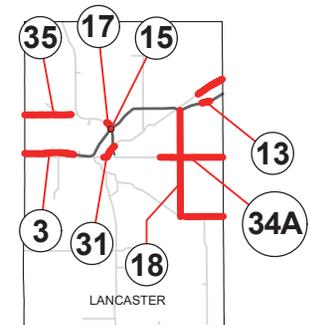
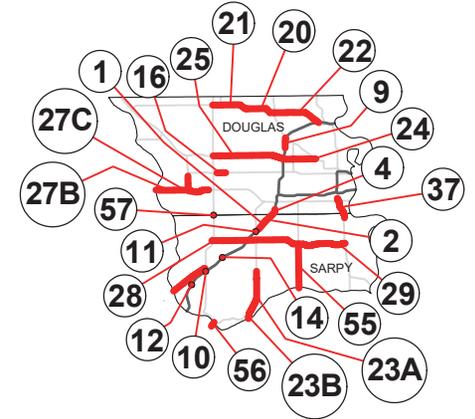
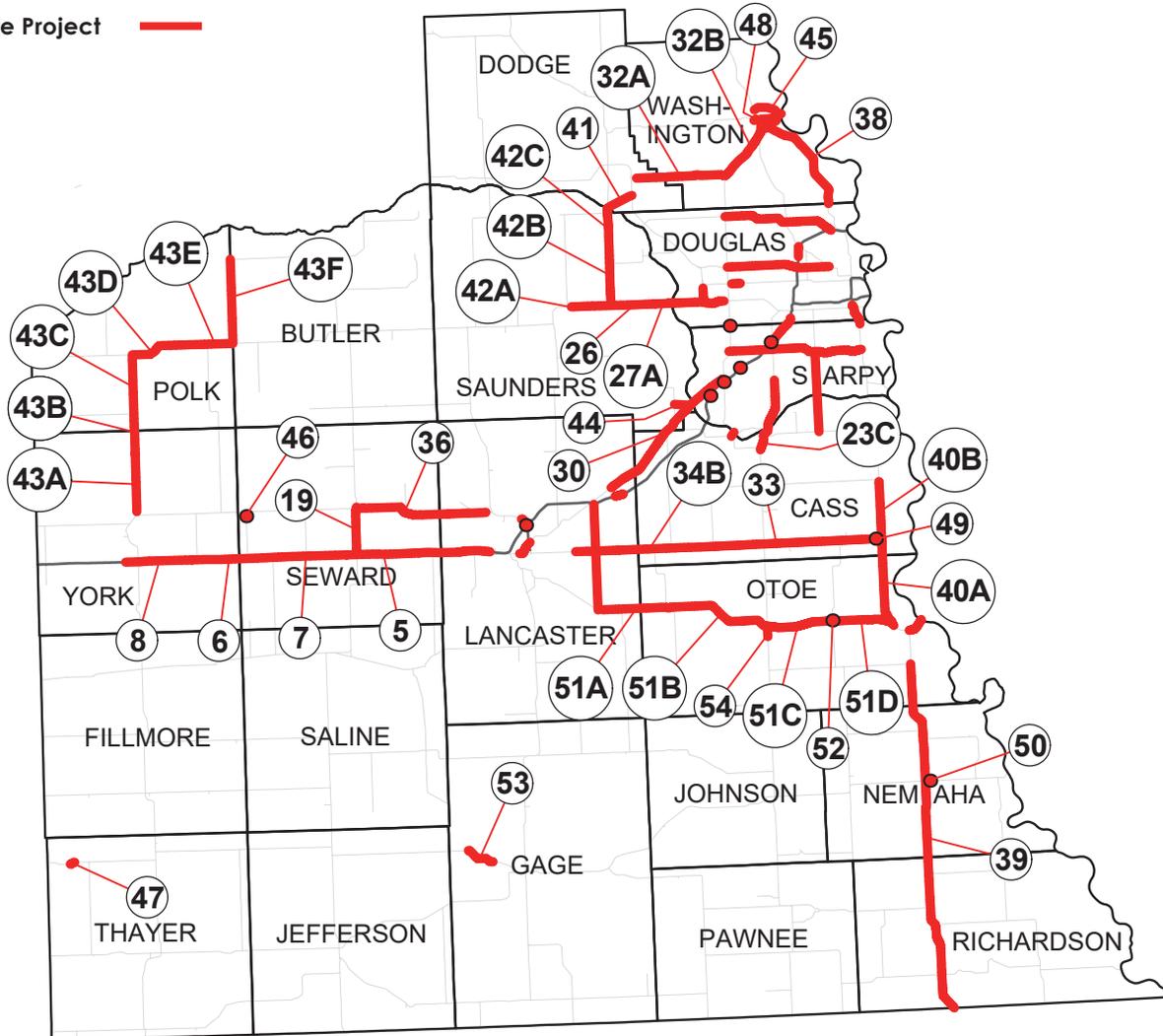


NDOR Southeast Region Candidate Projects

Candidate Project 



NDOR Southeast 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
<i>Interstate projects</i>										
	1	I-80 Auxiliary Lanes from 126th St to N-50	Add auxiliary lanes	\$9	1	50,210	1.331	●	◐	●
	2	I-80 from Giles Road to Harrison St	Add auxiliary lanes	\$15	1	119,315	0.775	◐	●	●
A B	3	I-80 from Pleasant Dale to NW 56th St	6 lane interstate	\$76	8	60,415	0.285	◐	●	●
	4	I-80 from "Q" St to Harrison St (westbound) in Omaha	Add lane to westbound interstate	\$3	1	82,950	1.284	●	●	●
	5	I-80 from Seward to Pleasant Dale	6 lane interstate	\$92	10	43,380	0.408	◐	●	◐
	6	I-80 from Waco West to West of Beaver Crossing	6 lane interstate	\$85	9	35,520	0.311	◐	●	◐
	7	I-80 from West of Beaver Crossing to West of Seward	6 lane interstate	\$80	9	34,770	0.329	○	◐	◐
	8	I-80 from York West to West of Waco	6 lane interstate	\$67	8	35,945	0.250	◐	◐	◐
	9	I-680 from Fort St to Irvington in Omaha	6 lane interstate	\$29	1	84,080	0.285	●	●	●

Example Packages totaling \$600 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	\$598	83
B	\$597	143

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.

<p><u>Crash Rate</u> The crash rate reflects, on average, how many crashes are occurring per 100 million vehicle miles traveled.</p>	<p><u>Engineering Performance</u> 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.</p>	<p><u>Economic Performance</u> This score is determined by measuring growth in jobs created, wage income, and gross state product.</p>	<p><u>Overall Performance</u> Overall performance is calculated by combining the engineering score, weighted at 60%, with the economic impact score, weighted at 40%.</p>
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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
Interchange projects										
	10	I-80 and N-31 Interchange	Interchange improvements	\$14	1	11,310	0.392	●	○	◐
	11	I-80 and N-50 Interchange	Interchange improvements	\$12	1	27,130	2.107	●	◐	●
	12	I-80 Pflug Interchange	New interchange construction	\$14	1	2,180	0.268	●	○	◐
	13	I-80 and 162nd Street Interchange in Waverly	New interchange construction	\$17	1	5,970	0.210	◐	○	○
	14	I-80 and 192nd Street Interchange in Omaha	New interchange construction	\$16	1	6,630	0.344	●	○	●
B	15	I-80/1-180 Interchange in Lincoln	Interchange improvements	\$41	4	52,210	1.005	●	◐	●
A	16	US 6 at 192nd St and West Dodge Road in Omaha	Interchange improvements	\$17	1	68,060	0.336	◐	●	◐
	17	US 34 and Fletcher Ave Interchange in Lincoln	New interchange construction	\$25	1	28,940	3.241	◐	◐	◐
4-lane and 2-lane projects										
A	18	Lincoln East Beltway	4 lane divided highway	\$247	13	24,070	1.510	●	●	●
	19	N-15 In Seward and South	4 lane divided highway	\$30	5	9,230	0.992	○	◐	◐
	20	N-36 from Bennington to N-133	4 lane divided highway	\$24	4	16,240	1.059	●	◐	◐
	21	N-36 from N-31 Junction to Bennington	4 lane divided highway	\$24	4	12,340	1.171	●	◐	◐
A B	22	N-36 from N-133 to I-680	4 lane divided highway	\$40	6	12,280	1.592	●	◐	●
B	23	N-50 from Louisville to Springfield	4 lane divided highway	\$63	9	8,655	1.201	○	◐	◐
	23A	N-50 from Springfield South	4 lane divided highway	\$27	6	9,190	0.932	◐	◐	◐
	23B	N-50 from Louisville North	4 lane divided highway	\$30	1	9,235	1.571	○	○	○
	23C	N-50 in and South of Louisville	4 lane divided highway	\$7	2	6,320	1.802	◐	○	◐
	24	N-64 from I-680 to N-133	6 lane highway	\$25	4	23,380	5.055	●	●	●
	25	N-64 from N-31 to I-680	6 lane highway	\$51	8	30,140	2.094	●	●	●
	26	N-92 from Mead to Yutan	4 lane divided highway	\$23	5	6,620	0.584	○	◐	○
	27	N-92/US 275 East of Yutan	4 lane divided highway	\$64	10	12,555	1.014	◐	◐	◐
	27A	N-92 from Yutan to Platter River	4 lane divided highway	\$10	2	10,255	1.416	◐	○	○
	27B	N-92 from Platte River East	4 lane divided highway	\$26	3	9,770	1.429	◐	○	○
B	27C	US 275 from L-28B to US 6 / N-31	4 lane divided expressway	\$28	4	15,790	0.505	◐	◐	◐
	28	N-370 from Gretna East to I-80	6 lane divided highway	\$7	4	23,820	1.732	●	●	●
B	29	N-370 from I-80 to Bellevue	6 lane divided highway	\$21	12	45,770	1.483	●	●	●
	30	US 6 from Waverly to N-31	Super 2	\$44	19	7,815	0.656	◐	○	○
	31	US 6 from West O St to Cornhusker Hwy	4 lane divided highway	\$16	2	23,150	1.673	◐	◐	●

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
A	32	US 30 from Fremont to Blair	4 lane divided highway	\$104	21	8,675	0.965			
			Super 2	\$37						
	32A	US 30 from Fremont to N-31	4 lane divided highway	\$54	11	5,200	0.461			
	32B	US 30 from N-31 to Blair	4 lane divided highway	\$50	11	12,300	1.489			
	33	US 34 from East of Eagle to Union	Super 2	\$42	24	2,355	0.534			
A	34	US 34 from Lincoln to Eagle	4 lane divided highway	\$56	12	9,645	0.558			
			4 lane & Super 2	\$39						
	34A	US 34 from Lincoln East	4 lane divided highway	\$29	5	14,650	0.646			
	34B	US 34 from Eagle East and West	4 lane divided highway	\$27	7	5,740	0.489			
			Super 2	\$10						
	35	US 34 Malcolm Spur East and West	4 lane divided highway	\$12	3	9,580	1.242			
B	36	US 34 from Seward to NW 126th St	Super 2	\$18	11	5,520	1.060			
	37	US 75 at Chandler Road North (northbound) in Omaha	Add lane to northbound lanes	\$10	3	47,310	1.967			
A	38	US 75 from Douglas County Line to Blair	4 lane divided expressway	\$61	13	6,580	1.653			
			Super 2	\$20						
	39	US 75 from Kansas State Line to N-128	Super 2	\$74	42	5,320	0.529			
	40	US 75 from Nebraska City to Murray	4 lane divided expressway	\$79	17	5,825	0.452			
	40A	US 75 South of Union	4 lane divided expressway	\$49	10	5,400	0.485			
	40B	US 75 from Union to Murray	4 lane divided expressway	\$30	7	6,390	0.380			
A	41	US 77 / Fremont Southeast Beltway	4 lane divided expressway	\$26	4	11,480	3.688			
	42	US 77 from Wahoo to Fremont	4 lane divided expressway	\$68	16	5,990	0.462			
	42A	US 77 from Wahoo East	4 lane divided expressway	\$27	6	7,565	0.446			
	42B	US 77 from Mead North	4 lane divided expressway	\$21	5	4,615	0.284			
	42C	US 77 from Fremont South	4 lane divided expressway	\$20	5	5,450	0.791			

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
B	43	US 81 from York North	4 lane divided expressway	\$214	43	5,265	0.489	●	●	●
	43A	US 81 from York North	4 lane divided expressway	\$32	7	5,655	0.483	●	●	●
	43B	US 81 from Stromsburg South	4 lane divided expressway	\$23	6	4,905	0.043	●	●	●
	43C	US 81 from Stromsburg North	4 lane divided expressway with bypass	\$37	5	4,075	0.796	●	●	●
			4 lane divided expressway, no bypass	\$18				●	●	●
	43D	US 81 from Osceola East and West	4 lane divided expressway with bypass	\$47	8	4,540	0.524	●	●	●
			4 lane divided expressway, no bypass	\$31				●	●	●
	43E	US 81 from Shelby East and West	4 lane divided expressway with bypass	\$36	6	5,255	0.587	●	●	●
			4 lane divided expressway, no bypass	\$23				●	●	●
	43F	US 81 East Junction of N-92 North	4 lane divided expressway	\$39	10	6,415	0.491	●	●	●
<i>Bypass projects</i>										
	44	US 6 / N-66 Ashland Bypass	4 lane divided highway	\$14	2	6,580	0.864	○	○	○
A	45	US 30 Blair East Bypass	4 lane divided highway	\$20	2	15,060	2.144	●	●	●
<i>Viaduct projects</i>										
	46	L80F Utica Viaduct	Viaduct	\$10	2	1,365	4.151	○	○	○
	47	N-4 Davenport Viaduct	Viaduct	\$6	1	775	0.000	○	○	○
	48	N-91 Blair Viaduct	Viaduct	\$14	2	2,675	0.000	○	○	○
	49	US 34 Union Viaduct	Viaduct	\$17	3	1,525	1.996	○	○	○
	50	US 136 Auburn Viaduct	Viaduct	\$5	1	3,320	0.00	○	○	○
<i>Other projects</i>										
	51	N-2 from Lincoln to Nebraska City	Upgrade to freeway	\$175	40	14,425	0.338	●	○	○
	51A	N-2 from Lincoln to Palmyra	Upgrade to freeway	\$35	9	17,505	0.361	●	○	●
	51B	N-2 to Palmyra to Syracuse	Upgrade to freeway	\$49	12	14,375	0.275	●	○	●
	51C	N-2 from Syracuse to Dunbar	Upgrade to freeway	\$44	8	14,290	0.289	●	○	●
	51D	N-2 from Dunbar to Nebraska City	Upgrade to freeway	\$47	11	12,700	0.419	●	○	●
	52	N-2 and N-67 Intersection in Dunbar	Intersection improvements	\$6	<1	13,225	3.721	●	○	○
A	53	N-4 from Beatrice West	Improved and relocated 2 lane highway	\$9	3	2,120	1.386	●	●	●
	54	N-50 In Syracuse	3 lane highway	\$1	1	7,290	2.503	●	●	●
	55	N-85 from Papillion South	New 2-lane highway connection	\$50	11	6,100	1.856	○	●	●
	56	Platte River Bridge connecting N-31 to N-66	New 2-lane highway connection	\$33	2	2,550	1.714	○	○	○
	57	US 6 and Harrison St Intersection Improvements	Intersection improvements	\$0.4	1	27,380	0.492	●	○	●