



Highway Safety Improvement Program
Data Driven Decisions

Nebraska
Highway Safety Improvement Program
2014 Annual Report

Prepared by: NE

Disclaimer

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.”

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Executive Summary

Nebraska had a very successful year during state FY 2014, obligating about \$34 million in HSIP funds. This figure eclipses the amount obligated in any previous year. While we continue to build the traditional safety projects, intersection improvements, etc., these jobs tend to take longer to complete the project development phase and so can not be depended upon to use up available funds in a timely fashion. During FY 2014 the NDOR was able to develop a number of high cost, systemic projects that boosted the obligation totals. These included durable pavement marking, shoulder and rumble strips, and dynamic message signs (DMS). In addition, NDOR used HSIP funds for several non-infrastructure projects including selective enforcement and PI&E for NHTSA's "Click It or Ticket" and "You Drink, You Drive, You Lose" campaigns.

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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

Central

District

Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

Local road projects are regularly funded under the HSIP. The NDOR'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 NDOR for consideration. Representatives of the state's two largest cities, Omaha and Lincoln, 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 Road committee, which continues to function despite the loss of dedicated funding. The number of projects built on local roads varies from year to year. During State FY 2014 seven HSIP

projects let were on local roads. In addition, most of Nebraska's High Risk Rural Roads projects were built on local roads. Many local projects, especially intersection improvements in Omaha and Lincoln, are not listed here because they are located on state highways.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other: Other-Traffic Engineering
- Other: Other-Highway Safety
- Other: Other-Local Projects
- Other: Other-Program Management
- Other: Other-Rail & Public Transportation

Briefly 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. All HSIP projects are approved by either the NDOR 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 Project 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, Rail & Public Transportation 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 NDOR has begun using the Highway Safety Manual procedures in the analysis and evaluation of some HSIP projects.

Identify which external partners are involved with Highway Safety Improvement Program planning.

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-City of Omaha Public Works Department
- Other: Other-City of Lincoln Public Works Department
- Other: Other-FHWA Division Office
- Other: Other-NE Local Technical Assistance Program (LTAP)

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

- Multi-disciplinary HSIP steering committee
- Other: Other-NDOR is working with FHWA to develop a Strategic Plan for HSIP Expenditures

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

Nebraska is currently working on updating its HSIP process document. NDOR is also issuing an RFP for the purchase of a web-based automatic collision diagramming system, to be paid for with HSIP funds.

Program Methodology

Select the programs that are administered under the HSIP.

- | | | |
|---|---|---|
| <input type="checkbox"/> Median Barrier | <input checked="" type="checkbox"/> Intersection | <input type="checkbox"/> Safe Corridor |
| <input type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input type="checkbox"/> Rural State Highways |
| <input type="checkbox"/> Skid Hazard | <input type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input checked="" type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input type="checkbox"/> Sign Replacement And Improvement |
| <input type="checkbox"/> Local Safety | <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input type="checkbox"/> Left Turn Crash | <input type="checkbox"/> Shoulder Improvement | <input type="checkbox"/> Segments |
| <input type="checkbox"/> Other: | | |

Program: Intersection

Date of Program Methodology: 9/27/1990

What data types were used in the program methodology?

- | <i>Crashes</i> | <i>Exposure</i> | <i>Roadway</i> |
|---|--|--|
| <input checked="" type="checkbox"/> All crashes | <input type="checkbox"/> Traffic | <input type="checkbox"/> Median width |
| <input type="checkbox"/> Fatal crashes only | <input checked="" type="checkbox"/> Volume | <input type="checkbox"/> Horizontal curvature |
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input type="checkbox"/> Functional classification |

- | | | |
|--------------------------------|--|---|
| <input type="checkbox"/> Other | <input checked="" type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input checked="" type="checkbox"/> Other-Land Use |
| | | <input checked="" type="checkbox"/> Other-Median Type |
| | | <input checked="" type="checkbox"/> Other-Number of Lanes |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

Yes No

If no, describe the methodology used to identify local road projects as part of this program.

The number of crashes occurring on a specific stretch of roadway or intersection.

How are highway safety improvement projects advanced for implementation?

 Competitive application process Selection committee Other

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).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C 3 Available funding 2 Incremental B/C Ranking based on net benefit Other Design and Project
Development Time 1

Program: Roadway Departure

Date of Program Methodology: 9/27/1990

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Land Use
- Other-Median Type
- Other-Number of Lanes

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment

- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

If no, describe the methodology used to identify local road projects as part of this program.

The number of roadway departure crashes on a particular section of roadway.

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other

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).

- Relative Weight in Scoring
- Rank of Priority Consideration

- | | |
|---|---|
| <input checked="" type="checkbox"/> Ranking based on B/C | 3 |
| <input checked="" type="checkbox"/> Available funding | 2 |
| <input type="checkbox"/> Incremental B/C | |
| <input type="checkbox"/> Ranking based on net benefit | |
| <input type="checkbox"/> Other | |
| <input checked="" type="checkbox"/> Design and Project Development Time | 1 |

What proportion of highway safety improvement program funds address systemic improvements?

66

Highway safety improvement program funds are used to address which of the following systemic improvements?

- | | |
|---|---|
| <input type="checkbox"/> Cable Median Barriers | <input checked="" type="checkbox"/> Rumble Strips |
| <input type="checkbox"/> Traffic Control Device Rehabilitation | <input type="checkbox"/> Pavement/Shoulder Widening |
| <input checked="" type="checkbox"/> Install/Improve Signing | <input checked="" type="checkbox"/> Install/Improve Pavement Marking and/or Delineation |
| <input checked="" type="checkbox"/> Upgrade Guard Rails | <input type="checkbox"/> Clear Zone Improvements |
| <input type="checkbox"/> Safety Edge | <input type="checkbox"/> Install/Improve Lighting |
| <input type="checkbox"/> Add/Upgrade/Modify/Remove Traffic Signal | <input type="checkbox"/> Other |

What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment
- Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

- Highway Safety Manual
- Road Safety audits
- Systemic Approach
- Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

Although we have used the Highway Safety Manual and systemic project programming in the past, the use of both significantly increased in FY 2014. It is likely that the use of both will continue to increase in the future.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

Calendar Year

State Fiscal Year

Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	38663738	85 %	33979022	77 %
HRRRP (SAFETEA-LU)	1557000	3 %	1326353	3 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer - Section 164	0	0 %	2544479	6 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	0	0 %	0	0 %
State and Local Funds	5039738	11 %	6051943	14 %

Totals	45260476	100%	43901797	100%
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How much funding is programmed to local (non-state owned and maintained) safety projects?

\$5,050,615.00

How much funding is obligated to local safety projects?

\$3,853,648.00

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

\$1,651,000.00

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

\$1,650,880.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

\$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

\$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

Although the NDOR has learned to work with the existing rules in order to move projects along, the main impediment to obligating HSIP funds remains the time and cost of meeting NEPA requirements. Projects continue to be held up for lengthy periods as they proceed through the environmental process. At the same time, the Department of Roads and local governments have been discouraged from pursuing lower cost projects because of the concern that the NEPA work will be more costly than the project. There was some hope that projects could be sped up by making Programmatic Agreements with FHWA, but the PA's used so far have been of limited value.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

FY 2014 was the biggest year ever for obligating HSIP funds in Nebraska. By preparing some high cost, systemic projects, the NDOR was able to obligate about \$34 million in HSIP funds. Systemic durable pavement marking, surfaced shoulder and rumble strip, and dynamic message sign (DMS) projects were the most responsible for getting the funds spent.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
00793 Lancaster County - County road pavement marking	Roadway delineation Longitudinal pavement markings - remarking		909052	999957	HRRRP (SAFETE A-LU)	Rural Major Collector			County Highway Agency	Roadway Departure	Keep vehicles in their lane
00793A Cass County - County road pavement marking	Roadway delineation Longitudinal pavement markings - remarking		170025	187028	HRRRP (SAFETE A-LU)	Rural Major Collector			County Highway Agency	Roadway Departure	Keep vehicles in their lane
00793B Saline County - County road pavement marking	Roadway delineation Longitudinal pavement markings - remarking		76815	84497	HRRRP (SAFETE A-LU)	Rural Major Collector			County Highway Agency	Roadway Departure	Keep vehicles in their lane

00793C Platte County - County road pavement marking	Roadway delineation		123697	136067	HRRRP (SAFETE A-LU)	Rural Major Collector			County Highway Agency	Roadway Departure	Keep vehicles in their lane
00908D "Click It or Ticket" selective Overtime Enforceme nt	Non- infrastructu re Enforcemen t	4967 Numbers	275000	305558	HSIP (Section 148)					Seat Belt Usage	Conduct highly publicized enforcement campaigns
00908E "Click It or Ticket" PI&E Messaging	Non- infrastructu re Educational efforts	14817828 8 Numbers	200000	222225	HSIP (Section 148)					Seat Belt Usage	Provide enhanced education to groups with low belt usage rates
12888B Goehner Truck Parking Phase II	Parking Truck parking facilities	1 Numbers	675456	767607	HSIP (Section 148)	Rural Principal Arterial - Interstate	2504 5	75	State Highway Agency	Roadway Departure	Reduce driver distractions
12975 Lincoln	Intersection geometry	1 Numbers	559387	777889 0	HSIP (Section	Rural Principal	5710	60	State Highway	Intersectio ns	Reduce conflicts by

East (202nd St. Intersection)	Auxiliary lanes - add left-turn lane				148)	Arterial - Other			Agency		geometric design improvements
13089 Lincoln - US-77, BNSF/Middle Creek Bridges	Roadway Pavement surface - high friction surface	1 Miles	150540 9	195013 3	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways	3423 0	60	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
13093 Lincoln - US-6 & SW 40th Street	Intersection geometry Auxiliary lanes - add left-turn lane	2 Numbers	195013 3	309765 0	HSIP (Section 148)	Urban Principal Arterial - Other	1166 0	50	State Highway Agency	Intersections	Reduce conflicts by geometric design improvements
13136 Seward East Bridge	Advanced technology and ITS Advanced technology and ITS - other	4 Numbers	918596	137672 8	HSIP (Section 148)	Rural Principal Arterial - Interstate	2617 0	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
13242 (1) District 1 -	Roadway delineation	320 Miles	269141	550903	HSIP (Section	Rural Principal	3778	65	State Highway	Roadway	Keep vehicles in

Districtwide Striping	Longitudinal pavement markings - remarking		3	8	148)	Arterial - Other			Agency	Departure	their lane
13242 (2) District 1 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	320 Miles	2517479	5509038	Penalty Transfer - Section 164	Rural Principal Arterial - Other	3778	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane
13248 District 1 - Districtwide Surfaced Shoulders, Rumble Strips	Roadway Rumble strips - edge or shoulder	14 Miles	1648729	1842021	HSIP (Section 148)	Rural Minor Arterial	4472	60	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
22366 Bellevue - US-75 Ramps at Cornhusker Road	Interchange design Installation of new lane on ramp	1 Numbers	389292	619525	HSIP (Section 148)	Urban Principal Arterial - Other	27100	45	City of Municipal Highway Agency	Intersections	Reduce conflicts by geometric design improvements
22372 (1) Omaha - 102nd & Maple	Intersection geometry Intersection geometrics -	1 Numbers	76455	642183	HSIP (Section 148)	Urban Minor Arterial	49304	45	City of Municipal Highway	Intersections	Realign intersection approaches to reduce or

Street	realignment to align offset cross streets								Agency		eliminate skew
22372 (2) Omaha - 102nd & Maple Street	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	557033	642183	Penalty Transfer - Section 164	Urban Minor Arterial	4930 4	45	City of Municipal Highway Agency	Intersectio ns	Realign intersection approaches to reduce or eliminate skew
22378 Omaha - 108th Street, L Street to M Street	Access management Median crossover - close crossover	3 Numbers	751606	839714	HSIP (Section 148)	Urban Minor Arterial	3183 4	35	City of Municipal Highway Agency	Intersectio ns	Restrict or eliminate turning movements near unsignalized intersections
22579 District 2 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	144 Miles	236600 5	262999 4	HSIP (Section 148)	Rural Principal Arterial - Other	5327	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane
22583 District 2 -	Roadway Rumble	6 Miles	614292	683647	HSIP (Section	Rural Principal	5862	60	State Highway	Roadway	Keep vehicles

Districtwide Surfaced Shoulders and Rumble Strips	strips - edge or shoulder				148)	Arterial - Other			Agency	Departure	from encroaching on the roadside
32081A South Sioux City - Dakota Avenue	Roadway Roadway widening - add lane(s) along segment	1 Miles	1026584	1457145	HSIP (Section 148)	Urban Principal Arterial - Other	13280	35	City of Municipal Highway Agency	Roadway Departure	Minimize the likelihood of crashing into another vehicle
32114 South of Oakland - Jct. of US-77 & N-32	Intersection geometry Intersection geometry - other	1 Numbers	2508835	3040738	HSIP (Section 148)	Rural Minor Arterial	4765	60	State Highway Agency	Intersections	Convert 4-way intersections to roundabouts
32167 District 3 - DMS Replacement	Advanced technology and ITS Dynamic message signs	1 Numbers	124191	148090	HSIP (Section 148)	Urban Principal Arterial - Interstate	16000	60	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
32215 District 3 - Districtwide	Roadway delineation Longitudinal pavement	123 Miles	2017170	2241400	HSIP (Section 148)	Rural Principal Arterial -	3464	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane

e Striping	markings - re-marking					Other					
32219 District 3 - Districtwide Surfaced Shoulders and Rumble Strips	Roadway Rumble strips - edge or shoulder	30 Miles	255500 3	373659 5	HSIP (Section 148)	Rural Minor Arterial	4177	60	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
42565 Hastings East	Intersection geometry Auxiliary lanes - modify right-turn lane offset	1 Numbers	53193	709950 6	HSIP (Section 148)	Rural Minor Arterial	5560	55	State Highway Agency	Intersectio ns	Use offset turn lanes to provide better visibility
42661 Aurora West Bridges	Advanced technology and ITS Advanced technology and ITS - other	4 Numbers	661638	755253	HSIP (Section 148)	Rural Principal Arterial - Interstate	1995 8	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
42701 District 4 - DMS	Advanced technology and ITS	1 Numbers	124791	148757	HSIP (Section	Rural Principal Arterial -	2215 5	75	State Highway	Roadway Departure	Keep vehicles from

Replacement	Dynamic message signs				148)	Interstate			Agency		encroaching on the roadside
42730 District 4 - DMS Replacement	Advanced technology and ITS Dynamic message signs	2 Numbers	192242	233702	HSIP (Section 148)	Rural Principal Arterial - Interstate	18958	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
42733 Hastings - Osborne Drive East Guardrail	Roadside Barrier-metal	1 Miles	164297	200552	HSIP (Section 148)	Urban Major Collector	500	35	City of Municipal Highway Agency	Roadway Departure	Reduce the severity of the crash
42752 District 4 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	253 Miles	4426855	4941333	HSIP (Section 148)	Rural Principal Arterial - Other	18958	75	State Highway Agency	Roadway Departure	Keep vehicles in their lane
42757 District 4 - Districtwide Surfaced Shoulders and Rumble	Roadway Rumble strips - edge or shoulder	21 Miles	1319420	1467122	HSIP (Section 148)	Rural Principal Arterial - Other	7137	65	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside

Strips											
51514 District 5 - DMS Replacement	Advanced technology and ITS Dynamic message signs	4 Numbers	382919	465566	HSIP (Section 148)	Rural Principal Arterial - Interstate	7467	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
61539 North Platte East Bridges (anti-icing)	Advanced technology and ITS Advanced technology and ITS - other	2 Numbers	943833	1053803	HSIP (Section 148)	Rural Principal Arterial - Interstate	14920	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
61573 District 6 - DMS Replacement	Advanced technology and ITS Dynamic message signs	2 Numbers	197952	222347	HSIP (Section 148)	Rural Principal Arterial - Interstate	13275	75	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
61585 District 6 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	49 Miles	1119641	1244146	HSIP (Section 148)	Rural Principal Arterial - Other	3746	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane

61588 District 6 - Districtwide Surfaced Shoulders and Rumble Strips	Roadway Rumble strips - edge or shoulder	2 Miles	281101	313434	HSIP (Section 148)	Rural Minor Arterial	2801	65	State Highway Agency	Roadway Departure	Keep vehicles from encroaching on the roadside
71177 District 7 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	211 Miles	330253 6	366958 4	HSIP (Section 148)	Rural Principal Arterial - Other	2967	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane
80960 District 8 - Districtwide Striping	Roadway delineation Longitudinal pavement markings - remarking	103 Miles	790876	878851	HSIP (Section 148)	Rural Principal Arterial - Other	2784	65	State Highway Agency	Roadway Departure	Keep vehicles in their lane

Progress in Achieving Safety Performance Targets

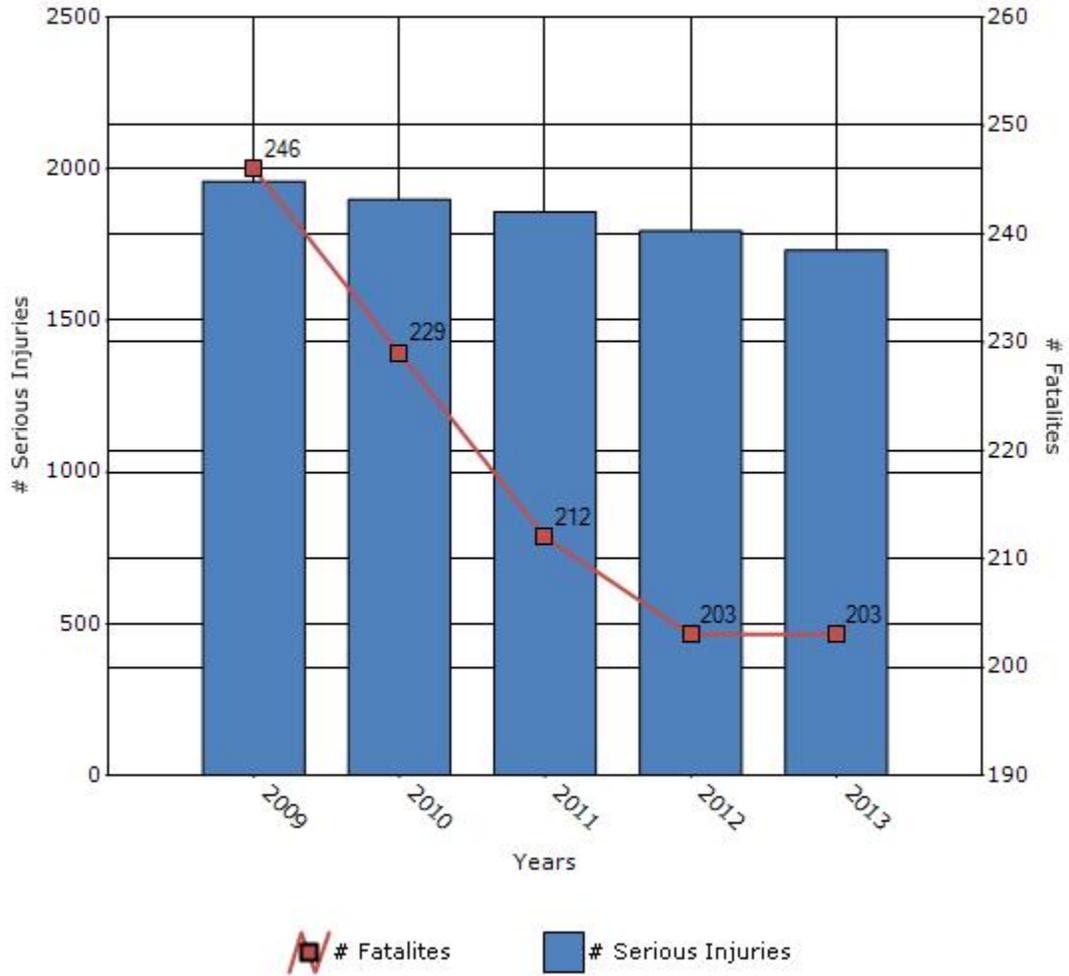
Overview of General Safety Trends

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

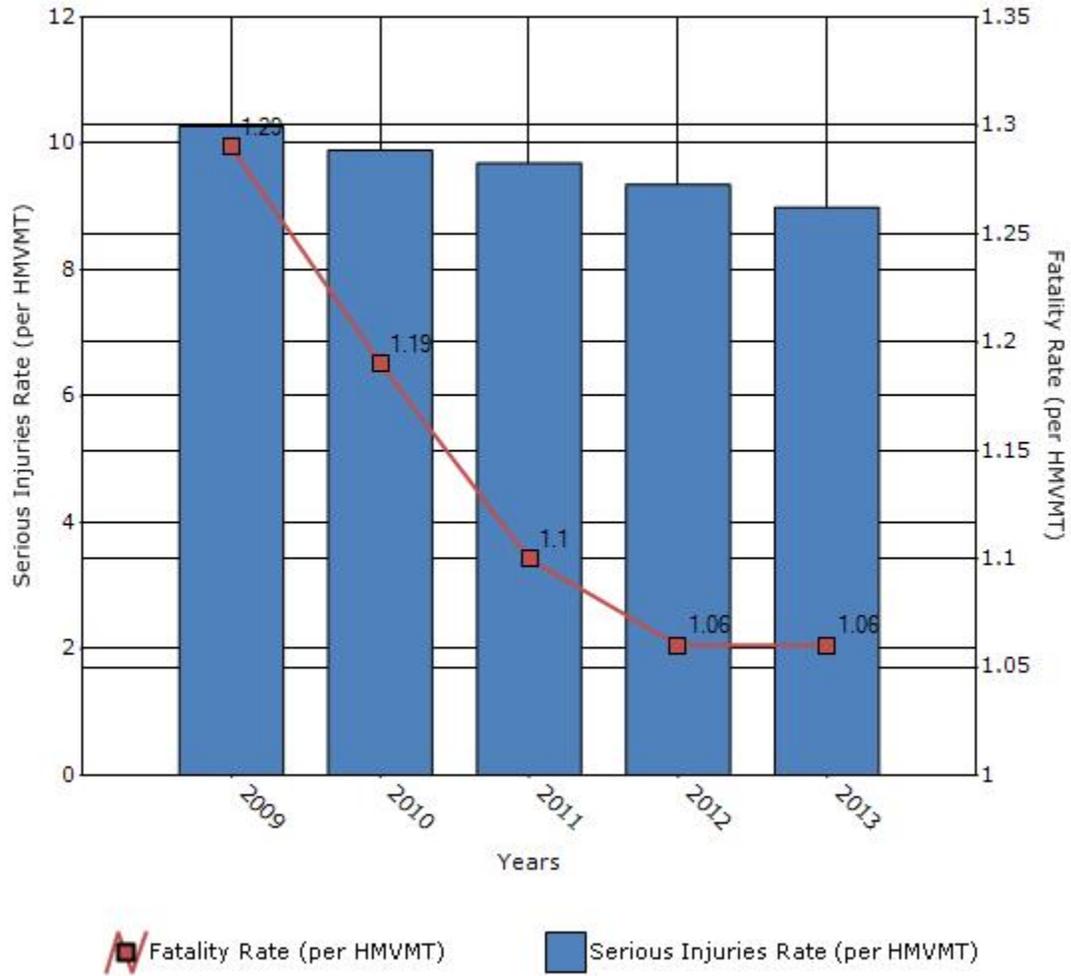
Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	246	229	212	203	203
Number of serious injuries	1958	1898	1858	1795	1732
Fatality rate (per HMVMT)	1.29	1.19	1.1	1.06	1.06
Serious injury rate (per HMVMT)	10.27	9.89	9.69	9.35	8.99

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years



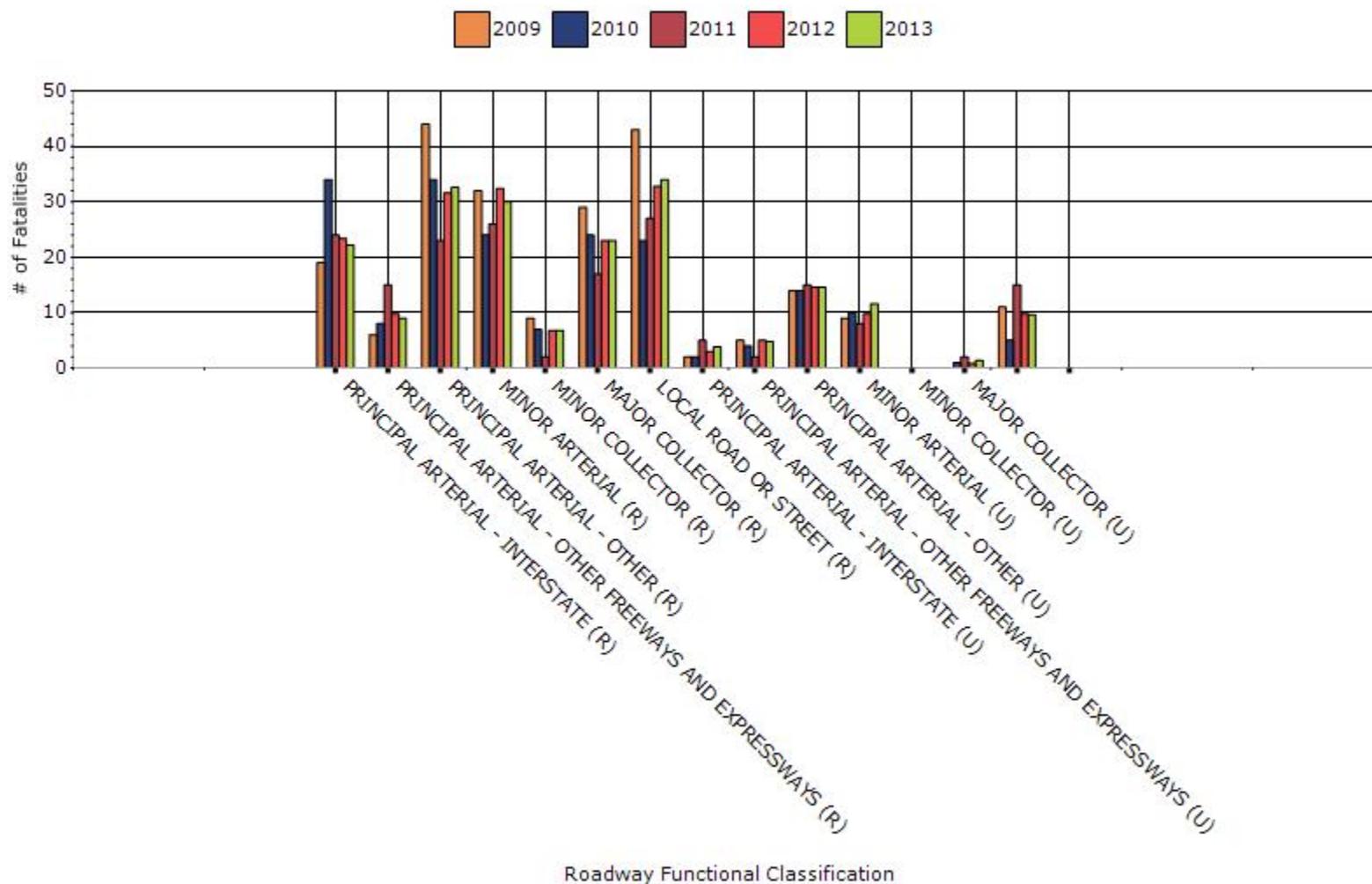
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2013

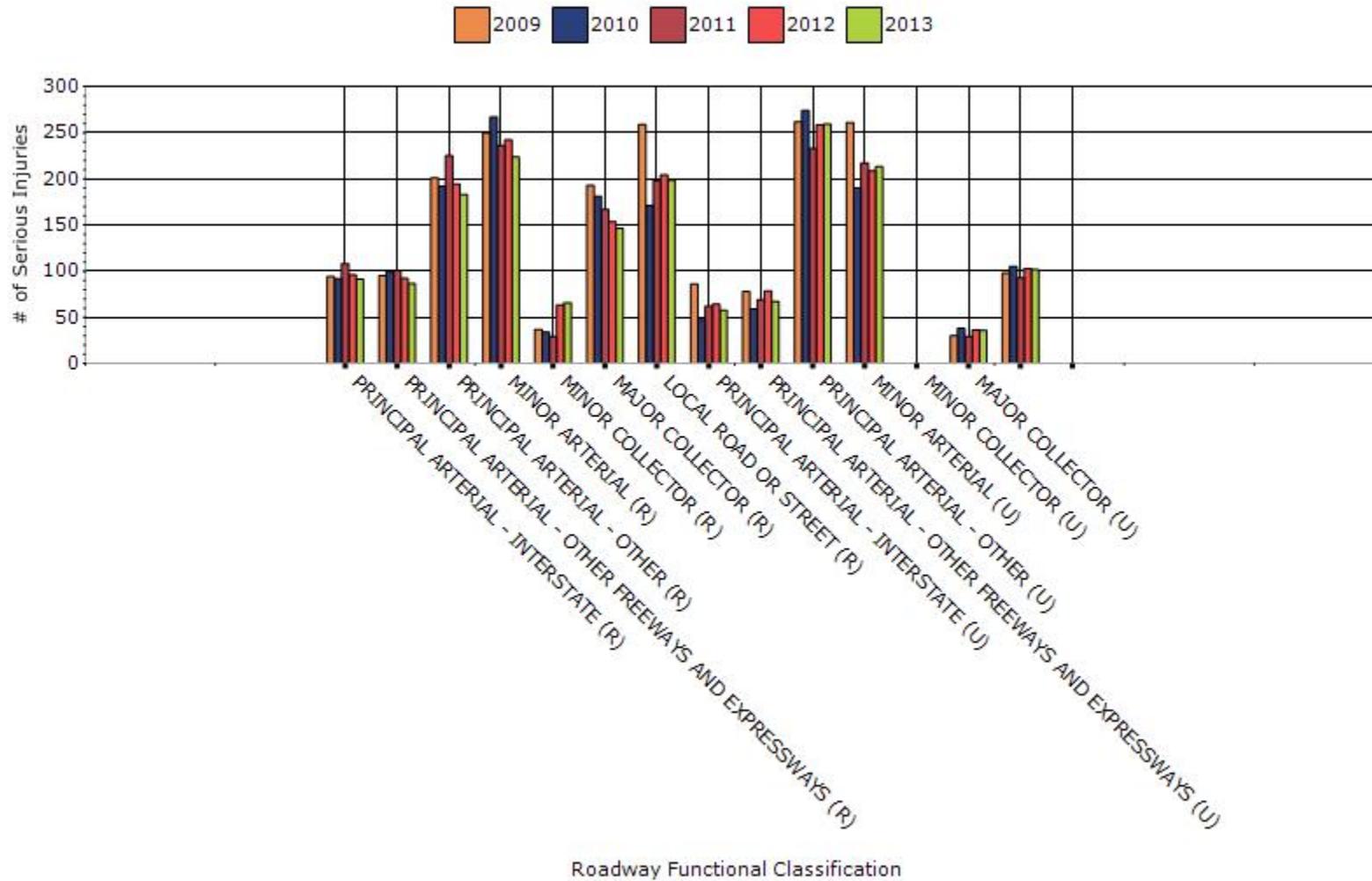
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	22.2	91.4	0.85	3.51
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	9	86.6	0.86	8.23
RURAL PRINCIPAL ARTERIAL - OTHER	32.6	183	1.46	8.18
RURAL MINOR ARTERIAL	30	223.6	1.29	9.61
RURAL MINOR COLLECTOR	6.8	65.8	2.84	27.49
RURAL MAJOR COLLECTOR	23	146.6	1.49	9.5
RURAL LOCAL ROAD OR STREET	34	198.8	3.12	18.23
URBAN PRINCIPAL	3.8	57.8	0.28	4.21

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	4.8	67.2	0.63	8.79
URBAN PRINCIPAL ARTERIAL - OTHER	14.6	259.2	0.62	10.96
URBAN MINOR ARTERIAL	11.6	213.2	0.57	10.56
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	1.4	35.8	0.25	6.47
URBAN LOCAL ROAD OR STREET	9.6	101.8	0.88	9.28
OTHER	0	0	0	0

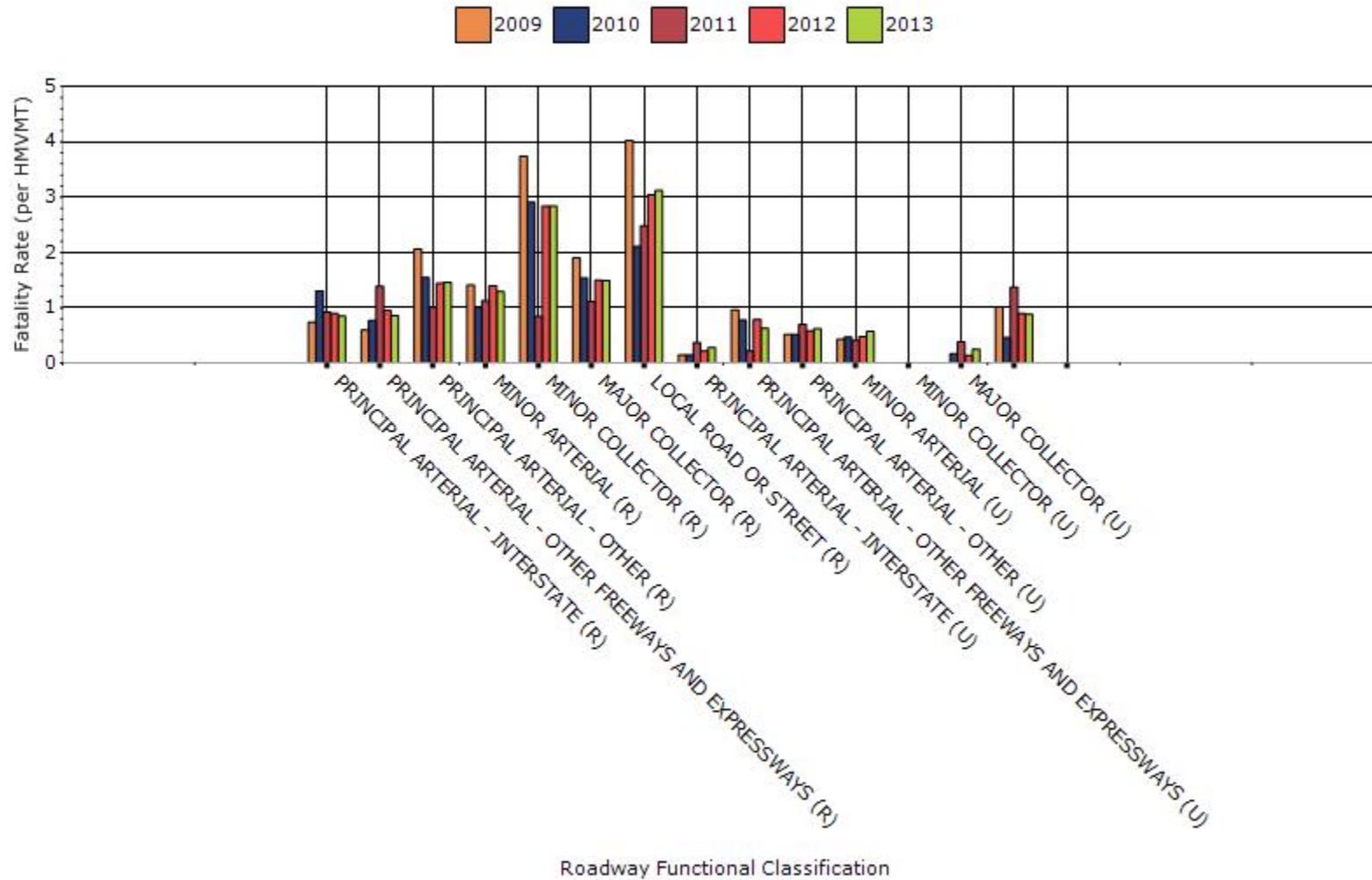
Fatalities by Roadway Functional Classification



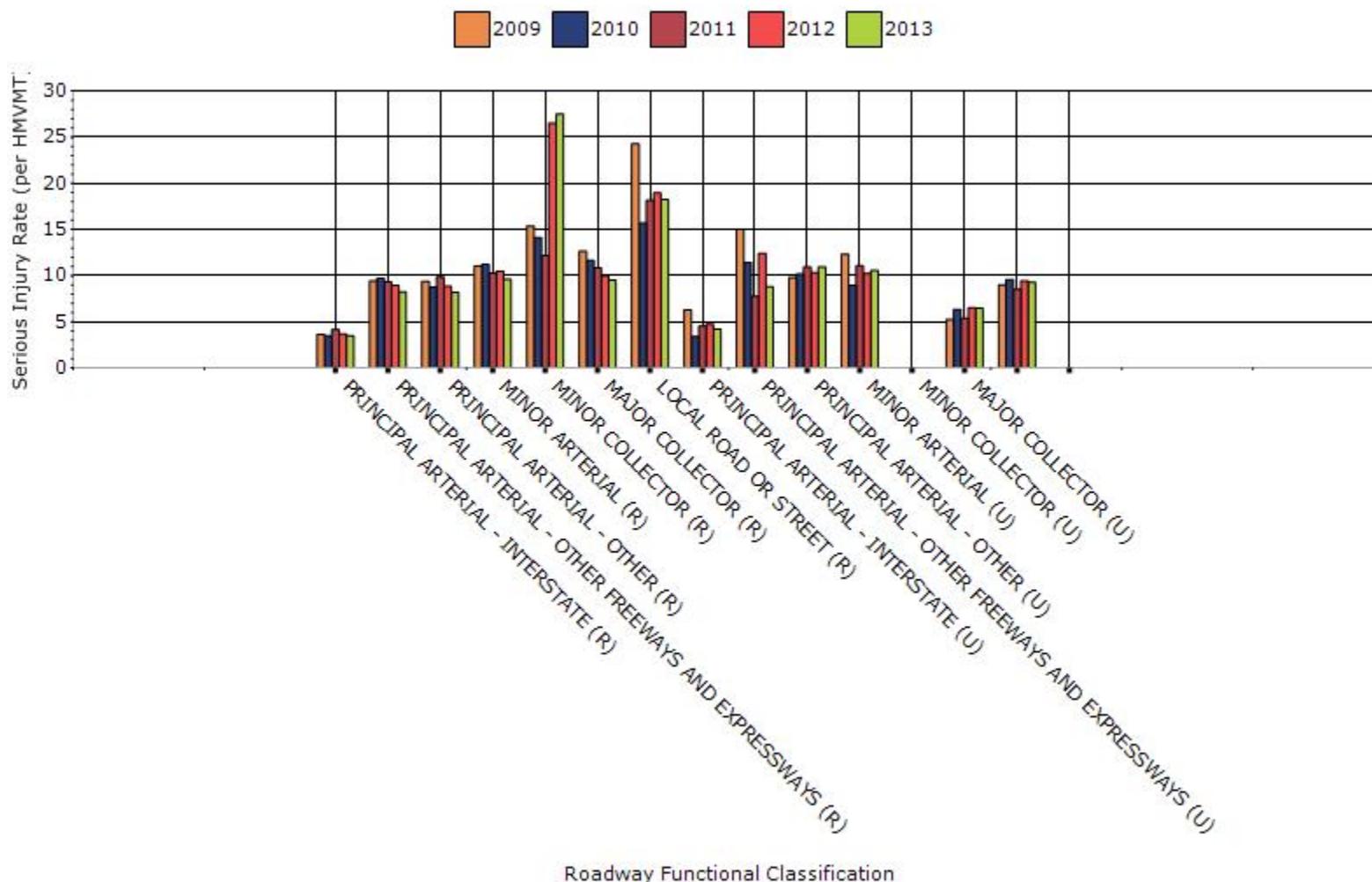
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



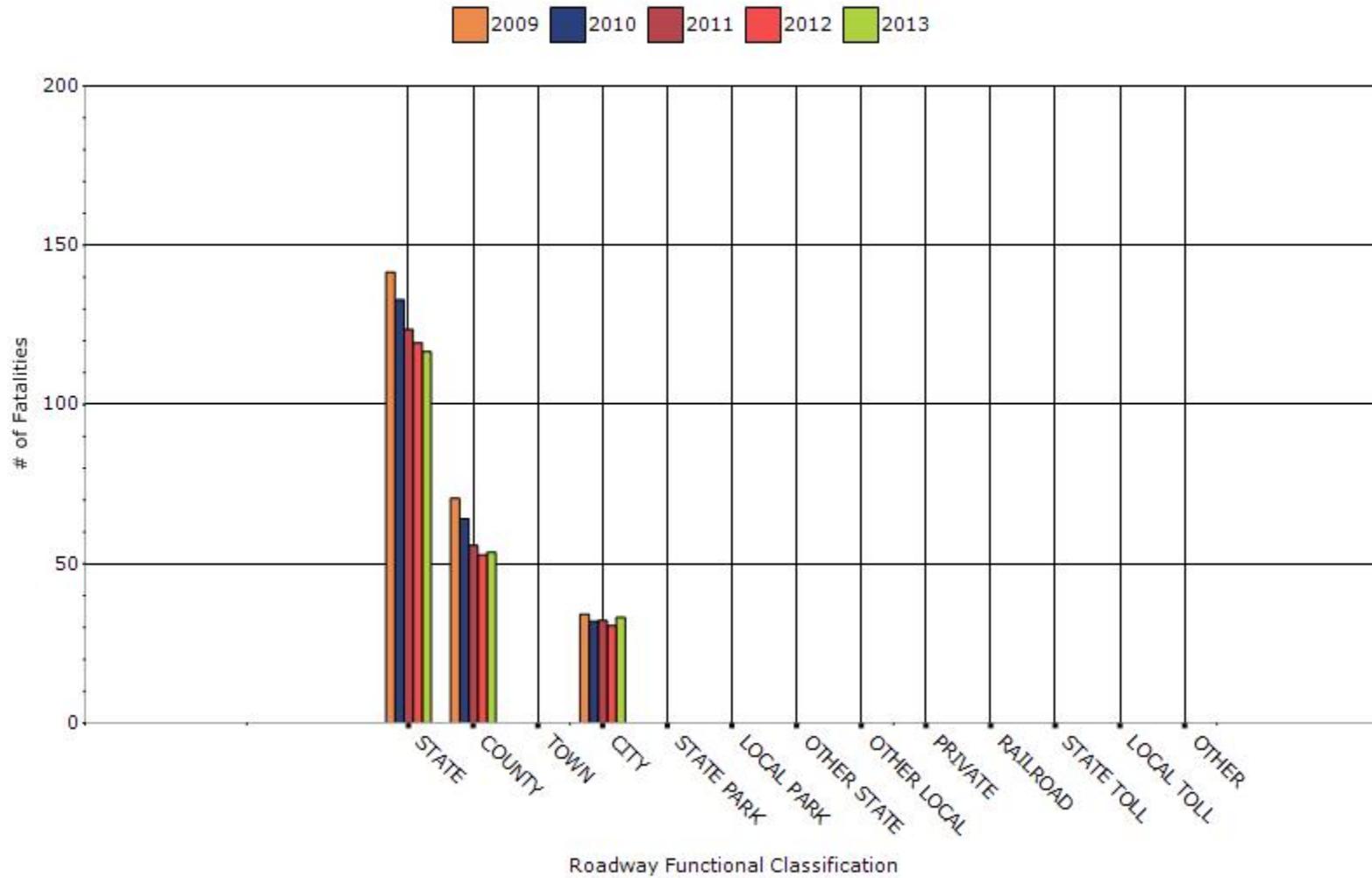
Serious Injury Rate by Roadway Functional Classification



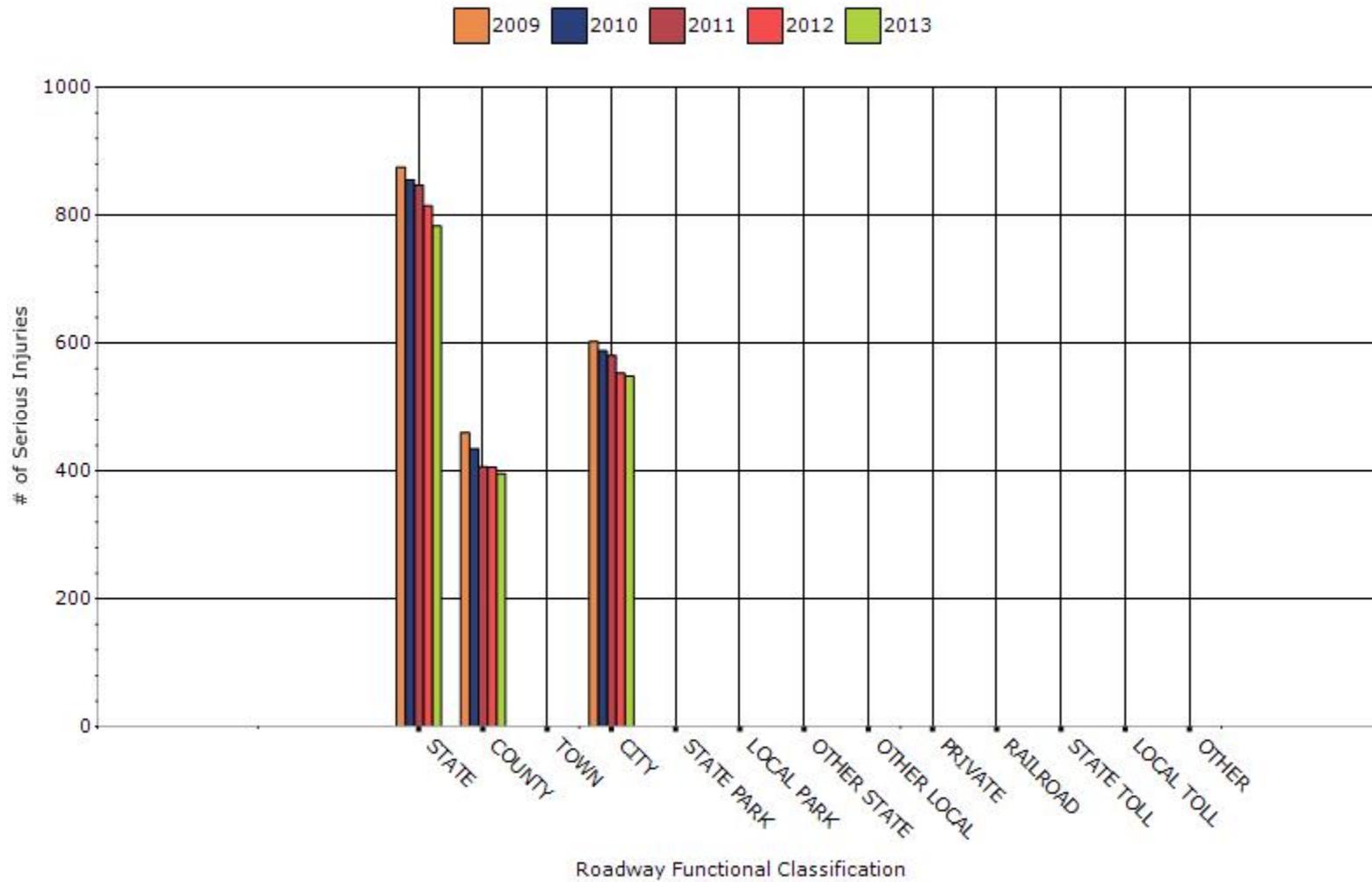
Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	116.6	783	0.96	6.41
COUNTY HIGHWAY AGENCY	53.6	395.6	2.29	16.92
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	33.2	548	0.7	11.61
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0

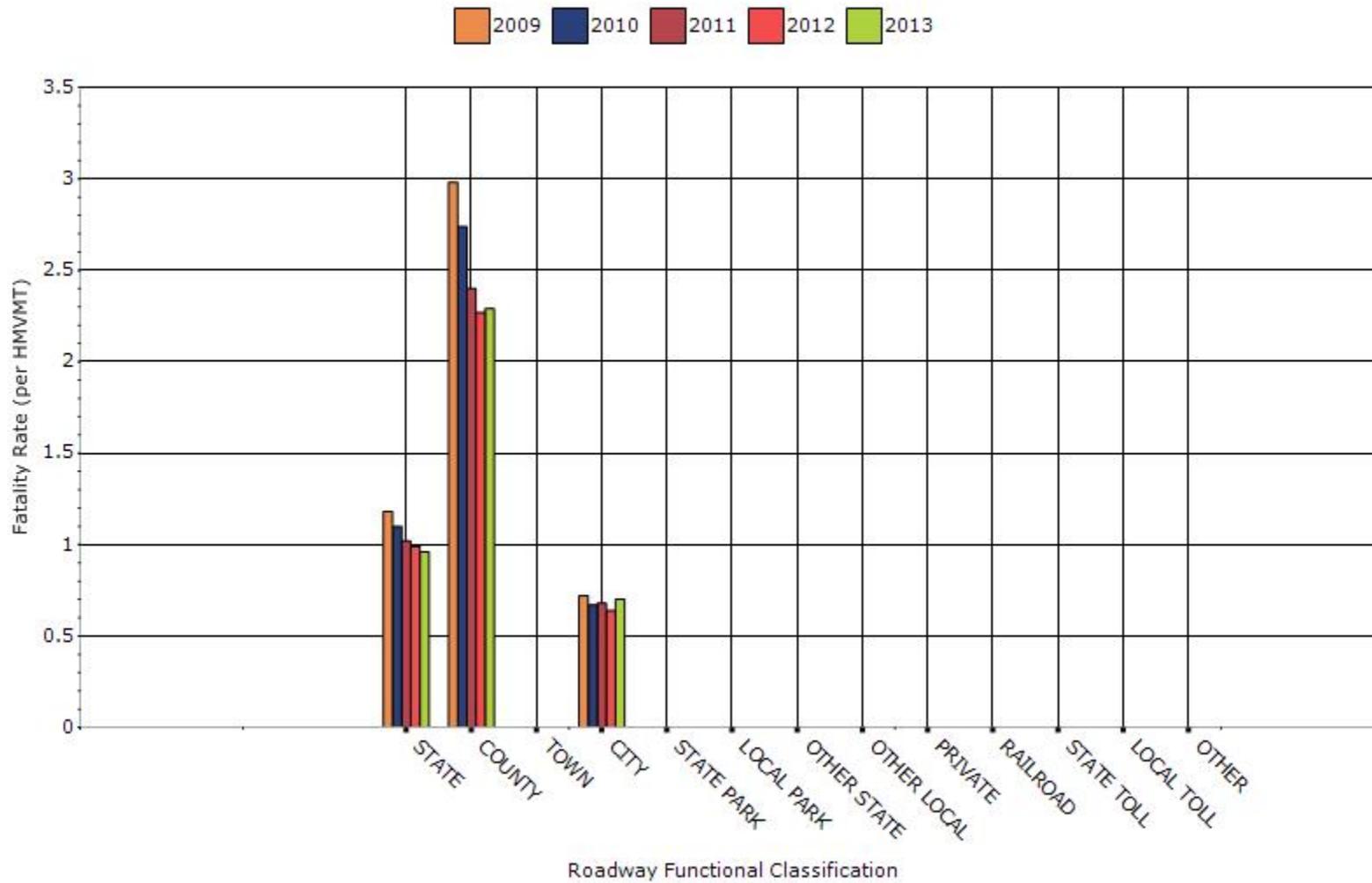
Number of Fatalities by Roadway Ownership



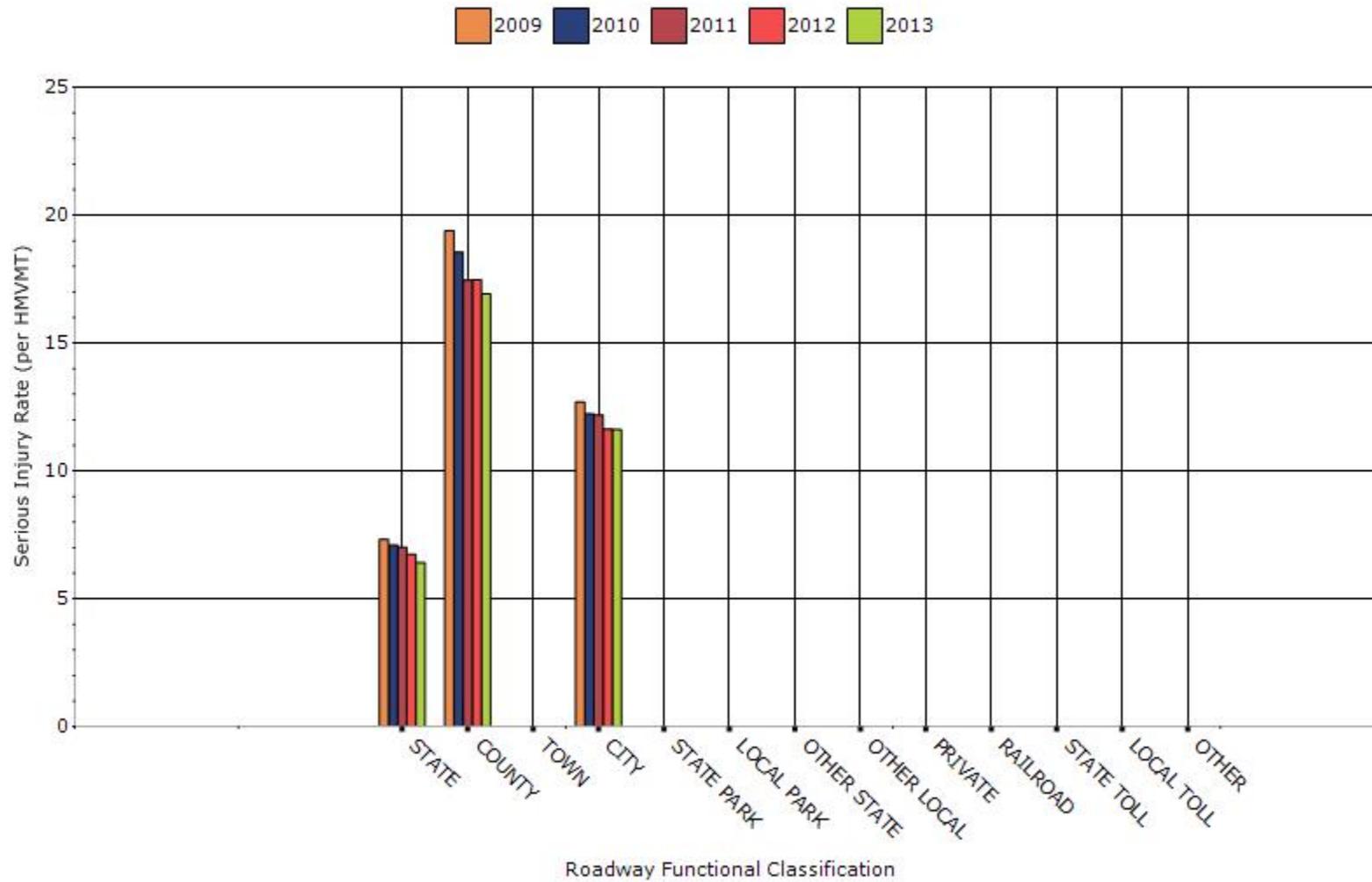
Number of Serious Injuries by Roadway Ownership



Fatality Rate by Roadway Ownership



Serious Injury Rate by Roadway Ownership



Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Fatalities in Nebraska dipped significantly in 2010 and 2011, going below the 200 mark for the first time since 1944. With the end of the recent recession, fatalities jumped back up to 212 and 211 in 2012 and 2013. Nevertheless, these numbers represent a large improvement over the years prior to 2008. Nebraska had over 300 fatalities as recently as 2002.

Serious injuries also continue to trend downward, going from over 2,000 in 2005 to just over 1,500 in 2013.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

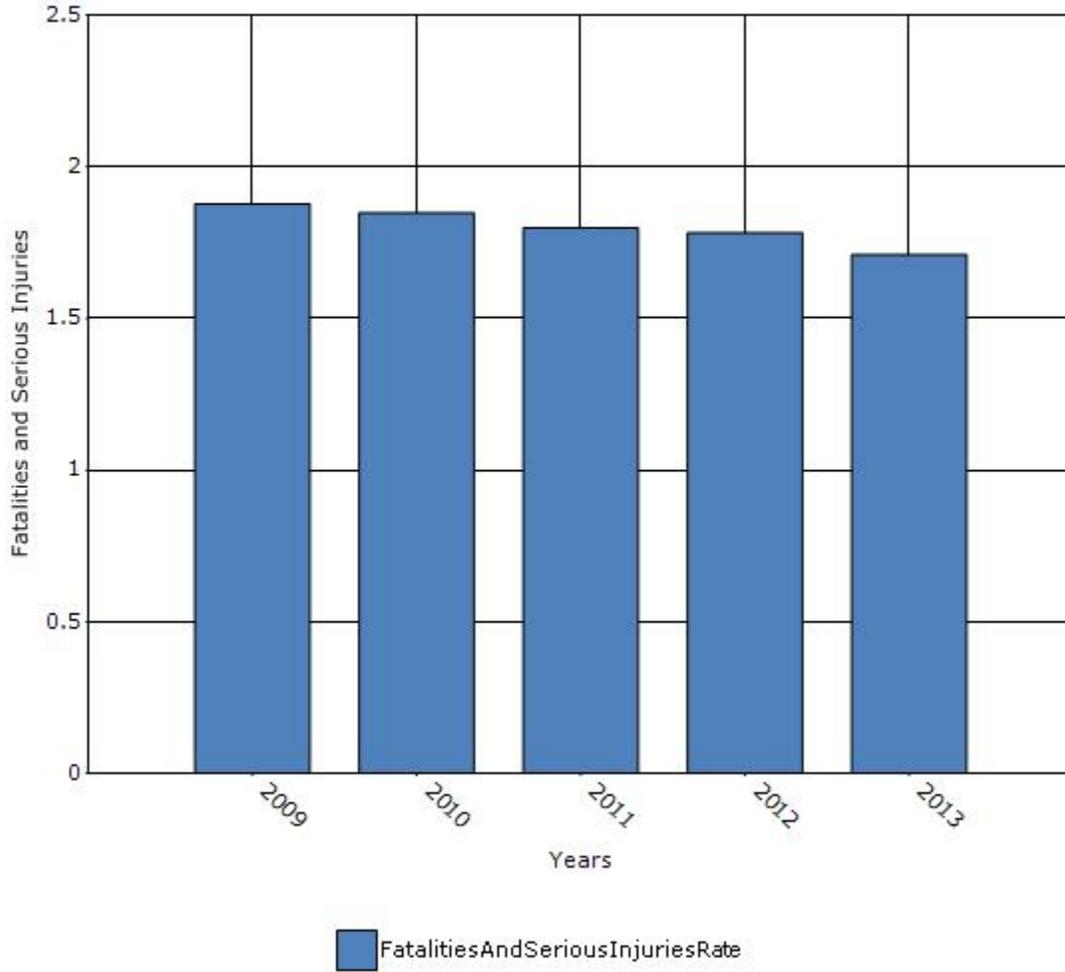
Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.3	0.304	0.282	0.274	0.252
Serious injury rate (per capita)	1.582	1.546	1.516	1.506	1.452
Fatality and serious injury rate (per capita)	1.878	1.848	1.798	1.782	1.71

*Performance measure data is presented using a five-year rolling average.

Calculations included totalling older driver and pedestrian (65 years and older) fatalities, A-injuries and the combination of fatalities and A-injuries for 5-year periods and dividing by the sum of the population factors (provided by FHWA in the February 13, 2013 guidance) for the same 5-year period.

Example: In 2009 Nebraska had 36 older driver/pedestrian fatalities, 206 A-injuries, for a combined total of 242 fatalities + A-injuries. The population factor supplied by FHWA was 134. The 2009 crash data was then combined with similar data from 2005-2008 and divided by the sum of the 2005-2009 population factors to give 5-year rolling average rates.

Rate of Fatalities and Serious injuries for the Last Five Years



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

- None
- Benefit/cost
- Policy change
- Other:

What significant programmatic changes have occurred since the last reporting period?

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other:

Briefly describe significant program changes that have occurred since the last reporting period.

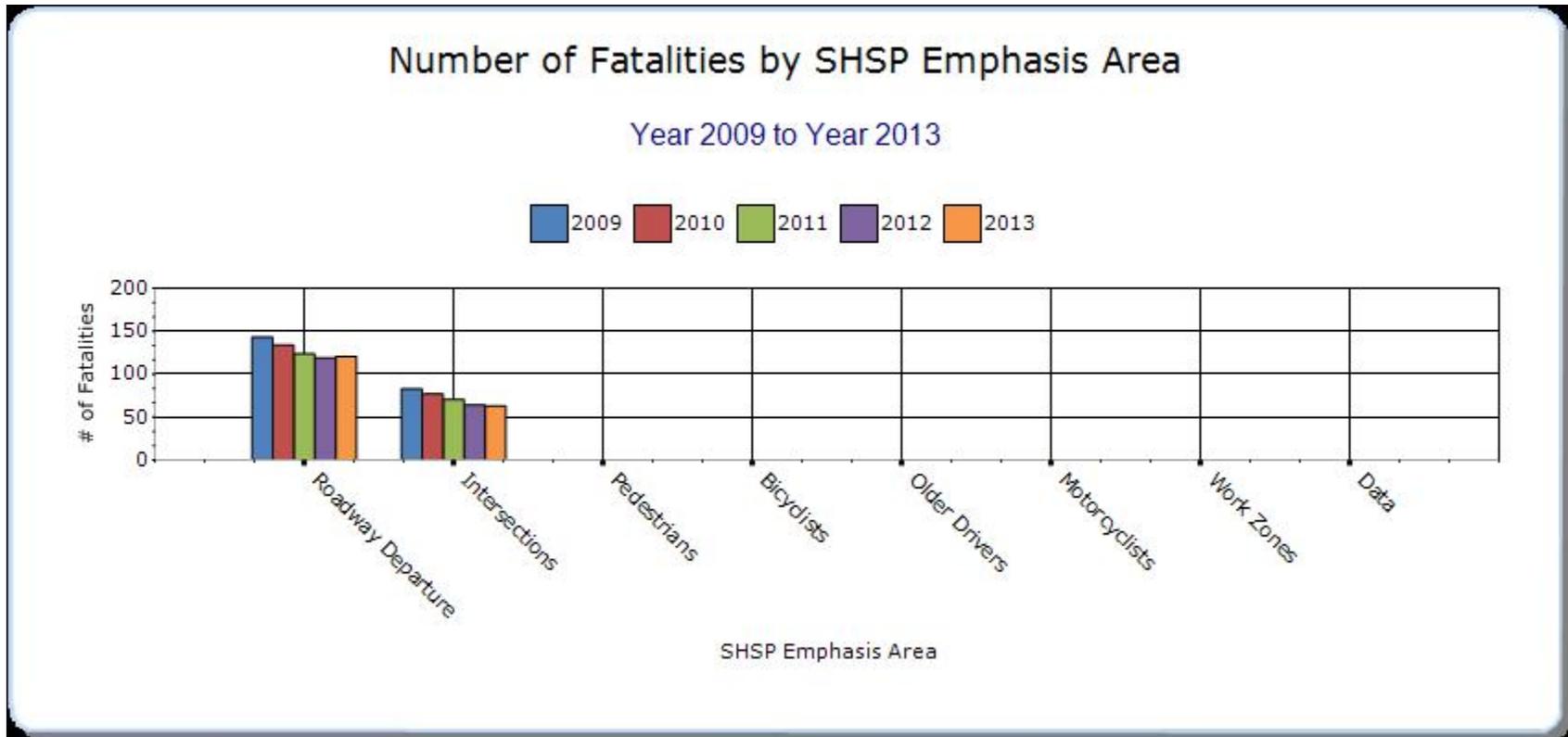
The NDOR has placed more emphasis on fatality and serious injury crashes in its HSIP planning, has included local roads in HSIP analysis, and has had significant organizational changes (the creation of the Local Projects Section), but all of these things occurred prior to the current fiscal year.

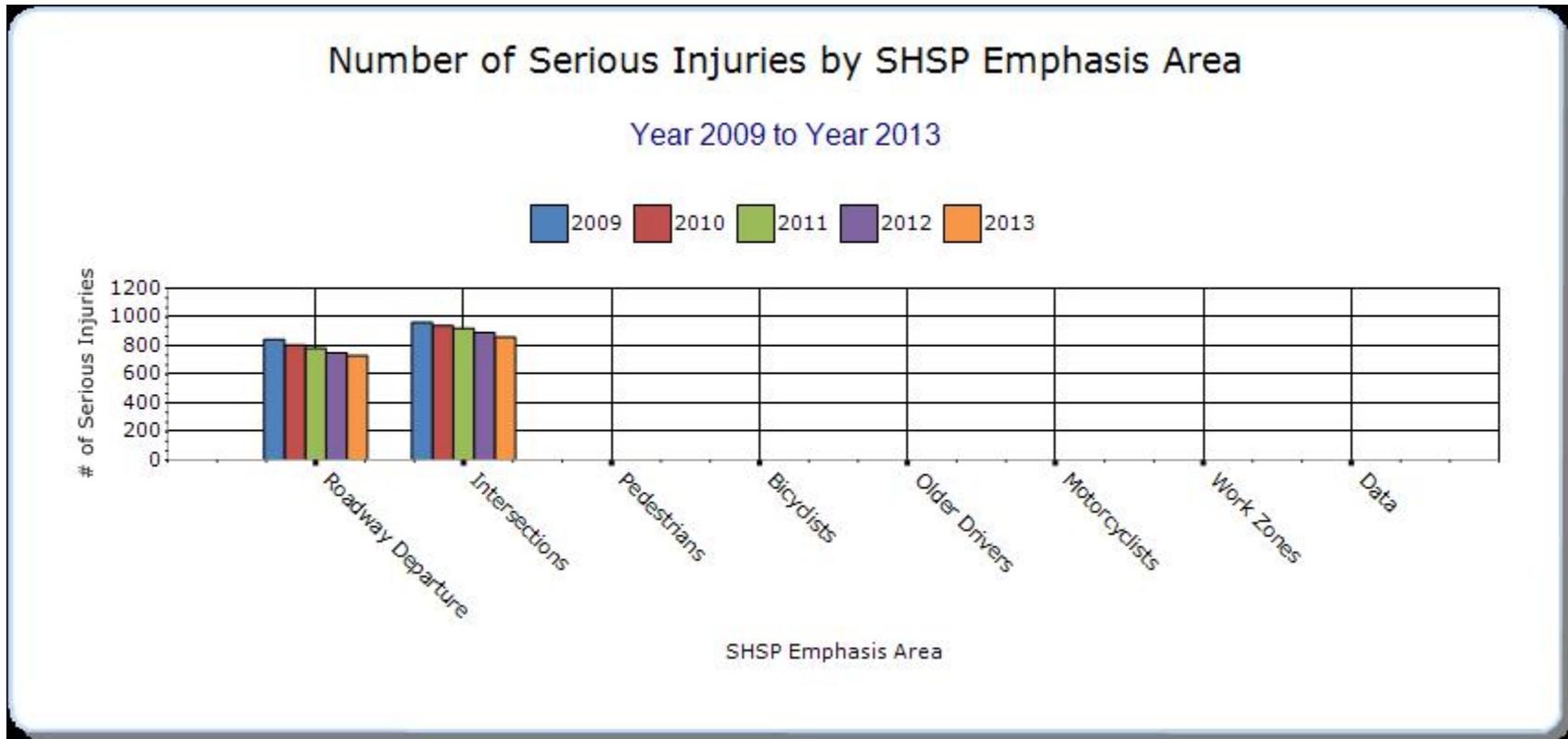
SHSP Emphasis Areas

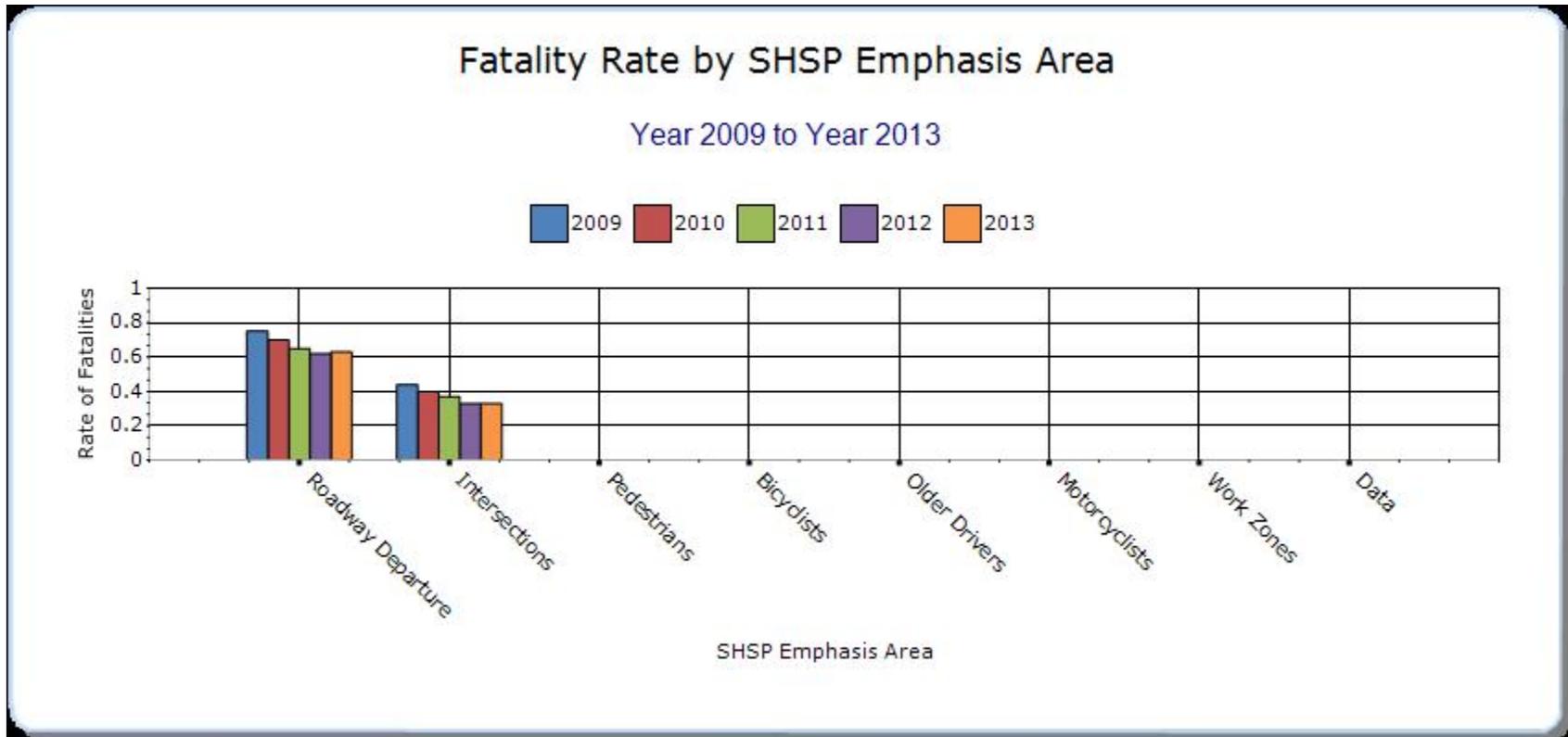
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

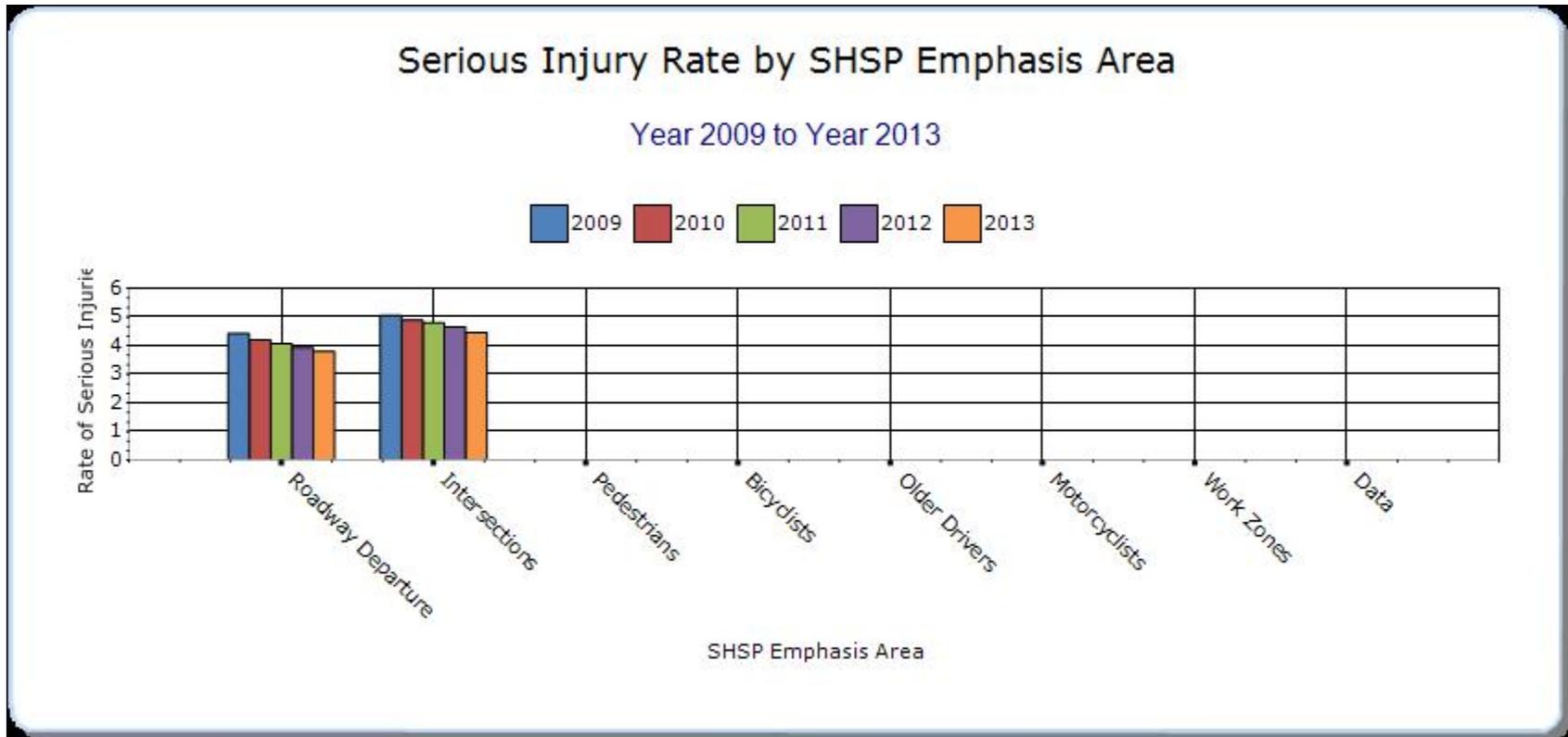
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	All	120.8	731.4	0.63	3.8	0	0	0
Intersections	All	63	858.8	0.33	4.46	0	0	0







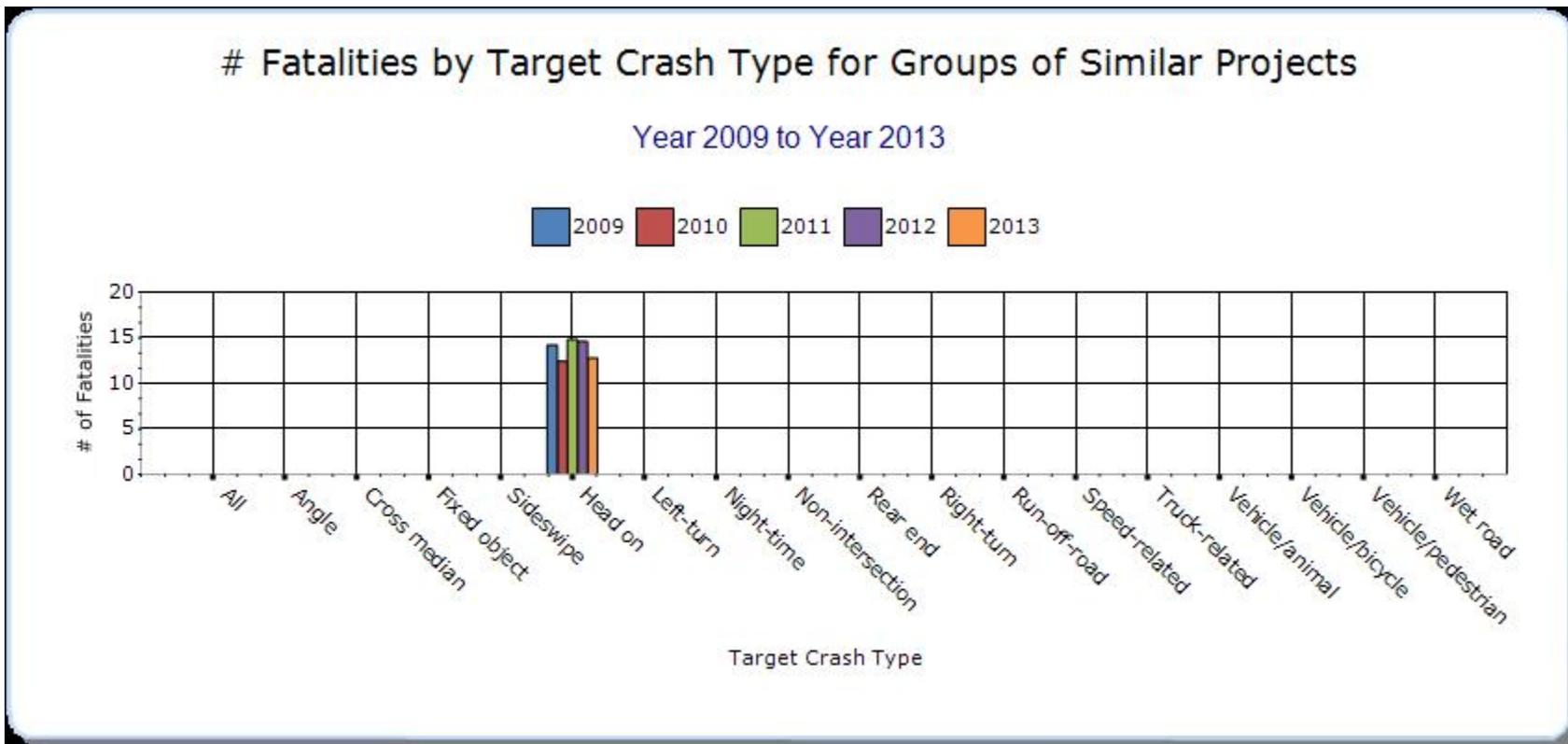


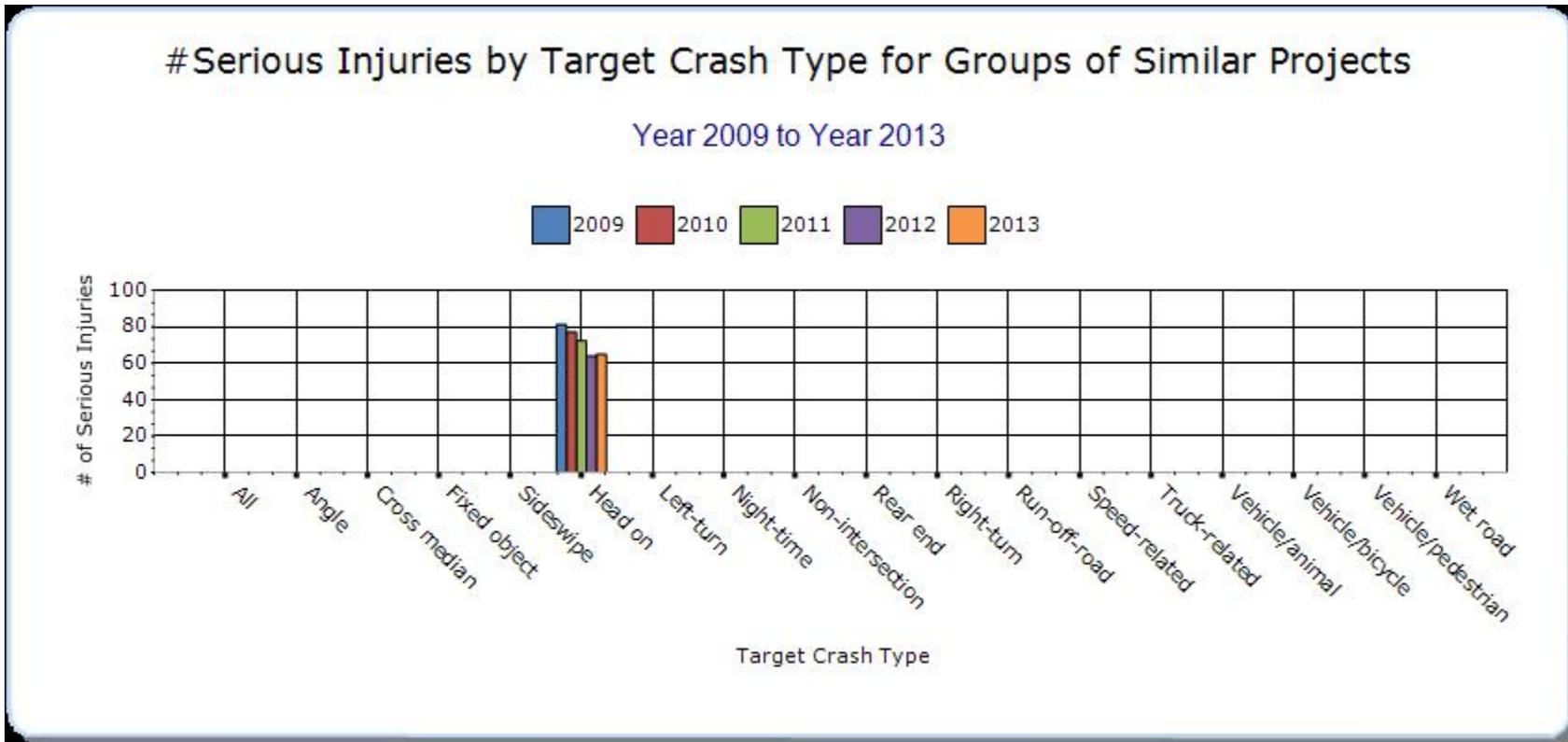
Groups of similar project types

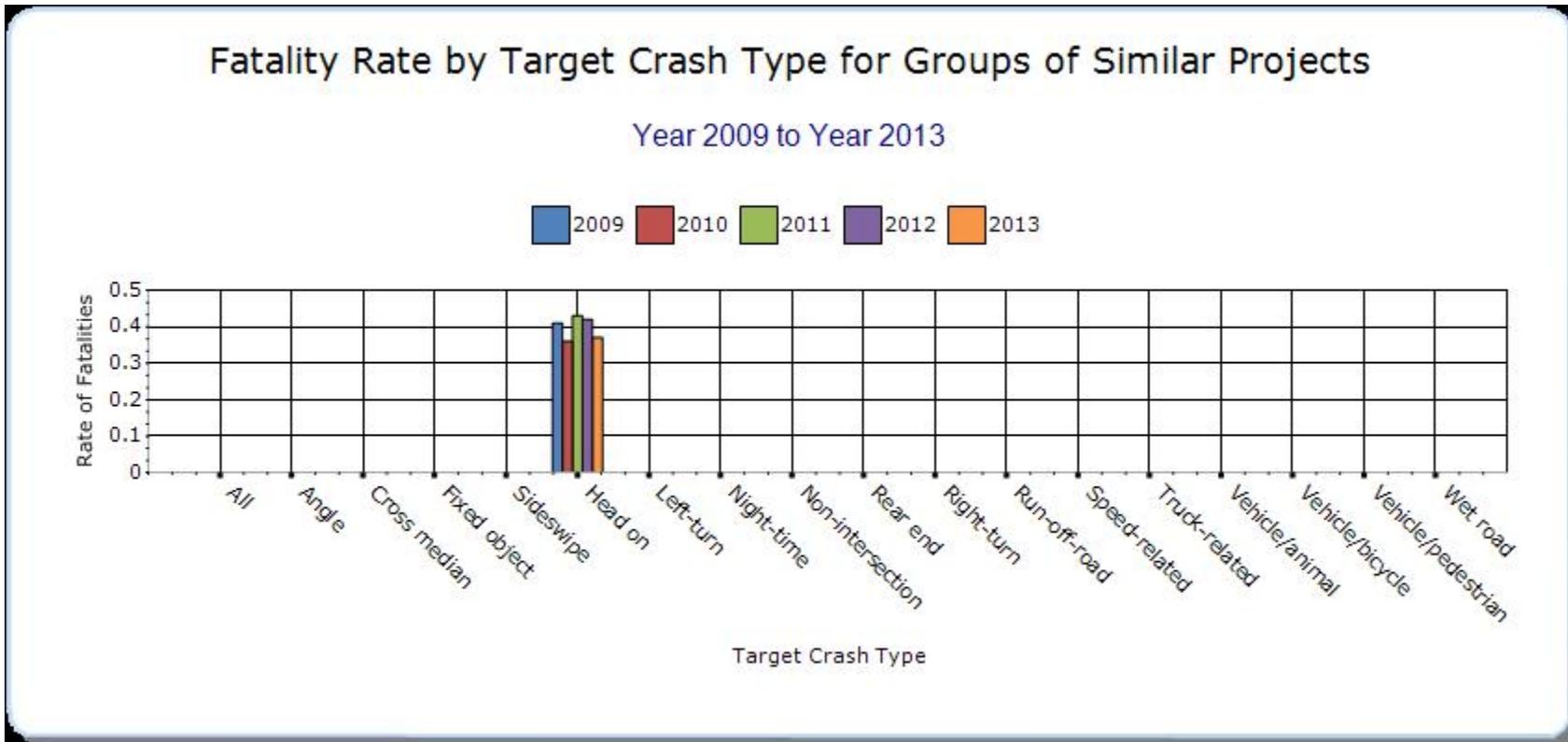
Present the overall effectiveness of groups of similar types of projects.

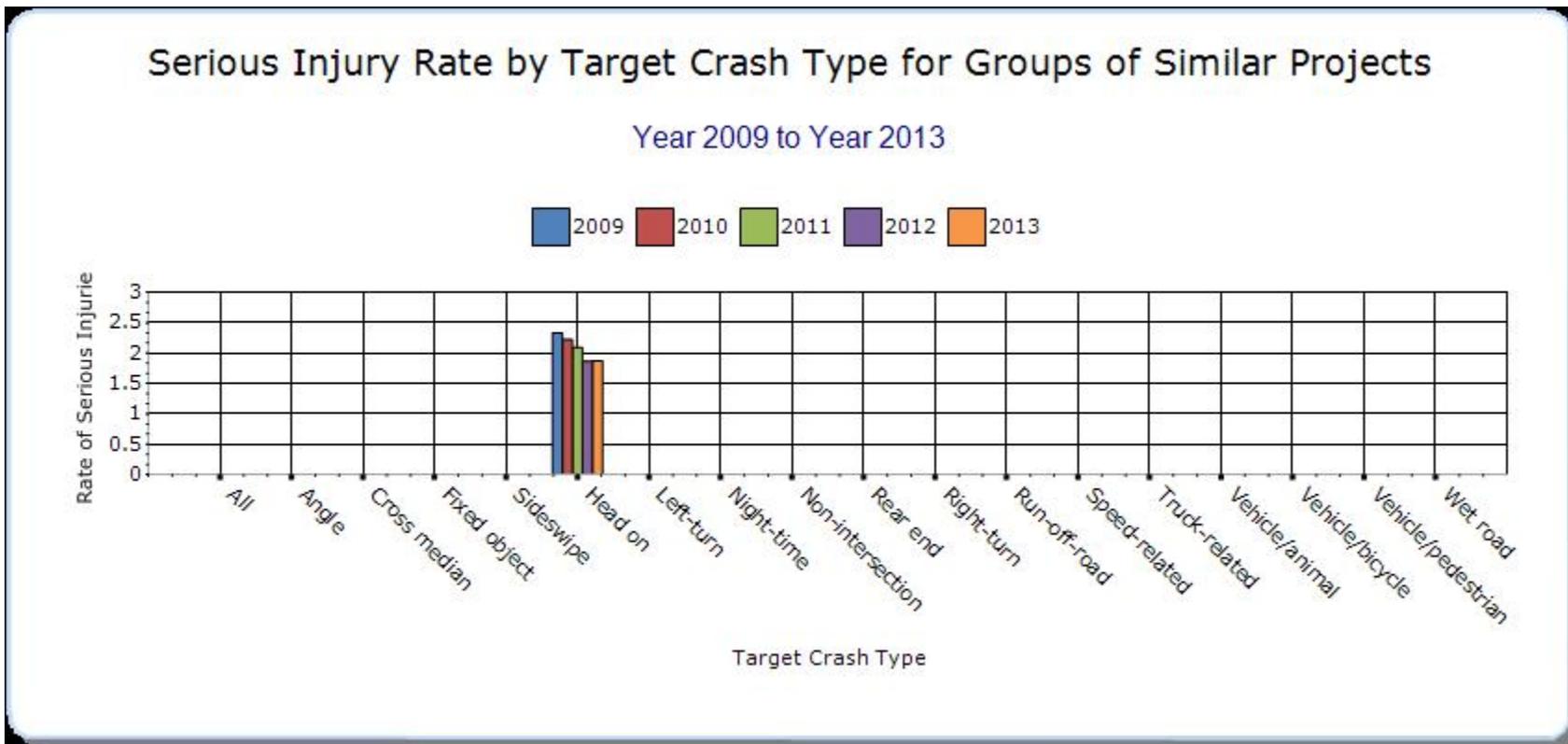
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure		0	0	0	0	0	0	0
Centerline Rumble Strips	Head on	12.8	64.8	0.37	1.87	0	0	0







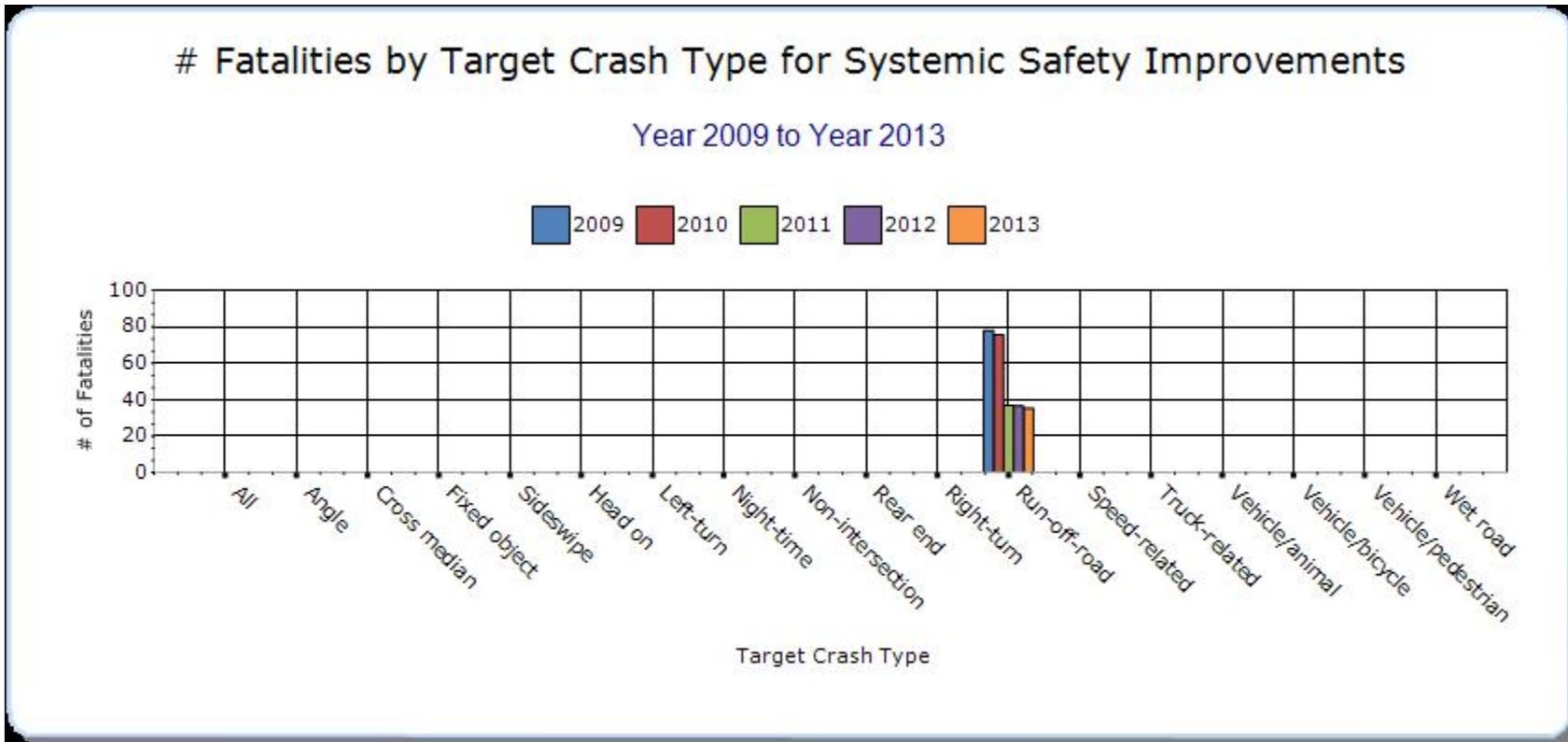


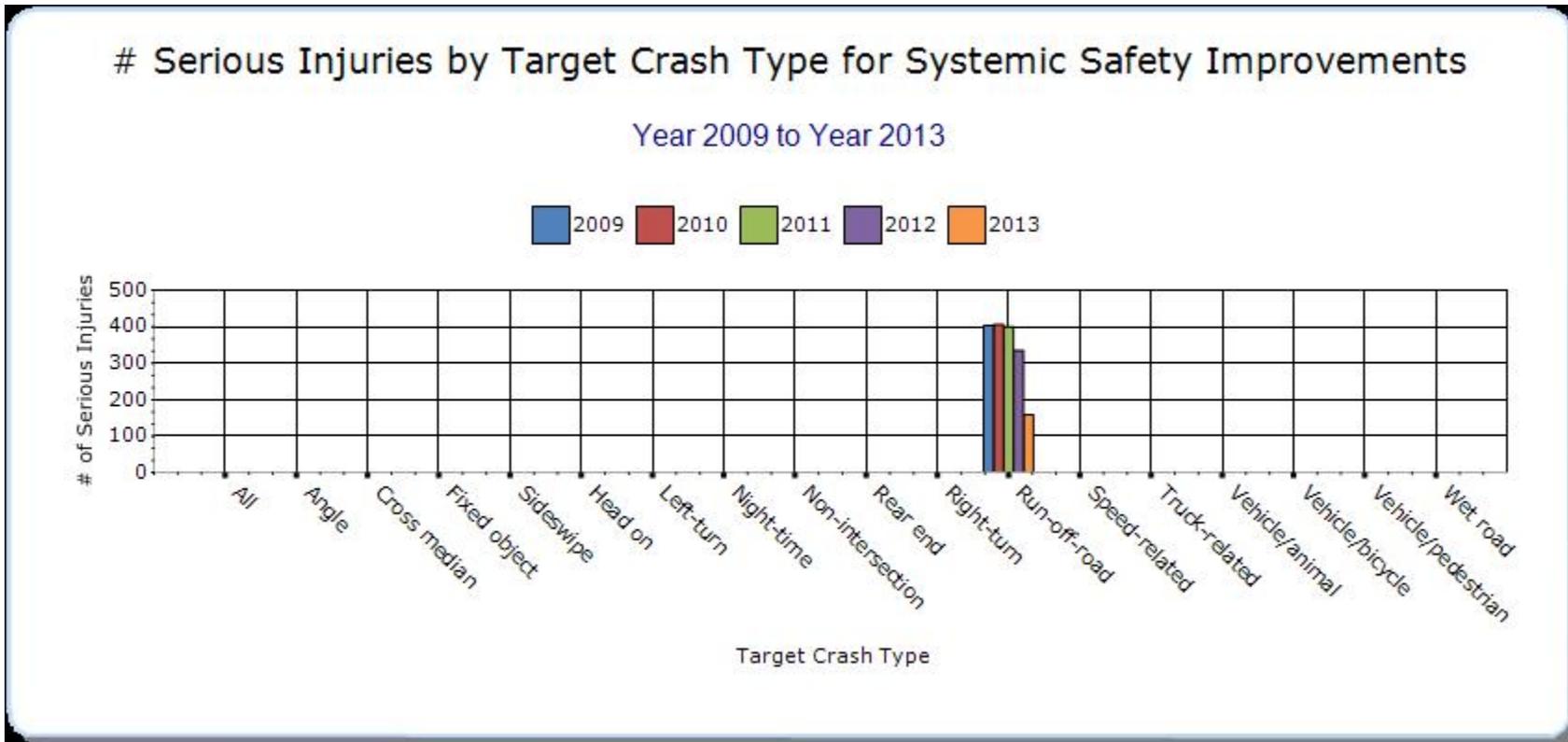
Systemic Treatments

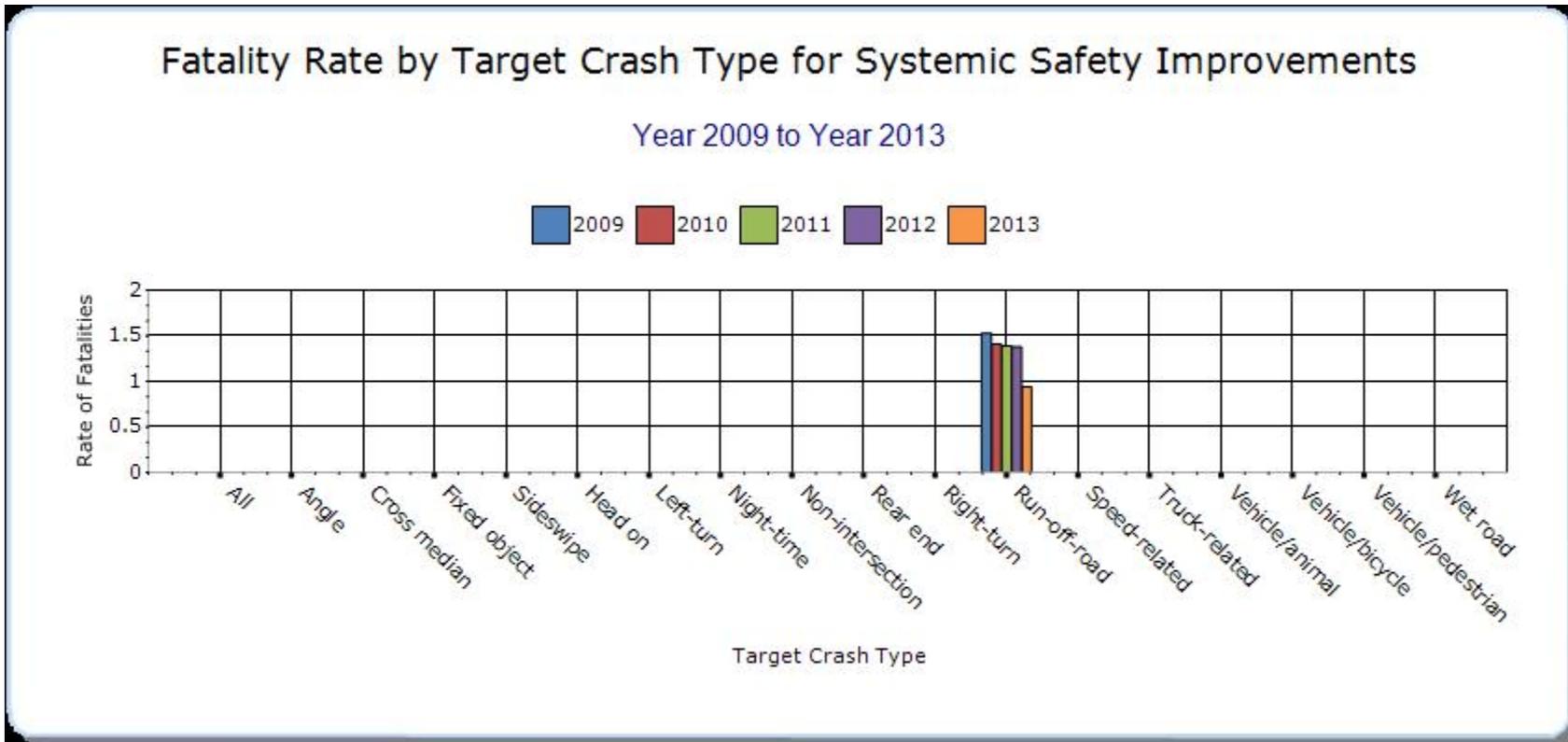
Present the overall effectiveness of systemic treatments.

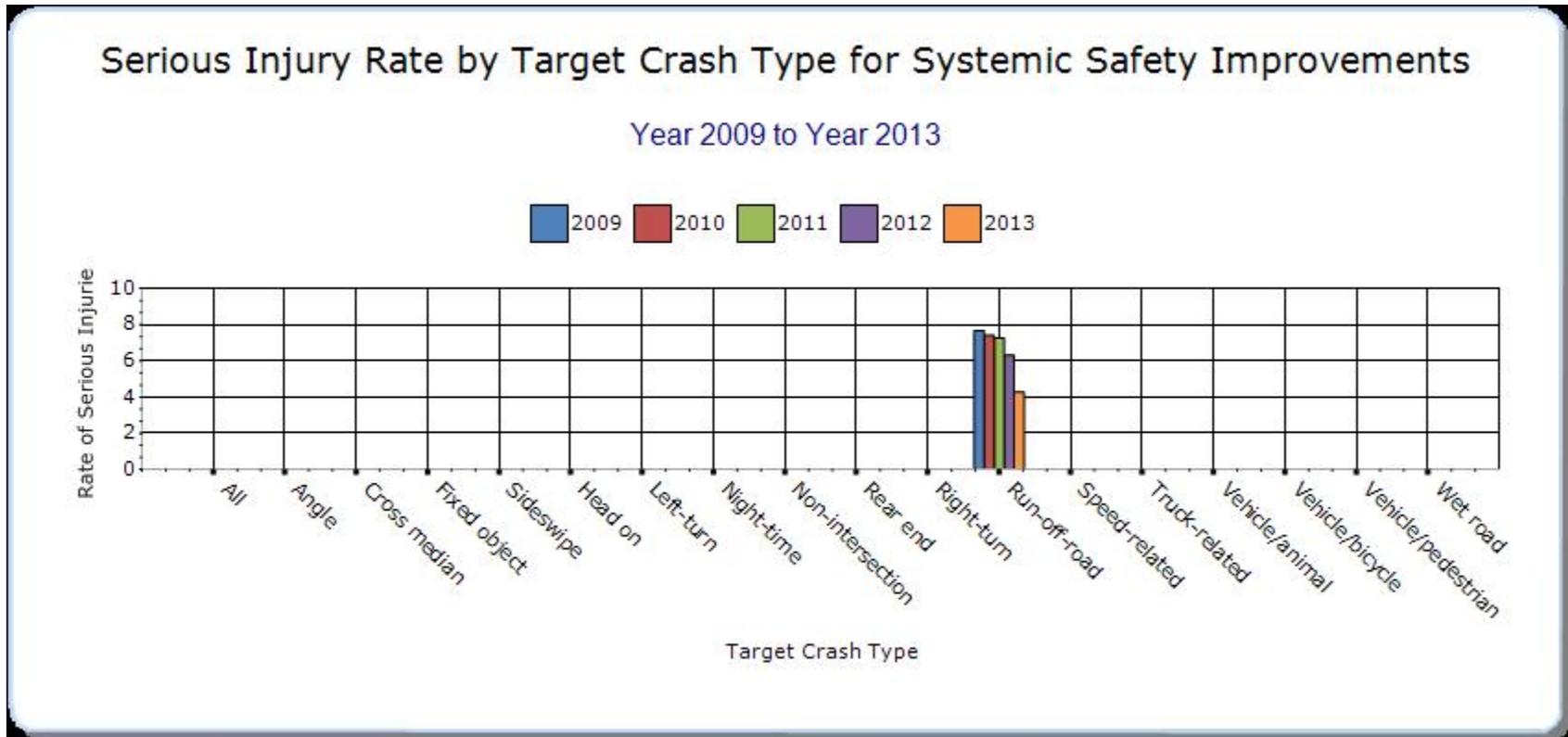
Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Rumble Strips		0	0	0	0	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	22.6	94.6	0.57	2.4	0	0	0









Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

Several of the systemic treatments planned by NDOR have not yet been built or have had only a few short applications. Thus, there is no crash data available that could evaluate the effectiveness of these treatments. This includes the planned guardrail upgrades and the use of safety edge.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
Waverly - Intersection of US-6 & Amberly Road	Rural Minor Arterial	Intersection geometry	Auxiliary lanes - modify right-turn lane offset	0	2	4	4	10	0	0	1	4	5	5.62
Hastings - Burlington Avenue (US-34/281) from 7th Street to 9th Street	Urban Principal Arterial - Other	Roadway	Roadway widening - add lane(s) along segment	0	0	5	37	42	0	0	5	13	18	1.15
Omaha - Intersection of John J. Pershing Drive & 25th Street	Urban Minor Arterial	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	0	1	3	12	16	0	0	0	14	14	None
Omaha - Intersection	Urban Minor	Intersection	Intersection traffic control -	0	1	4	15	20	0	0	3	5	8	17.71

of Redick Avenue & Martin Avenue/36th Avenue	Arterial	traffic control	other											

Optional Attachments

Sections

Files Attached

Glossary

5 year rolling average means the average of five individual, 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.

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.