

Appendix Item # 239
Date 1-16-2019



COPY

2018

DODGE COUNTY HIGHWAY DEPARTMENT

ANNUAL REPORT

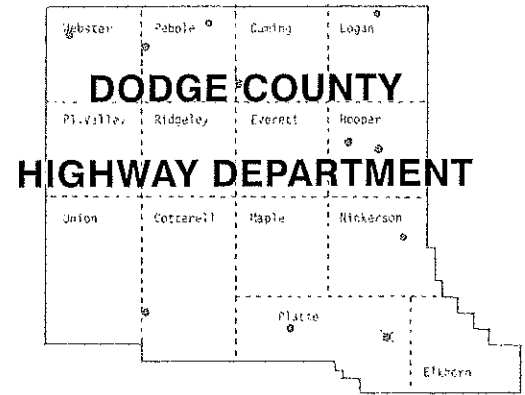
TABLE OF CONTENTS

Letter to Dodge County Board of Supervisors	Page 3
2018 Construction Program	Page 4
2018 Maintenance Costs	Page 5
Paving 1969 – 2018	Page 7
Totals Paving Projects by Year	Page 9
Bridges built in Dodge County 1969 – 2018	Page 11
Bridge Totals by the Year 1969 – 2018	Page 17

SCOTT HUPPERT
Highway Superintendent

JEAN ANDREWS
Asst. Highway Superintendent

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January 16, 2019

Honorable Members of the Dodge County Board of Supervisors:

As per Nebraska Statute No.39-1512 states, "The County Highway Superintendent, prior to February 1st of each year, shall file a written report with the County Board of all work performed in construction, improvement and maintenance of public roads, bridges, culverts and ditches of the County showing the amount of funds available from the State as Federal matching funds, if any, the amount thereof used by the County, the number of roads established during the year and the location thereof, and the equipment and material purchased or otherwise obtained or disposed of."

The following items will be discussed: The 2018 Construction Program by Project; the amounts of funds expended for maintenance; the amount credited in F.A.S. funding; and the amount expended in the purchasing of equipment.

Also, attached to this Report is a Summary of major paving and bridging projects from 1969 to 2018.

Jean Andrews,
Asst. Highway Supt.

Attachments

Cc: File

DODGE COUNTY HIGHWAY SUPERINTENDENTS

ANNUAL REPORT FOR 2018 2018 CONSTRUCTION PROGRAM

Completed Project **614**, Old Highway 275 approximately 2 miles Southeast of Fremont, NE at the SE ¼ Section 31, Township 17 North, Range 9 East, paved two turning lanes at Schilke Park for a total project cost of **\$231,943.46**.

Completed Project **573**, County Road P between Sections 18 and 19 and Sections 17 and 20, Township 18 North, Range 5 East in Union Township, 4 miles West and 4 miles North of North Bend, NE; graded 2.0 miles for a total project cost of **\$65,833.72**.

Completed Project **585**, County Road P between County Roads 20 and 21, between Sections 16 and 21, Township 18 North, Range 8 East, 4 miles North of Fremont, NE in Nickerson Township, graded 1.0 miles of road for a total project cost of **\$46,324.62**.

Completed Project **616**, County Road 17 between Roads N and O, between Sections 10 and 11, Township 18 North, Range 7 East; 6 miles North and 5 miles West of Fremont, NE in Maple Township, graded 1 mile of road for a total project cost of **\$54,713.93**.

In summation of the **2018** completed projects, Dodge County graded 4 miles and installed 2 concrete turning lanes for a total cost of **\$ 398,815.73**.

2018 MISCELLANEOUS COSTS

CODE 1 – Bridge Repair Costs totaled (Code 1 + 95% of 302.08)	\$ 42,759.85
CODE 5 – Culvert Repair totaled	\$ 11,969.34
CODE 6 – Ditch Cleanout totaled (90%)	\$ 156,691.85
CODE 10 – Gravel & Rock Hauling totaled (Code 10 + 302.02)	\$ 902,228.13
CODE 11 – Maintenance of Roads totaled (Code 11 + 302.01 + 303.06 + 218.02 + 401 + Code 18)	\$ 422,820.49
CODE 13 – Shop and Yard Work totaled (50% of 301.03 + 50% of Code 13 + 303.08 + 50% of 301.06 + 213 + 502)	\$ 147,825.15
CODE 14 – Sign Work totaled (Code 14 + 303.01 + 303.02 + 303.04)	\$ 62,222.81
CODE 16 – Snow Removal & De-icing totaled (Code 15 + Code 16 + 301.11 + 302.04 + 218.03)	\$ 187,541.56
CODE 17 – Tree Removal totaled (Code 17 = 50% of 216 + 301.02)	\$ 27,570.51

Included in the maintenance costs of 2018 are the following totals:

205.01 – Electric Service	\$ 13,295.42
205.02 – Water Service	1,290.91
205.03 – Heating Fuel	20,618.48
205.04 – Sewer Service	4,900.21
205.05 – Garbage Service	595.64
50% - 108.01 – Workman's Compensation	19,024.50
50% - 108.02 – Health & Accident	89,481.53
50% - 206.01 – General Liability	10,869.00

50% - 216 – Other Equipment Repair	\$	1,274.45
301.07 – Plumbing Supplies		116.42
301.08 – Electrical Supplies		49.10
301.09 – Shop Tools		2,349.40
301.10 = Small Tools		1,723.50
25% - 302.06 – Culverts		25,054.91
10% - 302.07 – Steel Products		160.02
20% - 304.01 – Oxygen, Acetylene & Supplies		829.42
20% - 304.02 – Welding Rod & Supplies		50.03
304.03 – Safety Supplies		<u>7,666.17</u>
Total Cost of above Services is:	\$	199,349.11

In summation of all maintenance items, Dodge County spent a total of \$1,961,629.69 for maintenance in 2018.

In 2018, Dodge County did not add any miles of road.

As of this date, we have not received the annual summary of Federal Aid Secondary monies distribution.

In 2018 Dodge County spent the following amounts for new equipment & property:

\$ 22,000.00 for 2010 International Flatbed
\$ 76,000.00 for 2014 Mack Truck Tractor
\$ 39,175.34 for lease of 2018 Case IH Tractor
\$ 19,450.00 for 2018 Land Pride Shredder
\$ 253,000.00 for 2018 Caterpillar Motor Grader
\$ 5,849.00 for Hinker V-Plow
\$ 5,350.00 for Swenson Polyhawk Spreader
\$ 50,544.80 for Farm & Ranch Salt Shed

PAVING 1969 – 2018

		CONTRACT COST
East 16 th Street	1969	\$ 12,027.50
North Somers Ave.	1969	60,711.54
Cloverly Road	1971	19,467.95
North Bend – Webster	1971	99,139.44
Uehling City Limits	1972	75,092.66
North Bend – Webster	1972	133,000.00
Logan View	1972	7,500.00
Dodge Spur	1972	5,290.09
Uehling West	1973	99,000.00
North Bend Main Street	1973	81,265.00
Ridge Road	1974	100,349.73
Schneider Street	1974	26,908.69
Scribner East Overlay	1974	12,467.34
Scribner Cemetery	1974 –50% F.A.S. Funds	163,884.86
Winslow East	1976	199,634.41
Hooper South	1976	68,422.76
Sheldon School East Overlay	1976	138,500.40
North Bend Main Street	1977	30,000.00
North Bend North Overlay	1977-70% F.A.S. Funds	143,000.00
Ridge Road	1977	194,000.00
Royal Estates	1978-EDA Funded	133,589.91
Big Island	1978-EDA Funded	59,189.20
North Bend North Overlay	1978-70% F.A.S. Funds	425,400.36
State Lakes	1978	113,927.66
North Bend Main Street	1979	32,476.00
Yager Road	1979	159,572.00
Hwy. 8 Overlay (7 Mi)	1979	310,900.00
Clarkson Street	1979	187,088.00
Luther Road	1980	337,952.00
Turner Ranch Road	1981	173,258.00
Luther Road Extended	1981	133,252.00
Somers Ave. Extended Overlay	1981	58,610.00
North Bend 11 th Street	1981	25,000.00
Hooper North Paving	1982-70% F.A.S. Funds	493,301.78
Sunset Addition Paving	1982	81,620.00
Asphalt Overlay Projects	1982	39,755.00
Ridge Road (Christensen Field)	1983	280,339.70
East Military Paving	1983	213,852.05
Dodge South Paving	1984	420,108.60
Dead Timber Rec. Road Overlay	1984-90% SRR Funds	160,036.42
Morningside Road Paving	1985	186,084.28
Yager Road Extended Overlay	1985	11,940.89
Scribner East Paving	1985-70% F.A.S. Funds	463,483.83
Union Street Paving	1986	56,328.74

Dodge North Overlay	1986	27,824.63
North Bend Oak Street	1987	21,535.90
	1988	0.00
	1989	0.00
North Bend Cemetery	1990	175,581.00
Snyder Cemetery	1991	99,631.80
West Military Ave. Overlay	1991-90% SRR Funds	147,181.57
Sheldon School Overlay	1991	23,558.41
Scribner Bridge	1992-90% Fed & State	410,958.18
32 nd Street	1993	234,792.90
Winslow East & Logan View Overlay	1993	180,616.15
Cloverly Road Overlay	1994	111,765.11
West Military Widening & Overlay	1995-90% STPE-SRR	247,832.03
West Military Widening & Overlay	1995-80% STPE-SRR	346,931.80
Somers Ave. Asphalt Overlay	1995	54,767.15
Project 179A Scribner South	1996	225,522.89
Project 424 Yager Rd. Overlay	1998	172,677.52
Project 426 Front Street Paving	1998	261,721.49
Project 366 Cloverly Ext. Paving	1999	1,008,487.43
Project 448 Downing Street Paving	2000	203,574.12
	2001	0.00
	2002	0.00
Project 275 3-miles Road F	2003	1,311,701.85
Project 395 Hwy. 8 Overlay	2003-80% STPE Funds	675,651.69
Project 486 Johnson Rd. Paving	2003-Share City of Frem.	383,932.75
	2004	0.00
Project 438 Old Hwy.275 Overlay	2005-Share State of NE	802,693.65
Project E. Military Interchange	2006-Share City Fremont	3,374,500.14
Project 524A Rd.25 Armor Coat	2008	36,794.60
Project 275C 3-miles Road F	2008	1,994,994.43
Project 567 Armor Coat 3 mi Road J	2009	37,880.89
Project 577 Front Street Extended	2010	64,542.22
Project 582 Co Rd.25 Overlay	2011	231,556.92
Project 485 W.Military Overlay	2012-80% STPE Funds	1,035,313.75
Project 284 Luther Rd. Paving	2012	1,585,264.81
Project 598 Morningside Intersect	2013	196,537.88
Project 583 Cloverly Rd. Asphalt Over.	2014	410,287.58
Project 603 Co.Rd. J Asphalt Over.	2015	566,717.78
	GRAND TOTAL	\$ 22,890,059.81

TOTAL PAVING PROJECTS BY YEAR

Total	1969	72,739.04
Total	1970	0.00
Total	1971	118,607.39
Total	1972	220,882.75
Total	1973	180,265.00
Total	1974	303,610.62
Total	1975	0.00
Total	1976	406,557.57
Total	1977	367,000.00
Total	1978	732,107.13
Total	1979	690,036.00
Total	1980	337,952.00
Total	1981	390,120.00
Total	1982	614,676.78
Total	1983	494,191.75
Total	1984	580,145.02
Total	1985	661,509.00
Total	1986	84,153.37
Total	1987	21,535.90
Total	1988	0.00
Total	1989	0.00
Total	1990	175,581.00
Total	1991	270,371.78

Total	1992	410,958.18
Total	1993	415,409.05
Total	1994	111,765.11
Total	1995	649,530.98
Total	1996	225,522.89
Total	1997	0.00
Total	1998	434,399.01
Total	1999	1,008,487.43
Total	2000	203,574.12
Total	2001	0.00
Total	2002	0.00
Total	2003	2,371,286.29
Total	2004	0.00
Total	2005	802,693.65
Total	2006	3,374,500.14
Total	2007	0.00
Total	2008	2,031,789.03
Total	2009	37,880.89
Total	2010	64,542.22
Total	2011	231,556.92
Total	2012	2,620,578.56
Total	2013	196,537.88
Total	2014	410,287.58
Total	2015	<u>566,717.78</u>
GRAND TOTAL		\$ 22,890,059.81

BRIDGES BUILT IN DODGE COUNTY 1969 – 2018

TOWNSHIP	YEAR	SIZE	COST	BRIDGE NO.
Cotterell	1969	30'x30' Rdwy.	10,433.69	207
	1971	30'x30' Rdwy.	7,467.78	175
	1971	50'x30' Rdwy.	15,391.03	182
	1971	30'x30' Rdwy.	9,959.13	181
	1974	30'x28' Rdwy.	31,451.00	174
	1975	30'x28' Rdwy.	15,393.00	198
	1975	60'x28' Rdwy.	34,772.00	183
	1975	40'x28' Rdwy.	21,286.00	176
	1978	35'x28' Rdwy.	15,745.37	177
	1978	55'x28' Rdwy.	29,105.83	195
	1980	30'x28' Rdwy.	18,890.22	197
	1980	70'x28' Rdwy.	52,032.39	171
	1981	16'x32' Rdwy.	15,610.00	200
	1983	55'x28' Rdwy.	43,680.33	194
	1985	24'x32' Rdwy.	22,968.62	189
	1985	24'x32' Rdwy.	19,421.36	186
	1986	24'x32' Rdwy.	21,823.18	184
	1993	24'x24' Rdwy.	7,112.21	191
	1994	23'x24' Rdwy.	8,496.95	190
	1994	24'x32' Rdwy.	27,798.23	180
1996	24'x24' Rdwy. (Strengthened)	10,915.81	199	
1997	70'x28' Rdwy.	63,689.17	172	
2000	24'x24' Rdwy.	14,291.88	201	
2009	30'x28' Rdwy.	<u>93,352.90</u>	175	
		TOTAL	\$611,088.08	
Cumings	1969	88'x24' Rdwy.	20,993.13	549
	1970	60'x28' Rdwy.	18,600.70	550
	1970	40'x28' Rdwy.	11,326.44	555
	1972	22'x28' Rdwy.	9,153.73	554
	1972	36'x24' Rdwy.	11,251.06	553
	1973	60'x28' Rdwy.	17,444.50	552
	1973	60'x26' Rdwy.	32,949.74	551
	1974	Extend 20'	12,466.00	537
	1974	100'x28' Rdwy.	66,485.00	535
	1976	40'x28' Rdwy.	18,079.00	533
	1976	40'x28' Rdwy.	23,873.00	532
	1976	24'x28' Rdwy.	12,791.00	540
	1976	40'x28' Rdwy.	20,332.00	541
	1978	40'x28' Rdwy.	23,835.72	542
	1979	35'x28' Rdwy.	21,275.00	531
	1985	72'x28' Rdwy.	144,080.70	547
	1992	322'x29' Rdwy.	452,405.56	529

	1993	20'x28' Rdwy.	17,924.53	538
	2004	20'x28' Rdwy.	31,225.52	539
	2010	140x28' Rdwy.	630,000.00	537
	2012	40'x28' Rdwy.	<u>90,871.50</u>	542
		TOTAL	\$1,687,363.83	
Elkhorn	1970	30'x28' Rdwy.	4,805.25	119
	1970	40'x28' Rdwy.	10,971.57	117
	1970	60'x28' Rdwy.	17,209.37	111
	1970	100'x28' Rdwy.	36,877.59	110
	1977	35'x28' Rdwy.	17,852.00	104
	1981	70'x28' Rdwy.	49,877.00	109
	1981	70'x28' Rdwy.	44,787.00	101
	1982	16'x32' Rdwy.	26,070.94	129
	1983	40'x28' Rdwy.	30,817.60	100
	1985	60'x28' Rdwy.	40,570.30	113
	1989	30'x28' Rdwy.	21,651.25	107
	1995	28'x28' Rdwy.	14,984.98	112
	1999	16'x28' Rdwy.	22,141.87	118
	2000	22'x28' Rdwy.	27,787.98	120
	2006	60'x28' Rdwy.	97,911.81	105
	2008	24'x33'6" Rdwy.	<u>22,651.14</u>	127
		TOTAL	\$486,967.65	
Everett	1969	140'x28' Rdwy.	34,738.33	336
	1970	Raise & Widen	8,152.55	367
	1971	40'x28' Rdwy.	14,189.28	356
	1974	102'x30' Rdwy.	55,933.00	355
	1978	102'x28' Rdwy.	78,683.60	357
	1978	32'x28' Rdwy.	12,250.10	358
	1980	102'x28' Rdwy.	69,665.06	371
	1985	140'x28' Rdwy.	194,191.60	357
	1991	30'x28' Rdwy.	29,368.14	367
	1995	16'x28' Rdwy.	20,402.04	364
	1997	212'x28' Rdwy.	501,362.58	376
	2001	213'x28' Rdwy.	596,690.91	369
	2002	20'x28' Rdwy.	<u>23,494.35</u>	370
		TOTAL	\$1,639,121.54	
Hooper	1970	40'x28' Rdwy.	13,628.79	462
	1971	30'x24' Rdwy.	8,213.43	471
	1972	48'x28' Rdwy.	15,355.86	465
	1973	150'x28' Rdwy.	56,987.00	473
	1974	23'x24' Rdwy.	6,729.00	484
	1976	60'x28' Rdwy.	38,340.00	464
	1987	20'x28' Rdwy.	13,690.16	480
	1991	16'x28' Rdwy.	25,320.37	485
	1998	24'x28' Rdwy.	44,283.42	469

	2005	200'x28'Rdwy.	985,365.99	471
	2014	350'x30'Rdwy.	1,575,753.13	478
	2014	60'x30' Rdwy.	179,267.01	477
	2016	130'x30'Rdwy.	592,629.21	467
	2016	70'x30' Rdwy.	445,263.94	468
		TOTAL	\$4,000,827.31	
Logan	1969	40'x26' Rdwy.	10,728.24	491
	1969	40'x26' Rdwy.	10,808.98	496
	1969	47'x24' Rdwy.	9,039.46	512
	1970	40'x28' Rdwy.	28,433.44	497
	1971	180'x28' Rdwy.	76,249.49	488
	1971	40'x28' Rdwy.	13,280.50	514
	1973	20'x28' Rdwy.	8,625.20	504
	1973	42'x28' Rdwy.	12,901.20	505
	1978	40'x28' Rdwy.	22,658.20	501
	1979	40'x28' Rdwy.	24,058.00	506
	1981	50'x28' Rdwy.	25,347.49	508
	1982	70'x28' Rdwy.	60,740.17	498
	1986	20'x28' Rdwy.	13,913.52	509
	1986	36'x28' Rdwy.	24,143.02	486
	1987	142'x28' Rdwy.	184,489.69	489
	1989	177'x28' Rdwy.	243,002.81	492
	2000	16'x28' Rdwy.	23,860.52	510
	2001	24x24' Rdwy.	14,097.43	513
	2005	Widen 16'x28'Rdwy.	37,234.31	516
	2006	20'x28'Rdwy.	47,692.72	500
	2013	18'x28'Rdwy.	31,598.10	517
		TOTAL	\$922,902.49	
Maple	1975	30'x28' Rdwy.	15,060.00	416
	1976	17'x28' Rdwy.	10,644.00	418
	1976	96'x28' Rdwy.	61,434.00	405
	1981	16'x32' Rdwy.	16,132.00	397
	1982	32'x28' Rdwy.	19,812.27	412
	1982	20'x28' Rdwy.	13,426.74	410
	1983	Widen 22'x28' Rdwy.	14,973.82	408
	1983	20'x28' Rdwy.	16,063.18	409
	1987	Widen 20'x28' Rdwy.	13,137.14	414
	2000	16'x28' Rdwy.	22,693.79	389
	2001	16'x30' Rdwy.	33,987.24	399
	2003	20'x28' Rdwy.	49,391.74	415
	2003	30'x28' Rdwy.	38,040.26	407
	2005	Widen 18'x28' Rdwy.	36,821.41	402
	2006	30'x28' Rdwy.	55,637.28	401
	2007	16'x28' Rdwy.	39,929.27	406
		TOTAL	\$457,184.14	

Nickerson	1970	40'x28' Rdwy.	11,470.61	429
	1974	120'x28' Rdwy.	44,998.00	444
	1974	50'x28' Rdwy.	17,795.00	443
	1981	28'x28' Rdwy.	20,875.00	435
	1982	16'x32' Rdwy.	17,825.28	426
	1982	30'x28' Rdwy.	22,337.64	427
	1985	120'x28' Rdwy.	70,412.64	437
	1985	25'x28' Rdwy.	17,694.68	448
	1985	25'x28' Rdwy.	16,980.48	449
	1987 Widen	40'x30' Rdwy.	20,443.71	428
	2005	60'x28' Rdwy.	74,841.51	451
	2017	60'x28' Rdwy.	<u>269,467.04</u>	434
		TOTAL	\$605,141.59	

Pebble	1970	80'x28' Rdwy.	33,492.70	594
	1970	20'x28' Rdwy.	4,878.70	583
	1972	80'x28' Rdwy.	25,654.63	569
	1972	50'x28' Rdwy.	16,759.87	581
	1972	50'x28' Rdwy.	13,764.91	577
	1972	40'x28' Rdwy.	13,141.91	572
	1972	30'x28' Rdwy.	7,065.01	571
	1972	80'x28' Rdwy.	31,561.97	570
	1973	102'x28' Rdwy.	46,796.00	589
	1975	80'x28' Rdwy.	54,370.00	584
	1975	80'x28' Rdwy.	53,186.00	596
	1977	102'x28' Rdwy.	62,597.00	591
	1981	35'x28' Rdwy.	23,960.16	598
	1984 Widen	12'x28' Rdwy.	10,885.11	567
	1984 Widen	16'x28' Rdwy.	14,404.43	568
	1984	20'x28' Rdwy.	22,783.48	585
	1984 Widen	16'x28' Rdwy.	13,934.91	597
	1995	16'x28' Rdwy.	<u>18,241.41</u>	582
		TOTAL	\$467,478.20	

Platte	1974	Extension	4,937.00	Fel-Tex
	1975	30'x28' Rdwy.	16,038.00	152
	1977	30'x28' Rdwy.	16,114.00	151
	1977	30'x28' Rdwy.	16,461.00	150
	1977	80'x28' Rdwy.	46,947.00	141
	1981	80'x28' Rdwy.	69,566.00	159
	1981	35'x28' Rdwy.	24,934.00	145
	1987 Widen	40'x30' Rdwy.	27,701.57	147
	1987	40'x30' Rdwy.	31,926.86	162
	1988	40'x28' Rdwy.	33,344.00	163
	2004	16'x28' Rdwy.	28,172.13	149
	2013	90'x24' Rdwy.	<u>44,900.01</u>	153
		TOTAL	\$361,041.57	

Pl. Valley	1969	80'x24' Rdwy.	29,324.43	254
	1969	24'x24' Rdwy.	7,744.67	263
	1969	40'x24' Rdwy.	11,889.38	264
	1972	60'x28' Rdwy.	15,251.84	296
	1972	17'x28' Rdwy.	9,343.82	305
	1974	50'x28' Rdwy.	14,245.00	265
	1976	50'x28' Rdwy.	32,628.00	272
	1976	34'x28' Rdwy.	16,032.00	288
	1977	40'x28' Rdwy.	23,166.00	275
	1977	40'x28' Rdwy.	20,475.00	287
	1977	40'x28' Rdwy.	20,906.00	284
	1978	28'x28' Rdwy.	15,595.03	257
	1982	30'x28' Rdwy.	21,207.87	289
	1983 Widen	20'x28' Rdwy.	15,396.35	290
	1985	139'x28' Rdwy.	184,400.00	252
	1989 Widen	16'x28' Rdwy.	13,428.27	267
	1992	20'x28' Rdwy.	23,251.20	292
	1993	20'x28' Rdwy.	16,475.18	260
	1995	16'x28' Rdwy.	16,584.67	278
	1995	16'x28' Rdwy.	23,696.23	277
	1996	22'x28' Rdwy.	29,391.93	279
	1999	50'x28' Rdwy.	55,395.36	297
	2002	20'x28' Rdwy.	30,034.26	259
	2002	50'x28' Rdwy.	52,075.48	266
	2003	20'x28' Rdwy.	28,934.15	291
	2004	24'x28' Rdwy.	31,898.74	282
	2005	20'x28' Rdwy.	36,915.53	299
	2005	18'x28' Rdwy.	33,630.60	270
	2008	50'x28' Rdwy.	86,848.29	272
	2010	60'x28' Rdwy.	<u>282,585.67</u>	274
		TOTAL	\$1,198,750.95	

Ridgeley	1969	60'x26' Rdwy.	16,788.88	331
	1970	60'x28' Rdwy.	18,175.93	344
	1970	70'x28' Rdwy.	25,549.88	335
	1971	50'x28' Rdwy.	11,562.70	337
	1972	40'x30' Rdwy.	14,287.43	317
	1975	80'x28' Rdwy.	52,775.00	334
	1977	60'x28' Rdwy.	37,961.00	333
	1979	40'x28' Rdwy.	27,095.00	339
	1980	102'x28' Rdwy.	73,002.49	318
	1980	30'x28' Rdwy.	19,094.61	342
	1984	60'x28' Rdwy.	39,110.50	324
	1984 Widen	24'x28' Rdwy.	16,111.96	325
	1984	40'x28' Rdwy.	24,975.64	326
	1984 Widen	16'x28' Rdwy.	13,367.95	327
	1985	50'x28' Rdwy.	27,055.62	336
	1986	50'x28' Rdwy.	31,290.57	323

	1986	30'x28.5' Rdwy.	21,909.06	340
	1989	30'x28' Rdwy.	19,476.49	332
	1990	30'x28' Rdwy.	24,279.23	329
	1990	30'x28' Rdwy.	23,653.30	330
	1994	16'x28' Rdwy.	14,835.50	343
		TOTAL	\$552,358.74	
Union	1970	20'x28' Rdwy.	4,694.45	240
	1975	30'x28' Rdwy.	18,554.00	223
	1975	60'x28' Rdwy.	27,874.00	222
	1975	40'x28' Rdwy.	21,395.00	224
	1978	30'x28' Rdwy.	18,078.01	225
	1979	16'x29.5' Rdwy.	9,855.00	237
	1980	30'x28' Rdwy.	21,971.16	234
	1981	120'x28' Rdwy.	91,168.00	238
	1982	120'x28' Rdwy.	99,380.43	243
	1983	35'x28' Rdwy.	28,440.04	226
	1985	149'x28' Rdwy.	217,800.00	236
	1986	24'x32' Rdwy.	21,174.75	216
	1986	60'x28' Rdwy.	38,031.41	221
	1986	140'x28' Rdwy.	101,234.99	239
	1987 Widen	24'x32' Rdwy.	13,992.61	219
	1992	20'x28' Rdwy.	16,641.62	217
	1992	20'x28' Rdwy.	16,570.83	218
	1997	24'x24' Rdwy. (Strengthened)	11,661.28	229
	1997	24'x24' Rdwy. (Strengthened)	10,926.12	226
	1999	19'10"x32' Rdwy.	<u>34,816.60</u>	215
		TOTAL	\$824,260.30	
Webster	1969	20'x24' Rdwy.	3,333.45	646
	1970	60'x28' Rdwy.	19,577.94	611
	1971	20'x28' Rdwy.	6,293.14	608
	1972	15'x28' Rdwy.	5,876.66	613
	1972	60'x28' Rdwy.	22,390.01	642
	1972	48'x28' Rdwy.	13,559.84	641
	1976	36'x30' Rdwy.	20,261.00	629
	1976	24'x30' Rdwy.	15,569.00	630
	1978	35'x28' Rdwy.	18,603.92	639
	1979	40'x28' Rdwy.	20,985.00	618
	1979	55'x28' Rdwy.	30,585.00	619
	1979	35'x28' Rdwy.	25,922.00	648
	1979	35'x28' Rdwy.	25,512.00	640
	1980	35'x28' Rdwy.	28,923.96	612
	1980	96'x28' Rdwy.	125,208.00	655
	1982	70'x28' Rdwy.	55,936.09	625
	1983	26'x28' Rdwy.	23,897.24	643

1984	70'x28' Rdwy.	46,459.75	617
1985	60'x28' Rdwy.	38,978.94	645
1986	40'x28' Rdwy.	31,750.65	631
1987	40'x28' Rdwy.	27,930.87	623
1990	30'x28' Rdwy.	25,606.72	635
1991	40'x28' Rdwy.	39,111.93	621
1998	30'x28' Rdwy.	40,317.33	615
1999	125'x32' Rdwy.	485,822.12	654
2001	20'x28' Rdwy.	29,578.35	647
2002	16'x28' Rdwy.	26,069.70	650
2007	75'x28' Rdwy.	120,911.70	651
2017	50'x28' Rdwy.	<u>235,982.30</u>	614
	TOTAL	\$1,610,954.61	

BRIDGE TOTALS BY THE YEAR 1969 – 2018

YEAR	TOTAL
1969	165,822.64
1970	267,845.91
1971	162,606.48
1972	224,418.55
1973	175,703.64
1974	255,039.00
1975	330,703.00
1976	269,983.00
1977	262,479.00
1978	234,555.78
1979	185,287.00
1980	408,787.89
1981	382,256.65
1982	336,737.43

1983	173,268.56
1984	202,033.73
1985	994,554.94
1986	305,271.15
1987	333,312.61
1988	33,344.00
1989	297,558.82
1990	73,539.25
1991	93,800.44
1992	508,869.21
1993	41,511.92
1994	51,130.68
1995	93,909.33
1996	40,307.74
1997	587,639.15
1998	84,600.75
1999	598,175.95
2000	88,634.17
2001	674,353.93
2002	131,673.79
2003	116,366.15
2004	91,296.39
2005	1,204,809.35
2006	201,241.81

2007	160,840.97
2008	109,499.43
2009	93,352.90
2010	912,585.67
2012	90,871.50
2013	76,498.11
2014	1,755,020.14
2016	1,037,893.15
2017	<u>505,449.34</u>
GRAND TOTAL	\$15,425,441.00