NDOR West Region Candidate Project List

July 2016

Package	ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
4-lane and 2-lane projects										
B	1	**N-71 from Kimball South**	Super 2	$23	15	1,795	0.474	◒	◒	◒
A	2	**US 26 from Minatare to US 385**	4 lane divided highway	$80	18	4,114	0.683	○	◒	◒
B	3	**US 26 from Wyoming State Line to Morrill**	4 lane divided highway	$38	8	5,495	1.079	◒	◒	◒
			Super 2	$12				◒	◒	◒
	4	**US 385 from Alliance to South Dakota State Line**	4 lane divided highway	$327	78	2,710	0.702	◒	●	◒
			Super 2	$117				●	◒	●
	4A	US 385 from Alliance to Chadron	4 lane divided highway	$247	59	2,660	0.837	◒	●	◒
			Super 2	$89				●	◒	●
B	4B	US 385 from Chadron to South Dakota State Line	4 lane divided highway	$80	19	2,855	0.342	○	◒	◒
			Super 2	$28				◒	◒	◒

Example Packages totaling $100 million or less
Packages A and B are examples of combination of projects and are provided for illustrative purposes. These packages are intended to foster discussion about options for selecting projects. NDOR is interested in hearing your thoughts about these packages and your ideas for other combinations of projects.

Package	Cost	Miles Completed
A	$98	20
B	$99	49

The engineering, economic and overall performance reflects the relativity of a project's score to all other projects statewide.

● Project scored in roughly the top 25 percent

◒ Project scored in roughly the middle half

○ Project scored in roughly the bottom 25 percent

For both engineering and economic performance, scores were developed separately for rural and urban projects.

Crash Rate
The crash rate reflects, on average, how many crashes are occurring per 100 million vehicle miles traveled.

Engineering Performance
This score takes into account safety, the amount of traffic, percent of cars and trucks, congestion, travel time savings, vehicle operating costs, cost of improvement, and maintenance and operation costs of the roadway.

Economic Performance
This score is determined by measuring growth in jobs created, wage income, and gross state product.

Overall Performance
Overall performance is calculated by combining the engineering score, weighted at 60%, with the economic impact score, weighted at 40%.

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Viaduct projects										
A B	5	**L79E Melbeta Viaduct**	Viaduct	$9	2	1,990	1.641	○	○	○
B	6	**L79E Minatare Viaduct**	Viaduct	$8	2	1,965	1.807	○	○	○
	7	**N-92 Lewellen Viaduct**	Viaduct	$6	1	580	0.000	○	○	○
	8	**US 26 Bayard South Viaduct**	Viaduct	$14	3	1,330	1.717	○	○	○
B	9	**US 26 Bayard Viaduct**	Viaduct	$9	2	2,290	0.822	○	◒	○
Other projects										
A B	10	**N-2 Underpass in Alliance**	Underpass	$9	<1	12,055	0.994	◒	◒	◒
	11	**N-87 from Rushville to White Clay**	2 lane highway modernization	$34	21	950	1.527	◒	○	◒
B	12	**US 20 and US 385 East Junction in Chadron**	Intersection improvements	$1	1	12,290	0.516	◒	○	◒