

Nebraska Department of Transportation
Operating Instruction 60-4
January 16, 2018

PROJECT NUMBERING

1. **Purpose:** To provide policy for numbering highway construction projects. The office of primary responsibility is the Program Management Division. This DOT-OI supersedes DOT-OI 60-4 dated January 10, 2018.

2. All project numbers consist of three major parts:

- A. In part one, the **Prefix** indicates the appropriation type or the highway system. See attachment #1.
- B. The second part is the **Route Number/Zone** field, consisting of not more than four characters. For projects on the state highway system, the first three characters are the state highway **route number**. The final character is the **zone** of the route in which the project begins. Zones are established for the state from west to east and from south to north. Each state highway is assigned a direction for zoning purposes. Zones for the interstate system differ from those on the rest of the highway system. See attachments #3 and #4. Projects off the highway system, but on a federal-aid route, use the four-character federal-aid route number as the second part of the project number. For projects off the state highway system, all four characters are in a single entity and have no relationship to highway route numbers or zones. They instead reference the county or indicate that the project is statewide.
- C. Part three is the **Unit** number consisting of not more than four characters. Numbering is sequential within each zone by highway route number. Projects not on the highway system and federal-aid interstate projects begin their sequential series with number 1. Other federal-aid projects on the highway system begin their series with number 101. Highway system projects not using federal funds (including interstate) begin their series with 1001. Projects that contain four characters in part three of their project number **do not** involve federal funds.

When inputting project numbers into the PPM computer system, an eight-character standard is used, consisting of the 4-character Route/Zone field and the 4-character Unit field. Prefixes, dashes and parenthesis are omitted and preceding zeros are used as placeholders, e.g.: NH-80-4(110) is coded as 08040110.

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Prefix	Route Number	Zone	Unit	Written On Plans and Other Documents	Input into PPM
STP	84	6	106	STP-84-6(106)	08460106
BRO	7084		5	BRO-7084(5)	70840005
HSIP	STWD*		30	HSIP-STWD(30)	STWD0030

*Note that the STWD references the location of the project (statewide) and is not part of the prefix.

3. The general types of project numbers include:

- A. Projects on the state highway system are numbered using the highway number, zone and sequential number (in parenthesis), e.g.: NH-2-3(112). Projects on links and spurs use the state spur/link number and a sequential number, e.g.: STP-S55G(102).
- B. Urban system projects in cities of 5,000 or more population use the urban system (5000-6000 series) and the sequential number, e.g.: URB-5044(3).
- C. Federal-aid secondary system projects off the state highway system (major and minor collectors) use the system number and a sequential number, e.g.: RUR-2755(4). Major collectors are numbered from 2000-3000, and minor collectors have a 7000 series number.
- D. Projects not on a federal-aid system use the county number and a sequential number, e.g.: TAP-55(110). Off-system county bridge projects use the county number preceded by "70" and a sequential number, e.g.: BRO-7055(125).
- E. There are other miscellaneous projects, particularly those with federal-aid special funding, which use project numbers not included in these general guidelines. These numbers are assigned by FHWA and have no correlation to our numbering system.

Attachments:

- #1 - Project Prefix Letters
- #2 - Highway Numbers by Direction
- #3 - Non-Interstate Zone Map
- #4 - Interstate Zones
- #5 - Interstate Zone Map

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Project Prefixes

Federal-Aid Project Prefixes

Prefix	Description	Federal Participation Rate
<i>Federal Program Categories</i>		
NH	<i>National Highway Performance Program:</i> Resurfacing, rehabilitation or reconstruction of highways designated as part of the National Highway System, including the Interstate.	80% (90% on the interstate if not used to add capacity)
BR/ BH	<i>Federal-Aid Bridge – On System:</i> Replacement (BR) or rehabilitation (BH) of bridges on the federal-aid highway system.	80%
BRO/ BHO	<i>Federal-Aid Bridge – Off System:</i> Replacement (BRO) or rehabilitation (BHO) of bridges not on the federal-aid system.	80%
STP	<i>Surface Transportation Program - Any Area:</i> Construction, reconstruction, rehabilitation, resurfacing, restoration of federal-aid highways. These funds are generally used on non-NHS highways.	80% (90% on the interstate if not used to add capacity)
LCLC/ MAPA	<i>Surface Transportation Program – Urban Attributable:</i> STP funds set aside for use in Nebraska's two metropolitan areas with a population over 200,000, Lincoln (LCLC) and Omaha (MAPA). These funds can be used for any of the purposes outlined Under STP funds above.	80%
URB	<i>Surface Transportation Program – Urban:</i> STP funds set aside for use in Nebraska's first class cities (population between 5,000 and 50,000). These funds can be used for any of the purposes outlined under STP funds above.	80%
TAP	<i>Transportation Alternatives Program:</i> Used for various activities such as: bicycle/pedestrian trails, landscaping, rehabilitation of historic structures and environmental mitigation.	80%
HSIP	<i>Highway Safety Improvement Program:</i> Used to carry out safety improvements on any public road or publicly owned bicycle or pedestrian trail.	90%
RRZ	<i>Rail Highway Hazard Elimination Program:</i> Used to construct new grade separation structures.	90%
HRRR	<i>High Risk Rural Road Program:</i> Used to carry out construction on roadways functionally classified as rural collectors and local roads.	90%
RRX	<i>Rail Crossing Protection:</i> Used to improve rail highway crossings.	90%
SRTS	<i>Safe Routes to School Program:</i> Used for projects to improve the ability of students to walk or bike to school.	100%
SPR	<i>State Planning and Research:</i> Used by NDOT for planning and research activities.	80%
PL	<i>Metropolitan Planning:</i> Allocated to metropolitan areas to carry out transportation planning processes required by federal law.	80%
PLH/ FLH	<i>Public Lands Highways/Forest Lands Highways:</i> projects within, adjacent to or providing access to public lands or forest highways.	100%
DPS/ DPU/ EM	<i>Earmarks:</i> Used for specific projects designated in federal legislation.	Varies
ER	<i>Emergency Relief:</i> Emergency repairs and restoration of federal aid highways damaged by natural disasters or catastrophic failures.	80% - 100%

Project Prefixes

State Funded Project Prefixes

Prefix	Description	Comments
S	Resurfacing, rehabilitation or reconstruction of state highways.	100% State Highway Cash Fund
SRR	Resurfacing, rehabilitation or reconstruction of roads into or within state parks and recreational areas.	100% SRR funds for roads within parks. 90% SSR, 10% local for exterior roads.
NFG	State grade crossing funds used for rail crossing protective devices and closures.	100% NFG funds
TMT	Train Mile Tax: State tax on rail traffic used for constructing, rehabilitating, relocating or modifying railroad grade separation structures.	Up to 100% TMT funds
RD	Restoration and rehab projects such as armor coat, fog seal, joint and crack seal, asphalt and concrete patching.	100% State Highway Cash Fund
STR	Minor structure work such as bridge or box culvert repair.	100% State Highway Cash Fund
MISC	Minor projects such as culvert repair, landscaping or minor grading.	100% State Highway Cash Fund
ELEC	Minor electrical projects such as lighting and traffic signals.	100% State Highway Cash Fund

HIGHWAY NUMBERS BY DIRECTION

Highway No.	Direction	Highway No.	Direction	Highway No.	Direction
1	West-East	39	South-North	84	West-East
2	West-East	40	West-East	85	South-North
4	West-East	41	West-East	87	South-North
5	South-North	43	South-North	88	West-East
6	West-East	44	South-North	89	West-East
7	South-North	45	South-North	91	West-East
8	West-East	46	South-North	92	West-East
9	South-North	47	South-North	94	West-East
10	South-North	50	South-North	95	West-East
11	South-North	51	West-East	97	South-North
12	West-East	52	South-North	98	West-East
13	South-North	53	South-North	99	South-North
14	South-North	56	West-East	103	South-North
15	South-North	57	South-North	105	South-North
16	South-North	58	South-North	109	South-North
17	South-North	59	West-East	110	South-North
18	West-East	61	South-North	112	South-North
19	South-North	62	West-East	116	South-North
20	West-East	63	South-North	121	South-North
21	South-North	64	West-East	128	West-East
22	West-East	65	South-North	131	South-North
23	West-East	66	West-East	133	South-North
24	West-East	67	South-North	136	West-East
25	South-North	68	South-North	137	South-North
25A	South-North	69	South-North	138	South-North
26	West-East	70	West-East	159	West-East
27	South-North	71	South-North	183	South-North
29	South-North	73	South-North	250	South-North
30	West-East	74	West-East	275	West-East
31	South-North	75	South-North	275B	West-East
32	West-East	77	South-North	281	South-North
33	West-East	78	South-North	283	South-North
34	West-East	79	South-North	370	West-East
35	South-North	81	South-North	385	South-North
36	West-East	83	South-North		
38	West-East				



INTERSTATE ZONES

Zone No.	Location	Interstate Route No.
1	Wyoming State Line – Sidney	80
2	Sidney – I-76	80
3	I-76 – North Platte	76, 80
4	North Platte – Lexington	80
5	Lexington – Kearney	80
6	Kearney – Grand Island	80
7	Grand Island – York	80
8	York – West Lincoln	80
9	West Lincoln – Omaha	80, 180, 480, 680
1	South Sioux City Spur– Iowa Line	129

