Statewide Planning Work Program

SPR-PL-1(43)

Fiscal Year 2006
July 1, 2005 to June 30, 2006
NEBRASKA DEPARTMENT OF ROADS

REPORT OF THE CURRENT
STATEWIDE PLANNING AND IMPLEMENTATION PROGRAMS

PROJECT SPR-PL-1(42)
CONTROL NUMBER 00661

For the 2005 Fiscal Year
July 1, 2004 through June 30, 2005

And

REPORT OF THE FUTURE
STATEWIDE PLANNING AND IMPLEMENTATION PROGRAM

PROJECT SPR-PL-1(43)
CONTROL NUMBER 00678

For the 2006 Fiscal Year
July 1, 2005 through June 30, 2006

July 2005
FINANCIAL SUMMARY SHEET
SPR-PL-(43)

Federal Funding for Planning

### Obligation Limitations & Unobligated Balances

<table>
<thead>
<tr>
<th></th>
<th>SPR (H55)</th>
<th>PL (H45)</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
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<td>2004 and Prior</td>
<td>$3,400,000</td>
<td>$1,302,921</td>
<td>$4,702,921</td>
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<td>Fiscal Year 2005 Obligation Limitation*</td>
<td>$3,535,500</td>
<td>$1,011,000</td>
<td>$4,546,500</td>
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<tr>
<td>Estimated Funds Available in FY 2005</td>
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<td>$2,313,921</td>
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<td>Estimated Expenditures FY 2005</td>
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<td>Estimated Ending Balance FY 2005</td>
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<tr>
<td>Fiscal Year 2006 Obligation Limitation*</td>
<td>$3,535,500</td>
<td>$1,011,000</td>
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<td>Estimated Funds Available in FY 2006</td>
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<td>$1,863,746</td>
<td>$8,217,789</td>
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* (An estimate pending reauthorization of the Transportation Bill)

### Proposed Project Funding for Fiscal Year 2006 Work Program

(Actual expenditures will be held to obligation limitations pending reauthorization legislation)

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<thead>
<tr>
<th>Fund Type</th>
<th>Federal Matching Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Project Cost</th>
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<td>PL (H45)</td>
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<td>$1,134,688</td>
<td>$7,510,927</td>
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### A. Available for Work Program

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<td>S.Sioux City</td>
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<td>Contingency</td>
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<tr>
<td><strong>Total</strong></td>
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*Includes funds to be released June 2005.

### B. Proposed PL Funding of Program

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<th>MPO</th>
<th>Program Amounts</th>
<th>Matching Share Local</th>
<th>Total</th>
<th>Unprogramed Balance **</th>
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<td>Contingency</td>
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<tr>
<td><strong>Total</strong></td>
<td>$1,267,468</td>
<td>$316,867</td>
<td>$1,584,335</td>
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**Balance Total minus Programmed Amount**
## FISCAL YEAR 2006
### ITEMIZED COST ESTIMATE
### PLANNING

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<tr>
<th>Estimated AFE</th>
<th>Cost</th>
<th>SPR FUNDS</th>
<th>PL FUNDS</th>
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<tr>
<td>1. ADMINISTRATION</td>
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<tr>
<td>A. Program Administration</td>
<td>P010</td>
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<tr>
<td>B. Planning Courses and Seminars</td>
<td>P008</td>
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<td>C. Compliance</td>
<td>P274</td>
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<td>2. GEOGRAPHIC INFORMATION SYSTEMS (GIS)</td>
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<td>A. Data Collection</td>
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<tr>
<td>(1) Road Data</td>
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<td>(2) Bridge Data</td>
<td>P013</td>
<td>$15,000</td>
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<td>(3) Railroad-Highway Grade Crossing Data</td>
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<td>(4) Display</td>
<td>P222</td>
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<tr>
<td>B. Cartography</td>
<td></td>
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<tr>
<td>(1) County &amp; City Maps</td>
<td>P016</td>
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<td>(2) Special Maps</td>
<td>P018</td>
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<td>C. Spatial Applications</td>
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<tr>
<td>(1) Network Maintenance</td>
<td>P121</td>
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<td>(3) Application Development</td>
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<td>3. TRAFFIC DATA COLLECTION AND ANALYSIS</td>
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<td>A. Traffic Analysis</td>
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<td>B. Traffic Collection</td>
<td>P021</td>
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<td>C. Traffic Collection Equipment</td>
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<td>D. Statewide Traffic Assignment Model</td>
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<td>4. MILEAGE STATISTICS</td>
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<td>A. Mileage</td>
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<td>5. FINANCE</td>
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<tr>
<td>A. Allocation, Analysis and Projection of Highway Trust Fund</td>
<td>P044</td>
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<tr>
<td>B. Analysis and Reporting of Highway Statistical Data</td>
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<td>6. SYSTEMS AND PROGRAMMING</td>
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<tr>
<td>A. Classifications</td>
<td>P091</td>
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<tr>
<td>B. Long Range Program - State Highway System</td>
<td>P055</td>
<td>$132,000</td>
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<tr>
<td>C. Six-Year Program Management</td>
<td>P154</td>
<td>$178,922</td>
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<td>D. National Highway Trusts</td>
<td>P069</td>
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<tr>
<td>E. Pavement Management</td>
<td>P057</td>
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<td>F. HPMS Software Development</td>
<td>P068</td>
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<td>G. Trails, Bicycle and Pedestrian Accommodations</td>
<td>P070</td>
<td>$35,000</td>
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7. URBAN TRANSPORTATION

A. Omaha
(1) By Contract P092 $1,192,954
(2) By State Forces P096 $30,000

B. Lincoln
(1) By Contract P119 $333,881
(2) By State Forces P039 $30,000

C. South Sioux City
(1) By Contract P140 $37,500
(2) By State Forces P040 $7,500

8. NON-MPO URBAN PROGRAM

A. Non-MPO Urban Areas-Comprehensive Plan Assistance Program
(1) By State Forces P000 $10,000

B. Kearney P003
C. Blair P004

D. Scottsbluff / Gering P005 $45,150

E. Norfolk P006 $70,350
F. Lexington P007 $10,000
G. Crete P008 $56,250
H. Beatrice P009 $23,400
I. Neapoli P010 $50,000

9. HIGHWAY SAFETY & BRIDGE INSPECTION

A. Speed and Traffic Services Studies P043 $4,000
B. Accident Data Collection, Coding and Processing P045 $273,950
C. Accident Data Analysis and Evaluation P048 $173,300
D. Bridge Inspection Data Analysis P051 $345,000

10. PLANNING REPORTS

A. Statewide Long-Range Transportation Plan
(1) By State Forces P275 $76,000
(2) By Consultant Contract VR.0405 $500,000
B. Annual Report P277 $25,000
C. Performance Measures P278 $45,000

11. CONTINGENCIES

A. SPR P101 $50,000
B. PL P102 $25,000

12. SHORT TERM PROJECTS

A. Rural Transit Needs Assessment P00401
B. Material and Research Pavement Condition Equipment P275 $600,000
C. Fish and Wildlife Biologist-Grand Island V0401 $72,370
D. Statewide Historic Bridge Inventory VR0502 $70,000

TOTAL SPR AND PL FUNDS $5,926,992 $1,584,335

$67,040 $1,584,335

$938,450

$845,000

$75,000

$742,570

$7,510,927
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   (2) Bridge Data (P013)  
   (3) Railroad-Highway Grade Crossing Data (P047)  
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   (1) County & City Maps (P016)  
   (2) Special Maps (P018)  
C. Spatial Applications  
   (1) Network Maintenance (P151)  
   (2) Decision Mapping (P116)  
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B. Traffic Collection (P021)  
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## 4. MILEAGE STATISTICS

A. Mileage (P030)  

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D. National Highway Studies (P069)  
E. Pavement Management (P057)  
F. HPMS Software Development (P068)  
G. Trails, Bicycle and Pedestrian Accommodations (P070)
7. URBAN TRANSPORTATION

<table>
<thead>
<tr>
<th>City</th>
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<td>Omaha</td>
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<td>By State Forces (P039)</td>
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<td>South Sioux City</td>
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8. NON-MPO URBAN PROGRAM

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<th>Area</th>
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<td>Non-MPO Urban Areas-Comprehensive Plan Assistance Program</td>
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<td>Kearney</td>
<td>By State Forces (P603)</td>
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<td>Blair</td>
<td>By State Forces (P604)</td>
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<td>Scottsbluff / Gering</td>
<td>By State Forces (P605)</td>
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<td>By State Forces (P606)</td>
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<td>Lexington</td>
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<td>Crete</td>
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<td>Beatrice</td>
<td>By State Forces (609)</td>
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<td>Seward</td>
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9. HIGHWAY SAFETY & BRIDGE INSPECTION

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<td>Speed and Traffic Services Studies</td>
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<td>Accident Data Collection, Coding, and Processing</td>
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<td>Accident Data Analysis and Evaluation</td>
<td>By State Forces (P048)</td>
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<td>Bridge Inspection and Data Analysis</td>
<td>By State Forces (P051)</td>
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10. PLANNING REPORTS

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<th>Report</th>
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<td>Statewide Long-Range Transportation Plan</td>
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<td>(2) By Consultant Contract (VK0405)</td>
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<td>Annual Report (P277)</td>
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<td>Performance Measures (P278)</td>
<td>By State Forces (P278)</td>
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11. CONTINGENCIES

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<td>PI</td>
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12. SHORT TERM PROJECTS

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<td>Material and Research Pavement Condition Equipment</td>
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<td>Fish and Wildlife Biologist-Grand Island (VJ0401)</td>
<td>By State Forces (VJ0401)</td>
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<td>Statewide Historic Bridge Inventory (VK0502)</td>
<td>By State Forces (VK0502)</td>
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</table>
1. ADMINISTRATION

A. Program Administration (010)

Objective

Develop, publish, and distribute the SPR-PL Work Program. Monitor the charges and accomplished under the Program. Submit financial and narrative reports to the FHWA Nebraska Division Office as required.

Accomplishments FY 2005 (010)

Estimated Expenditures $41,000

Developed, published, and distributed the FY-2006 SPR-PL Work Program. Expanded the Work Program to include a Fish and Wildlife Biologist in Grand Island (VJ0401), Statewide Historic Bridges and Material and Research Pavement Condition Equipment (VK0502). Planning Courses and Seminars (068) and Compliance (274) were separated from Program Administration (010). Assisted personnel in development of their budgets and narratives.

Monitored monthly expenditures charged to the SPR-PL Work Program and corrected errors. Submitted Monthly Reports of Current Expenditures and a midyear narrative report to the FHWA Nebraska Division Office.

Monitored the issuance of proposed and final federal rule changes that affected the administration of the SPR-PL Program. Ensured that the changes were implemented.

Note: Planning Courses and Seminars (068) and Compliance (274) are now listed as separate activities. Please see Planning Courses and Seminars (068) and Compliance (274) below for their FY 2005 Accomplishments.

Program Administration FY 2006 (010) Estimated Cost $35,000

Develop, publish, and distribute the annual SPR-PL Work Program. Will submit the Monthly Reports of Current Expenditures and a midyear narrative report to the FHWA Nebraska Division Office.
B. Planning Courses and Seminars (068)

Objective

Expand the expertise and knowledge of planning personnel through attendance at workshops, seminars and courses.

Accomplishments FY 2005 (068)
Estimated Expenditures $ 0

There was no activity during this period.

Note: In FY 2005, Planning Courses and Seminars (068) was included in Program Administration (010).

Work Program FY 2006 (068) Estimated Cost $ 5,000

Various seminars, courses and workshops that relate directly to transportation planning will be held during FY 2006. Although specific information about the seminars, courses and workshops being offered is not yet available, it is anticipated that personnel will attend.

C. Compliance (274)

Objective

Ensure compliance with Federal regulations that govern the expenditure of State Planning and Research funds and Federal Register Rules.

Accomplishments FY 2005 (274)

Monitored the Federal Register to ensure compliance with rules and regulations.

Managed the consultation process with non-metropolitan officials. Sent two letters to the non-metropolitan officials. The February 24, 2005 letter notified them of NDOR’s State Transportation Improvement Program (STIP) and the April 12, 2005 letter and questionnaire notified them of NDOR’s Long Range Transportation Plan and requested their input.

Note: In FY 2005, Compliance (274) was included in Program Administration (010).
Monitor the issuance of proposed and final federal rule changes that affected the administration of the SPR-PL Program and ensure that the changes are implemented.

Manage the consultation process with non-metropolitan officials.

2. GEOGRAPHIC INFORMATION SYSTEMS (GIS)

   Total Estimated Cost $729,000

A. Data Collection

   (1) Road Data (011)

   Objective

   County Road Inventory

   An inventory of all highways, roads and streets is required to provide information about the physical characteristics, geographic location, and cultural features that are necessary for the highway planning process. This involves revising maps, updating mileage statistics and making administrative decisions based on the reappraisal of the adequacy and needs of the system.

   Global Positioning System Surveys (GPS)

   GPS mainline surveys are conducted on the State Highways, County Major and Minor Collector and Urban systems. These surveys are used to update the Department’s GIS base map and the General Highway Maps for each county. The surveys are also used to check the centerline data in the Integrated Highway Inventory Data Base (IHI).

   Data Entry of Paper Inventory Notes

   This project consists entering the County Inventory data still contained on paper into an Access Data Base. The Access Data Base is then used to populate the local centerline table of the IHI Data Base. The IHI Data Base will then be the source for all local data for the counties. This will eliminate the need for keeping paper notes on file for the County Road Inventories.
Accomplishments FY 2005 (011)
Estimated Expenditure $168,000

County Road Inventory
The inventories of Box Butte, Boyd, Custer, Jefferson, Kearney, Nance, Perkins, Polk, Sarpy, Sherman, and Wheeler counties were completed.

Global Positioning System Surveys (GPS)
The GPS surveys of new construction realignments on the State Highway System were completed. County surveys of the Major and Minor Collectors and Urban systems was completed for Districts 4, 5 and 6.

Data Entry of Paper Inventory Notes
Counties will be entered into the Access Data Base and transferred to the Local IHI Data Base and associated tables on a continuing basis.

Work Program FY 2006 (011) Estimated Cost $168,000

County Road Inventory
The inventories of the following counties are scheduled: Lancaster, Butler, Cass, Cheyenne, Colfax, Cuming, Dundy, Gage, Hayes, Holt, Howard, Lincoln, Phelps, Platte, Richardson, Saline, and Webster.

Global Positioning System Surveys (GPS)
The GPS surveys of new construction realignments on the State Highway System will be completed. County surveys of the Major and Minor Collectors and Urban systems will be completed for Districts 7 and 8.

Data Entry of Paper Inventory Notes
Counties will be entered into the Access Data Base and transferred to the Local IHI Data Base and associated tables on a continuing basis until all 93 counties are completed.
(2) Bridge Data (013)

Objective

To maintain a current computer database of all bridges in the state, as required by the National Bridge Inspection Standards (NBIS). This information will be used to prepare the National Bridge Inspection Data submittal, Special Bridge Replacement Program, State Project Programming and other federal and state data requests.

Accomplishments FY 2005 (013)

Estimated Expenditures $16,000

The database was updated using construction plans and information supplied by state and county bridge inspectors. The data was used by the Bridge Division for requests for information and to supply the Controller Division with county bridge footage tabulations for use in the distribution of Highway Allocation Funds, and to submit the National Bridge Inspection System (NBIS) data.

Work Program FY 2006 (013) Estimated Cost $15,000

The database will be updated from construction plans and information supplied by the bridge inspectors. Reports will be submitted for the NBIS, Highway Allocation Bridge Footage and all special information reports.

(3) Railroad-Highway Grade Crossing Data (047)

Objective

To maintain a current computer database for all public railroad-highway grade crossings in the State. The database contains all pertinent information about the crossing including location, classification, number of trains per day, train speed, number of tracks, and traffic control device information. This information is used to update the National Railroad-Highway Crossing inventory for state project programming and other federal and state data requests.

Accomplishments FY 2005 (047)

Estimated Expenditures $2,000

The database was updated using construction plans and information supplied by the railroads under the National Railroad-Highway Crossing Inventory Program. Changes in highway characteristics were reported to the National Railroad-Highway Crossing Information Center and the appropriate railroads.
The database will be updated from construction plans and information supplied by the railroads under the National Railroad-Highway Crossing Inventory updates. Any changes in highway data will be reported to the National Railroad-Highway Crossing Information Center and the appropriate railroads.

(4) Digilog (222)

Objective

To maintain a current pictorial library of the State Highway System for use by administrative, planning, engineering, and operation groups within the Department. The goal is to reduce field trips and other research time by providing on-site inspection of a location without leaving the office.

Accomplishments FY 2005 (222)  
Estimated Expenditures $52,000

Digiloging of District 5 and 6 were completed. Editing of District 4 and 5 were completed and made available for viewing.

Work Program FY 2006 (222)  
Estimated Cost $52,000

Digiloging of Districts 7, 8 and 1 are scheduled. Editing of 6, 7 and 8 will be completed and made available for viewing.
B. Cartography

(1) County and City Maps (016)

Objective

To maintain a program of updating county and city maps for each county on a routine and systematic basis on the Computer-Aided-Mapping (CAM) system. All symbols and information are in substantial compliance with the 1973 Highway Planning Map Manual published by the Federal Highway Administration. These maps are produced using the Nebraska State Plane Coordinate System and have been converted to NAD 83. City officials and highway planners in management, maintenance, and administration activities use the city plats. These maps are in demand by urban planners when developing comprehensive plans. For many towns, these are the only maps available. The city plats are updated and printed at the same time as the county maps.

Accomplishments FY 2005 (016)
Estimated Expenditures $166,000

Complete revisions have been finalized for the following counties: Adams, Burt, Clay, Dundy, Franklin, Harlan, Garfield, and Thurston in addition to 43 city plats.

The following counties are in progress: Box Butte, Dakota, Dodge, Fillmore, Garden, Hall, Hitchcock, Jefferson, Lancaster, Logan, Sarpy, Seward, and Wheeler, with 79 associated city plats.

Hitchcock, Lancaster, Sarpy, Seward, and Thayer counties are being revised using Digital Ortho Quarter Quadrangle (DOQQ) and our new verification method of inventory.

For Box Butte, Burt, Clay, Dodge, Fillmore, Garfield, Garden, Hall, Jefferson and Wheeler counties, the County Highway Superintendents were contacted and agreed to use their expertise to send us information for updating their county maps.

Work Program FY 2006 (016) Estimated Cost $166,000

It is proposed to complete the 13 county maps and 79 city plats now in progress.
Objective

While most of the special map needs will be met using GIS technology, there will always be a need for special maps using manual cartography methods. Some examples are the Urban Area Maps, Public Transportation Services Map, Public Funded Systems-Transit Map, etc.

Accomplishments FY 2005 (018)  Estimated Expenditures $ 96,000

Work continues contacting counties for their emergency 911 road signing networks. To date, 60 of the 93 county maps have the 911 system added.

The State Tourist Map has been, printed and is being distributed.

The State Detour Map was updated and printed monthly from April to December.

Work Program FY 2006 (018)  Estimated Cost $ 96,000

Special maps will be produced when requested. The Railroad Maps will be produced using the map publishing software.

We will continue contacting counties for their emergency 911 road signing networks.

The State Detour Map will be updated and printed monthly from April to December.

Work will begin to update the Nebraska Transportation Map using Map Publisher software.
C. Spatial Applications

(1) Network Maintenance (151)

Objective

The spatial transportation network is the cornerstone of GIS technology. The goal is to have the spatial transportation network include the entire 95,984 miles of highway, roads and streets. As the network is expanded, the current network needs to be kept accurate.

Accomplishments FY 2005 (151)

Estimated Expenditures $14,000

The current 29,173 miles network consisting of the Interstate down through the Major Collectors was updated. The 9,967 miles State Highway System was updated using a Navstar Mapping GPS unit. We started updating the 19,206 miles of non-State highway using the GPS equipment. We finished developing the 70,000+ miles of the local network that were in vector format.

Work Program FY 2006 (151) Estimated Cost $15,000

The 9,967 miles of the State Highway System, that had construction completed on it, will be updated using the GPS equipment. The 19,206 miles of non-State highway will continue to be updated using the GPS equipment. The 70,000+ miles local network will have some minimal intelligence added to it.
(2) Decision Mapping (116)

Objective

To provide statewide and regional "what if" decision maps for the Director and his staff, and other Divisions and Agencies, as requested.

Accomplishments FY 2005 (116)
Estimated Expenditures $62,000

Requests come in to our office weekly for specialty maps. Following are examples of a few requests recently received. The Highway Beautification control system maps were produced using GIS and MicroStation. These maps show the state control system and the Nebraska byway system. They also include maps of individual cities that byways pass thru to relate how they are impacted. These maps are accessible on the DOR website. These maps will be maintained and updated annually. Maps were created for the Department of Agriculture showing Commercial Feedlots and Major Packing Plants. They also requested a map indicating Produce Growers and Farmers Market Locations.

Numerous other databases were used as input to the system and various products produced. Support was provided to Bridge, Highway Safety and the Construction Division for their spatial activities.

Work Program FY 2006 (116)  Estimated Cost $62,000

Decision maps will be produced for the Director and his staff and other Divisions and Agencies.

(3) Application Development (152)

Objective

To develop, maintain, and enhance GIS applications for the Department and to be the liaison between the Department, other agencies, and the private sector for the exchange of GIS data and applications.

Accomplishments FY 2005 (152)
Estimated Expenditures $150,000

We have continued development of the Nebraska Enterprise Centerline Transportation Attribute Resource (NECTAR). Worked with other divisions and Kearney county on pilot projects in Nectar.
3. TRAFFIC DATA COLLECTION AND ANALYSIS

A. Traffic Analysis (121)

Objective

Administer Nebraska’s Traffic Monitoring System to supply traffic related data as required for national and state programs and special needs.

To achieve that objective, our Traffic Monitoring System includes the following:

(1) Automatic Traffic Recorder Operations

The data we collect from our Automatic Traffic Recorders (ATRs) is used in determining the yearly, monthly, daily, and hourly variation of traffic, and to provide traffic trends through representative sampling of each significant class of roads and streets throughout the state. It is also used to calculate factors to apply to 6-, 24-, or 48-hour duration sample counts to get estimates of annual average daily traffic, and is used to develop formulas which allow us to calculate design hour volumes. Factors based upon detailed and continuous classification data allow us to convert sample manual counts to estimates of Average Daily Traffic (ADT) by vehicle type.

We plan to continue the operation of Automatic Traffic Recorder(s) on a continuous basis at 66 locations, with most locations configured to collect detailed classification data. This includes all of our SHRP locations. All data collected at SHRP stations is submitted periodically as our schedule permits.
(2) Coverage Counts (Portables)

Our Coverage Count Program is used to determine estimates of annual average daily traffic volumes on significant sections of the rural and urban State Highway System, off-system rural major collectors, and other classified urban streets. Omaha and Lincoln do their own off the highway system counting; therefore their urbanized areas are excluded.

Each fiscal year we conduct portable machine counts for our biennial state highway traffic flow map, our individual count major collector flow maps, HPMS sample sections and non-local classified urban routes in urban areas with populations of 5,000 to 49,999. Traffic inside urban areas is collected on a two-year cycle as time permits.

(3) Traffic Inventory

Our traffic logs are used to calculate vehicle miles of travel on all non-local roads and streets in the state. On a department-wide basis, a variety of computer programs 'tap into' this table to retrieve the most current traffic information based upon a location's route and reference post. This includes the department's bridge inventory and railroad crossing inventory, for example.

Each year, prior to our HPMS submittal, the average daily traffic volumes found in our files are updated to reflect the newest available traffic volumes.

(4) Manual Vehicle Classification Counts

Our Manual Vehicle Classification Count Program allows us to determine the composition of traffic by vehicle type and collect detailed turning movement data at selected locations. This information is useful in the planning process for predicting traffic diversion, functionally classifying roads and streets, and in calculating axle factors to be used to adjust portable machine counts. It is also used to determine design standards, and to prepare noise and air pollution studies required for Environmental Impact Studies. It reveals the distribution of commercial vehicles operating on all types of roads and streets.

Our program is established and 'continuing'. Each year we attempt to collect data seasonally during the year at approximately 155 intersections, representing approximately 570 sections of road. Our normal counting period is 9A-1P and 2P-6P.
(5) Vehicle Weight Study

This program allows us to collect information on commercial vehicle characteristics pertaining to axle weight, gross vehicle weights, and axle spacing. This, combined with other traffic data, will provide a basis for determining pavement design, bridge loading, demand and usage of highway facilities within the state.

Each year we collect data at approximately 33 sites, including all of our SHRP site locations. Data is collected for 48 hours at all sites.

(6) Origin and Destination Studies

This is an infrequent activity. Should the need arise for additional or updated information on the origin and destination of trips, we would likely contract outside the department for the collection of this information.

(7) Special Traffic Studies

This ‘Special Needs’ element of our traffic counting program is for requests for traffic information that is not included in the normal traffic inventory data we collect. Historically this has been in response to specific questions from our Rail and Public Transportation Division, our Roadway Design Division, or the Location Studies Section of our own Planning and Project Development Division.

The quantity and detail of ‘special needs’ information is impossible to predict from year to year, but it normally involves the collection of around 30 special manual classification counts per year.

(8) Traffic Forecasting for Design

This is a continuing activity that involves providing estimates of current and forecast traffic volumes, design hour volumes, and heavy truck percentages for individual construction projects.
Accomplishments FY 2005 (121)
Estimated Expenditures $225,000

The administration of Nebraska's Traffic Monitoring System is a continuous activity. No significant departures from our program occurred during the previous year.

Work Program FY 2006 (121) Estimated Cost $210,000

It is our plan to continue to administer Nebraska's Traffic Monitoring System.

B. Traffic Collection (021)

Objective

Collect traffic data to determine variations in traffic by hour, day, month, year, and season. Provide traffic trends through representative sampling of each significant class of road and street throughout the State.

(1) Automatic Traffic Recorder (ATR) Operations

Automatic Traffic Recorders operate at 66 locations throughout the state. The maintenance of the equipment includes regular servicing and emergency service when needed as to maintain, as nearly as possible, a continuous and accurate count.

We plan to continue the operation of Automatic Traffic Recorder(s) on a continuous basis at 66 locations, with most locations configured to collect detailed classification data. This includes all of our SHRP locations.

(2) Coverage Counts (Portables)

Our Coverage Count Program is used to collect traffic volumes on significant sections of the rural and urban State Highway System, off-system rural major collectors, and other classified urban streets. Omaha and Lincoln do their own off the highway system counting; therefore their urbanized areas are excluded.

Each fiscal year we conduct portable machine counts on Highway Performance Monitoring System (HPMS) sample sections and non-local classified urban routes in urban areas with populations of 5,000 to 49,999. Traffic inside urban areas is collected on a two-year cycle as time permits.
Manual Vehicle Classification Counts

Each year we attempt to collect data seasonally during the year at approximately 155 intersections, representing approximately 570 sections of road. Our normal counting period is from 9A-1P and 2P-6P, at select locations; vehicles are classified as to vehicle type. Summations of the vehicles entering and leaving the intersection provide traffic by vehicle type on all the roads intersecting at the intersection.

Vehicle Weigh-In-Motion Study (W.I.M.)

This program collects information on all commercial vehicle characteristics pertaining to axle weight, gross vehicle weight, and axle spacing. Each year we collect data at approximately 33 sites throughout the state, including all of our SHRP site locations. Data is collected for 48 hours at all sites, allowing for the proper calibration of the data recording equipment.

Special Traffic Studies

The “Special Needs” element of our traffic counting program is from requests for traffic information that is not included in the normal traffic inventory data we collect. Historically this has been in response to specific questions from our Rail and Public Transportation Division, Roadway Design Division, or the Location Studies Section of our own Agency. The quantity and detail of “special needs” information is impossible to predict from year to year, but it normally involves the collection of around 30 special manual classification counts per year.

Accomplishments FY 2005 (021)
Estimated Expenditures $ 550,000

Traffic data collection is a continuous activity. No significant departures from our program occurred during the previous year.

Work Program FY 2006 (021) Estimated Cost $ 590,000

We will continue to collect traffic data as specified above.
C. Traffic Collection Equipment (037)

Objective

Purchase the parts and equipment needed to maintain the existing traffic data collection system, as well as to replace obsolete equipment.

Accomplishments FY 2005 (037)
Estimated Expenditures $150,000

The following equipment was purchased:

- 70 Piezo (BL) sensors/cables
- 3 WIM Recorders
- 50 Portable Recorders
- 6 Radar Detectors
- 10 ATR Recorders
- 50 Circuit Cards

Repair parts were purchased as needed to maintain all traffic data collection equipment.

Work Program FY 2006 (037) Estimated Cost $170,000

Repair parts will be purchased as needed to maintain all traffic data collection equipment. The following will be purchased for replacement:

- 10 ATR recorders
- 5 Cabinets
- 50 Piezo (BL) sensors/cables
- 20 Portable counter/classifiers
- 3 WIM recorders
- 4 Radar detectors
- 4 TDC-12 Handheld (Manual) Traffic Data Collectors and Software
- 30 Circuit Cards
D. Statewide Traffic Assignment Model (138)

Objective

Use Traffic Modeling software to analyze traffic corridors on the State Highway System and to evaluate those facilities in terms of probable traffic diversions caused by alternate highway routes and bypass routes in or adjacent to urban areas. Traffic models are also used to help evaluate functional classifications of highways and obtain total Vehicle Miles Traveled (VMTs).

Accomplishments FY 2005 (138)
Estimated Expenditures $80,000

Traffic Modeling software was used to help develop travel forecasts along corridors and analyze various proposed network alterations and urban bypass studies. Network updates and adjustments were made to the statewide traffic network model to reflect network changes and updated traffic data.

TransCAD, TP+Viper, and QWK modeling software were used to analyze and develop forecasts in or around urban areas affected by highway realignments, railroad viaduct changes, and changes caused by new access and/or added traffic resulting from new traffic generators.

The Census Transportation Planning Package (CTPP) was used in trip generation analyzes. GIS software and access to the Nebraska Business Marketing Directory were used to locate and quantify special generator characteristics statewide.

Work Program FY 2006 (138) Estimated Cost $80,000

1. Develop travel forecasts and analysis for various projects statewide usually in and around urban areas.
2. Model route and network design alternatives as required.
3. Review and analyze origin and destination data and consultant traffic studies as required.
4. Update the statewide assignment network and trip matrix with identified special generators. Include special generators in sub-area analysis studies.
5. Under the Local Comprehensive Plan Assistance Program for non-MPO Cities (Populations 5,000 - 50,000), the traffic assignment models that are required to be developed with this program will be reviewed and incorporated into NDOR’s statewide modeling analysis and traffic forecasts.
4. MILEAGE STATISTICS

Total Estimated Cost $165,000

A. Mileage (030)

Objective

(1) State and Local Mileage

Maintain data files of all state, local road and street mileage by functional classification. This provides factual information concerning current status pertaining to system development, improvement and overall progress attained; to prepare for submittal of universe data items as required for the Highway Performance Monitoring System (HPMS), mileage certification and summary reports, also to compile and print informational mileage publications.

This activity also provides the linear Referencing Data for the Geographic Information System (GIS) Network.

(2) Reference Post Log

Produce a detailed, concise record of the state-maintained Highway System. Provide a uniform reference system for cost accounting, accident location, highway inventory, digilog, construction programs, and other physical or political elements associated with administration activities pertaining to State Highways. Commercial interests and other governmental agencies rely on this log for establishing route schedules and mileage allowance reimbursements.

(3) Nebraska Project Compilation

Publish a comprehensive historical listing of state highway projects by county. This listing will include the project numbers, highway numbers, length, location by reference post, description of work and the year completed. This historical record is useful to highway planners when reviewing major changes in the development of state roads.
Accomplishments FY 2005 (030)
Estimated Expenditures $140,000

(1) State and Local Mileage

State mileage data files were updated to January 1, 2005 from information obtained by reviewing construction records, roads inventory, digihog, and lane-mile reports. Certification of public road mileage and the reporting of this data in the HPMS format were submitted as required. Special requests were received and completed pertaining to state mileage statistical data from other Divisions within the Department of Roads, as well as outside interests.

Local Mileage files were updated to January 1, 2005 from information obtained by reviewing construction records, rural road inventories, lane-mile reports, through contacts with local officials to verify changes in functional usage, and in corporate and urbanized boundaries. Universe data items for all local mileage facilities were submitted as part of the Highway Performance Monitoring System report. Numerous special requests were received and completed pertaining to local mileage statistical data from other Divisions within the Department of Roads, as well as outside interests. The database for local road inventory is in the process of being converted into the IHI database.

(2) Reference Log

The Nebraska Highway Reference Post Log was updated to January 1, 2005, with publication and distribution made to all interested users. Necessary updates to the data sets used in production of the log were made on a continuing basis to reflect the current status of the physical highway system. Supplemental data sheets were issued and highways were re-staked as necessary to incorporate changes due to construction, realignment or numbering revisions. This publication was placed on the Department of Roads Internet site for use by all interested parties.

(3) Nebraska Project Compilation

The project compilation file was updated to January 1, 2005.
Work Program FY 2006 (030)  Estimated Cost $165,000

(1) State and Local Mileage

The state mileage file will be updated to January 1, 2006, and all appropriate data will be submitted as required for the annual mileage certification and HPMS report. There will be work requests from various state agencies concerning special statistical mileage data, which will be honored.

A file containing mileage information for certified state recreation area roads is being created in the Integrated Highway Inventory database.

Local mileage data files will be updated to January 1, 2006. Submittal of local mileage records in the specified format will be made, and various requests will be honored to furnish special local mileage statistical data. The database for local road inventory will continue being converted into the IHI database.

(2) Reference Post Log

The Nebraska Highway Reference Post Log on the Department of Roads website will be updated during the year as changes in the status of the state highway system occur. The publication will be printed as of January 1, 2006. Data files will be revised on a continuing basis and highways will be re-staked as requested, following completion of major reconstruction projects.

(3) Nebraska Project Compilation

The project compilation file will be updated to January 1, 2006.
5. **FINANCE**

**A. Allocation, Analysis and Projection of Highway Trust Fund (044)**

**Objective**

Collect statistical data as required by state statute for use in computing factors used in distribution of highway user revenues to counties and municipalities. Distribute highway user revenue and publish annual report. Estimate revenue projections; publish in booklet form and on the Department's web site as an aid in determining future fiscal activities for counties and municipalities. Compile data and analyze for administrative personnel and the Legislature assessing the fiscal impact on various highway user imposts proposed by new legislation.

**Accomplishments FY 2005 (044)**

**Estimated Expenditures $25,000**

The rewrite of the existing highway allocation computer system was completed. Statistical data was collected, as required by state statute for use in computing factors used in distribution of highway user revenues to counties and municipalities. Highway user Distribution and estimated revenue projections were published in booklet form on the Department's web site as an aid in determining future fiscal activities. Data was compiled and analyzed for administrative personnel and the Legislature to assist in assessing the fiscal impact on various highway user imposts proposed by new legislation.

**Work Program FY 2006 (044) Estimated Cost $26,000**

Review, monitor and distribute highway user revenue and related funds. Coordinate, collect and prepare financial information for various reports. Prepare and publish the Highway User Projected Revenue and Revenue Distribution books. Respond to requests for various statistical and financial information and assist with legislative impact statements.

**B. Analysis and Reporting of Highway Statistical Data (066)**

**Objective**

Compile, analyze and report to FHWA state motor-fuel, motor-vehicle, driver-license, motor-carrier data along with highway finance data of state and local governments.
Accomplishments FY 2005 (066)
Estimated Expenditures $26,000

The data was compiled, analyzed and submitted to the Federal Highway Administration as required. Special requests were completed and assistance was provided to other departmental offices in researching and analyzing statistical finance data pertaining to local units of government.

Work Program FY 2006 (066) Estimated Cost $26,000

All reports will be prepared and submitted to the Federal Highway Administration as required. Detailed data will be published at the state level. As requested, statistical data in this area will continue to be furnished and analyzed for other governmental units or interested agencies. Special requests from other departments or interested agencies concerning local finance highway data will be answered.

6. SYSTEMS AND PROGRAMMING Total Estimated Cost $1,128,922

A. Classification (091)

Objective

The assigning of a national functional classification of all roads and streets in the state along with the designation of urban area boundaries as mandated by the Federal Highway Acts, is used as the basis for designating the Federal-Aid Systems and making changes. State Statute 39-2110 requires assigning a state functional classification to all highways, roads, and streets in the state, according to present function. An official set of state, county, and city maps together with statistical mileage data showing the current status of the various Functional Classifications and National Highway Systems in Nebraska will be maintained. Maps and statistics are updated and revised, as necessary, to reflect approved changes in both the National and State Functional Classifications along with the Urban Area Boundaries.
Accomplishments FY 2005 (091)
Estimated Expenditures $78,000

An update of the National Functional Classification and urban area boundaries, based on 2000 Census data, has been submitted to the Federal Highway Administration. Rural and urban maps and statistics were revised to reflect approved changes in the urban area boundaries and national classification. Classification and urban boundary changes were coordinated with local officials.

National Functional Classification revision applications were prepared and submitted to the Federal Highway Administration following review of the various requests received from local governmental subdivisions. Following approval by the Department of Roads administration, National Functional Classification revisions affecting the state highway network were also submitted. Route description statistical information has been updated to incorporate system actions.

Proposed changes to the state classification of roads were reviewed as requested by local officials and as necessitated by system changes. County and city maps were revised as necessary and statistics were updated to reflect approved changes.

Work Program FY 2006 (091) 
Estimated Cost $78,000

The State Functional Classification System of roads and streets will be reviewed. Proposed changes in functional classification will be reviewed and evaluated when requested. Proposed changes in the urban area boundaries and the National Functional Classification of roads and streets will be reviewed and evaluated as changes occur in functional usage or when requested by local and other officials.

Maps and statistics will be revised and updated to maintain current status. Requests for additions or revisions to the National Highway System will be reviewed and forwarded, if acceptable, to the FHWA. Route revisions will be submitted as requested, and record updating will continue. Databases pertaining to the systems will be updated so that system improvement and construction progress history can be recorded for use in future studies and reports as required. County and city base maps are revised depicting approved system actions. New urban area maps will be made based on the 2000 census. All highway relinquishments will be processed and all the necessary updates will be made.
B. Long Range Program-State Highway System (055)

Objective

To provide a comprehensive plan of operations based on economic and technological facts, which will provide a basis for administrative decisions and policy. Furnish technical assistance in the development of a Six-Year Plan, and to plan, develop and manage the projects contained in the state's highway construction plan. Maintain pertinent information and maps showing the current status of the State Highway System, including approved relocations. These maps are required by State Statute 39-1311. Maintain an inventory system that provides data used to determine the relative adequacy of individual sections on the State Highway System and is used to determine the geometric needs on rural highways. A highway needs concept is developed based on six highway groups: Interstate System, Expressway System, and four additional volume groups based on forecast future traffic volumes. Criteria were developed for each volume group and existing geometrics of each section of rural highway is compared against the appropriate needs criteria thus identifying any geometric deficiencies.

Accomplishments FY 2005 (055)

Estimated Expenditures $120,000

Staff updated file data for the Highway Needs Assessment and made necessary adjustments and refinements in the data used to determine highway needs. The needs file data was updated to reflect changes resulting from lettings, completions of construction projects, and highway changes. Geometric data has been reviewed and adjusted to more closely reflect our actual conditions. A process of reviewing as built plans to identify/verify existing crest vertical curves was completed.

A 20-Year Needs Assessment of the State Highway System along with a Highway Inventory Report was published. A 20-Year Needs Report for the Nebraska Interstate System was also published.

Latest inventory data and desirable condition data were used in the development of needs data to aid in the apportioning of available funds between highway districts. Related background material was provided in the development of the six-year program.

Data for the Priority Commercial System and 28' Top System has been updated.
The Highway System database for the Highway Needs Assessment will be periodically updated to reflect changes in the system. Maintaining the database for the Integrated Highway Inventory will be an ongoing process. Highway needs data, based on the desirable conditions concept, will be further developed to aid in apportioning funds between the field districts. Other data will also be provided to aid the District Engineers and other officials at the Six-Year Program meetings. Review of pertinent documents will be made.

Needs Assessment of the State Highway System will be continued using the Needs Study criteria. Statistics and maps will be updated as necessary. The priority Commercial System and Expressway System maps, along with statistics, will be updated to current status. Necessary highway needs data will be developed to help support the Legislative Committee presentation. The Needs Assessment will be revised to include current and future plans and activities of other transportation modes as appropriate. The 20-Year Needs for the Interstate System will be reported. State Highway maps will be updated to current status as required. State statutory maps by county will also be maintained and revised as necessary. Route revisions will be submitted as requested, and record updating will continue. Databases pertaining to the system will be updated so that system improvement and construction progress history can be recorded for use in future studies and reports as required.

C. Six-Year Program Management (154)

Objective

To plan, develop and manage the projects contained in the state’s highway Six-Year Plan for construction programs.

Accomplishments FY 2005 (154)

Estimated Expenditures $367,555

Program documents have been prepared on a continuing basis for all new, revised, and obligation request projects. Spreadsheets have been prepared and distributed on a regular basis, showing the status and planned usage of federal aid funds and obligation authority.

Data on the Program/Project Management System has been maintained and reports generated on a continuing basis.

The FY 2004 and Beyond Highway Program Book was prepared and distributed.

I-25
Meetings were held with the District Engineers and Highway Commissioners to select the FY 2005 Program and to plan the remaining fiscal years.

A State Transportation Program (STIP) was developed for federal FY 2004-2009 and was updated as needed throughout the year.

A Surface Transportation Enhancement Program has been developed to utilize federal enhancement funds. This includes the participation and planning by other entities to use a portion of the funds for projects off the State Highway System.

Work Program FY 2006 (154)  Estimated Cost $378,922

Program documents will be prepared and processed to initiate, revise, and obligate all construction projects on the state and local federal aid systems. Continuous monitoring and planning of the use and availability of the various categories of funds for these projects will be performed. The computer database of all existing projects will be maintained and reports on the various construction programs will be developed and distributed using this base, the Project/Program Management Systems.

In coordination with District Engineers and other Divisions, projects will be planned and programmed in accordance with identified needs and current policies and priorities. These projects will be developed into yearly programs of projects based upon availability of funds and priority of need.

The Project Scheduling System computer program will continue to be used to track projects in the Six-Year program. Reports will be generated from the system and distributed to those who manage the projects. New projects will be added to the system and existing projects modified as needed. The program itself will continue to be improved to better serve the users.

Periodic training on project scheduling and programming computer software will be conducted.
D. National Highway Studies (069)

Objective
To provide necessary data on public roads required by the Federal Highway Administration (FHWA) for the Highway Performance Monitoring System (HPMS) and any other national highway needs reports.

Accomplishments FY 2005 (069)  Estimated Expenditures $41,500
The HPMS sample panels were reviewed to assess sample section reassignment resulting from traffic volume changes and the review of urban area boundary and functional classifications. Inventory data was gathered and compiled for the HPMS sample sections and used in updating the HPMS data file. A new computer program was written to improve and streamline the process of extracting data from the Integrated Highway Inventory database. This data is used in the updating of the universe and sample sections. Data was gathered from local governmental entities for use in updating HPMS sample section data under their jurisdiction. The required database was edited and submitted to the FHWA along with any supporting documentation.

Data for all sample sections under the states jurisdiction were reviewed for accuracy and updated as needed.

Staff attended the Highway Information Seminar along with a HPMS workshop.

Work Program FY 2006 (069)  Estimated Cost $55,000
The HPMS sample sections will be monitored for improvements, and inventory data will be updated for the annual submittal. The panels of sample sections will be examined and adjustments made where necessary. The required data and documentation will be assembled and submitted to the FHWA. Data to keep the system current will be gathered from construction plans and obtained from local governmental entities. Training and workshops will be attended to enable staff to keep current with HPMS data requirements and practices.
E. Pavement Management (057)

Objective

To gather, compile and analyze data for use in managing Nebraska’s pavements. Relate pavement conditions to maintenance and rehabilitation strategies in order to extend pavement life and increase levels of service. Develop a program to provide maximum benefits with the most efficient use of financial resources.

Accomplishments FY 2005 (057)

Estimated Expenditures $435,500

Pavement condition data including roughness, skid, deflection, and surface distress data are being collected and maintained for all state highways. International Roughness Index (IRI) data is being collected on the National Highway System or roads functionally classified as principal arterial. Deflection data is being collected on pavements that are in the six-year program. Results of the pavement condition survey are stored in computer files for review and use in developing a one and five year program for the maintenance and rehabilitation of Nebraska highways. The pavement condition data together with pertinent transportation planning data was used in the development of inventory and priority listings for the annual Needs Assessment.

The Pavement Optimization Program was used to develop project candidate list for the Department’s Preventive Maintenance, Pavement Extension, and Resurfacing Programs. Corresponding spatial maps were sent to the District Engineers along with maps depicting some pavement distresses.

Completed the specification for the purchase of new profilers and posted the specification for bids.
Pavement condition data including roughness, friction, deflection, and surface distress data will be collected and maintained by the Materials & Research Division for all State Highways. IRI data will be collected for all roads on the State Highway System, on the National Highway System, or functionally classified and principal arterial. Results of the condition survey will be printed for review. The pavement deflection will only be collected as requested on programmed pavements scheduled for resurfacing. This information will be used in development of the Department’s One and Five Year Construction Program. Further enhancements for the Pavement Optimization Program will be developed and incorporated into the program. Training and workshops will be attended to enable staff to keep current with new pavement management techniques, strategies etc.

Complete the purchase of the new profilers and incorporate the new profilers into our annual pavement rating process.

F. HPMS Software Development (068)

Objective

Create a software product to streamline the HPMS submittal process. This software will be used to extract and format data, that resides in inventory databases. This software will be designed to import the data into the HPMS database.

Accomplishments FY 2005 (068)
Estimated Expenditures $35,000

The program was completed.

Work Program FY 2006 (068) Estimated Cost $0
G. Trails, Bicycle and Pedestrian Accommodations (070)

Objective

To consider bicycle and pedestrian accommodations in transportation planning and all bridge and roadway construction projects, in an effort to encourage a multimodal transportation system. To coordinate with federal, state and local agencies, and advocacy groups, on activities related to bicycle and pedestrian safety, accommodating facilities, trail plans and related programs.

Accomplishments FY 2005 (070)

Estimated Expenditures $35,000

NDOR coordinated with Metropolitan Planning Organizations (MPOs) in programming trail projects in their Transportation Improvement Program (TIP) and sent the MPOs copies of related reports as they were received from FHWA.

The In-House Bicycle Advisory Committee (BAC) corresponded on various bike/pedestrian related activities or projects. BAC members help provide input on design issues regarding accommodation of bicyclists.

NDOR coordinated with Omaha’s Bike Ride Across Nebraska (BRAN), Lincoln’s Tour De Nebraska (TDN) and other bicycle group rides regarding safer highway route selections and avoidance of roadway construction.

Staff responded to requests for information on bicycle routes, trails, and state bicycle laws and policy. NDOR’s Bike/Ped Coordinator gave a presentation to the Nebraska Advocates for Highway Safety on the subject of bicycle and pedestrian safety and informed them of what NDOR has done to promote bicycle and pedestrian safety in Nebraska.

NDOR sent packets of bicycle route and safety information to people planning cross-country bicycle trips in or through Nebraska. These packets include a statewide Bicycle Guide Map, a State Highway Map, information on road construction, Nebraska bicycle laws and general bicycle safety information.

NDOR completed mailing out multiple copies of a 34-page bicycle safety brochures to all the elementary schools in Nebraska. Two sample copies were mailed out to all Sheriff Departments and all City Police Chief Departments stating that if they conduct a bicycle safety course or bicycle safety rodeo in their area, we will send them multiple copies of this same brochure. Multiple copies were sent out to many Sheriff and City Police Departments.
NDOR updated their Nebraska Bicycle Guide Map in November 2004. University of Nebraska at Omaha’s rural Bicycle Compatibility Index research results were incorporated in the updated Bicycle Guide Map. The 28 foot roadway system information was also added to the map.

**Work Program FY 2006 (070)**

NDOR will continue to review state projects in regard to Bicycle/Pedestrian accommodation and impacts. NDOR continues distribution of the 2004 Bicycle Guide Map.

NDOR staff will continue to attend meetings, workshops, and conferences related to bicycle/pedestrian accommodations, and will promote bicycle usage and bicycle/pedestrian safety awareness. The Bike/Ped Coordinator will continue to partner with Nebraska Health and Human Services System (HHSS) on health promotion, safety education, and the physical fitness benefits of bicycling and walking activities.

Staff will continue to respond to requests for information on bicycle routes, trails, and state bicycle laws and policy. NDOR’s Bike / Ped Coordinator will continue to give presentations when requested to groups or advocates with concerns for bicycle safety and inform them of what NDOR has done to promote bicycle and pedestrian safety in Nebraska.

NDOR plans to continue distribution of the bicycle safety booklet “A to Z by Bike” to Sheriff and Police Departments and other organizations that are conducting bicycle safety workshops or bicycle safety training. More brochures will be ordered, if needed.
7. URBAN TRANSPORTATION

Total Estimated Cost $1,651,835

A. Omaha

Accomplishments FY 2005

Estimated Expenditures (092) $ 1,312,498
Estimated Expenditures (096) $ 30,000

A financially constrained and prioritized FY 2005-2010 Transportation Improvement Program (TIP) was developed and approved, with amendments being added as new projects evolved. The traffic counting program in the Omaha metropolitan area continued, with the collection of 2003 & 2004 traffic numbers that will be used in the development of the 2004 Traffic Flow Map. The 2004 Traffic Flow Map was completed.

The Technical Advisory Committee, Data Resources Committee and the Project Review Committee met regularly, reviewing work as it progressed. Implementation of the Metropolitan Area Planning Agency (MAPA) Public Participation Plan continued by providing updates to the TIP and Long-Range Transportation Plan (LRTP) on the Internet through the Douglas County Webpage Service. Efforts continued in meeting with civic and neighborhood groups to discuss both the TIP and the LRTP.

The street and highway inventory file was updated to reflect improvements made to the street and highway system in the metropolitan area through 2004. This information was integrated with the computer traffic assignment network. Information from this street and highway inventory was also utilized to provide updated data for the Highway Pavement Management System (HPMS) sample sections throughout the metropolitan area and as a potential source of information for Pavement Management Systems.

Work continued on the refinement of the transportation and activity allocation (land use) models. These included models that are being used for sub-area analysis as well as regional applications. The QRSII and TransCAD microcomputer transportation planning software packages were used to simulate traffic for various projects throughout the metro area. Traffic counts were used to check the simulated travel patterns as a further check of the models. MAPA continued the process of replacing QRS II with TransCad as the transportation planning software package for the agency.

The employment file was updated to reflect the new employment levels. MAPA continued the update to the land use file based on the latest digital ortho aerial photos, using permit information, parcel information from Douglas, Sarpy and Pottawattamie counties as well as field surveys.

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MAPA continued to analyze the Census 2000 data utilizing the Census Transportation Planning Package to analyze the journey to work trips by transportation zones.

MAPA has completed the implementation plan of action that came out of the FY 2000 and 2003 Certification Process.

Continued monitoring of air pollution to determine Omaha area compliance with National Air Quality Standards. MAPA continued to work with the Douglas County Health Department to replace the air quality monitoring equipment.

The common geographic database was updated by adding new areas that have developed during 2003. In conjunction with MAPA’s common databases, ArcView computer software, the Census Tiger file, and digitized maps from NDOR, Iowa Department of Transportation (IDOT), data from the City of Omaha, Douglas County, Sarpy County and Pottawattamie County were utilized to develop computer-mapping capabilities to assist in integrating the MAPA street and highway inventory file with the computer traffic assignment networks. MAPA uses ArcView 9.1 as the GIS software package for the agency.

NDOR and IDOT were assisted in various studies, including the Metro Area Interstate Comprehensive Reconstruction Project. Included were various analyzes conducted in conjunction with the I-80 Transportation System Management and Iowa’s Council Bluffs Interstate System Project Management Team. This committee looks at traffic impacts to the Interstate system and surrounding street system resulting from lane restrictions, ramp closing and street closings during the continued reconstruction of the Interstate system in the Omaha area.

Analysis, review and comments were also made on numerous street and highway projects for the cities of Omaha, Council Bluffs, Bellevue, Ralston, LaVista, Papillion, for the counties of Douglas, Sarpy and Pottawattamie.

Work continued with the Omaha and Council Bluffs Chamber of Commerce Transportation Committee and the private sector in the planning and delivery of transportation services in the metro area. Traffic and travel information was provided to over 525 private and governmental agencies.
MAPA continued working toward implementation of projects contained in the Intelligent Transportation System (ITS) early deployment study. This included completing the development of Regional ITS Architecture and an Incident Management Manual. MAPA also continued to support the South West Iowa Freeway Team (SWIFT), the Incident Management Committee for Council Bluffs area, and restarted an Incident Management Committee for the Omaha and Sarpy County area. Work continued on the implementation of the provisions contained in the Transportation Equity Act for the 21st Century (TEA-21).

MAPA continued to work with Metro Area Transit (MAT) on the Omaha Comprehensive Transit Study looking at the implementation of a hub and spoke system. MAPA also continued working with the "Metro on the Move" program committee, which Paralyzed Veterans of America is a part of in providing coordinated transit service for specialized transit needs.

MAPA continued the implementation of the Congestion Management System for the Omaha Area. Additional travel time studies have been conducted.

Work Program FY 2006

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<th>By Contract (092)</th>
<th>Estimated Cost $1,192,954</th>
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<td>By State Forces (096)</td>
<td>Estimated Cost $30,000</td>
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MAPA has the responsibility of coordinating the transportation planning process for the metropolitan area. In addition to coordinating the activities of the various participating agencies MAPA's activities include developing socio-economic and land use data, maintaining data files, monitoring community goals and objectives, evaluating development trends, providing service to public and private interests in the form of planning data, and assistance in plan implementation.

A summary of the work to be done in the major elements of the Continuing Transportation Planning Program is as follows:

1. Surveillance

   The surveillance program, as documented in the MAPA Unified Work Program, will continue throughout the year with the data gathered in this process being evaluated as the inventories are completed. The socio-economic and land-use inventory will continue to be updated to assess trip-making characteristics.
Reappraisal

Forecasted socio-economic data will be used to produce a revised future travel forecast for local and regional application. The MAPA Year 2025 Long-Range Transportation Plan is being revised.

MAPA will be working on the 2030 Transportation Plan this Fiscal Year.

Air quality planning will continue in accordance with FHWA, State and Environmental Protection Agency guidelines.

Evaluate existing transportation conditions and current system operation in terms of such variables as accidents, running speeds, volume/capacity ratios and transit service will continue.

Service

Supplying data, evaluating alternate plans and assistance in implementing proposals are a few of the many services which will be given to public agencies and members of the private sector in community development and implementation programs.

Procedural Development

Existing socio-economic and travel data will be used to test and validate the transportation models. Methods for forecasting traffic at the sub-regional level will be developed.

Reports

Technical memorandums, study documentation, and progress reports will be published as needed.

MAPA will develop a new TIP.

For further details, see the FY06 Unified Work Program and the transportation planning process document for the Metropolitan Area Planning Agency.

MAPA will incorporate their CMS plan into their planning process.
B. Lincoln

Accomplishments FY 2005
Estimated Expenditures (139) $476,471
Estimated Expenditures (039) $30,000

During this period, the 2004-2005 Lincoln Unified Planning Work Program was completed; the Transportation Improvement Program for FY 2005-2007 and FY 2008-2010 was completed, and the FY 2004 self-certification statement was completed, with appropriate reviews and actions.

The Technical and Officials Committees met regularly to review and act on transportation related programs and studies.

Other major transportation-related activities that occurred during this period include: Continuing surveillance activities, including monitoring of population, land use and economic factors, street and road facilities, traffic counts, and update of the census related files.

An ongoing volume/capacity analysis was conducted to evaluate major intersections in Lincoln with regard to level of service.

Data was collected, which provides information on the operation of the street and road network.

Through the Annual Review Process, updates to the transportation element of the Comprehensive Plan will be completed as needed during the fiscal year.

Two consultants are working on the design of the south beltway.

The final Multi-Modal Report was completed and sent to the Mayor in September 2004.

Work on the Downtown Master Plan continues. A draft of the Master Plan is expected to be available by June 30, 2005. Traffic circulation was studied along with pedestrian safety & bicycle accommodations such as bike lanes.

Work continues on the development of a city and county GIS land use database and development of a system interface.
The City of Lincoln is the designated Metropolitan Planning Organization (MPO) for the Lincoln City - Lancaster County urbanized area. The Planning Department and the Public Works Department of the City of Lincoln are the two major local participating agencies that conduct the work associated with the transportation planning process. The MPO Program Manager, housed in the Public Works Department, has the responsibility of coordinating the Continuing Lincoln Metropolitan Area Transportation Study. Major work activities in this process include: developing socio-economic and land use data, maintaining data files, monitoring community goals and objectives, monitoring traffic data, evaluating trends, providing service to public and private interests in the form of planning and transportation data, and assisting in plan implementation. A summary of the work to be done in each of the five major elements of the continuing transportation planning process follows. Details for the following activities can be found in the FY 2005-2006 Unified Planning Work Program and in the Operations Plan.

(1) Surveillance

The surveillance program, as documented in the Operations Plan, will continue throughout the year. Data gathered through this process is being evaluated as the inventories are completed to determine population and socio-economic trends.

(2) Reappraisal

Routine traffic counting programs, auto occupancy monitoring, and collection of accident data will continue, with special counting done as needed. Collection of data for the Highway Performance Monitoring System will continue.

(3) Service

Supplying data, evaluating alternate plans and providing assistance in implementing proposals are a few of the many services which will be given to public agencies and members of the private sector in community development and implementation programs.
(4) Procedural Development

Procedural development will continue and changes will be recommended to improve data monitoring and analysis capabilities, including the use of computerized techniques such as the DIME technique and integrating a GIS system.

(5) Reports and Anticipated Work Efforts

General administration of the transportation planning process will continue including development of the annual Self-Certification Statement and administration of the Transportation Planning Grant.

The FY 2005-2007 and 2009-2011 Transportation Improvement Program (TIP) will be prepared and evaluated to determine whether all projects identified in the program conform to the Long Range Transportation Plan.

The 2005-2006 Unified Planning Work Program will be prepared.

Lincoln and Lancaster County Comprehensive Plan continue to be updated.

The Downtown Master Planning task will continue. Traffic circulation will be studied along with pedestrian safety and bicycle accommodations, such as bike lanes.

The South Beltway Design Engineering will continue during FY 2006.

Special projects will include continuing rails to trails planning concerning the reuse of abandoned railroad corridors, and the continued sub-area planning for any needed updates to the comprehensive trail's system within the city.

Technical memorandums, study documentation and progress reports will be published as needed. For further details, see the FY 2004-2005 Unified Planning Work Program for the Lincoln Metropolitan Area.
C. South Sioux City

Accomplishments FY 2005
Estimated Expenditures (140) $37,500
Estimated Expenditures (040) $7,500

The Iowa Department of Transportation has the primary state agency support responsibility for studies with Siouxland Interstate Metropolitan Planning Council (SIMPCO). SIMPCO represents all the units of government in the Sioux City Metropolitan Area, coordinating the transportation studies and doing the majority of the work contained in the Transportation Planning Work Program (TPWP). The Nebraska Department of Roads has contributed to the various studies through active participation on the SIMPCO Transportation Technical Committee, and through the inventory and analysis activities in the continuing transportation planning program.

SIMPCO developed their TPWP for FY 2006. The Transportation Improvement Program (TIP) for FY 2005-2008 was approved, and the FY 2006-2009 Draft TIP was developed.

The MPO Policy Board and the Transportation Technical Committee met regularly (scheduled meetings are every other month) to review and act on transportation-related programs, plans, processes and studies.

Work continued on the implementation of the provisions contained in the Transportation Equity Act for the 21st Century (TEA-21).

Other transportation-related activities, which occurred during this period, are as follows:

1. The Long Range Transportation Planning model was revised by another consultant, in cooperation with SIMPCO, to fix some problems on both the Iowa and Nebraska side. SIMPCO continued to review the model updates for the Transportation Plan for the SIMPCO area.

2. SIMPCO continued to upgrade mapping services and update maps for the Sioux City Metropolitan Planning Area with Geographic Information Systems (GIS) (Arc View 8.3), including roads, traffic counts, transit routes, trails, trail emergency numeration, and recreation areas.

3. Continued surveillance activities, including monitoring of demographics, land use, economic factors, and street and highway facilities.

4. Performed traffic analysis and studies, along with supplemental census and state traffic counts, in the planning area as requested.

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(5) Provided transportation related information to the public.

(6) Provided intergovernmental coordination of public transit services.

(7) Reviewed sub area travel demand modeling utilizing TransCAD.

(8) SIMPCO worked on and finalized the ITS Architecture Plan.

(9) Traffic Safety Committee participation was continued, developing safety-related projects including pedestrian safety, driver education, and street lighting.

**Work Program FY 2006**

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<th>By Contract (140)</th>
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<th>By State Forces (040)</th>
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SIMPCO has the responsibility of coordinating the Transportation Study in the Sioux City Metropolitan Planning Area. In addition to coordinating the activities of the different agencies, SIMPCO conducts much of the work involved in the study. This includes developing socio-economic and land use data, maintaining data files, evaluating trends, and providing service to the public and private interests in the form of planning data. A summary of the work to be done in the major elements of the continuing transportation planning program is as follows:

1. **Surveillance**

   The surveillance program, as documented in the Operations Plan/Prospectus, will continue throughout the year with the data gathered in this process being evaluated as the inventories are completed.

2. **Travel Demand Modeling and Update**

   SIMPCO will develop future year 2030 Build Alternatives for the Long Range Transportation Planning model given the base calibrated year and future year 2030 Existing and Committed (E&C) that the consultant in cooperation with SIMPCO developed for the whole metro area (including South Sioux City and North Sioux City).

3. **Service**

   Supplying data and assisting in community planning are among the many services, which will be provided to public agencies and members of the private sector involved in community development and implementation programs.
Reports and Anticipated Work Efforts

The MPO Transportation Planning Work Program for FY 2006, the MPO Transportation Improvement Program for FY 2006-2009, and self-certification statement will be prepared during FY 2006.

NDOR will continue to provide support and services as needed in the continuing program and will continue active participation on the MPO Transportation Technical Committee.

For more specific details of anticipated FY 2006 work, see the MPO Transportation Planning Work Program for FY 2006.

8. NON-MPO URBAN PROGRAM

TOTAL ESTIMATED COST $263,150

A. Non-MPO Urban Areas - Comprehensive Plan Assistance Program

Estimated Expenditures $10,000
By State Forces (600)

This program will provide financial assistance to small non-MPO urban areas in Nebraska (Population 5,000-50,000) to help create or update their Comprehensive Plan and have a Long-Range Transportation Plan (LRTP) as an element in that plan. This program requires that a traffic assignment model be created to develop their LRTP in order to study the effects of their future land use plans.

NDOR will coordinate with the cities in regard to the time schedule of the study, write the agreement for the use of these funds, and participate in (or review) the consultant selection process.

Work Program FY 2006
By State Forces (600)
Estimated Cost $10,000

The following cities have had work activity in FY 2005 or will have work activity in FY 2006 in this Comp Plan Assistance Program:
B. Kearney (603)  Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $28,785
Total Project Costs $93,340

The consultant completed this project. It was presented to NDOR and the City.

Work Program FY 2006
By Contract (603)  Estimated Cost $0

Project was completed in FY 2005.

C. Blair (604)  Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $15,968
Total Project Costs $93,750

The consultant completed this project. It was presented to NDOR and the City.

Work Program FY 2006
By Contract (604)  Estimated Cost $0

Project was completed in FY 2005.

D. Scottsbluff / Gering (605)  Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $76,750
Total Project Costs $119,900

The consultant will be about two-thirds done with this project in FY 2005.

Work Program FY2006
By Contract (605)  Estimated Cost $43,150

The consultant will complete this project in FY 2006.

I-42
E. Norfolk (606) Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $23,400
Total Project Costs $93,750

The consultant started the Comp Plan Update in about March 2005.

Work Program FY 2006
By Contract (606) Estimated Cost $70,350

The consultant will work with the City on future modeling networks and land use alternatives. All work will probably not be done by the end of FY 2006.

F. Lexington (607) Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $83,750
Total Project Costs $93,750

The Consultant started this Project in FY 2005 and will complete most of it this fiscal year.

Work Program FY 2006
By Contract (607) Estimated Cost $10,000

The consultant will probably complete this project early in FY 2006.

G. Crete (608) Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $37,500
Total Project Costs $93,750

The consultant estimates that they will be 40% done by the end of FY 2005.

Work Program FY 2006
By Contract (608) Estimated Cost $86,250

The consultant plans to complete this project in about January 2006.
B. Beatrice (609) Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $60,000
Total Project Costs $83,400

The City estimates that the consultant will bill about 72% by the end of FY 2005.

Work Program FY 2006
By Contract (609) Estimated Cost $23,400

The consultant will probably complete this project in the first half of FY 2006.

I. Seward (610) Comprehensive Plan & LRTP

Accomplishments FY 2005
Estimated Expenditures $0
Total Project Costs $93,750

NDOR will write the final agreement for Seward.

Work Program FY 2006
By Contract (610) Estimated Cost $50,000

The consultant will probably complete over half of this project in FY 2006.
9. HIGHWAY SAFETY & BRIDGE INSPECTION
TOTAL ESTIMATED COST $938,450

A. Speed and Traffic Services Studies (043)

Objective

The objective of the Speed Monitoring Program is to determine the typical driving speeds on various functional classifications of state highways in Nebraska.

Accomplishments FY 2005 (043)
Estimated Expenditures $4,000

In FY 2005, speed data was collected by radar at 30 Speed Monitoring Stations (SMSs) located throughout the state. These SMSs collectively represent the full spectrum of the various functional classifications for state highways. The collection of this data was conducted on a semi-annual basis, from July 1, 2004 to December 31, 2004, and from January 1, 2005 to June 30, 2005. At each SMS, the representative sample comprised 400 vehicles or four hours of data collection, whichever occurred first.

Work Program FY 2006 (043) Estimated Cost $4,000

The Speed Monitoring Program for FY 2006 will be similar to the program for FY 2005. Data collection by radar will be continued at each of the 30 SMSs on a semi-annual basis. The representative sample of 400 vehicles or four hours of data collection, whichever occurs first, will apply.
B. Accident Data Collection, Coding, and Processing (045)

Objective

Collect, code, and process data for reportable motor vehicle accidents. Provide the data necessary for reporting information into the Fatality Analysis Reporting System (FARS) and for use in planning accident reduction measures. The data is requested by both internal and external sources. Submit all data and reports as required.

Accomplishments FY 2005 (045)
Estimated Expenditures $300,000

In the past year we received and processed 52,459 accidents, of which 229 involved a fatality.

Work Program FY 2006 (045) Estimated Cost $375,950

Data will continue to be collected, coded, and processed for all reportable motor vehicle accidents. All required reports will be submitted.

C. Accident Data Analysis and Evaluation (048)

Objective

Analyze and evaluate accident data. The analysis of this data is essential for use in planning highway construction and for implementing accident reduction measures. Respond to requests for crash information by both internal and external sources. Submit all data and reports as required.

Accomplishments FY 2005 (048)
Estimated Expenditures $173,500

From July 1, 2004 to March 31, 2005, the Analysis and Evaluation Unit has completed approximately 264 accident studies for internal customers. Approximately 465 reports were prepared for these 264 studies. The 465 reports were comprised of Accident Collision Diagrams, Basic Data Summary reports, Accident Rate Analysis reports, and Project Management System reports. Approximately 40 studies were completed for external customers. The Spot Map operation continues to digitize the location of all the rural county road motor vehicle accidents in Nebraska. This allows us to identify rural locations that need to have accident studies done at.
Accident data will continue to be analyzed and evaluated. Special requests will be filled as needed. All required data and reports will be submitted.

D. Bridge Inspection and Data Analysis (051)

Objective

Inspect Nebraska’s bridges and analyze the inspection data. Use this information to establish the optimum year for replacement or rehabilitation. Bridge inventory, condition and appraisal records are maintained and reported to FHWA in accordance with the Code of Federal Regulations.

Accomplishments FY 2005 (051)
Estimated Expenditures $370,000

The Bridge Division inspected 1764 bridges during this inspection cycle. The inspection data was uploaded and analyzed in the Nebraska Bridge Management System (NBMS). Reports were distributed and projects initiated. Data required by FHWA for the National Bridge Inventory has been edited and forwarded to their national data base.

Work Program FY 2006 (051) Estimated Cost $385,000

1658 bridge size structures will be inspected and data analyzed. All required reports will be submitted.
A. Statewide Long-Range Transportation Plan (275 and VK0405)

Objective

The objective is to support statewide transportation planning through the Statewide Long-Range Transportation Plan (LRTP) that will provide direction to shape a transportation system that includes highways, rail, air, water, and transit, et al. It will be developed to serve as a guide for the interaction of these various modes and define the methods for measuring progress and the means to achieve success.

Accomplishments FY 2005

Estimated Expenditures by State Forces (275) $ 72,000
Estimated Expenditures by Consultant (VK0405) $ 350,000

Continued to coordinate with the LRTP consultant, staff, and Advisory Committee, and NDOR Management in the completion of Phase 1 of the LRTP. Accepted the final report on Phase 1 and implemented identified activities. Finalized the scope for Phase 2 of the development of the LRTP and worked with the consultant in the conduct of the first several tasks.

Met with the LRTP Advisory Committee and NDOR Management and discussed, revised, and obtained approval of the scope of Phase 2. Met with the NDOR LRTP Advisory Committee and developed draft goals and objectives. Presented draft goals and objectives to the NDOR LRTP Steering Committee, revised them, and presented them to the State Highway Commission. Coordinated with contract and budget personnel in establishment of accounts and approval and payment of invoices.

Coordinated the March 2, 2005 LRTP Stakeholder’s Meeting and distributed summary meeting minutes and presentations. Prepared a questionnaire and cover letter, signed by Director Craig, and coordinated with NDOR’s Information Processing section to send the questionnaire and cover letter to approximately 600 non-metropolitan officials in Nebraska.

Attended NDOR’s eight District Program meetings and presented an overview of the LRTP and the draft goals and objectives.

Consultant started and completed the tasks in Phase 1 of the LRTP and submitted the Final Report.
Work Program FY 2006 (275) Estimated Cost $ 75,000
Work Program FY 2006 (VK0405) Estimated Cost $ 500,000

Continue to coordinate all activities involved in the completion of Phase 2 of the LRTP. Will work with the LRTP consultants to implement, track, and report on accomplishments of the LRTP goals and objectives.

Consultant will complete Phase 2 of the LRTP. Will present the final report to management and work with NDOR staff to implement, track, and report on accomplishments.

Note: AFE (276) will now be shown as (VK0405).

B. Annual Report (277)

Objective

Provide an annual report on planning activities and accomplishments, which is used by NDOR management as a summary of the Department’s funding and uses. Make extensive distribution of the published report in both hard copy and electronic form.

Accomplishments FY 2005 (277)
Estimated Expenditures $ 20,000

Authored, published, and distributed an annual report on NDOR’s planning activities and accomplishments. Collected and reported on historical data and current activities in the major areas of Safety, the Highway Program, and Rail and Transit and reported on other programs, i.e. environmental, research, ITS/operations and special events.

Made extensive distribution of the report via the mail to public officials. Made the report available at the Department’s annual District Program meetings and on the Department’s website.

Work Program FY 2006 (277) Estimated Cost $ 25,000

Will author, publish, and distribute an annual report on NDOR’s planning activities and accomplishments. Will collect and report on historical data and current activities in the major areas of Safety, the Highway Program, and Rail and Transit and report on other programs, i.e. LRTP, environment, research, ITS/operations and special events.
C. Performance Measures (278)

Objective

Coordination of NDOR’s Performance Measures.

Accomplishments FY 2005 (278)
Estimated Expenditures $65,000

Published updates to NDOR’s Performance Measures to coincide with their annual data-reporting cycles. Coordinated with the Director on the addition and revision of Performance Measures.

Work Program FY 2006 (278) Estimated Cost $65,000

Publish updates to NDOR’s Performance Measures to coincide with their annual data-reporting cycles. Review Performance Measures as to their affect on the statewide planning process and decision-making. Provide assistance in the development of the LRTP, specifically in the area of questionnaires and performance measures.

11. CONTINGENCIES Total Estimated Cost $75,000

Objective

To provide for changes in the Work Program, which may require additional funds, and to allow for the possibility that anticipated expenditures may exceed estimated costs.

Work Program FY 2005

SPR (101) Estimated Expenditures $46,047

Contingency funds were used for the new Fish and Wildlife Biologist in Grand Island (VJ0401) and the Statewide Historic Bridge Inventory (VK0502). These activities are listed in section 12. Short Term Projects.

PL (102) Estimated Expenditures $0

Work Program FY 2006

SPR (101) Estimated Cost $50,000

PL (102) Estimated Cost $25,000
12. SHORT TERM PROJECTS Total Estimated Cost $ 742,570

A. Rural Transit Needs Assessment (PK0401)

Objective
Conduct a Rural Transit Needs Assessment Study.

Accomplishments FY 2005 (PK0401)
Estimated Expenditures $ 220,394

Consultant conducted an assessment to determine both short- and long- term transit needs including, but not limited to quantity and location of service, funding, ITS, facilities, vehicles, dispatch systems, and related equipment. Consultant presented the final report and recommendations for implementation of the results of the study.

Work Program FY 2006 (PK0401) Estimated Cost $ 0

B. Materials and Research Pavement Condition Equipment (279)

Objective
Purchase Pavement Collection Equipment.

Work Program FY 2006 (279) Estimated Cost $ 600,000

Will select vendor and conduct tests of the equipment to ensure its capabilities of collecting, processing and reporting pavement condition data compatible with the NDOR Pavement Management system. When equipment is delivered, NDOR personnel will be trained by the vendor.
C. Fish and Wildlife Biologist-Grand Island (VJ0401)

Objective

To expedite the implementation of highway construction program in compliance with statutes and regulations.

Accomplishments FY 2005 (VJ0401)  
Estimated Expenditure $6,047

Hire supplemental staff to review proposed NDOR/FHWA highway projects. Began training with NDOR and U.S. Fish and Wildlife Service.

Note: Contingency funds (101) were used for this activity in FY 2005.

Work Program 2006 (VJ0401)  
Estimated Cost $72,570

Training will continue with NDOR and U.S. Fish and Wildlife Services. Will determine impacts of highways construction projects on federal trust fish and wildlife resources.

D. Statewide Historic Bridge Inventory (VK0502)

Objective

Update the statewide Historic Bridge Inventory. This inventory will evaluate the eligibility of bridges for the National Register of Historic Places from 1947 through 1965.

Accomplishments FY 2005 (VK0502)  
Estimated Expenditures $40,000

A consultant was hired. They began the research and inventory of historic bridges in Nebraska.

Note: Contingency funds (101) were used for this activity in FY 2005.

Work Program FY 2006 (VK0502)  
Estimated Cost $70,000

Continue the research and inventory of historic bridges in Nebraska.