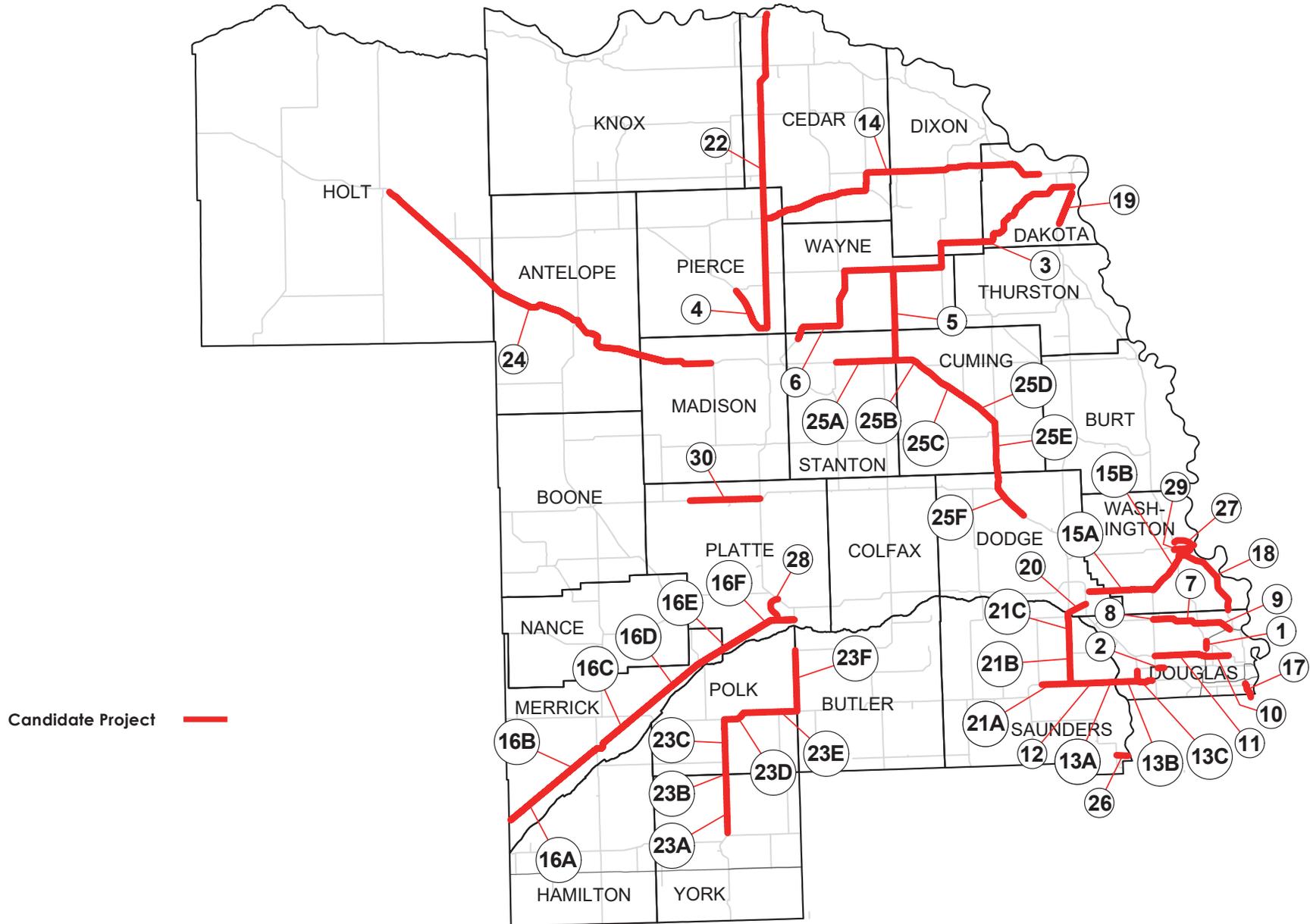


NDOR Northeast Region Candidate Projects



NDOR Northeast 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
<u>Interstate project</u>										
	1	I-680 from Fort St to Irvington in Omaha	6 lane interstate	\$29	1	84,080	0.285	●	●	●
<u>Interchange project</u>										
	2	US 6 at 192nd St and West Dodge Road in Omaha	Interchange improvements	\$17	1	68,060	0.336	◐	●	◐
<u>4-lane and 2-lane projects</u>										
A	3	N-9 and N-35 from Wakefield to Dakota City	Super 2	\$40	27	3,905	0.509	◐	◐	◐
	4	N-13 from Pierce to US 81	4 lane divided highway	\$38	9	4,810	0.674	◐	◐	◐
B			Super 2	\$13				○	◐	◐

Example Packages totaling \$500 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	\$500	156
B	\$500	235

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%.

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
	5	N-15 from Wayne South	Super 2	\$23	15	2,820	0.587	○	◐	○
B	6	N-35 from Norfolk to Wakefield	Super 2	\$56	37	4,105	0.789	●	◐	●
	7	N-36 from Bennington to N-133	4 lane divided highway	\$24	4	16,240	1.059	●	◐	◐
	8	N-36 from N-31 Junction to Bennington	4 lane divided highway	\$24	4	12,340	1.171	●	◐	◐
A	9	N-36 from N-133 to I-680	4 lane divided highway	\$40	6	12,280	1.592	●	◐	●
	10	N-64 from I-680 to N-133	6 lane highway	\$25	4	23,380	5.055	●	●	●
	11	N-64 from N-31 to I-680	6 lane highway	\$51	8	30,140	2.094	●	●	●
	12	N-92 from Mead to Yutan	4 lane divided highway	\$23	5	6,620	0.584	○	◐	○
	13	N-92/US 275 East of Yutan	4 lane divided highway	\$64	10	12,555	1.014	◐	◐	◐
	13A	N-92 from Yutan to Platter River	4 lane divided highway	\$10	2	10,255	1.416	◐	○	○
	13B	N-92 from Platte River East	4 lane divided highway	\$26	3	9,770	1.429	◐	○	○
	13C	US 275 from L-28B to US 6 / N-31	4 lane divided expressway	\$28	4	15,790	0.505	◐	◐	◐
	14	US 20 from US 81 to Jackson	Super 2	\$86	50	3,260	0.450	●	●	●
B	15	US 30 from Fremont to Blair	4 lane divided highway Super 2	\$104 \$37	21	8,675	0.965	◐ ◐	● ◐	◐ ◐
	15A	US 30 from Fremont to N-31	4 lane divided highway	\$54	11	5,200	0.461	○	◐	○
	15B	US 30 from N-31 to Blair	4 lane divided highway	\$50	11	12,300	1.489	◐	●	◐
A B	16	US 30 from Grand Island to Columbus	4 lane divided highway Super 2	\$242 \$87	58	5,495	0.660	◐ ●	● ●	● ●
	16A	US 30 from Grand Island to Chapman	4 lane divided highway	\$33	8	7,240	0.594	◐	◐	◐
	16B	US 30 from Chapman to Central City	4 lane divided highway	\$42	10	7,055	0.940	◐	◐	◐
	16C	US 30 from Central City to Clarks	4 lane divided highway	\$47	11	4,465	0.630	◐	◐	◐
	16D	US 30 from Clarks to Silver Creek	4 lane divided highway	\$46	11	4,655	0.434	◐	◐	◐
	16E	US 30 from Silver Creek to Duncan	4 lane divided highway	\$46	11	4,625	0.517	◐	◐	◐
	16F	US 30 from Duncan to Columbus	4 lane divided highway	\$28	7	5,525	1.060	◐	◐	◐
A	17	US 75 at Chandler Road North (northbound) in Omaha	Add lane to northbound lanes	\$10	3	47,310	1.967	●	●	●
B	18	US 75 from Douglas County Line to Blair	4 lane divided expressway Super 2	\$61 \$20	13	6,580	1.653	◐ ◐	◐ ◐	◐ ◐
B	19	US 75 from Homer to Dakota City	4 lane divided expressway Super 2	\$25 \$8	6	9,610	0.310	◐ ●	◐ ◐	◐ ●
A	20	US 77 / Fremont Southeast Beltway	4 lane divided expressway	\$26	4	11,480	3.688	●	●	●

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
	21	US 77 from Wahoo to Fremont	4 lane divided expressway	\$68	16	5,990	0.462	○	●	●
	21A	US 77 from Wahoo East	4 lane divided expressway	\$27	6	7,565	0.446	○	●	○
	21B	US 77 from Mead North	4 lane divided expressway	\$21	5	4,615	0.284	○	○	○
B	21C	US 77 from Fremont South	4 lane divided expressway	\$20	5	5,450	0.791	○	●	○
B	22	US 81 from Norfolk to South Yankton	Super 2	\$78	52	5,045	0.345	●	●	●
	23	US 81 from York North	4 lane divided expressway	\$214	43	5,265	0.489	●	●	●
	23A	US 81 from York North	4 lane divided expressway	\$32	7	5,655	0.483	●	●	●
	23B	US 81 from Stromsburg South	4 lane divided expressway	\$23	6	4,905	0.043	●	●	●
	23C	US 81 from Stromsburg North	4 lane divided expressway with bypass	\$37	5	4,075	0.796	●	●	●
			4 lane divided expressway, no bypass	\$18				●	●	●
	23D	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				●	●	●
	23E	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				●	●	●
	23F	US 81 East Junction of N-92 North	4 lane divided expressway	\$39	10	6,415	0.491	●	●	●
	24	US 275 from O'Neill to Norfolk	Super 2	\$103	64	3,450	0.588	●	●	●
A	25	US 275 from Pilger to Scribner	4 lane divided expressway	\$297	58	7,390	0.646	●	●	●
	25A	US 275 from Pilger West	4 lane divided expressway	\$43	9	7,390	0.193	●	●	●
	25B	US 275 from Pilger to Wisner	4 lane divided expressway with bypass	\$53	9	7,105	0.877	●	●	●
			4 lane divided expressway, no bypass	\$29				8	●	●
	25C	US 275 from Wisner to Beemer	4 lane divided expressway	\$30	7	6,310	0.519	●	●	●
	25D	US 275 from Beemer to West Point	4 lane divided expressway	\$26	6	6,630	0.639	●	●	●
B	25E	US 275 from West Point North and South	4 lane divided expressway with bypass	\$89	11	8,915	0.925	●	●	●
B	25F	US 275 from Scribner North and South	4 lane divided expressway with bypass	\$56	9	7,730	0.7	●	●	●
			4 lane divided expressway, no bypass	\$43				●	●	●
<u>Bypass projects</u>										
	26	US 6 / N-66 Ashland Bypass	4 lane divided highway	\$14	2	6,580	0.864	○	○	○
B	27	US 30 Blair East Bypass	4 lane divided highway	\$20	2	15,060	2.144	●	●	●
	28	US 30 Columbus West Bypass	4 lane divided highway	\$47	9	3,450	2.907	●	○	●
<u>Viaduct project</u>										
	29	N-91 Blair Viaduct	Viaduct	\$14	2	2,675	0.000	○	○	○
<u>Other project</u>										
B	30	N-91 from Lindsay to US 81 Junction	2 lane highway modernization	\$16	12	3,830	0.403	●	●	●