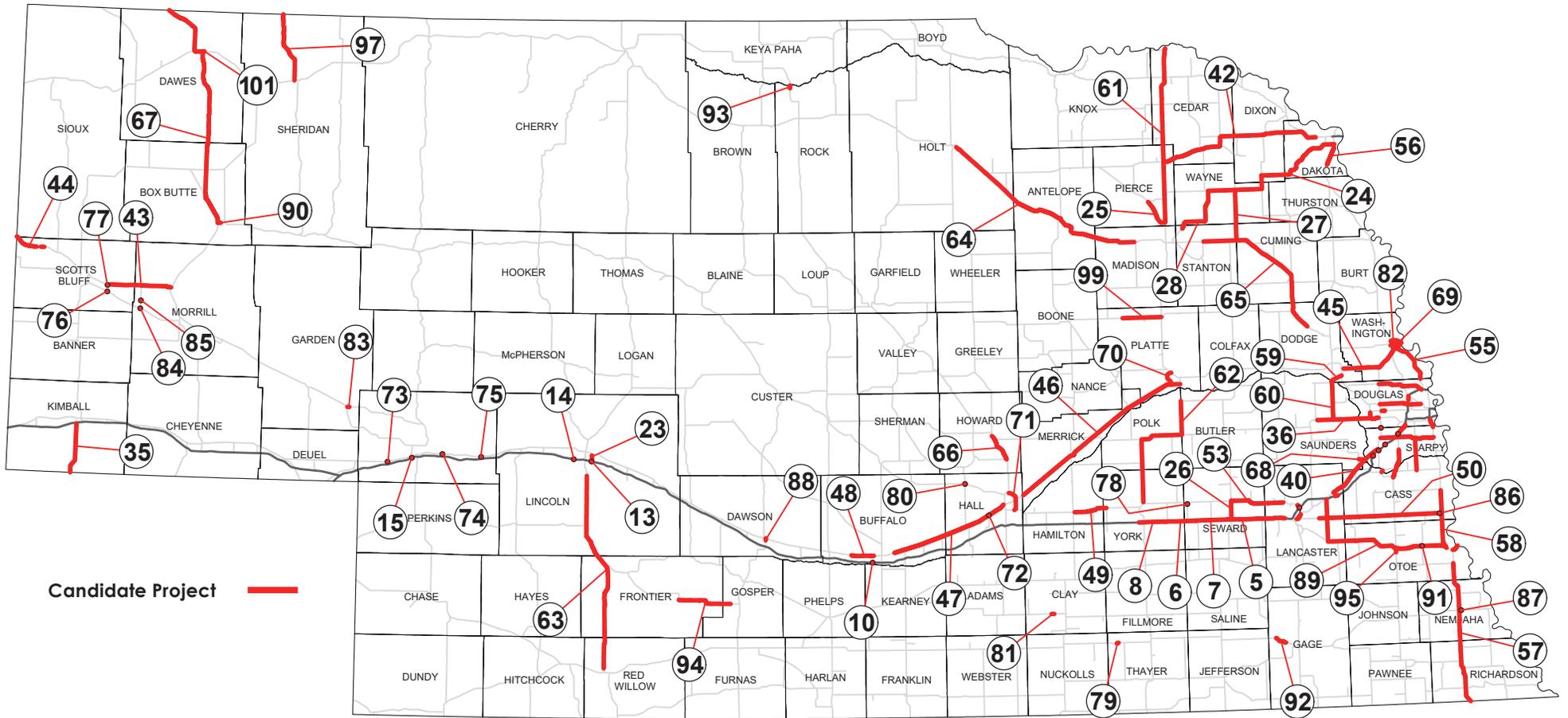
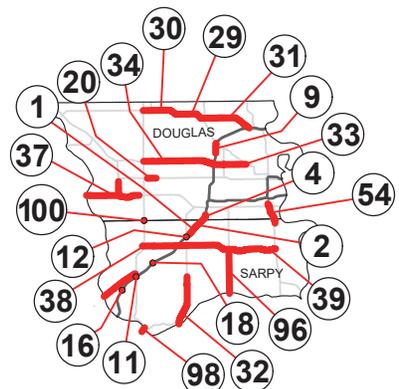
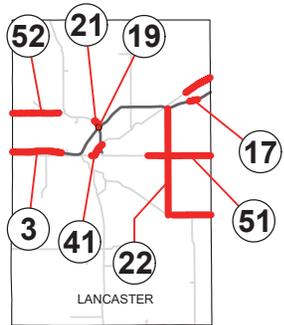


NDOR Statewide Candidate Projects



Candidate Project —



NDOR Statewide Candidate Project List

July 2016

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	◐	●	●
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	●	●	●

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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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>Interchange projects</i>									
10	I-80 Kearney West Interchange	New interchange construction	\$38	4	18,700	0.451	●	●	●
11	I-80 and N-31 Interchange	Interchange improvements	\$14	1	11,310	0.392	●	○	●
12	I-80 and N-50 Interchange	Interchange improvements	\$12	1	27,130	2.107	●	●	●
13	I-80 Newberry Interchange	Interchange improvements	\$11	1	9,050	5.253	●	●	●
14	I-80 North Platte West Interchange	New interchange construction	\$21	2	2,480	0.291	●	○	●
15	I-80 Ogallala West Interchange	New interchange construction	\$27	1	5,440	0.849	●	●	●
16	I-80 Pflug Road Interchange	New interchange construction	\$14	1	2,180	0.268	●	○	●
17	I-80 and 162nd Street Interchange in Waverly	New interchange construction	\$17	1	5,970	0.210	●	○	○
18	I-80 and 192nd Street Interchange in Omaha	New interchange construction	\$16	1	6,630	0.344	●	○	●
19	I-80/I-180 Interchange in Lincoln	Interchange improvements	\$41	4	52,210	1.005	●	●	●
20	US 6 at 192nd St and West Dodge Road in Omaha	Interchange improvements	\$17	1	68,060	0.336	●	●	●
21	US 34 and Fletcher Ave Interchange in Lincoln	New interchange construction	\$25	1	28,940	3.241	●	●	●
<i>4-lane and 2-lane projects</i>									
22	Lincoln East Beltway	4 lane divided highway	\$247	13	24,070	1.510	●	●	●
23	L56G from Platte River to US 30 in North Platte	4 lane divided highway	\$11	2	9,245	2.020	●	●	●
24	N-9 and N-35 from Wakefield to Dakota City	Super 2	\$40	27	3,905	0.509	●	●	●
25	N-13 from Pierce to US 81	4 lane divided highway	\$38	9	4,810	0.674	●	●	●
		Super 2	\$13				○	●	●
26	N-15 In Seward and South	4 lane divided highway	\$30	5	9,230	0.992	○	●	●
27	N-15 from Wayne South	Super 2	\$23	15	2,820	0.587	○	●	○
28	N-35 from Norfolk to Wakefield	Super 2	\$56	37	4,105	0.789	●	●	●
29	N-36 from Bennington to N-133	4 lane divided highway	\$24	4	16,240	1.059	●	●	●
30	N-36 from N-31 Junction to Bennington	4 lane divided highway	\$24	4	12,340	1.171	●	●	●
31	N-36 from N-133 to I-680	4 lane divided highway	\$40	6	12,280	1.592	●	●	●
32	N-50 from Louisville to Springfield	4 lane divided highway	\$63	9	8,655	1.201	○	●	●
32A	N-50 from Springfield South	4 lane divided highway	\$27	6	9,190	0.932	●	●	●
32B	N-50 from Louisville North	4 lane divided highway	\$30	1	9,235	1.571	○	○	○
32C	N-50 in and South of Louisville	4 lane divided highway	\$7	2	6,320	1.802	●	○	●
33	N-64 from I-680 to N-133	6 lane highway	\$25	4	23,380	5.055	●	●	●

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
34	N-64 from N-31 to I-680	6 lane highway	\$51	8	30,140	2.094	●	●	●
35	N-71 from Kimball South	Super 2	\$23	15	1,795	0.474	◐	◐	◐
36	N-92 from Mead to Yutan	4 lane divided highway	\$23	5	6,620	0.584	○	◐	○
37	N-92/US 275 East of Yutan	4 lane divided highway	\$64	10	12,555	1.014	◐	◐	◐
37A	N-92 from Yutan to Platter River	4 lane divided highway	\$10	2	10,255	1.416	◐	○	○
37B	N-92 from Platte River East	4 lane divided highway	\$26	3	9,770	1.429	◐	○	○
37C	US 275 from L-28B to US 6 / N-31	4 lane divided expressway	\$28	4	15,790	0.505	◐	◐	◐
38	N-370 from Gretna East to I-80	6 lane divided highway	\$7	4	23,820	1.732	●	●	●
39	N-370 from I-80 to Bellevue	6 lane divided highway	\$21	12	45,770	1.483	●	●	●
40	US 6 from Waverly to N-31	Super 2	\$44	19	7,815	0.656	◐	○	○
41	US 6 from West O St to Cornhusker Hwy	4 lane divided highway	\$16	2	23,150	1.673	◐	◐	●
42	US 20 from US 81 to Jackson	Super 2	\$86	50	3,260	0.450	●	●	●
43	US 26 from Minatare to US 385	4 lane divided highway	\$80	18	4,114	0.683	○	◐	◐
44	US 26 from Wyoming State Line to Morrill	4 lane divided highway	\$38	8	5,495	1.079	◐	◐	◐
		Super 2	\$12				◐	◐	◐
45	US 30 from Fremont to Blair	4 lane divided highway	\$104	21	8,675	0.965	◐	●	◐
		Super 2	\$37				◐	◐	◐
45A	US 30 from Fremont to N-31	4 lane divided highway	\$54	11	5,200	0.461	○	◐	○
45B	US 30 from N-31 to Blair	4 lane divided highway	\$50	11	12,300	1.489	◐	●	◐
46	US 30 from Grand Island to Columbus	4 lane divided highway	\$242	58	5,495	0.660	◐	●	●
		Super 2	\$87				●	●	●
46A	US 30 from Grand Island to Chapman	4 lane divided highway	\$33	8	7,240	0.594	◐	◐	◐
46B	US 30 from Chapman to Central City	4 lane divided highway	\$42	10	7,055	0.940	◐	◐	◐
46C	US 30 from Central City to Clarks	4 lane divided highway	\$47	11	4,465	0.630	◐	◐	◐
46D	US 30 from Clarks to Silver Creek	4 lane divided highway	\$46	11	4,655	0.434	◐	◐	◐
46E	US 30 from Silver Creek to Duncan	4 lane divided highway	\$46	11	4,625	0.517	◐	◐	◐
46F	US 30 from Duncan to Columbus	4 lane divided highway	\$28	7	5,525	1.060	◐	◐	◐

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
47	US 30 from Kearney to Grand Island	4 lane divided highway	\$150	36	7,825	0.667	●	●	●
		Super 2	\$62				●	●	●
47A	US 30 from Kearney to Gibbon	4 lane divided highway	\$36	9	10,135	0.509	●	●	●
47B	US 30 from Gibbon to Wood River	4 lane divided highway	\$59	14	6,755	0.533	●	●	●
47C	US 30 from Wood River to Grand Island	4 lane divided highway	\$55	13	7,895	0.908	●	●	●
48	US 30 from Kearney West	4 lane divided highway	\$27	7	8,650	0.523	○	●	●
49	US 34 from Aurora to York	Super 2	\$41	20	3,125	0.601	●	●	●
50	US 34 from East of Eagle to Union	Super 2	\$42	24	2,355	0.534	●	○	○
51	US 34 from Lincoln to Eagle	4 lane divided highway	\$56	12	9,645	0.558	●	●	●
		4 lane & Super 2	\$39				●	●	●
51A	US 34 from Lincoln East	4 lane divided highway	\$29	5	14,650	0.646	●	●	●
51B	US 34 from Eagle East and West	4 lane divided highway	\$27	7	5,740	0.489	○	●	○
		Super 2	\$10				●	○	○
52	US 34 Malcolm Spur East and West	4 lane divided highway	\$12	3	9,580	1.242	●	●	●
53	US 34 from Seward to NW 126th St	Super 2	\$18	11	5,520	1.060	●	●	●
54	US 75 at Chandler Road North (northbound) in Omaha	Add lane to northbound lanes	\$10	3	47,310	1.967	●	●	●
55	US 75 from Douglas County Line to Blair	4 lane divided expressway	\$61	13	6,580	1.653	●	●	●
		Super 2	\$20				●	●	●
56	US 75 from Homer to Dakota City	4 lane divided expressway	\$25	6	9,610	0.310	●	●	●
		Super 2	\$8				●	●	●
57	US 75 from Kansas State Line to N-128	Super 2	\$74	42	5,320	0.529	●	●	●
58	US 75 from Nebraska City to Murray	4 lane divided expressway	\$79	17	5,825	0.452	○	●	●
58A	US 75 South of Union	4 lane divided expressway	\$49	10	5,400	0.485	○	●	○
58B	US 75 from Union to Murray	4 lane divided expressway	\$30	7	6,390	0.380	○	●	○
59	US 77 / Fremont Southeast Beltway	4 lane divided expressway	\$26	4	11,480	3.688	●	●	●
60	US 77 Wahoo to Fremont	4 lane divided expressway	\$68	16	5,990	0.462	○	●	●
60A	US 77 from Wahoo East	4 lane divided expressway	\$27	6	7,565	0.446	○	●	○
60B	US 77 from Mead North	4 lane divided expressway	\$21	5	4,615	0.284	○	○	○
60C	US 77 from Fremont South	4 lane divided expressway	\$20	5	5,450	0.791	○	●	○
61	US 81 from Norfolk to South Yankton	Super 2	\$78	52	5,045	0.345	●	●	●

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
62	US 81 from York North	4 lane divided expressway	\$214	43	5,265	0.489	●	●	●
62A	US 81 from York North	4 lane divided expressway	\$32	7	5,655	0.483	●	●	●
62B	US 81 from Stromsburg South	4 lane divided expressway	\$23	6	4,905	0.043	●	●	●
62C	US 81 from Stromsburg North	4 lane divided expressway with bypass	\$37	5	4,075	0.796	●	●	●
		4 lane divided expressway, no bypass	\$18				●	●	●
62D	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				●	●	●
62E	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				●	●	●
62F	US 81 East Junction of N-92 North	4 lane divided expressway	\$39	10	6,415	0.491	●	●	●
63	US 83 from McCook to North Platte	4 lane divided highway	\$248	60	2,545	0.791	●	●	●
		Super 2	\$92				●	●	●
63A	US 83 from McCook to Frontier County Line	4 lane divided highway	\$39	9	2,580	0.503	●	●	●
63B	US 83 from Frontier County Line to Road 736	4 lane divided highway	\$41	10	2,310	0.844	●	●	●
63C	US 83 from Road 736 to N-23	4 lane divided highway	\$49	12	2,135	1.373	●	●	●
63D	US 83 from N-23 South Junction to North Junction	4 lane divided highway	\$57	14	2,755	0.991	●	●	●
63E	US 83 from N-23 to Lone Star Road	4 lane divided highway	\$25	6	2,530	0.289	●	●	●
63F	US 83 from Lone Star Road to North Platte	4 lane divided highway	\$36	9	3,190	0.321	●	●	●
64	US 275 from O'Neill to Norfolk	Super 2	\$103	64	3,450	0.588	●	●	●
65	US 275 from Pilger to Scribner	4 lane divided expressway	\$297	50	7,390	0.646	●	●	●
65A	US 275 from Pilger West	4 lane divided expressway	\$43	9	7,390	0.193	●	●	●
65B	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			●	●	●
65C	US 275 from Wisner to Beemer	4 lane divided expressway	\$30	7	6,310	0.519	●	●	●
65D	US 275 from Beemer to West Point	4 lane divided expressway	\$26	6	6,630	0.639	●	●	●
65E	US 275 from West Point North and South	4 lane divided expressway with bypass	\$89	11	8,915	0.925	●	●	●
65F	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				●	●	●
66	US 281 from St. Paul South	4 lane divided highway	\$18	8	4,935	0.825	●	●	●

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
67	US 385 from Alliance to South Dakota State Line	4 lane divided highway	\$327	78	2,710	0.702			
		Super 2	\$117						
67A	US 385 from Alliance to Chadron	4 lane divided highway	\$247	59	2,660	0.837			
		Super 2	\$89						
67B	US 385 from Chadron to South Dakota State Line	4 lane divided highway	\$80	19	2,855	0.342			
		Super 2	\$28						

Bypass projects

68	US 6 / N-66 Ashland Bypass	4 lane divided highway	\$14	2	6,580	0.864			
69	US 30 Blair East Bypass	4 lane divided highway	\$20	2	15,060	2.144			
70	US 30 Columbus West Bypass	4 lane divided highway	\$47	9	3,450	2.907			
71	US 30 Grand Island East Bypass	4 lane divided highway	\$42	6	8,830	4.234			

Viaduct projects

72	L40C Alda Viaduct	Reconstruct viaduct	\$6	1	1,592	1.448			
73	L51A Brule Viaduct	Viaduct	\$11	2	1,080	2.774			
74	L51B Roscoe Viaduct	Viaduct	\$13	3	520	2.879			
75	L51C Paxton Viaduct	Viaduct	\$6	1	1,685	2.160			
76	L79E Melbeta Viaduct	Viaduct	\$9	2	1,990	1.641			
77	L79E Minatare Viaduct	Viaduct	\$8	2	1,965	1.807			
78	L80F Utica Viaduct	Viaduct	\$10	2	1,365	4.151			
79	N-4 Davenport Viaduct	Viaduct	\$6	1	775	0.000			
80	N-11 Cairo Viaduct	Viaduct	\$8	1	3,375	1.816			
81	N-74 Fairfield Viaduct	Viaduct	\$10	2	1,320	1.010			
82	N-91 Blair Viaduct	Viaduct	\$14	2	2,675	0.000			
83	N-92 Lewellen Viaduct	Viaduct	\$6	1	580	0.000			
84	US 26 Bayard South Viaduct	Viaduct	\$14	3	1,330	1.717			
85	US 26 Bayard Viaduct	Viaduct	\$9	2	2,290	0.822			
86	US 34 Union Viaduct	Viaduct	\$17	3	1,525	1.996			
87	US 136 Auburn Viaduct	Viaduct	\$5	1	3,320	0.000			
88	US 283 Lexington Viaduct	Widen viaduct	\$13	1	14,520	2.800			

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
Other projects									
89	N-2 from Lincoln to Nebraska City	Upgrade to freeway	\$175	40	14,425	0.338	●	○	○
89A	N-2 from Lincoln to Palmyra	Upgrade to freeway	\$35	9	17,505	0.361	●	○	●
89B	N-2 to Palmyra to Syracuse	Upgrade to freeway	\$49	12	14,375	0.275	●	○	●
89C	N-2 from Syracuse to Dunbar	Upgrade to freeway	\$44	8	14,290	0.289	●	○	●
89D	N-2 from Dunbar to Nebraska City	Upgrade to freeway	\$47	11	12,700	0.419	●	○	●
90	N-2 Underpass in Alliance	Underpass	\$9	<1	12,055	0.994	●	●	●
91	N-2 and N-67 Intersection in Dunbar	Intersection improvements	\$6	<1	13,225	3.721	●	○	○
92	N-4 from Beatrice West	Improved and relocated 2 lane highway	\$9	3	2,120	1.386	●	●	●
93	N-7 from Bassett to Springview	2 lane highway modernization	\$2	2	495	1.715	●	○	●
94	N-18 from Orafino to US 283	2 lane highway modernization	\$22	16	125	7.532	●	○	○
95	N-50 In Syracuse	3 lane highway	\$1	1	7,290	2.503	●	●	●
96	N-85 from Papillion South	New 2-lane highway connection	\$50	11	6,100	1.856	○	●	●
97	N-87 from Rushville to White Clay	2 lane highway modernization	\$34	21	950	1.527	●	○	●
98	Platte River Bridge connecting N-31 to N-66	New 2-lane highway connection	\$33	2	2,550	1.714	○	○	○
99	N-91 from Lindsay to US 81 Junction	2 lane highway modernization	\$16	12	3,830	0.403	●	●	●
100	US 6 and Harrison St Intersection Improvements	Intersection improvements	\$0.4	1	27,380	0.492	●	○	●
101	US 20 and US 385 East Junction in Chadron	Intersection improvements	\$1	1	12,290	0.516	●	○	●