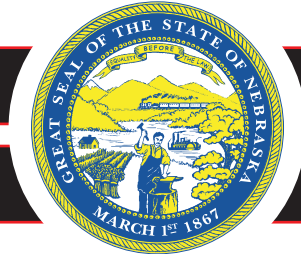


2010 State Highway Needs Assessment

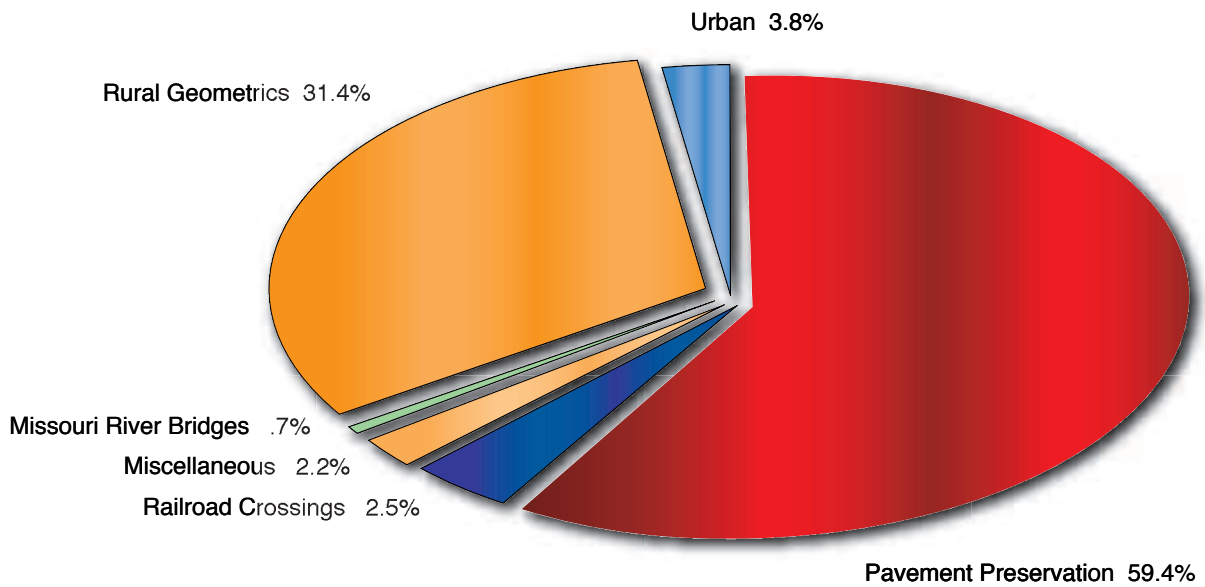


Dave Heineman
Governor

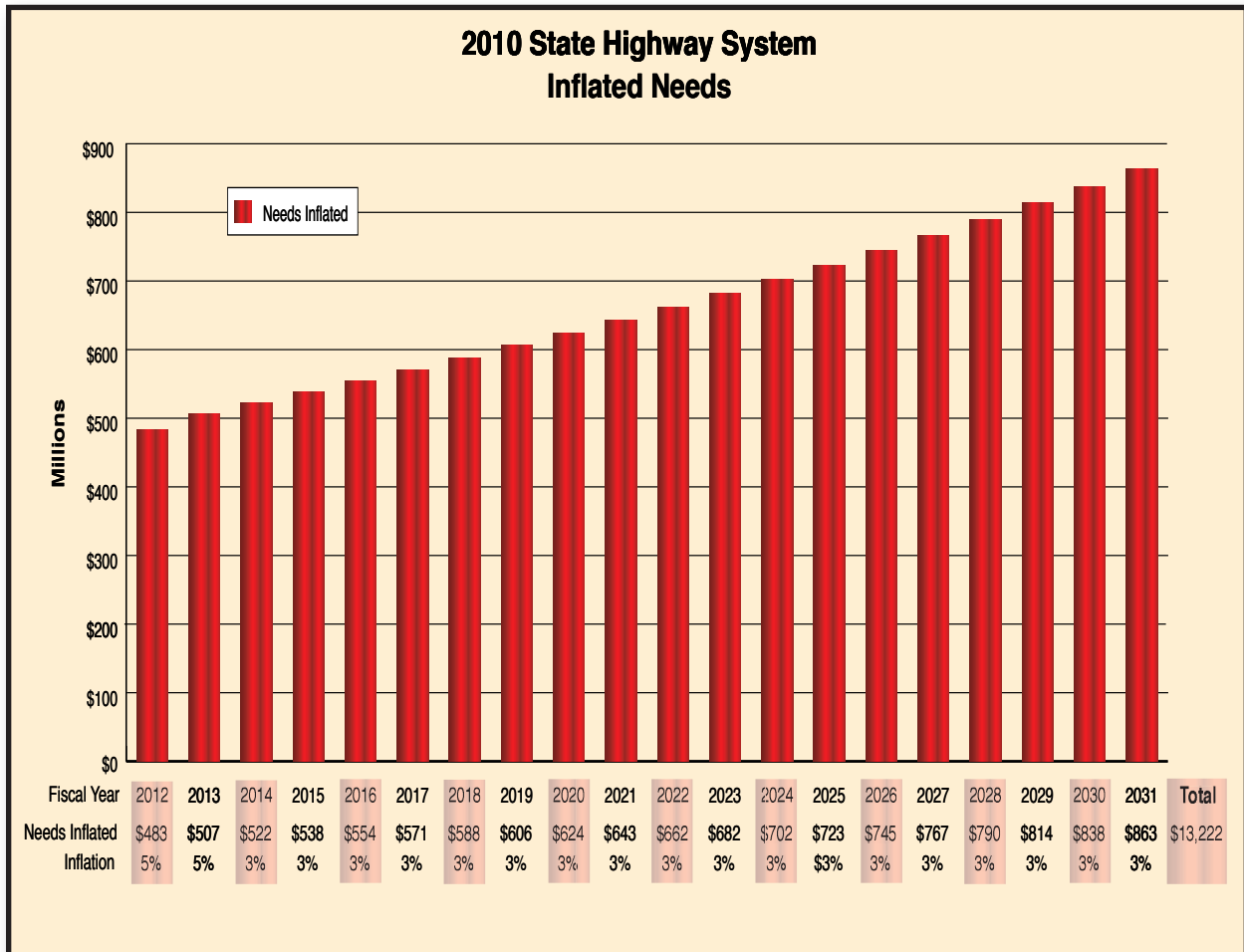
Monty W. Fredrickson, P.E.
Director – State Engineer

Summary of Needs

	2009	2010
Pavement Preservation	\$5,514,260,000	\$5,468,598,000
Rural Geometrics	2,837,490,000	2,890,649,000
Urban	327,736,000	345,798,000
Railroad Crossings	147,800,000	229,800,000
Missouri River Bridges	54,091,000	60,898,000
Miscellaneous	196,420,000	210,513,000
Total	\$9,077,797,000	9,206,256,000



Executive Summary



The “2010 State Highway System Needs Assessment” report identifies current needs for the next 20 years at \$9.2 billion, in today’s dollars. With inflation applied at 5% for FY-2012 and FY-2013, and 3% for the remaining 18 years, over the next 20 years the total cost of the 2010 needs are estimated at \$13.2 billion.

Introduction

In 1988, by virtue of State Statute 39-1365.02, the Nebraska State Legislature first assigned the Nebraska Department of Roads the task of reporting on the needs of the State Highway System. Since that time, Nebraska has made steady progress towards addressing the dynamic needs of the State Highway System.

The needs of the State Highway System are divided into six categories.

- Pavement Preservation
- Rural Geometrics
- Urban
- Railroad Crossings
- Missouri River Bridges
- Miscellaneous

Following is a brief description on how the needs assessment is compiled.

Pavement Preservation

The entire State Highway System is rated each year in order to evaluate its overall condition. Factors such as the extent of pavement cracking, severity of pavement cracking, and ride quality are used to complete this evaluation. With the information supplied by these annual ratings, formulas have been developed to calculate the overall condition of the roadway. These condition ratings are then used in a pavement optimization process to identify the 20-year pavement preservation needs. This pavement optimization process includes a benefit/cost analysis, annual pavement deterioration rates, and the capability to calculate the cost to maintain the State Highway System at a specified pavement condition level.



The Department did a comprehensive analysis of the pavement along Interstate 80 west of Lincoln at the end of 2008. The analysis showed that we will not be able to perpetually overlay the Interstate, and that all the segments along I-80 will pass their service life within the next 20 years. Therefore, the pavement design section of the Materials & Research Division developed a replacement schedule of the Interstate pavement that optimizes the life of the roadways, only replacing them as they reach the end of their service life. This replacement plan cost is included in the pavement preservation cost.

Pavement preservation needs are not constant from one year to the next. There are many different factors that affect the number of miles needing to be addressed, some of which are: previous year's resurfacing, extreme environmental conditions, traffic volumes and loads, and yearly maintenance.

Rural Geometrics

The non-interstate rural geometrics needs are defined using the criteria shown on page 5. These needs criteria are developed around the current design standards. Geometric needs include deficiencies such as pavement width, shoulder width, number of lanes, and vertical curves. All contract and as-built plans are reviewed to ensure that the Department's database contains the most current geometric information. The geometric needs are compiled by calculating the construction costs, including resurfacing costs, required to correct the geometric deficiency. These costs are updated annually. The bridge needs of the state are also part of the geometric needs. The Bridge

Division has developed and maintains a Bridge Management System, which is used to identify the bridge needs. Each bridge is inspected every two years.

The costs associated with the geometric needs on the Interstate include all the six-lane work from Omaha to Minden, interchanges, and bridge needs. The six-lane needs are determined by projecting when the traffic density will reach level-of-service (LOS) D, as defined in the current version of the Highway Capacity Manual.

Urban

Urban needs are associated with minor widening, major widening, or reconstruction of state highways through urban areas. The urban bridge needs are extracted from the Bridge Management System and are included in this category.

Railroad Crossings

The railroad crossing needs are annually reviewed and updated. The grade separation and rail crossing/hazard elimination needs for the State Highway System are included in this category.

Missouri River Bridges

Data for Missouri River bridges are reviewed annually and only Nebraska's costs are reflected in this report.

Miscellaneous

The miscellaneous category includes planning, research, lighting, and traffic signals.

Summary of Highway Needs by Category

The following is a summary of the estimated costs (in 2010 dollars), identified for each category of needs.

Pavement Preservation

The projected 20-year pavement preservation needs for this assessment are listed at \$5,468,598,000. These needs will never be completely eliminated simply because of the annual deterioration of our pavements. The Department continues to explore new technology and materials, which may lead to improved pavement performance and extend pavement life.



Rural Geometrics

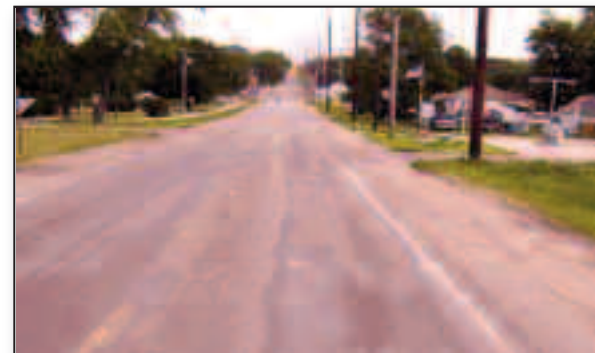
The projected 20-year geometric needs for rural highways are \$2,890,649,000.

The geometric needs for rural and municipal highways include \$326,253,000 for bridge needs. Bridge needs include the cost to rehabilitate or replace bridges, approach slabs, guardrail and culvert needs.



Urban (population > 5,000)

The 2010 urban needs total is \$345,798,000. These urban needs include \$64,378,000 for deficient bridges.



Railroad Crossings

The needs in this category are comprised of grade separation needs and rail crossing/hazard elimination needs, which total \$229,800,000. This 20-year total includes \$217,000,000 for 31 grade separations and \$12,800,000 for signals.

As train and vehicle volumes fluctuate, exposure factors and grade separation needs change. Currently, there are 66 locations where grade separations may be needed in the State of Nebraska. Of the 66 locations, 31 are on the State Highway System. These 31 locations would cost \$217,000,000 to upgrade.

The remaining 35 grade separations are off the State Highway System. These locations would cost \$245,000,000 to upgrade. These costs are not included in the needs assessment. Each of the identified crossings will be reviewed to determine the appropriate corrective strategy. These off-system needs are provided for information purposes only.

The Long-Range Transportation Plan established a goal of upgrading existing signals or adding new signals at 240 rail/highway crossings throughout the state, both on and off the State Highway System. Currently, there are 32 of these crossings on the state system in need of upgrading. The cost to upgrade these crossings is \$12,800,000.



Missouri River Bridges

Missouri River bridges under state jurisdiction that require rehabilitation or replacement are included in our 20-year needs assessment. Nebraska's share of the current total cost for these bridges is \$60,898,000 as compared to last year's cost of \$54,091,000.



Miscellaneous

The total needs estimated for the Miscellaneous category is \$210,513,000. The planning and research projects are based on federal allocations for each item along with additional state funds. The projected 20-year need for planning and research is \$190,000,000. The projected 20-year need for miscellaneous work such as guardrail updating, traffic signals, rest areas, etc., is \$20,513,000.



Needs Assessment Criteria

The needs assessment criteria to identify non-interstate roadway geometric deficiencies are grouped into six Average Daily Traffic (ADT) categories as listed:



Bridges

Bridge needs are identified using the current and projected bridge rating data available in the Nebraska Bridge Inventory System. Scour, substructure, and superstructure ratings are examples of the data used to identify bridge deficiencies. Bridges may be used in place if they meet the widths shown below and are structurally sound. Such bridges are identified using the Bridge Management System.

<u>Future ADT</u>	<u>Minimum Roadway Width</u>
10,000 & greater	30' wide
4,000 - 9,999	30' wide
2,000 - 3,999	28' wide
750 - 1,999	28' wide
Under 750	26' wide

Future ADT

36,000 & greater (six lanes warranted)

10,000 - 35,999 (four lanes warranted)

- 12' surfaced lane width
- Outside shoulder
 - 8' of the 10' shoulder will be paved
- Inside shoulder
 - 3' of the 5' shoulder will be paved

4,000 - 9,999

- 12' surfaced lane width
- 8' shoulder width w/6' paved shoulder
- Stopping sight distance
 - No vertical crest curve equal to or less than 50 mph

2,000 - 3,999

- 12' surfaced lane width
- 6' shoulder width w/2' paved shoulder
- Stopping sight distance
 - No vertical crest curve equal to or less than 50 mph

750 - 1,999

- 12' surfaced lane width
- 3' shoulder width
 - When segment is in the Sandhills, 4' shoulder width w/2' paved shoulder
- Stopping sight distance
 - No vertical crest curve equal to or less than 40 mph

Under 750

- 11' surfaced lane width
- 2' shoulder width
 - When segment is in the Sandhills, a 4' shoulder width w/2' paved shoulder will be used.
- Stopping sight distance
 - No vertical crest curve equal to or less than 40 mph

MISSION STATEMENT

We provide and maintain, in cooperation with public and private organizations, a safe, reliable, affordable, environmentally compatible and coordinated statewide transportation system for the movement of people and goods.

Front Cover Photo:

Hwy. 6, east of Greenwood, on a "Football Saturday."

October 2010