

Capital Improvement Projects Regional Meetings

Beatrice, NE – July 13, 2016

In the first of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Wednesday, July 13, in Beatrice to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety and economic development:

- **N-4 from Beatrice West (improved and relocated 2-lane highway, \$9M)**
 - Discussion: potential economic benefits, traffic volumes in the area.
- **US-75 from Kansas State Line to N-128 (Super 2, \$74M)**
 - Discussion: safety, passenger car and truck traffic volumes potential economic benefits in the region.
 - Scope options: stakeholder groups indicated that they would prefer the 4-lane scope option, but recognizing that limited funds are available, stated that a Super 2 would be helpful.
- **Lincoln East Beltway (4-lane divided highway, \$247M)**
 - Discussion: safety, potential job growth and economic development, expected population growth in the region, improved connectivity to the Interstate.
 - Scope options: a stakeholder group suggested that NDOR should consider building a 2-lane highway first and then expand to a 4-lane in the future as funding becomes available.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the southeast region supported the projects above, including:

- Lincoln East Beltway

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds

will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

La Vista, NE – July 13, 2016

In the second of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Wednesday, July 13, in La Vista to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety, high traffic volumes, better corridor connections, and economic development:

- **US-6/N-66 Ashland Bypass (4-lane divided highway, \$14M)**
 - Discussion: existing truck traffic, potential economic development, would provide an alternate route from Lincoln to Omaha, safety improvements.
- **US-6 at 192nd St and West Dodge Rd in Omaha (interchange improvements, \$17M)**
 - Discussion: existing traffic, traffic growth due to proximity of hospital, potential economic growth opportunities, potential redevelopment opportunities in the area, the interchange is currently designed for rural use and needs to be modernized.
- **N-50 from Louisville to Springfield (4-lane divided highway, \$63M)**
 - Discussion: existing traffic due to job growth and quarries in the area, reduce congestion and travel times, potential economic development.
- **N-64 from I-680 to N-133 (6-lane highway, \$25M)**
 - Discussion: safety improvements, existing crash rates, increased development occurring in this part of the city.
- **N-64 from N-31 to I-680 (6-lane highway, \$51M)**
 - Discussion: existing crash rate, reduce congestion on West Dodge Rd, increased development occurring in this part of the city.
- **US-75 from Douglas County Line to Blair (Super 2, \$20M)**
 - Discussion: existing traffic volumes in the area, better connectivity between communities in the area.
 - Scope options: stakeholder groups selected the Super 2 option, noting that it would be an effective use of limited funds.
- **US-77/Fremont Southeast Beltway (4-lane divided expressway, \$26M)**
 - Discussion: crash rate in the area, potential economic development opportunities, for example a business expected to bring 1,100 jobs to the area, existing truck traffic due to proximity of railroads.

- **I-80 and N-31 Interchange (interchange improvements, \$14M)**
 - Discussion: safety improvements, commercial development in the area – including a shopping mall and business park – that is scheduled to be completed in 2018.
- **I-80 and N-50 Interchange (interchange improvements, \$12M)**
 - Discussion: anticipated population growth in the area, traffic volumes, and existing capacity issues.
- **I-80 and 192nd St Interchange in Omaha (new interchange construction, \$16M)**
 - Discussion: congestion reduction, better regional connectivity, potential economic development in the area.
- **I-80 from Giles Road to Harrison St (add auxiliary lanes, \$15M)**
 - Discussion: expected high population growth in the area, existing capacity issues, and potential economic development in the area.
- **N-92 from Platte River East (4-lane divided highway, \$26M)**
 - Discussion: safety improvement, request turn lanes, existing traffic noise.
 - Scope options: stakeholder groups indicated that this segment was the most important part of the N-92/US 275 east of Yutan corridor.
- **N-370 from Gretna East to I-80 (6-lane divided highway, \$7M)**
 - Discussion: safety improvement, existing traffic and crash rate, improve connectivity to I-80.
- **N-370 from I-80 to Bellevue (6-lane divided highway, \$21M)**
 - Discussion: relief for existing traffic congestion, and potential economic growth.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the southeast region supported the projects above, including:

- US-6 at 192nd St and West Dodge Rd in Omaha
- N-64 from I-680 to N-133
- N-64 from N-31 to I-680
- US-77/Fremont Southeast Beltway
- N-92 from Platte River East

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

Norfolk, NE – July 14, 2016

In the third of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Thursday, July 14, in Norfolk to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety, a need for passing lanes, traffic congestion, and economic development:

- **US-30 from Grand Island to Columbus (Super 2, \$87M)**
 - Discussion: safety improvements, congestion on current highway, existing truck traffic from industrial developments in the area, improve passing opportunities between communities.
 - Scope options: stakeholder groups stated that they prefer the 4-lane scope option, but would be willing to accept the Super 2 scope option due to limited funding availability.
- **N-35 from Norfolk to Wakefield (Super 2, \$56M)**
 - Discussion: safety improvements, improve sight lines in hilly areas, existing truck traffic.
- **US-81 from York North (4-lane divided expressway, \$214M)**
 - Discussion: this expressway corridor would help keep traffic in Nebraska, improve pedestrian safety, existing congestion from Columbus north.
- **US-81 from Norfolk to South Yankton (Super 2, \$78M)**
 - Discussion: existing traffic, requested safety improvements, potential economic development opportunities.
- **US-275 from Pilger to Scribner (4-lane divided expressway, \$297M)**
 - Discussion: progress towards completion of the Expressway system, existing traffic limits passing opportunities between towns, potential economic development, safety improvements, would provide a benefit to the entire region.
 - Scope options: many groups stated that the bypass option should be considered on a town-by-town basis, improvements should start in the east and move west due to higher traffic volumes in the eastern section of the corridor, some groups asked NDOR to revisit the engineering to see if there are options to lower the project cost.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the northeast region supported the projects above, including:

- N-35 from Norfolk to Wakefield
- US-81 from York North
- US-81 from Norfolk to South Yankton
- US-275 from Pilger to Scribner

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

Grand Island, NE – July 14, 2016

In the fourth of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Thursday, July 14, in Grand Island to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety, high traffic volumes, and economic development:

- **US-30 from Kearney to Grand Island (Super 2, \$62M)**
 - Discussion: existing traffic volumes, slow moving truck traffic, request more passing opportunities, safety improvements.
 - Scope option: groups did not think a 4-lane divided highway was needed and stated that the Super 2 option would be helpful and more cost-effective.
- **US-30 from Grand Island to Columbus (Super 2, \$87M)**
 - Discussion: congestion in the area, existing traffic volumes, request more passing opportunities.
 - Scope option: groups indicated that they preferred the 4-lane option, but ultimately selected the Super 2 option, recognizing that limited funds are available.
- **US-81 from York North (4-lane divided expressway, \$214M)**
 - Discussion: progress towards completion of Expressway system, potential economic development opportunities, requested safety improvements, truck traffic.
- **US-81 from Norfolk to South Yankton (Super 2, \$78M)**
 - Discussion: completion of existing corridor, potential economic development opportunities, requested safety improvements, existing truck traffic.
- **US-281 from St. Paul South (4-lane divided highway, \$18M)**
 - Discussion: traffic volumes, congestion in the area, request passing lanes, regional connectivity, some work on this corridor has already been completed.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the south region supported the projects above, including:

- US-81 from York North
- US-81 from Norfolk to South Yankton

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

North Platte, NE – July 15, 2016

In the fifth of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Friday, July 15, in North Platte to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety and economic development:

- **L56G from Platte River to US 30 in North Platte (4-lane divided highway, \$11M)**
 - Discussion: improve safety, improve connectivity to US 83, potential economic development opportunities, would help move truck traffic out of downtown North Platte.
- **I-80 Newberry Interchange (interchange improvements, \$11M)**
 - Discussion: economic development is occurring in the area and new interchange would provide potential economic development opportunities, improve connection to US 83, a new National Guard helicopter facility is being built in the area, two nearby truck stops increases truck traffic, improve safety, existing crash rates, and traffic congestion.
- **US-83 from McCook to North Platte (Super 2, \$92M)**
 - Discussion: safety improvements where seasonal fog, recreational traffic, agricultural equipment, and wildlife exist, improve passing opportunities.
 - Scope options: Stakeholder groups stated that a 4-lane would be preferred but that it is not necessary at this time due to the cost to build and the limited funds available. However, they stated that the section between Lone Star Road and North Platte needs to be a 4-lane. Stakeholder groups stated that the entire corridor is important, but that their top segment priorities were US 83 from McCook to Frontier County Line, US 83 from Frontier County line to Road 736, US 83 from N-23 to Lone Star Road, and US 83 from Lone Star Road to North Platte.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the south region supported the projects above, including:

- US-83 from McCook to North Platte

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

McCook, NE – July 15, 2016

In the sixth of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Friday, July 15, in McCook to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following project as their priority for important reasons such as safety and economic development:

- **US-83 from McCook to North Platte (Super 2, \$92M)**
 - Discussion: safety improvements where seasonal fog, traffic, agricultural equipment, and wildlife exist, improve passing opportunities, community has been waiting for this project for 20+ years.
 - Scope options: stakeholder groups prefer the 4-lane option, but are willing to accept the Super 2, recognizing that there are limited funds available.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the south region supported the project above:

- US-83 from McCook to North Platte

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

Valentine, NE – July 18, 2016

In the seventh of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Monday, July 18, in Valentine to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety, high traffic volumes, and a lack of passing opportunities:

- **N-7 from Bassett to Springview (2-lane highway modernization, \$2M)**
 - Discussion: safety, transport of turbines.
- **US-275 from O'Neil to Norfolk (Super 2, \$103M)**
 - Discussion: traffic volume, regional benefits from improved connectivity, safety, improve passing opportunities.
 - Scope options: stakeholders stated that they would be willing to accept a reduced project length, if that meant getting the corridor partially completed.
- **US-275 from Scribner North and South (4-lane divided expressway with bypass, \$56M)**
 - Discussion: traffic volume, improve passing opportunities.
 - Scope options: stakeholders stated that they would prefer the entire US 275 from Pilger to Scribner corridor, however, they understand that limited funds are available. Therefore, they would prefer this segment to be completed first due to higher traffic volumes near the ends of the corridor.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the north region supported the projects above, including:

- N-7 from Bassett to Springview

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach

will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.

Capital Improvement Projects Regional Meetings

Gering, NE – July 19, 2016

In the final of eight regional stakeholder meetings, the Nebraska Department of Roads (NDOR) met with Nebraska residents on Tuesday, July 19, in Gering to provide the results of potential capital improvement projects analyzed under the expanded project prioritization process.

In addition to sharing the engineering and economic analysis results, NDOR also sought input on local and regional project priorities from the stakeholders. NDOR staff recognize that residents have important information about how projects can best support local priorities, and staff wanted to hear firsthand from stakeholders why some projects should be prioritized over others from the candidate list.

Participants expressed support for a variety of projects in the region, and NDOR described that there are always more transportation needs than funding. Based on facilitated discussions at that meeting, the breakout groups identified the following projects as their priorities for important reasons such as safety and economic development:

- **US-20 and US-385 East Junction in Chadron (intersection improvements, \$1M)**
 - Discussion: safety improvements, existing traffic
- **U-26 from Minatare to US 385 (4-lane divided highway, \$80M)**
 - Discussion: as a segment of the Heartland Expressway it would complete a key north-south connection, safety improvements, and potential economic development opportunities. Stakeholders noted that they'd like to see the entire Heartland Expressway completed, but understand funds are limited and prioritized this segment.
- **US-385 from Alliance to South Dakota State Line (4-lane divided highway, \$327M)**
 - Discussion: safety improvements, existing truck traffic from oil fields, progress towards completion of corridor.
 - Scope options: stakeholders stated that they preferred the 4-lane divided highway to match the South Dakota 4 lane highway entering Nebraska; stakeholders suggested that consideration be given to a 2+2 option, a Super 2 would be preferred in lieu of making no improvement.

More than 275 comments were also received online during the comment period, which was open through Friday, July 29. Comments related to candidate projects in the west region supported the projects above, including:

- US-26 from Minatare to US 385

NDOR staff is now taking a hard look at some of the candidate project scopes and evaluating stakeholder feedback from the regional meetings. In addition to engineering performance, economic performance and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding. NDOR will

announce a list of initial projects selected under the Build Nebraska Act and Transportation Innovation Act programs this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This approach will allow NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.