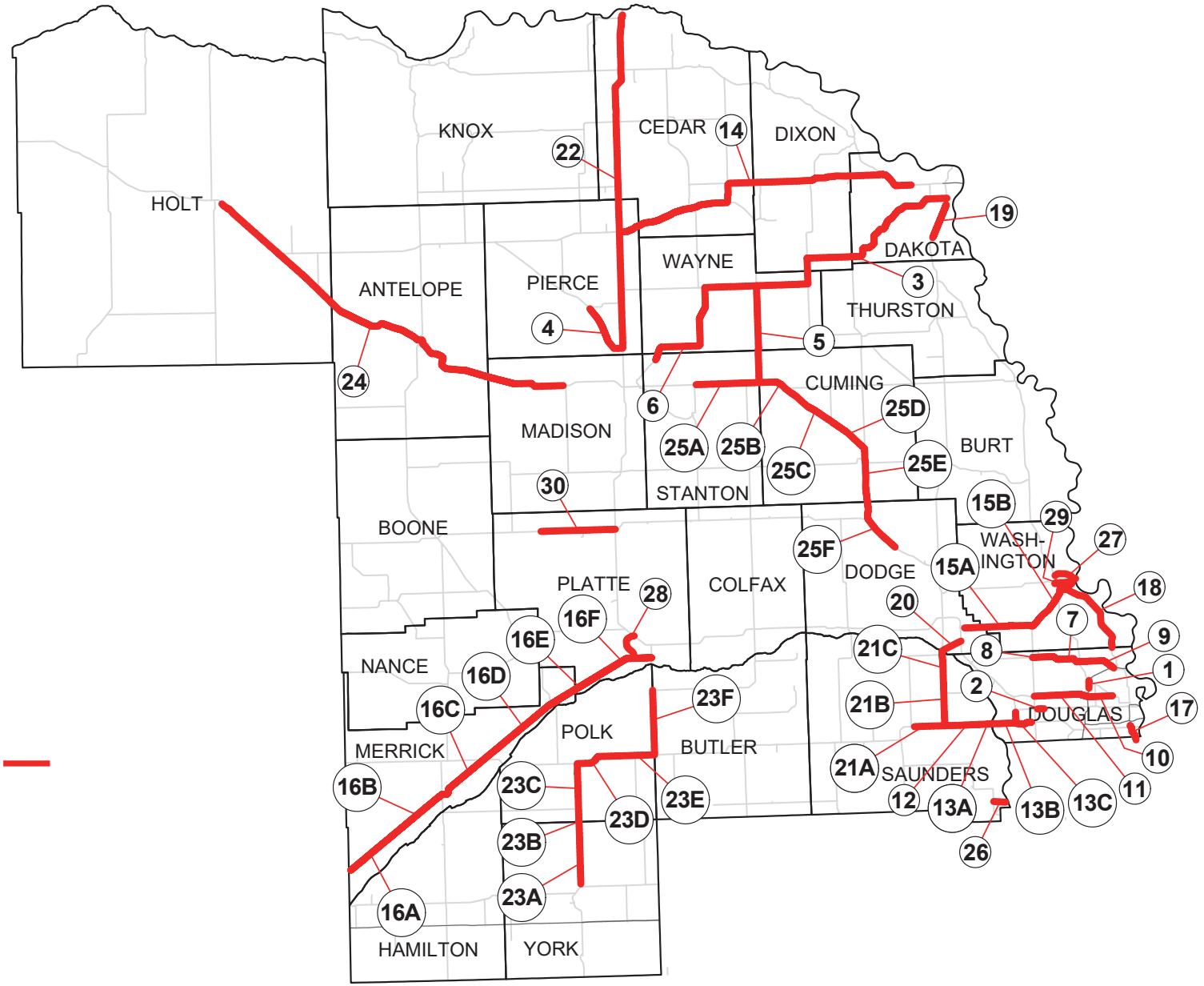
NDOR Northeast Region Candidate Projects



Candidate Project

As of July 11, 2016

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

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.

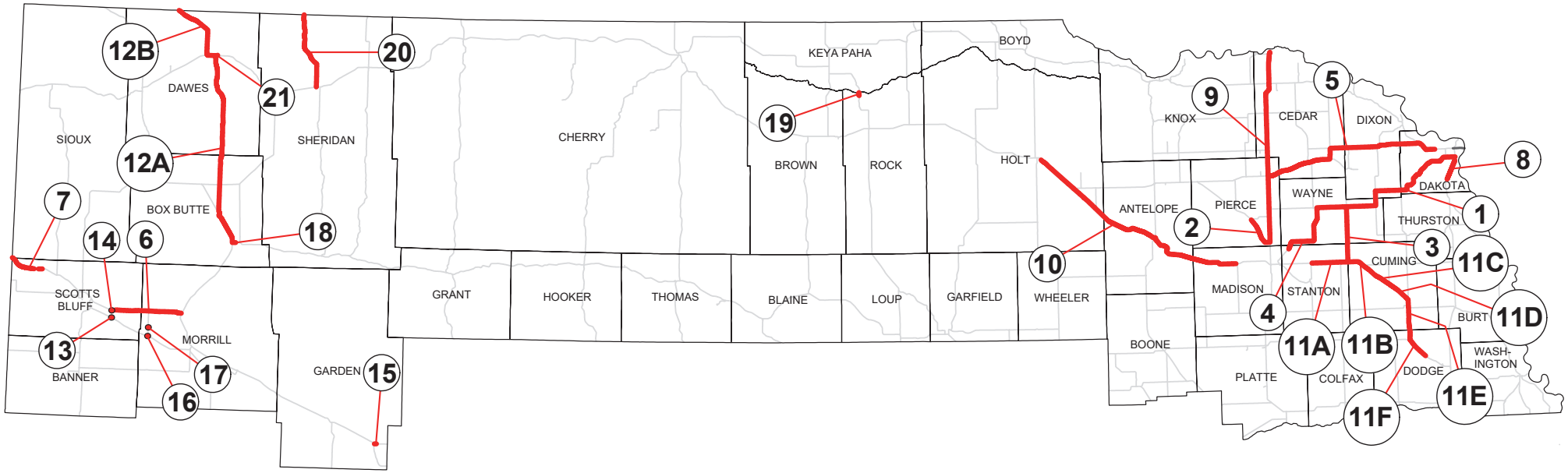
Economic Performance
This score is determined by measuring growth in jobs created, wage income, and gross state product.

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				◒	◒	◒
Bypass projects										
	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	●	○	◒
Viaduct project										
	29	**N-91 Blair Viaduct**	Viaduct	$14	2	2,675	0.000	○	○	○
Other project										
B	**30**	**N-91 from Lindsay to US 81 Junction**	2 lane highway modernization	$16	12	3,830	0.403	●	◒	◒

NDOR North Region Candidate Projects



Candidate Project

As of July 11, 2016

NDOR North 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-9 and N-35 from Wakefield to Dakota City**	Super 2	$40	27	3,905	0.509	◒	◒	◒
A	2	**N-13 from Pierce to US 81**	4 lane divided highway	$38	9	4,810	0.674	◒	◒	◒
B			Super 2	$13				○	◒	◒
	3	**N-15 from Wayne South**	Super 2	$23	15	2,820	0.587	○	◒	○
	4	**N-35 from Norfolk to Wakefield**	Super 2	$56	37	4,105	0.789	●	◒	●
A	5	**US 20 from US 81 to Jackson**	Super 2	$86	50	3,260	0.450	●	●	●
	6	**US 26 from Minatare to US 385**	4 lane divided highway	$80	18	4,114	0.683	○	◒	◒
	7	**US 26 from Wyoming State Line to Morrill**	4 lane divided highway	$38	8	5,495	1.079	◒	◒	◒
			Super 2	$12				◒	◒	◒

Example Packages totaling $275 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	$275	146
B	$273	178

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

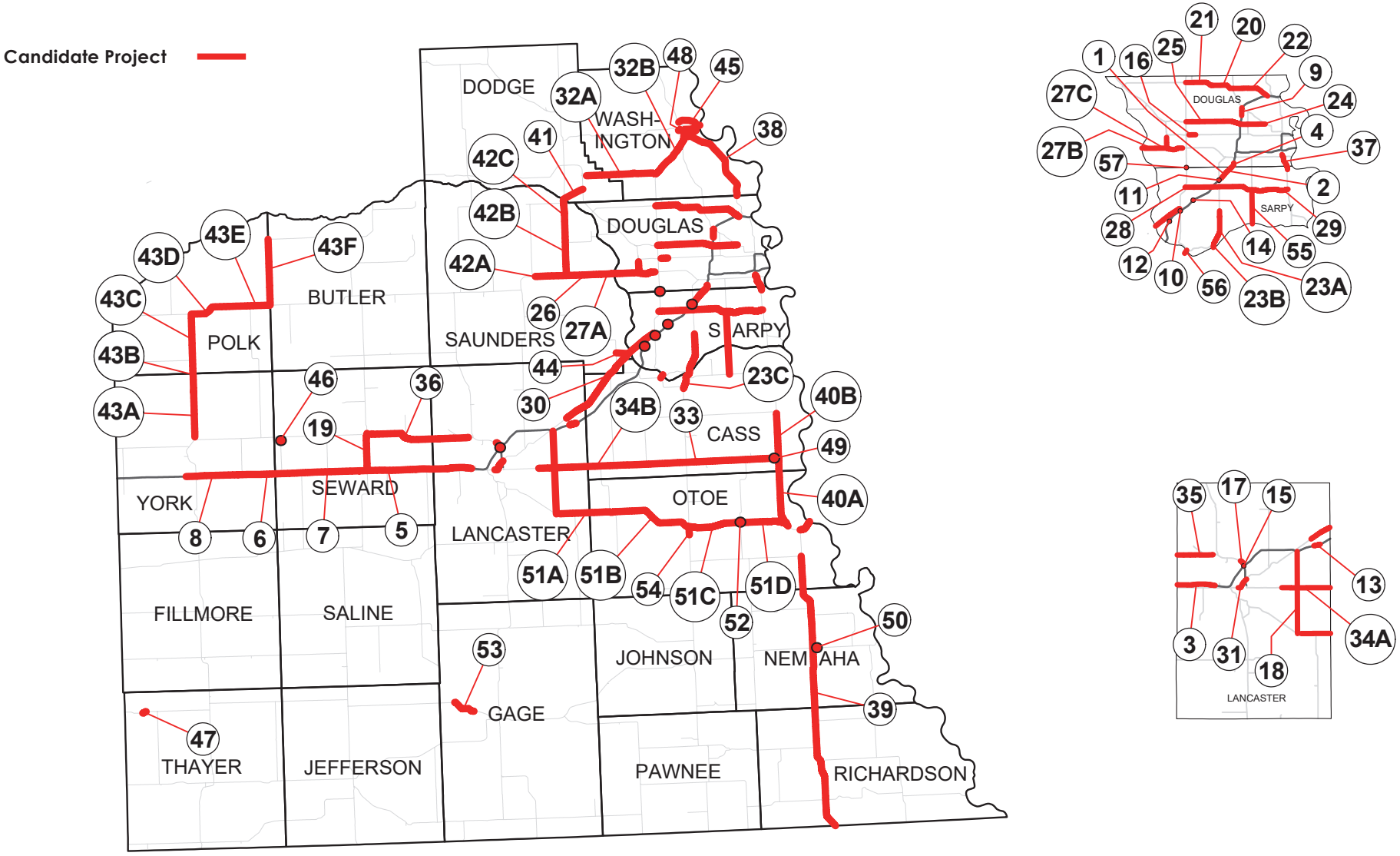
This score is determined by measuring growth in jobs created, wage income, and gross state product.

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
	8	**US 75 from Homer to Dakota City**	4 lane divided expressway	$25	6	9,610	0.310	◒	◒	◒
A			Super 2	$8				●	◒	●
A	**9**	**US 81 from Norfolk to South Yankton**	Super 2	$78	52	5,045	0.345	●	●	●
B	**10**	**US 275 from O'Neill to Norfolk**	Super 2	$103	64	3,450	0.588	◒	◒	◒
	11	**US 275 from Pilger to Scribner**	4 lane divided expressway	$297	58	7,390	0.646	◒	●	●
	11A	US 275 from Pilger West	4 lane divided expressway	$43	9	7,390	0.193	◒	◒	◒
	11B	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			◒	◒	◒
	11C	US 275 from Wisner to Beemer	4 lane divided expressway	$30	7	6,310	0.519	◒	◒	◒
	11D	US 275 from Beemer to West Point	4 lane divided expressway	$26	6	6,630	0.639	◒	◒	◒
	11E	US 275 from West Point North and South	4 lane divided expressway with bypass	$89	11	8,915	0.925	◒	●	●
	11F	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				◒	◒	◒
B	**12**	**US 385 from Alliance to South Dakota State Line**	4 lane divided highway	$327	78	2,710	0.702	◒	●	◒
			Super 2	$117				●	◒	●
	12A	US 385 from Alliance to Chadron	4 lane divided highway	$247	59	2,660	0.837	◒	●	◒
			Super 2	$89				●	◒	●
	12B	US 385 from Chadron to South Dakota State Line	4 lane divided highway	$80	19	2,855	0.342	○	◒	◒
			Super 2	$28				◒	◒	◒
Viaduct projects										
	13	**L79E Melbeta Viaduct**	Viaduct	$9	2	1,990	1.641	○	○	○
	14	**L79E Minatare Viaduct**	Viaduct	$8	2	1,965	1.807	○	○	○
A	**15**	**N-92 Lewellen Viaduct**	Viaduct	$6	1	580	0.000	○	○	○
A	**16**	**US 26 Bayard South Viaduct**	Viaduct	$14	3	1,330	1.717	○	○	○
A	**17**	**US 26 Bayard Viaduct**	Viaduct	$9	2	2,290	0.822	○	◒	○
Other projects										
	18	**N-2 Underpass in Alliance**	Underpass	$9	<1	12,055	0.994	◒	◒	◒
A	**19**	**N-7 from Bassett to Springview**	2 lane highway modernization	$2	2	495	1.715	●	○	◒
A	**20**	**N-87 from Rushville to White Clay**	2 lane highway modernization	$34	21	950	1.527	◒	○	◒
	21	**US 20 and US 385 East Junction in Chadron**	Intersection improvements	$1	1	12,290	0.516	◒	○	◒

NDOR Southeast Region Candidate Projects



As of July 11, 2016

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
Interstate projects										
	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.

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.

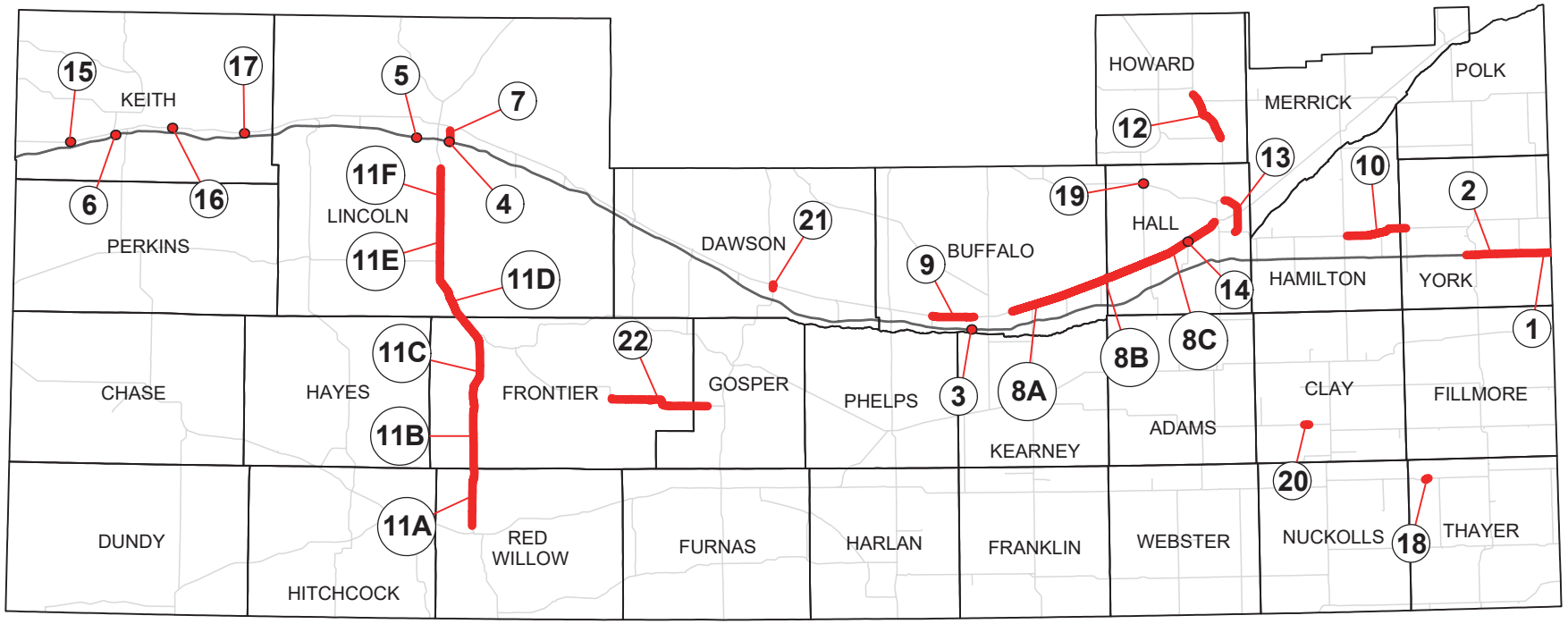
Overall Performance
Overall performance is calculated by combining the engineering score, weighted at 60%, with the economic impact score, weighted at 40%.

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
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 B	**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 B	**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 B	**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	◒	◒	◒
Bypass projects										
	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	◒	●	●
Viaduct projects										
	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	○	○	○
Other projects										
	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	●	○	◒

NDOR South Region Candidate Projects



Candidate Project

As of July 11, 2016

NDOR South 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
Interstate projects										
	1	**I-80 from Waco West to West of Beaver Crossing**	6 lane interstate	$85	9	35,520	0.311	◒	●	◒
	2	**I-80 from York West to West of Waco**	6 lane interstate	$67	8	35,945	0.250	◒	◒	◒
Interchange projects										
	3	**I-80 Kearney West Interchange**	New interchange construction	$38	4	18,700	0.451	◒	●	●
A B	4	**I-80 Newberry Interchange**	Interchange improvements	$11	1	9,050	5.253	●	◒	●
B	5	**I-80 North Platte West Interchange**	New interchange construction	$21	2	2,480	0.291	●	○	◒
	6	**I-80 Ogallala West Interchange**	New interchange construction	$27	1	5,440	0.849	●	◒	◒

Example Packages totaling $300 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	$300	74
B	$299	147

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.

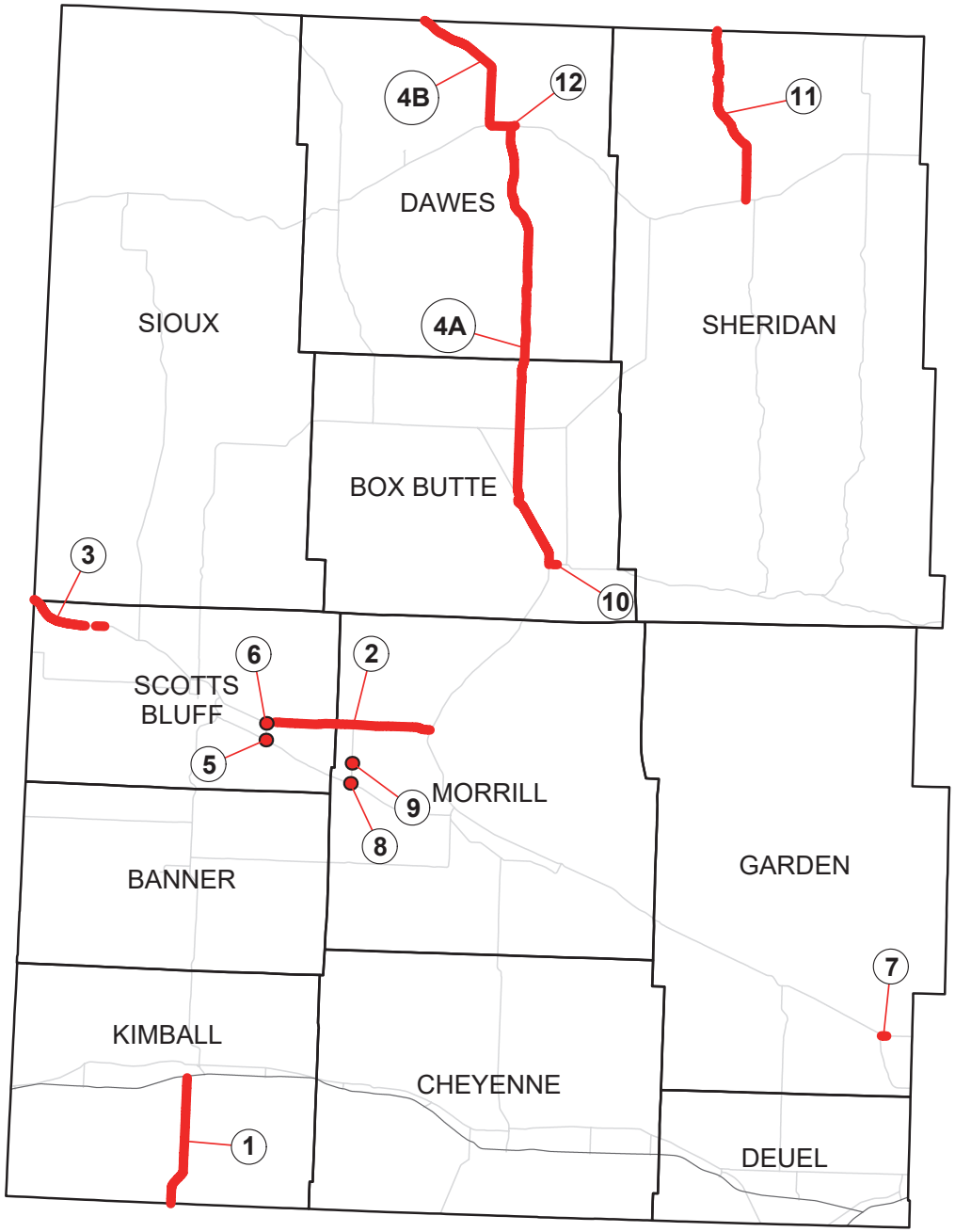
Engineering Performance
This score takes into account safety, the amount of traffic, percent of cars and trucks, congestion, travel time savings, vehicle operating costs, cost of improvement, and maintenance and operation costs of the roadway.

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
4-lane and 2-lane projects										
B	**7**	**L56G from Platte River to US 30 in North Platte**	4 lane divided highway	$11	2	9,245	2.020	◒	◒	◒
	8	**US 30 from Kearney to Grand Island**	4 lane divided highway	$150	36	7,825	0.667	◒	●	●
B			Super 2	$62				●	●	●
	8A	US 30 from Kearney to Gibbon	4 lane divided highway	$36	9	10,135	0.509	◒	◒	◒
	8B	US 30 from Gibbon to Wood River	4 lane divided highway	$59	14	6,755	0.533	◒	●	◒
	8C	US 30 from Wood River to Grand Island	4 lane divided highway	$55	13	7,895	0.908	◒	◒	◒
	9	**US 30 from Kearney West**	4 lane divided highway	$27	7	8,650	0.523	○	◒	◒
B	**10**	**US 34 from Aurora to York**	Super 2	$41	20	3,125	0.601	◒	◒	◒
A	**11**	**US 83 from McCook to North Platte**	4 lane divided highway	$248	60	2,545	0.791	◒	●	◒
B			Super 2	$92				●	●	●
	11A	US 83 from McCook to Frontier County Line	4 lane divided highway	$39	9	2,580	0.503	◒	◒	◒
	11B	US 83 from Frontier County Line to Road 736	4 lane divided highway	$41	10	2,310	0.844	◒	◒	◒
	11C	US 83 from Road 736 to N-23	4 lane divided highway	$49	12	2,135	1.373	◒	◒	◒
	11D	US 83 from N-23 South Junction to North Junction	4 lane divided highway	$57	14	2,755	0.991	◒	◒	◒
	11E	US 83 from N-23 to Lone Star Road	4 lane divided highway	$25	6	2,530	0.289	◒	◒	◒
	11F	US 83 from Lone Star Road to North Platte	4 lane divided highway	$36	9	3,190	0.321	◒	◒	◒
A B	**12**	**US 281 from St. Paul South**	4 lane divided highway	$18	8	4,935	0.825	●	◒	●
Bypass project										
	13	**US 30 Grand Island East Bypass**	4 lane divided highway	$42	6	8,830	4.234	●	●	●
Viaduct projects										
	14	**L40C Alda Viaduct**	Reconstruct viaduct	$6	1	1,592	1.448	◒	○	○
	15	**L51A Brule Viaduct**	Viaduct	$11	2	1,080	2.774	○	○	○
A	**16**	**L51B Roscoe Viaduct**	Viaduct	$13	3	520	2.879	○	○	○
	17	**L51C Paxton Viaduct**	Viaduct	$6	1	1,685	2.160	○	○	○
	18	**N-4 Davenport Viaduct**	Viaduct	$6	1	775	0.000	○	○	○
B	**19**	**N-11 Cairo Viaduct**	Viaduct	$8	1	3,375	1.816	○	○	○
A	**20**	**N-74 Fairfield Viaduct**	Viaduct	$10	2	1,320	1.010	○	○	○
B	**21**	**US 283 Lexington Viaduct**	Widen viaduct	$13	1	14,520	2.800	○	◒	○
Other project										
B	**22**	**N-18 from Orafino to US 283**	2 lane highway modernization	$22	16	125	7.532	◒	○	○

NDOR West Region Candidate Projects



Candidate Project

As of July 11, 2016

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.

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- ◒ Project scored in roughly the middle half
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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
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	◒	○	◒