NEBRASKA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

During the state fiscal year 2017 (July 1, 2016 to June 30, 2017) the NDOT obligated $4.61 million for 32 HSIP projects. Another $2.66 million in HSIP funds is planned to be obligated by the end of the federal fiscal year (September 30, 2017).

Twenty-two of the 32 projects obligated were HRRR-type, including 15 projects for advance warning pavement marking at railroad crossings and three pilot project County Safety Plans in Adams, Platte, and Scotts Bluff counties. Among the other projects funded were two roundabouts in Lincoln, two road diet/road reconfiguration projects in Omaha and one in Grand Island, and adaptive signal control technology systems in both Omaha and Lincoln.

After increasing each of the last two years, fatalities in Nebraska declined by 11.4%, from 246 in 2015 to 218 in 2016. Suspected serious injuries, on the other hand, increased by 4.5%, from 1,520 to 1,588.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The HSIP in Nebraska is administrated by the NDOT under the direction of the State Traffic Engineer. The NDOT maintains three separate committees that are responsible for identifying projects that qualify for HSIP funding. The long-standing Safety Committee is made up of members from several NDOT Divisions, local governments, and the FHWA Division Safety Engineer. They review crash studies in an attempt to find countermeasures for a location, both at sites identified by NDOT's High Crash Locations computer program and those requested by others. When they find a potential project, a benefit/cost study is prepared by Traffic Engineering's Highway Safety/Accident Records section. Local governments or their consultants also present potential projects to the Committee. If the B/C ratio shows significant benefit, the Committee may vote to advance the proposal as an HSIP project.

The Strategic Safety Infrastructure Team was created by the NDOT when HSIP funding was significantly raised by Congress. It is made up of several NDOT division heads and a District Engineer. Higher cost projects (typically over $400,000) that are approved by the Safety Committee are passed up to the SSIT for final approval and determination of funding splits. The committee also identifies projects on its own, especially systemic projects. A few years ago members of this committee developed a multi-year plan for spending HSIP dollars.

A High Risk Rural Roads committee was formed by NDOT when specific funding for HRRR projects was available. The Department has elected to maintain this committee, even though the dedicated HRRR funding no longer exists. The committee is made up of representatives from NDOT's Traffic Engineering Division and Local Projects Section of the Materials and Research Division, LTAP, and a representative from the Nebraska Association of County Officials. They work to find viable HSIP projects on rural county roads.

Approved HSIP projects generally go through NDOT's letting system. Many completed projects are evaluated to see whether or not they were effective in reducing crashes.

Where is HSIP staff located within the State DOT?

Engineering

Enter additional comments here to clarify your response for this question or add supporting information.

The HSIP is administered by the Traffic Engineering Division, with the State Traffic Engineer ultimately responsible for the program. The Highway Safety/Accident Records Section supplies the main support for the HSIP, providing data, reports, and evaluations while tracking projects. Other sections within Traffic Engineering (Traffic Controls, Traffic Analysis) provide input, along with engineers from other NDOT Divisions (Roadway Design, Local Projects, Operations, etc.), into the planning of projects.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

Some HSIP projects, mainly those on the state highway system, are proposed by members of the Department's three safety committees. Other projects are presented to these committees by local governments or their consultants. Scheduling of projects depends on the time needed to develop and design them and the availability of funding.

Describe how local and tribal roads are addressed as part of HSIP.

Local road projects are regularly funded under the HSIP. The NDOT's various safety committees identify potential locations for projects and send this information to local governments for their consideration as HSIP projects. City governments are encouraged to submit potential projects to the NDOT for consideration. Representatives of the state's four largest cities, Omaha, Lincoln, Bellevue, and Grand Island regularly attend Safety Committee meetings and officials from the smaller cities are always welcome. Representatives from the Nebraska LTAP Center and the Nebraska Highway Superintendents Association sit on the High Risk Rural Roads committee, which continues to function despite the loss of dedicated funding. The number of projects built on local roads varies from year to year. Nearly $4.6 million in HSIP funds were spent on local projects in State FY 2017. The total amount spent on HRRR projects was over $1.1 million.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Operations
Districts/Regions
Local Aid Programs Office/Division
Governors Highway Safety Office
Other-Program Management
Other-Communication
Other-Project Development

Enter additional comments here to clarify your response for this question or add supporting information.

Traffic Engineering, Roadway Design, and Local Projects have the most involvement in the HSIP program. The other groups noted have membership on one or more of the safety committees and may become more involved when they have a particular project to advance.

Describe coordination with internal partners.

All of the above named disciplines play a role in the HSIP process. Highway Safety prepares collision diagrams, spot maps, or lists of high accident locations and presents them to committee members at their monthly meetings. They coordinate with the engineering divisions to get estimated project costs, from which they calculate benefit-cost ratios. They also complete evaluations of completed projects and present them to the group for use in making future decisions. Proposed projects on the state highway system are sent to the appropriate District Engineer for concurrence. The DE often submits the required paperwork to begin the project process. The Traffic Engineering Division is the lead office for all HSIP activity. All HSIP projects are approved by either the NDOT Safety Committee or the Strategic Safety Infrastructure Team. The usual procedure is for an approved HSIP project to be assigned to Roadway Design Division, Traffic Engineering Division, or the Local Projects Section of Materials and Research Division as the lead element, depending on the type of project and whether or not it is on a local road. These units work with Program Management to get the project scheduled and to make sure it is progressing adequately through the steps in the Clarity software, which is used for project programming. This includes the important step of working with the Environmental Section to make sure all environmental concerns are met. The lead units either design the project or oversee the design of a consultant and prepare the project for letting. If railroad property is involved in the project, the Rail Section of Intermodal Planning Division must also be consulted. The Operations Division has taken the lead on projects involving bridge anti-icing systems, adaptive signal control, and dynamic message signs, which require systems engineering analysis. The Governor's Highway Safety Office is responsible for non-infrastructure projects addressing driver behavior issues. The NDOT stopped using HSIP funds for behavioral-type projects during the previous fiscal year to comply with changes in the FAST Act. The NDOT has begun using the Highway Safety Manual procedures in the analysis and evaluation of some HSIP projects. The Communication Division prepares professional documents for use in the HSIP program, such as the Strategic Highway Safety Plan, as well as television and radio commercials focusing on highway safety improvements, like roundabouts.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Governors Highway Safety Office
Local Technical Assistance Program
Local Government Agency
FHWA
Other-City of Omaha Public Works Department
Other-City of Lincoln Public Works Department
Other-City of Bellevue
Other-City of Grand Island

Enter additional comments here to clarify your response for this question or add supporting information.

Each of these groups has representatives that sit on one or more of NDOT's Safety Committees, the bodies which approve HSIP projects. In addition to these duties, when a project is approved for one of the cities within an MPO boundary, the MPO must add it to its TIP.

Describe coordination with external partners.

Most of the interaction with our external partners occurs through one of our three safety committees. Representatives from the Public Works departments of our two largest cities, Omaha and Lincoln, regularly attend the monthly meetings of the long-standing Safety Committee, reviewing crash locations, making suggestions for countermeasures, presenting project proposals, and agreeing to make low cost changes or do further studies at locations within their own jurisdiction. Delegates from other cities attend less often, but do come when they have a project proposal to present.

LTAP has proven to be very helpful to the High Risk Rural Roads committee. Not only have they been involved in the development of projects, they have agreed to serve as liaison with the individual counties, recruiting them to take part in systemic projects. The County Highway Superintendent's representative helps NDOT better see the picture from the county's point of view. The FHWA Division Safety Engineer provides all of the committees with good information on whether ideas are likely to qualify for HSIP funding.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

NDOT selected *Crash Magic* for its automatic collision diagramming software. The vendor created a configuration file for the Nebraska crash database and the product is now operational. The Location Analysis unit of Highway Safety/Accident Records section has started to use its output to supplement their MicroStation drawings.

The NDOT is in the process of designing a new crash report that follows Version 5 of MMUCC. A NHTSA Go Team has reviewed the proposed report and offered their appraisal of it. Nebraska is also preparing an RFP for creation of a new crash database to replace the current one that has been used since 1993, using HSIP funds. The existing database was not designed to accept electronically submitted crash reports, and although it is currently doing that, we are not receiving the full value from the electronic report processes.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:
HSIP Process Document 2015.doc

Select the programs that are administered under the HSIP.

HSIP (no subprograms)
HRRR

Enter additional comments here to clarify your response for this question or add supporting information.

NDOT has no specific programs for spending HSIP funds, but do emphasize projects that address the two infrastructure-based Critical Emphasis Areas in our SHSP, Roadway Departure crashes and Intersection crashes.

Program:	HRRR
Date of Program Methodology:	2/23/2015

What is the justification for this program? [Check all that apply]

Other-22% of NE fatalities occur on rural local roads

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	Roadside features
Fatal and serious injury crashes only	Lane miles	

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
Crash frequency and crash types at specific locations

How are projects under this program advanced for implementation?

Competitive application process
selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1
Available funding : 2

Enter additional comments here to clarify your response for this question or add supporting information.

Program: HSIP (no subprograms)

Date of Program Methodology: 2/23/2015

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	Other-Roadway Departure, Intersection, or other

What project identification methodology was used for this program? [Check all that apply]

Relative severity index
Critical rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
Crash frequency and crash type at specific locations

How are projects under this program advanced for implementation?

Competitive application process
selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1
Available funding : 2

Enter additional comments here to clarify your response for this question or add supporting information.

What percentage of HSIP funds address systemic improvements?

9.37

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Rumble Strips
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Safety Edge
Horizontal curve signs

Enter additional comments here to clarify your response for this question or add supporting information.

The percentage of HSIP funds used for systemic projects varies greatly from year-to-year. Last year the majority of HSIP funds were used for systemic projects. This year only 9.37% was for systemic projects.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Crash data analysis
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

Countermeasures are normally identified by engineers on one of the NDOT safety committees. Crash studies are available to help guide them in these decisions. Project proposals from local jurisdictions often come with pre-determined countermeasures, although these may be amended by the committee.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

NDOT has not considered any connected vehicle technology for HSIP funding. We have funded projects for dynamic message signs and anti-icing systems on bridges that were considered ITS.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Highway Safety Manual techniques are used to determine benefit/cost ratios for some project proposals.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

The State Fiscal Year, from July 1, 2016 to June 30, 2017, is the reporting period for HSIP funding in this report.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$14,119,190	$13,321,412	94.35%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$536,800	$536,780	100%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$14,655,990	$13,858,192	94.56%

Enter additional comments here to clarify your response for this question or add supporting information.

The High Risk Rural Roads funds noted were remaining from the pre-MAP21 bill, not the result of the Special Rule. Available funds were estimated from the Nebraska 2017-2020 STIP and revisions, the MAPA TIP, and the Lincoln TIP. No HSIP projects were included in the TIPs from the other two Nebraska MPOs. The obligation totals came from a FMIS query for the July 2016 - June 2017 time period.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$4,865,590

How much funding is obligated to local or tribal safety projects?

$4,598,693

Enter additional comments here to clarify your response for this question or add supporting information.

Approximately 1/3 of Nebraska's available and obligated HSIP funds went to local governments during the state FY 2017.

How much funding is programmed to non-infrastructure safety projects?

$969,400

How much funding is obligated to non-infrastructure safety projects?

$914,810

Enter additional comments here to clarify your response for this question or add supporting information.

Nebraska chose to flex 10% of its HSIP funds for non-infrastructure projects when given the opportunity, since 60% of the Critical Emphasis Areas in our Strategic Highway Safety Plan address behavioral issues. Because the flex option no longer exists, funding for non-infrastructure projects dropped to 6.6% during the most recent state fiscal year.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

As projects become more expensive and more complex, it often takes longer to move them from the planning stage to completion. This is not, however, really an impediment to obligating HSIP funds. We have been successful, over the last few years, in obligating most of our available HSIP funds. We have a spending plan in place which should allow us to continue at this pace into the future. At this point in time, we don't have any serious impediments to HSIP obligation.

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
00787 Statewide County Road Horizontal Curve Signs, Phase 3	Roadway signs and traffic control	Curve-related warning signs and flashers			$38,000	$38,000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	0	50	County Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
00869 Adams County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	14	Approaches	$69,390	$77,100	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869A Cass County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	4	Approaches	$15,102	$16780	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869B Dakota County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	2	Approaches	$19,225	$21,362	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869C Dawson County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	5	Approaches	$17,758	$19,708	HSIP (23 U.S.C. 148)	Urban Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869D Dodge County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	6	Approaches	$31,700	$35,223	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers of approaching Railroad Crossing
00869E Holt County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	4	Approaches	$23,559	$26,176	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869F Lancaster County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	10	Approaches	$25,395	$28,215	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869G Lincoln County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	2	Approaches	$19,643	$21,825	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869H Nemaha County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	2	Approaches	$10,905	$12,116	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
00869J Phelps County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	8	Approaches	$13,280	$14,755	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869K Platte County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	10	Approaches	$25,443	$28,269	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approching a Railroad Crossing
00869L Saline County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	2	Approaches	$9,344	$10,382	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers of approaching Railroad Crossing
00869M Saunders County Advance Railroad Pavement Marking	Railroad grade crossings	Railroad grade crossings - other	10	Approaches	$31,701	$36,223	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers they are approaching a Railroad Crossing
00869N Scotts Bluff County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	15	Approaches	$65,193	$72,436	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers of approaching Railroad Crossing
00869P Seward County Advance Railroad Pavement Markings	Railroad grade crossings	Railroad grade crossings - other	4	Approaches	$15,070	$16,744	HSIP (23 U.S.C. 148)	Rural Major Collector	0	50	County Highway Agency	Systemic	Intersections	Warn Drivers of approaching Railroad Crossings
00960 County Safety Plan Technical Assistance	Non-infrastructure	Transportation safety planning	3	Numbers	$16,840	$18,711	HSIP (23 U.S.C. 148)	Not Applicable	0			Pilot Project - Adams, Platte, and Scotts Bluff counties volunteered	Helping Counties Develop their own Safety Plans	Educate county staff on how to address their safety problems
00968 EAF 2.0 to TraCS Conversion	Non-infrastructure	Data/traffic records	1	Numbers	$180,000	$200,000	HSIP (23 U.S.C. 148)	Not Applicable	0			State Patrol changing to TraCS for collecting citation and other data	Data	Changing our standard software for crash collection
00970 TraCS Location Tool Licensing	Non-infrastructure	Data/traffic records	1	Numbers	$11,700	$13,000	HSIP (23 U.S.C. 148)	Not Applicable	0			This tool is designed to work with TraCS, the software we are switching to	Data	Provide standard tool for accurate collection of locations on crash reports
13147 Lincoln - South Coddington Avenue & West Van Dorn Street	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$1,327,071	$2,301,048	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,090	45	City of Municipal Highway Agency	Spot	Intersections	Reduce traffic conflicts, and thus crashes, by building a roundabout
22615 Omaha - NB US-75 Off Ramp to Cuming Street	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$286,347	$467,365	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	60,000	35	City of Municipal Highway Agency	Spot	Intersections	Provide wider turning radius reduce sideswipes

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														of dual left-turning vehicles
22682 District 2 - Rebuild Poor Condition Shoulders, add rumble strips	Shoulder treatments	Pave existing shoulders	16.63	Miles	$2,368,627	$2,537,320	HSIP (23 U.S.C. 148)	Varies	10,950	60	State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway
22698 District 2 - Districtwide Striping	Roadway delineation	Longitudinal pavement markings - remarking	82.45	Miles	$1,714,249	$1,905,923	HSIP (23 U.S.C. 148)	Varies	47,770	65	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their designated lanes
22698 District 2 - Districtwide Striping	Roadway delineation	Longitudinal pavement markings - remarking	82.45	Miles	$1,714,249	$1,905,923	HSIP (23 U.S.C. 148)	Varies	47,770	65	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their designated lanes
31417A Norfolk - US-275 & 37th Street	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$487,900	$685253	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,060	50	State Highway Agency	Spot	Intersections	Reduce traffic conflicts, and thus crashes, by building a roundabout
32274 District 3 - Rebuild Shoulders, add rumble strips	Shoulder treatments	Pave existing shoulders	15.91	Miles	$1,289,753	$1,409,822	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,950	60	State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway
42690 Grand Island - US-281 & Webb Road (north)	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Lanes	$520,976	$578,862	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,260	55	State Highway Agency	Spot	Intersections	Add left-turn lanes to reduce rear-end collisions
42809 District 4 - Rebuild Shoulders, Add Rumble Strips	Shoulder treatments	Pave existing shoulders	16.79	Miles	$1,443,896	$1,768,047	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,620	65	State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway
61289 Brule Southwest	Roadside	Drainage improvements	1.06	Miles	$411,507	$486,536	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	160	50	County Highway Agency	Spot	Roadway Departure	Preventing vehicles from striking fixed objects

Enter additional comments here to clarify your response for this question or add supporting information.

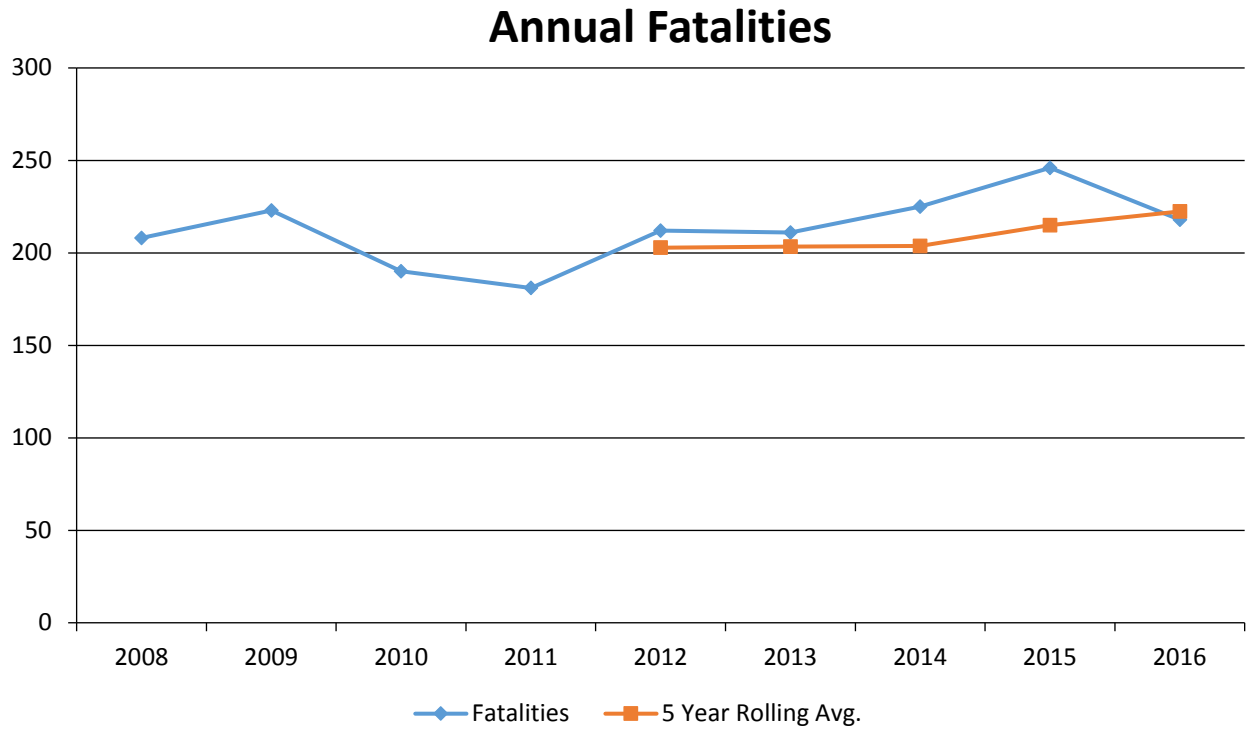
The HRRR funds listed here were left over from the earlier bill, not the result of the HRRR Special Rule. Several of the projects include multiple sites. The AADTs listed for these projects are an average of all the sites, functional classification and speed are those at the majority of sites.

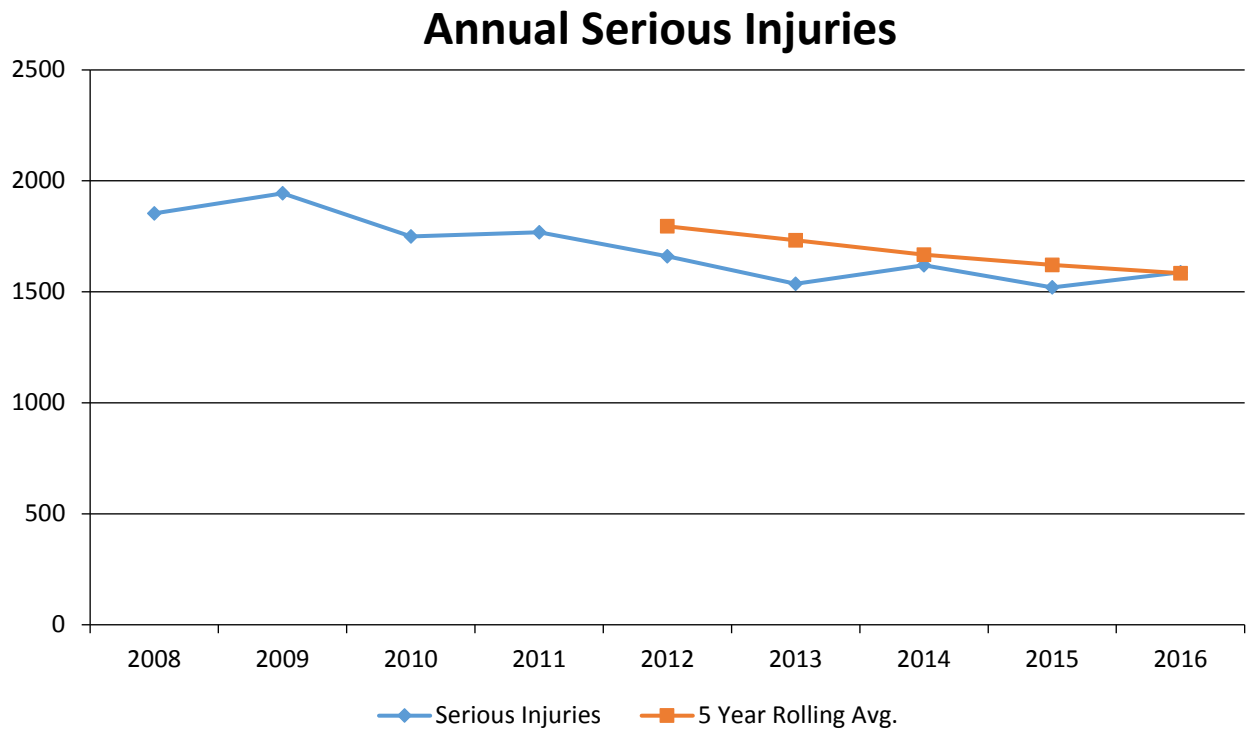
Safety Performance

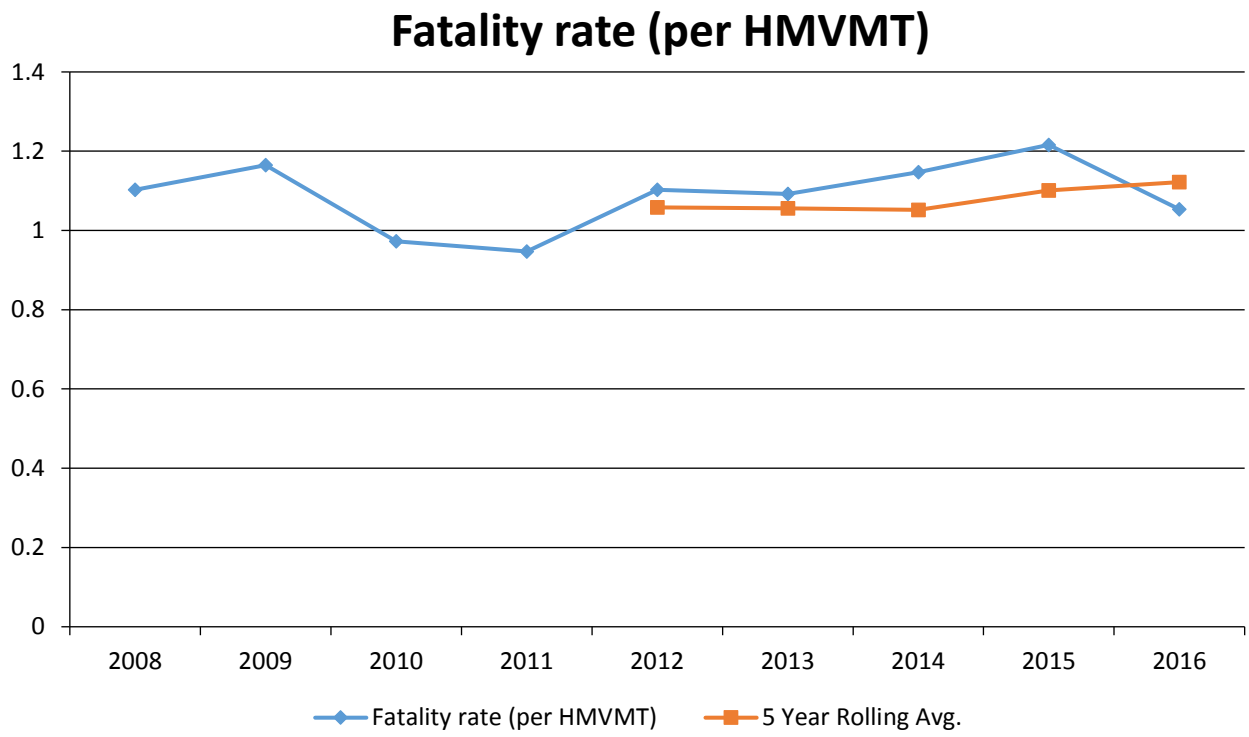
General Highway Safety Trends

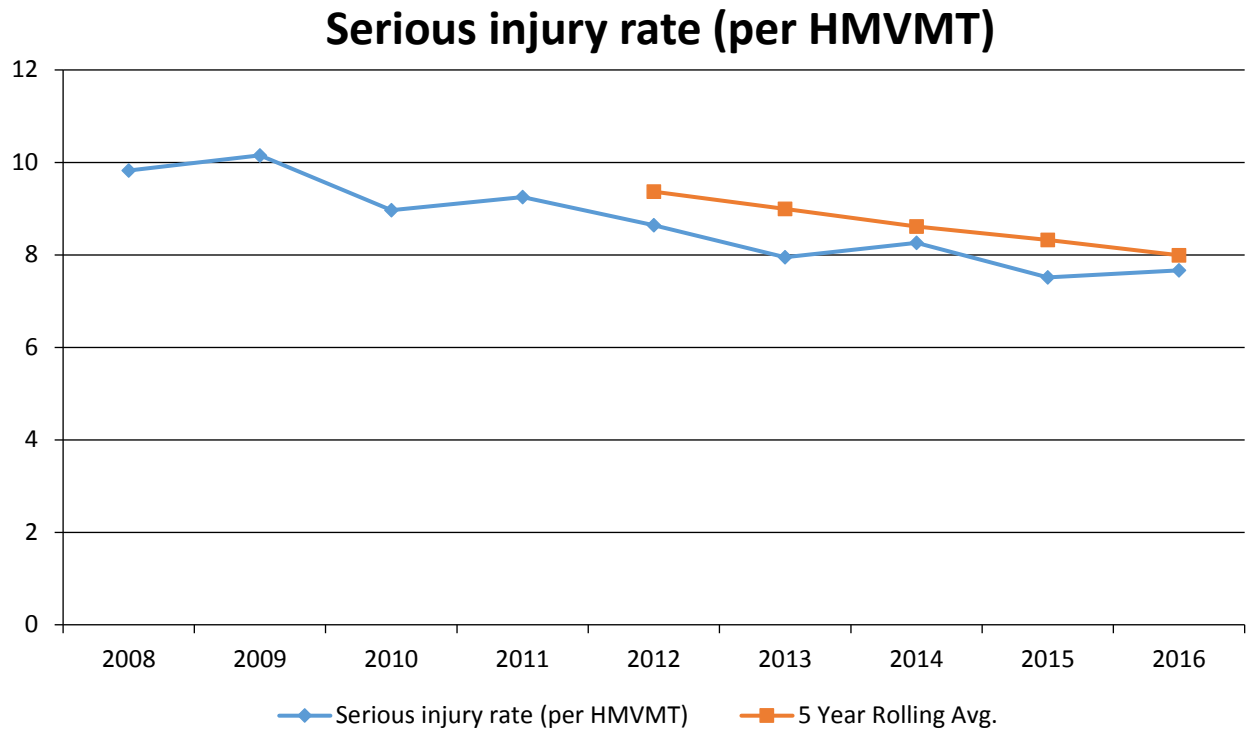
Present data showing the general highway safety trends in the State for the past five years.

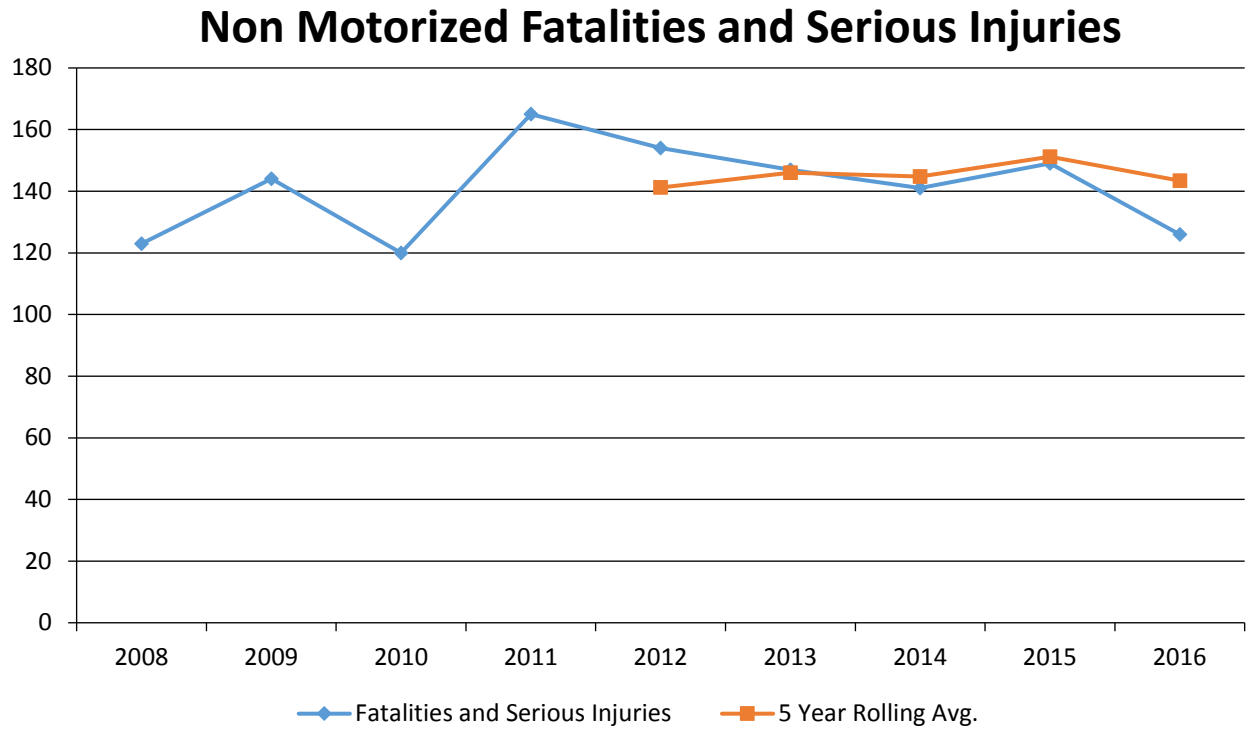
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	208	223	190	181	212	211	225	246	218
Serious Injuries	1,854	1,944	1,750	1,768	1,661	1,536	1,620	1,520	1,588
Fatality rate (per HMVMT)	1.103	1.165	0.973	0.947	1.103	1.092	1.147	1.216	1.053
Serious injury rate (per HMVMT)	9.828	10.153	8.965	9.251	8.640	7.949	8.260	7.513	7.668
Number non-motorized fatalities	5	12	10	9	15	15	11	24	13
Number of non-motorized serious injuries	118	132	110	156	139	132	130	125	113


Annual Fatalities
300
250
200
150
100
50
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2500
2000
1500
1000
500
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

The FARS data should always be identical to the state data in Nebraska. Our FARS Analyst resides within the Highway Safety/Accident Records Section of Traffic Engineering and we always follow the FARS rules for determining whether a fatality should be counted.

To the maximum extent possible, present this data by functional classification and ownership.

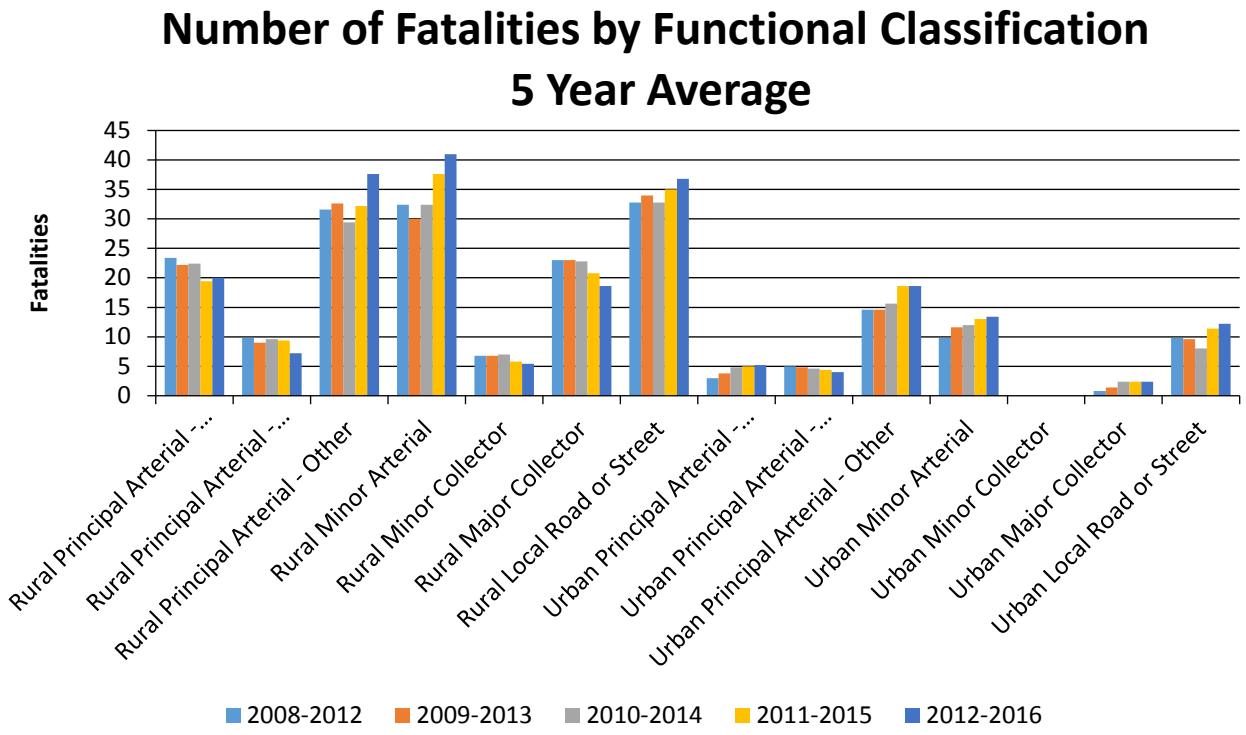
Year 2016

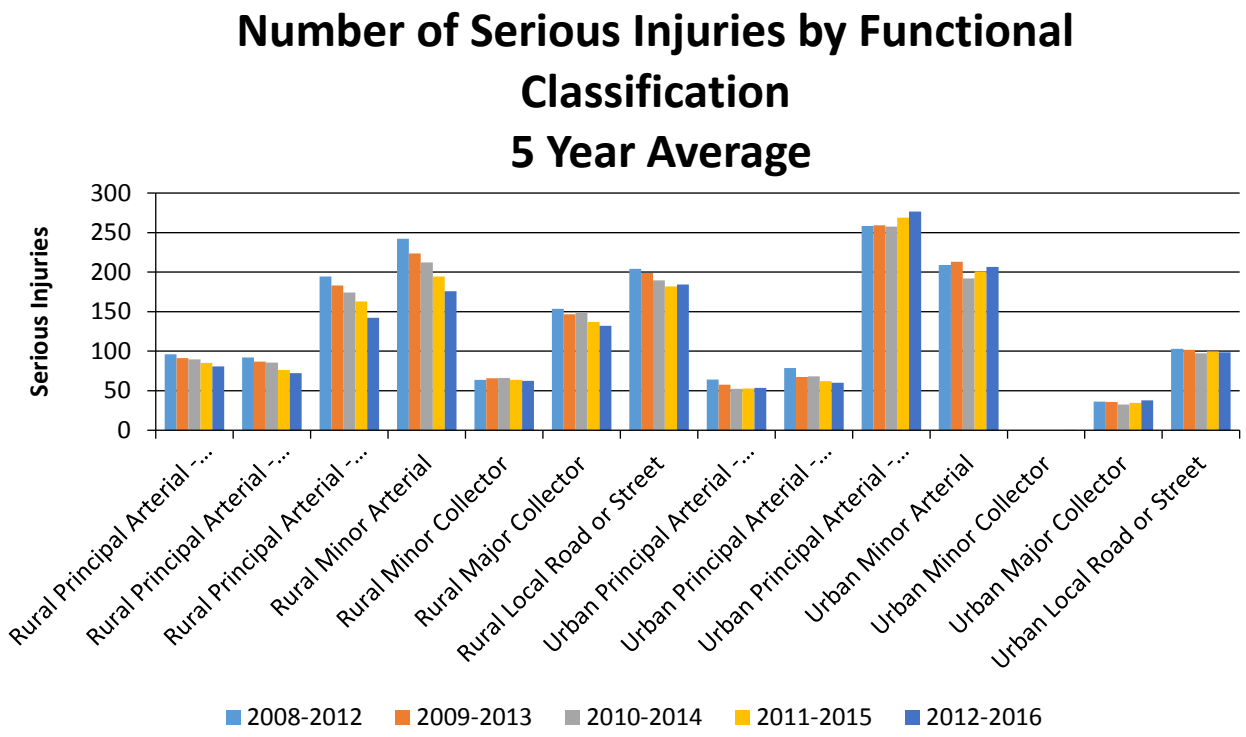
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	20	80.8	0.73	2.95
Rural Principal Arterial - Other Freeways and Expressways	7.2	72.4	0.69	6.96

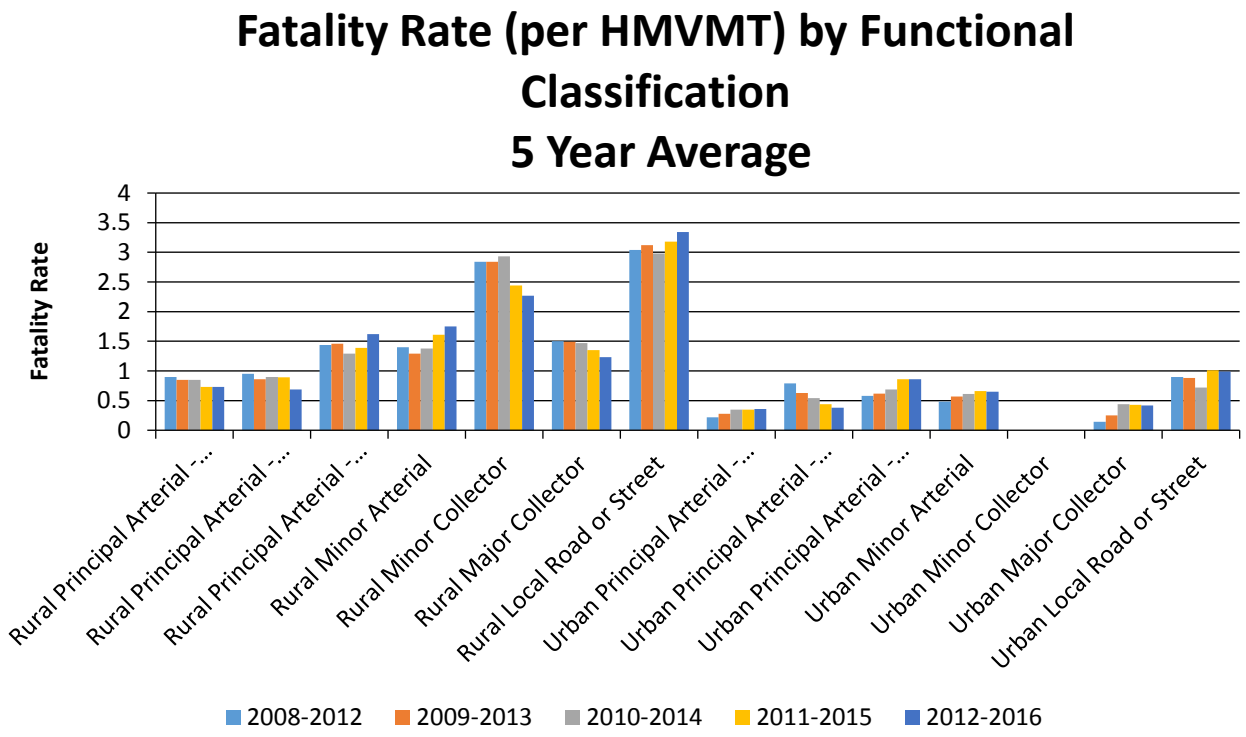
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Other	37.6	142.4	1.62	6.14
Rural Minor Arterial	41	175.8	1.75	7.48
Rural Minor Collector	5.4	62.4	2.27	26.28
Rural Major Collector	18.6	132.2	1.23	8.72
Rural Local Road or Street	36.8	184.4	3.34	16.72
Urban Principal Arterial - Interstate	5.2	53.6	0.36	3.68
Urban Principal Arterial - Other Freeways and Expressways	4	60.2	0.38	5.76
Urban Principal Arterial - Other	18.6	276.4	0.86	12.83
Urban Minor Arterial	13.4	206.6	0.65	10.1
Urban Minor Collector	0	0.4	0	5.44
Urban Major Collector	2.4	38	0.42	6.6
Urban Local Road or Street	12.2	98.4	0.99	8

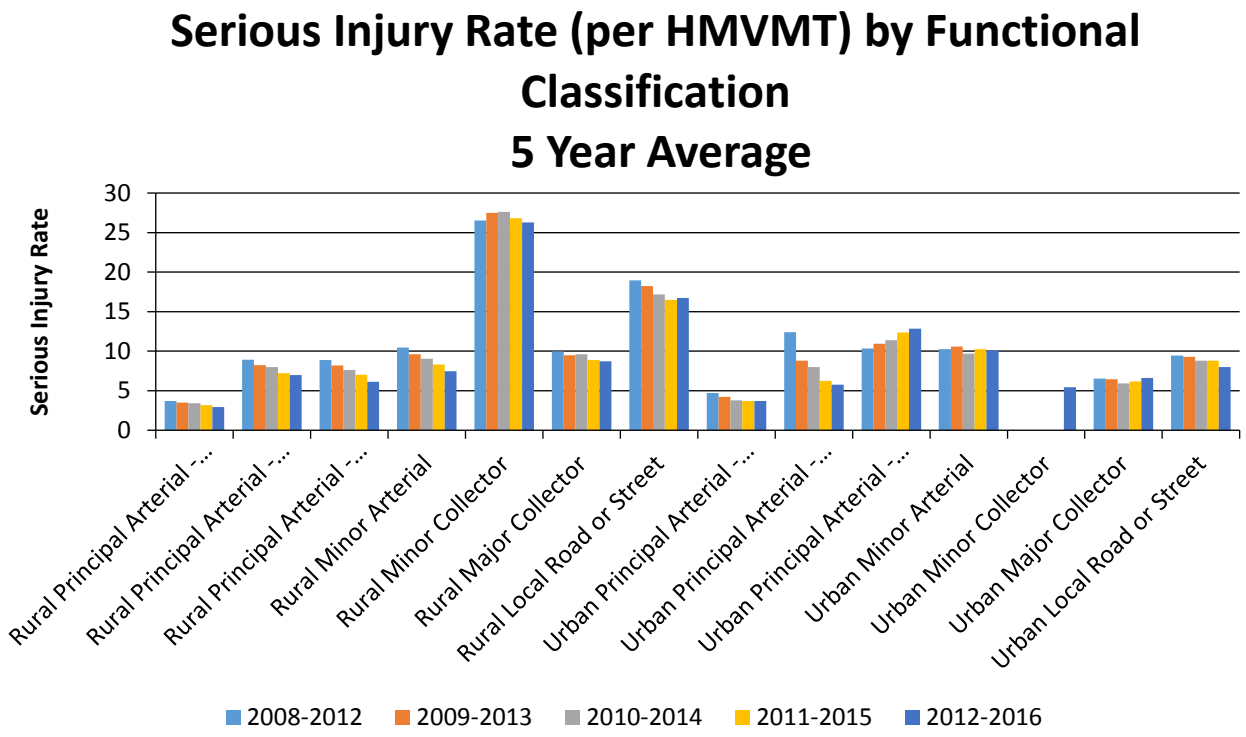
Year 2016

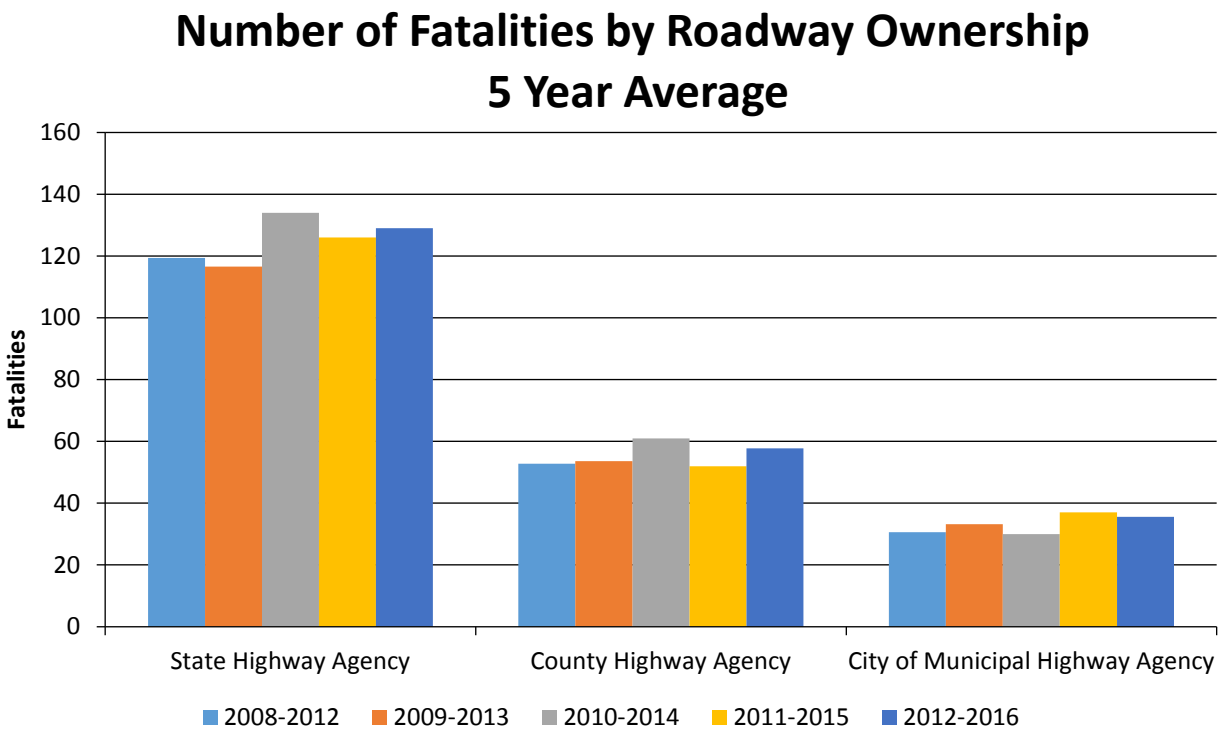
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	129	712	1.28	7.07
County Highway Agency	57.8	341	3.1	18.29
Town or Township Highway Agency				
City of Municipal Highway Agency	35.6	530.8	0.95	14.18
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

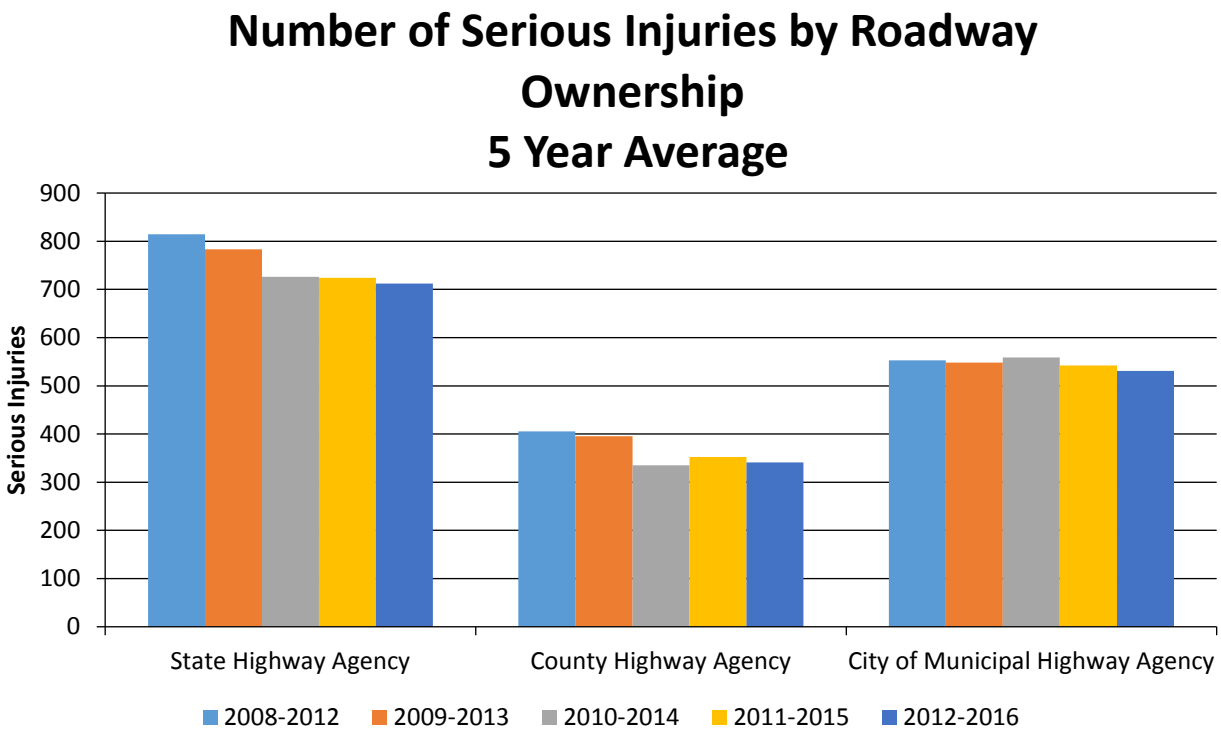

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
45
40
35
30
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

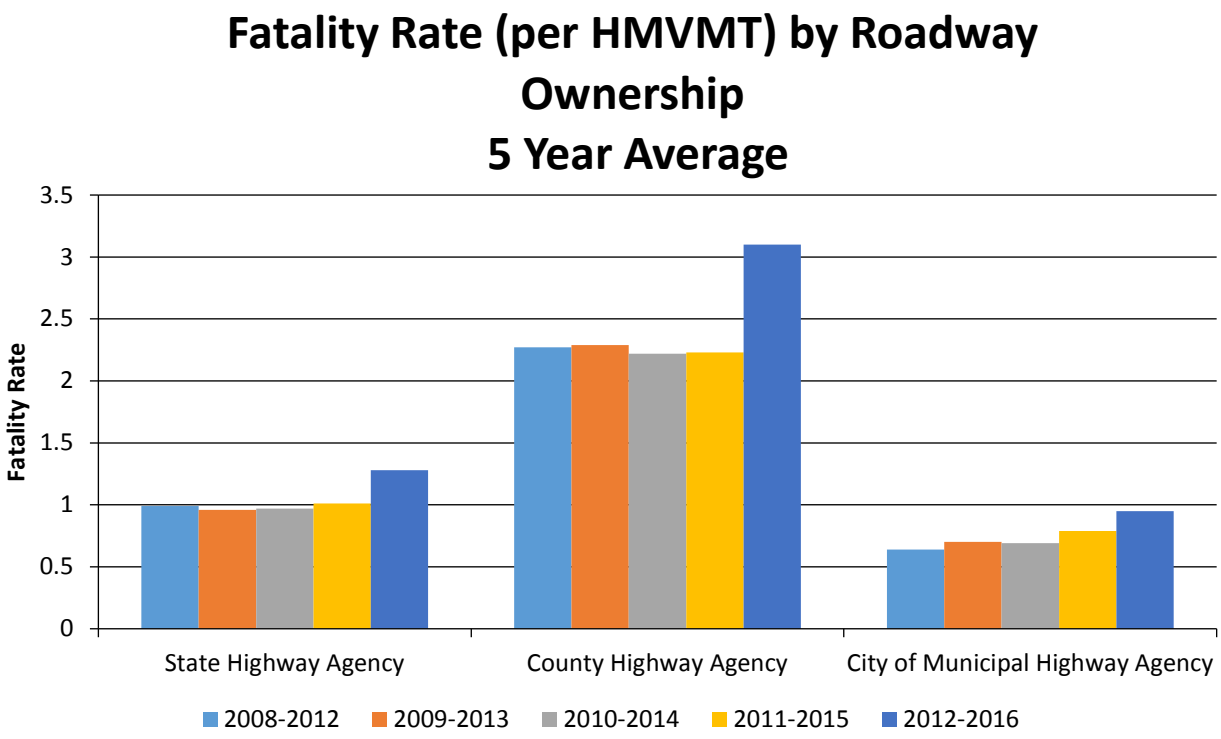

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
300
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

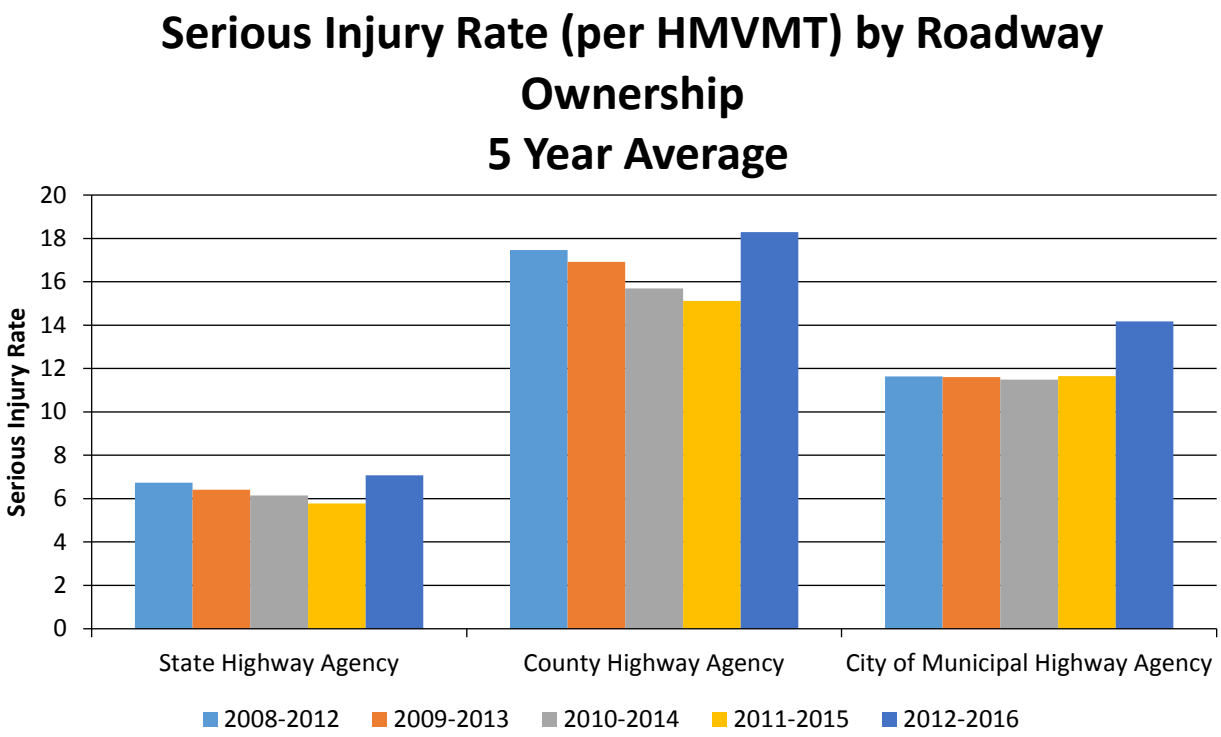

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
30
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
160
140
120
100
80
60
40
20
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



Enter additional comments here to clarify your response for this question or add supporting information.

In past years we did not report crashes on any Urban Minor Collectors. When the HPMS Report was submitted in July, some roads of this classification were included. It appeared that some roads were reclassified during 2016. This resulted in a reevaluation of crash fatalities and Serious Injuries to determine whether any of them occurred on the Urban Minor Collectors. Only two crashes were determined to have happened on this classification of roadway. We should get a better understanding of the crashes on Urban Minor Collectors next year when they will be counted in the same way as all other classifications of roadways.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

	Calendar Year 2018 Targets *
Number of Fatalities	228.5

Describe the basis for established target, including how it supports SHSP goals.

The 2018 target is set on a reduction of 1% from the current increasing trend.

Number of Serious Injuries 1520.4

Describe the basis for established target, including how it supports SHSP goals.

The 2018 target is set at a reduction on the current five-year rolling trend line.

Fatality Rate 1.117

Describe the basis for established target, including how it supports SHSP goals.

The 2018 target is set at a reduction of 1% from the current increasing trend.

Serious Injury Rate 7.386

Describe the basis for established target, including how it supports SHSP goals.

The 2018 target is set at a reduction on the current five-year rolling trend line.

Total Number of Non-Motorized Fatalities and Serious Injuries 145.3

Describe the basis for established target, including how it supports SHSP goals.

NDOT evaluated several different trend lines and selected the one that best fit the data. If the trend indicated an increase in crashes, a percentage reduction was taken from the predicted 2018 figure to set the target. If the trend was downward, the predicted number was used as the target.

Enter additional comments here to clarify your response for this question or add supporting information.

NDOT tried out several trend lines and selected the one that best fit the data. If the trend indicated an increase in crashes, a percentage reduction was taken from the predicted 2018 figure to set the target. If the trend was downward, the predicted number was used for the target.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The NDOT made sure the four Nebraska MPOs were aware of the targets with a presentation at a quarterly NDOT/MPO meeting in the spring of 2016. Then, in both May and June of 2017, additional meetings were held with NDOT safety personnel and representatives of all of our MPOs. NDOT's targets were established after the June meeting and we agreed to report them to the MPOs, as well as to provide them with crash data for their MPO areas. them with crash data for their MPO areas. NDOT will disclose our five performance targets to the MPOs with the submittal of this HSIP Report.

Does the State want to report additional optional targets?

2017 Nebraska Highway Safety Improvement Program
No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

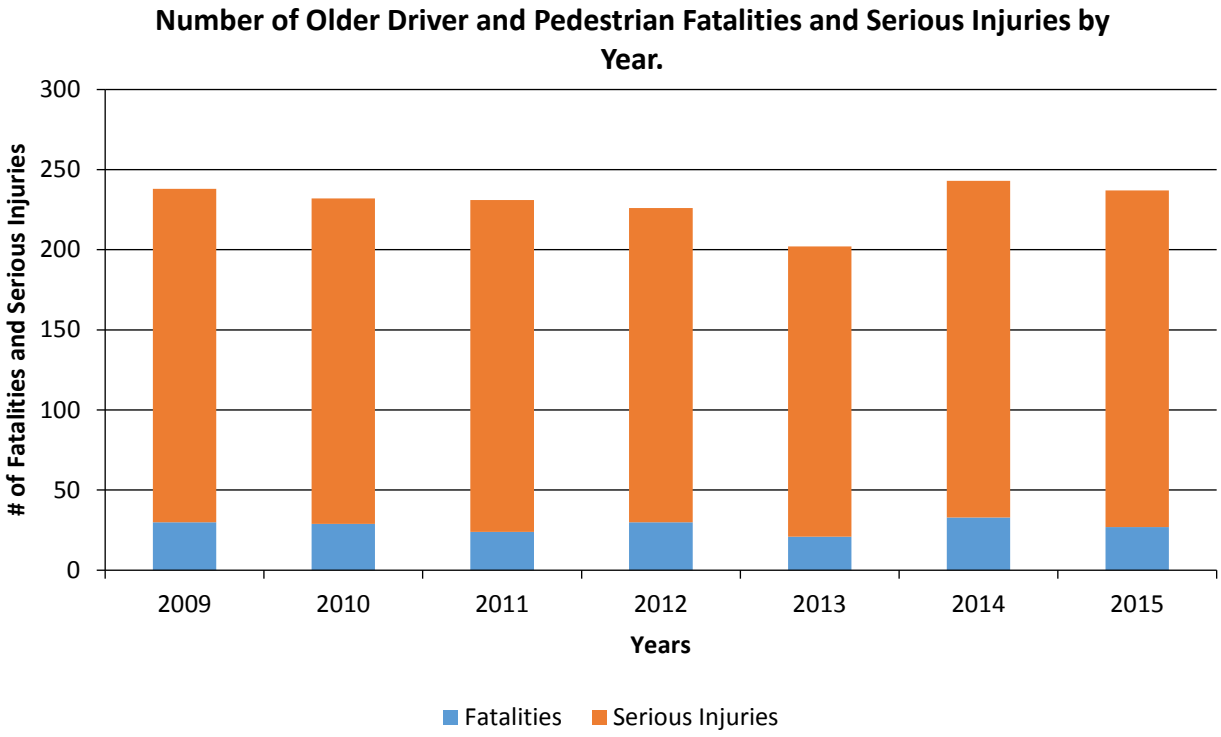
From FARS data, Nebraska had 319 fatalities on Rural Major Collectors, Rural Minor Collectors, and Rural Local Roads during the 5-year period from 2009-2013. The average annual number of fatalities on these roads was 63.80. From 2011-2015 298 fatalities were reported on HRRR roads, for an average annual number of 50.00.

Taking the Annual vehicle miles (in millions) from our HPMS submittal, the average annual VMT for the 5-year period from 2009-2013 was 2,873.784, compared to 2,880.230 for the 5-year period from 2011-2015. Thus, the fatality rate on HRRR for the 2009-2013 period was 2.22 fatalities/hundred million vehicle miles traveled (63.80 fatalities/year divided by 2,873.784 million vehicle miles traveled). By comparison, the 2011-2015 period had a fatality rate of 1.74 on HRRR (50.00 fatalities/year divided by 2,880.230 million vehicle miles traveled).

Since the fatality rate did not increase, we are not subject to the HRRR Special Rule.

Provide the number of older driver and pedestrian fatalities and serious injuries for the past seven years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	30	29	24	30	21	33	27
Number of Older Driver and Pedestrian Serious Injuries	208	203	207	196	181	210	210



Enter additional comments here to clarify your response for this question or add supporting information.

The fatality data was taken from the Nebraska FARS system. The serious injury data was taken from the state crash records system.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries
Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

Nebraska evaluates the effectiveness of completed HSIP projects and determines benefit/cost ratios for successful jobs. We also pay close attention to our fatalities and serious injuries, while recognizing that these can be heavily influenced by outside factors.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Four of the five projects we evaluated this year did not have crash rate changes that were statistically significant at the 95% confidence level. When aggregated, however, they had a benefit/cost ratio of 0.26.

Despite the low benefit/cost for these projects, they did result in reductions of 14.1% in total crashes and 80% in fatal crashes.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

More systemic programs
Policy change
Increased focus on local road safety
HSIP Obligations

Enter additional comments here to clarify your response for this question or add supporting information.

The development of a formal funding plan for HSIP funds, with the help of the FHWA Division Safety Engineer, has helped Nebraska move from a low percentage of HSIP obligations to where our program is now nearly full for several years into the future. Part of this plan was to increase the number of systemic projects. Several of these appear in this year's project list, including projects to add shoulder rumble strips to highways that were skipped during our previous projects because of the poor condition of the shoulders. We are rebuilding the shoulders at these locations so that rumble strips can be added. The standardization of rumble strips on highways with surfaced shoulders is one of the policy changes that grew out of HSIP activity. Another was the development of a standard for applying the beveled edge to our overlay projects.

When MAP-21 eliminated High Risk Rural Roads funding, the Nebraska DOT chose to maintain its High Risk Rural Roads Committee. Working with Local Projects Section and LTAP, we have continued to fund projects

on rural roads. The use of HSIP funds for urban local projects has always been strong, especially by Omaha and Lincoln. We recently added a representative from MAPA (the Omaha area MPO) to our Safety Committee.

Are there any significant programmatic changes that have occurred since the last reporting period?

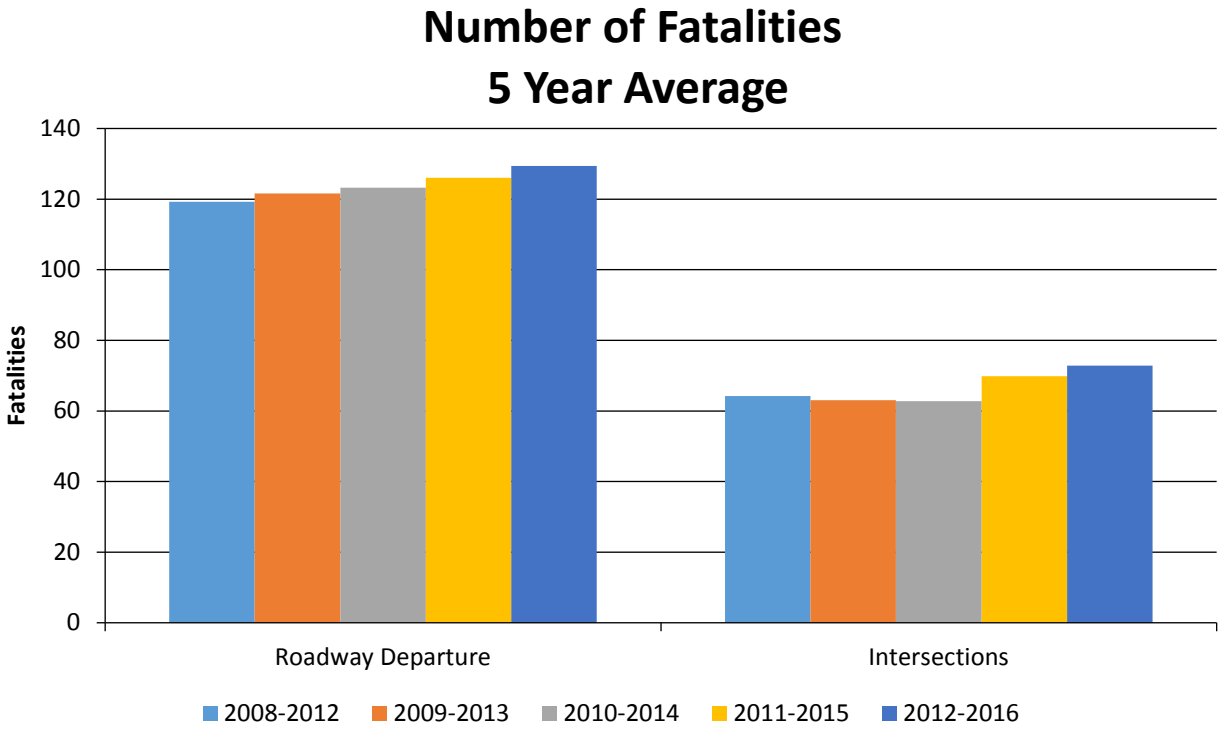
No

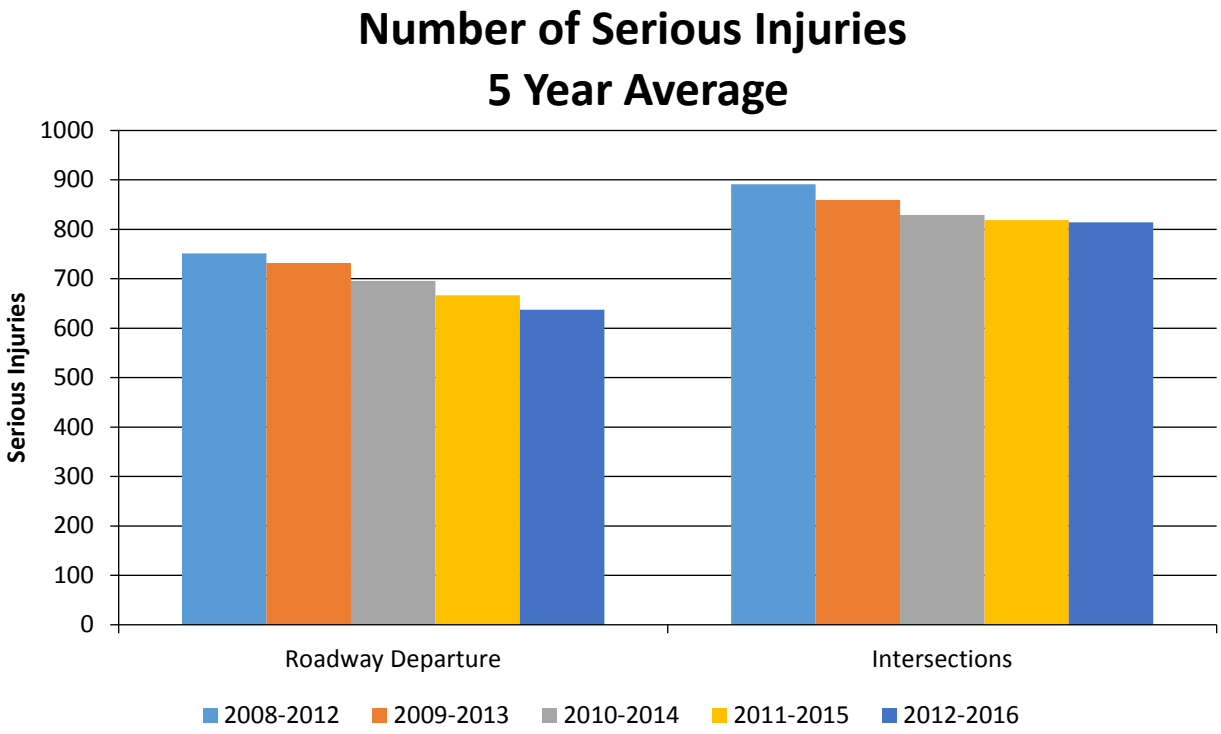
Effectiveness of Groupings or Similar Types of Improvements

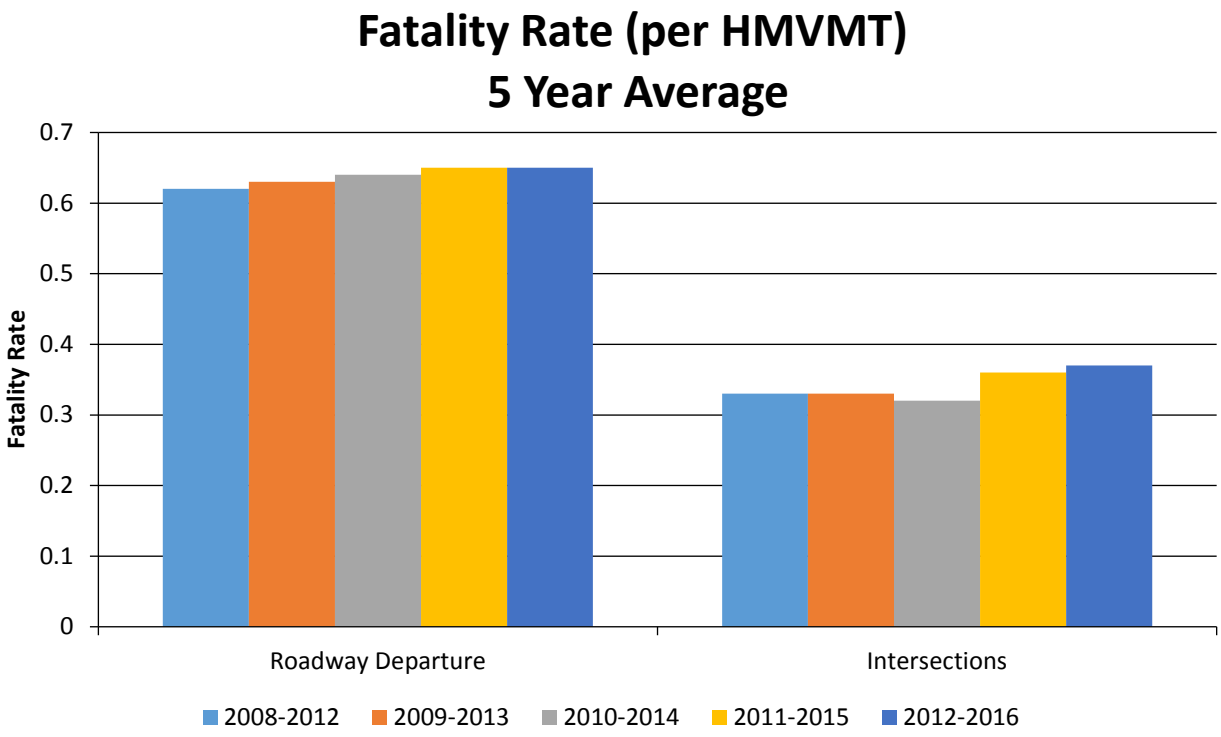
Present and describe trends in SHSP emphasis area performance measures.

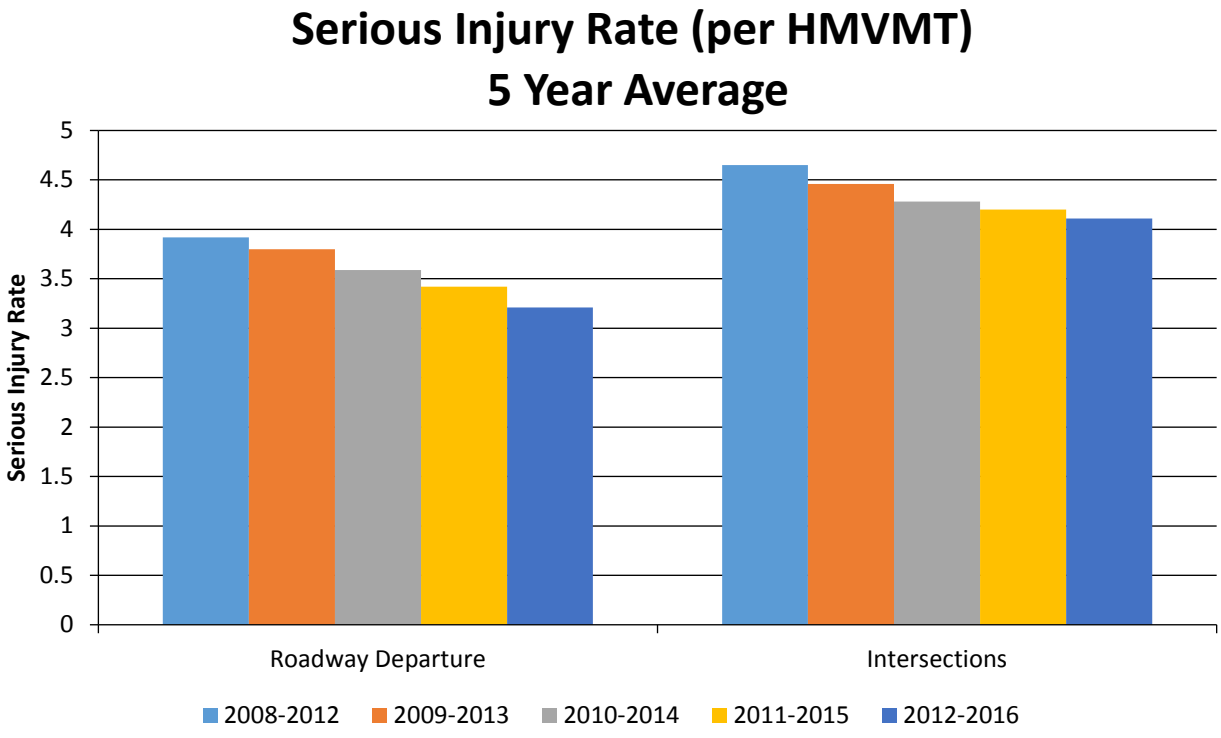
Year 2016

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Roadway Departure	Run-off-road	129.4	637.2	0.65	3.21			
Intersections	Intersections	72.8	814	0.37	4.11			


Number of Fatalities
5 Year Average
Fatalities
140
120
100
80
60
40
20
0
Roadway Departure
Intersections
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
1000
900
800
700
600
500
400
300
200
100
0
Roadway Departure
Intersections
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





Enter additional comments here to clarify your response for this question or add supporting information.

The targeted crash type for Roadway Departure is really Roadway Departure crashes, not just run-off-road. It includes cross centerline crashes (head-ons, opposite direction sideswipes). Since that was not one of the choices, the closest thing was chosen.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.
No evaluations of this type were completed during the most recent state fiscal year.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Lancaster County - Intersection of US-34 & 148th Street	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	8.00	2.00	1.00		2.00	1.00	1.00	4.00	12.00	7.00	
Sarpy County - Intersection of N-50 and Giles Road	Urban Principal Arterial - Other	Intersection geometry	Auxiliary lanes - modify turn lane storage	24.00	22.00	1.00		2.00	5.00	16.00	20.00	43.00	47.00	
Kearney County - E. Jct. of US-6 & N-44	Rural Principal Arterial - Other	Intersection geometry	Auxiliary lanes - modify right-turn lane offset	2.00	6.00	2.00	1.00	1.00	1.00	3.00		8.00	8.00	
Nebraska City - 11th Street, 10th Corso to 14th Corso	Urban Minor Arterial	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	12.00	4.00					2.00		14.00	4.00	0.42
Platte County - Jct. of US-81 & N-91	Rural Principal Arterial - Other Freeways and Expressways	Intersection geometry	Intersection geometry - other	4.00	8.00	1.00		1.00	2.00	9.00	3.00	15.00	13.00	N/A

Enter additional comments here to clarify your response for this question or add supporting information.

Several of these projects have no benefit/cost ratio because there was not a statistically significant reduction in the project purposes. Also, several of these projects had multiple improvements, but only one could be noted from the list provided.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

2017-03-31

What are the years being covered by the current SHSP?

From: 2017 To: 2021

When does the State anticipate completing it's next SHSP update?

2022

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					0	0				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Roadway Type at End Ramp Terminal (199)					0	0				
Interchange Type (182)					100	100				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**100.00**	**100.00**	**81.82**	**81.82**	**100.00**	**100.00**	**100.00**	**100.00**

Enter additional comments here to clarify your response for this question or add supporting information.

See the response to Question 49.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

All of the MIRE fundamental data elements are available now, with the exception of "Roadway Type at Beginning of Ramp Terminal" and "Roadway Type at End of Ramp Terminal". These elements are collected now, but there are no tables in the database to receive them. A project for the NDOT Business Technology Support Division to build tables in the database for these elements is scheduled, but was postponed due to other priorities. This project should be completed in 2018, so we should easily meet the 2026 deadline.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Suspected Serious Injury	Yes	Suspected Serious Injury -- Severe laceration resulting in major blood loss, broken or distorted arm or leg, crush injuries, suspected skull, chest or abdominal injury, significant burns (second and third degree burns over 10% or more of the body), unconsciousness or paralysis.	Yes	Severe laceration resulting in major blood loss, broken or distorted arm or leg, crush injuries, suspected skull, chest or abdominal injury, significant burns (second and third degree burns over 10% or more of the body), unconsciousness or paralysis.	Yes
Crash Database	Suspected Serious Injury	Yes	N/A	No	N/A	No
Crash Database Data Dictionary	Suspected Serious Injury	Yes	None	No	None	No

Please describe the actions the State is taking to become compliant by April 15, 2019.

Everything has already been changed except for the paper report. We will reprint these when our stock of forms gets low.

Enter additional comments here to clarify your response for this question or add supporting information.

The wording was changed on our electronic report. The paper report has also been changed, but we have not reprinted it, so agencies are still using the old form. We have no definitions in our database or in our data dictionary.

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete it's next HSIP program assessment.

2017

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

HSIP Process Document 2015.doc

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.