + \$43.4\text{mm} = \$46.4\text{mm}$

Preserve and Maintain + New Bridge + Trail Conversion

Total Cost (2040 dollars) $\$3.0\text{mm} + \$62.1\text{mm} + \$6.8\text{mm} = \71.9mm



Next Steps

PROPOSED SCHEDULE

1. **July 18, 2018** Notice to Proceed. Begin inventory of existing conditions.
 2. **July 18, 2018** Project Kickoff Meeting
 3. **September 18, 2018** Stakeholder Workshop #1 / Innovation Workshop
 4. **September 24, 2018** Begin Alternatives Analysis & Development
 5. **October 1-5, 2018** Focus Group Interviews
 6. **October 18, 2018** **Stop Milestone #1 / Steering Committee Meeting**
 7. **November 15, 2018** Stakeholder Workshop #2
 8. **December 17, 2018** Begin Draft Plan Development
 9. **January 3, 2019** Alternatives Screening Meeting
 10. **January 17, 2019** **Stop Milestone #2 / Steering Committee Meeting**
 11. **February 28, 2019** Public Open House / Present Draft Recommendations
 12. **March 4, 2019** Begin Final Plan Development
 13. **March 29, 2019** Submit Final Plan Report for Review / Begin Agency Review Period
 14. **April 19, 2019** Agencies Submit Final Plan Report Review Comments.
 15. **May 7, 2019** Final Plan Report Submitted. Presentation to Bridge Commission.
 16. **May 10, 2019** Project Complete.
- Assumes bi-monthly progress meetings with steering committee; some not shown on schedule.
 - Assumes two meetings with Bridge Commission; some not shown on schedule.

AGENDA

STEERING COMMITTEE MEETING
Wednesday January 23, 2019 9:00 AM – 10:00 AM CST
Bellevue City Hall – City Administrator's Office

INTRODUCTIONS

WORK TO DATE

A. Stakeholder Workshops

B. Key Findings

- Primary Industrial Users = grain processing
- Offutt AFB, Mid-American, Google do not specifically use the bridge
- Adjacent river bridges could absorb projected traffic volumes
- New economic development component to establish need (SW IA / Old Towne)
- Need to Identify Long Term Bridge Ownership / Partnership Agreement
- Federal funding opportunities are the source to pursue
 - State dollars for a project of this magnitude are inadequate
 - Federal dollars are competitive and would require higher traffic levels

ECONOMIC ANALYSIS

A. Case Studies

- Champ Clark US 54
- Sauk Rapids, MN
- Chain of Rocks St. Louis, MO
- High Trestle Trail

B. Market Analysis

- Market Area
- Cost-Benefit Analysis
- Qualitative Analysis

ALTERNATIVES ANALYSIS

A. Summary of Alternatives - Matrix

B. Alternatives Advanced

- Demolition
- Conversion to Recreational Trail Facility
- New Bridge + Demolition
- New Bridge + Trail Conversion

PUBLIC OPEN HOUSE LOGISTICS

A. February 25, 2019 4-7PM

- City Council Chambers
- Advertising / Public Notice
- Boards / Stations
- Handouts / Leave Behinds
- Comment Cards / Post-it notes
- Presentation?

B. MAPA Website for comments / draft report

NEXT STEPS AND SCHEDULE