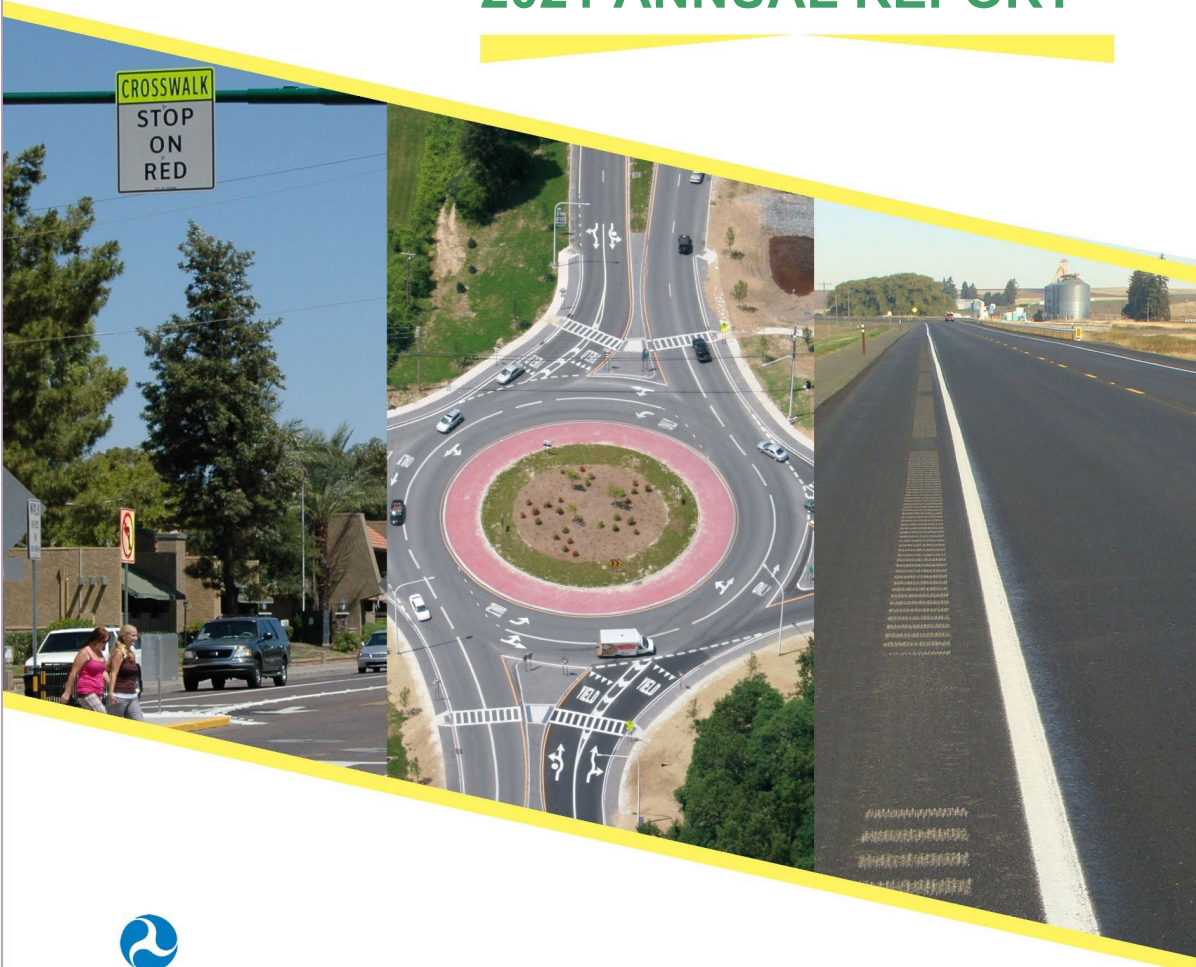




TEXAS

# HIGHWAY SAFETY IMPROVEMENT PROGRAM 2021 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Federal Highway Administration

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## **Disclaimer**

### ***Protection of Data from Discovery Admission into Evidence***

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

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

## Executive Summary

During the 2021 state fiscal year, TxDOT let to contract over \$275M of Highway Safety Improvement Program projects and an additional \$430M safety projects with Road to Zero funds. This past fiscal year was a historic year in terms of amount of funds dedicated strictly to stand alone safety construction projects. However, it deserves noting that these totals do not account for all the systemic and hot spot safety improvements that are incorporated into every construction or maintenance project.

Over the past couple years TxDOT evaluated and worked to revise the HSIP process. The most significant revision was to remove the competitive statewide process to an approach that focuses funding allocations to areas of most need. The overall HSIP annual budget is split 50% reactive/targeted; 35% systemic and 10% off-system (local roadways). Then within each of those categories the funding allocations are split by district based on need. The need is determined by the fatal crash, fatalities, serious injury crash, and serious injuries data by district. The process was rolled out in the 2020 HSIP Program Call which took place during the state fiscal year 2021.

Removing the competitive statewide process Districts were provided the ability to focus efforts submitting the highest priority safety projects based on need rather than volume of projects. The Division review and approval process of projects provided for a more in-depth review of existing conditions, a deeper dive into estimates, and a better funding allocation method to ensure dollars are programmed where they will generate the best results.

The Division held an HSIP workshop with each District to discuss projects and gather feedback on the new process. In general, the feedback was overwhelmingly positive and additional comments on further improvements were received which will be included in the 2021 HSIP Program Call (state fiscal year 2022).

These projects, which are programmed and let on both state-maintained and local roadways, addressed the following types of work associated with the emphasis areas outlined in the state's Strategic Highway Safety Plan (SHSP):

- Roadway & Lane Departures:
  - Barriers
  - Curves
  - Rumble Strips
  - Widening
- Older Users
- Wrong way driving indicators
- Intersections
- Pedestrians
- Distracted Driving

## Introduction

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

## Program Structure

### *Program Administration*

#### **Describe the general structure of the HSIP in the State.**

The HSIP is administered by the Texas Department of Transportation, Traffic Safety Division (TRF). The safety engineering branch of Traffic Engineering within TRF issues a statewide program call for highway safety projects to all 25 TxDOT districts. Projects funded in the HSIP were to be limited to improvements that address the serious crash types identified in the most current SHSP.

These projects may range from spot-safety improvements and upgrading of existing conditions to new roadway construction. Typically, highway safety projects are small in scope, low in cost, and can be let to contract within 3-4 years.

When a call for projects is issued, TRF provides each district with both on- and off-system crash data that that can be used to identify potential project locations and to develop project proposals. District personnel work with area offices, local governments, and MPO's to determine the appropriate countermeasures and timeframe, then districts submit all project proposals to TRF.

All eligible proposed highway safety projects are subjected to a benefit/cost analysis. The formula currently used for this purpose is the Safety Improvement Index (SII).

In its most basic form, the SII is the ratio of the annual savings in preventable crash costs that have occurred at a location to the cost of constructing the proposed improvement. The SII incorporates adjustments to provide additional benefit for:

- Locations experiencing increasing traffic over the project life,
- Improvements that will reduce maintenance cost, and,
- Projects expected to have long service lives over which construction costs can be amortized.

Projects are prioritized within the various emphasis areas based on the results of its benefit/cost analysis, then programmed according to priority and appropriated funding.

Beginning in state fiscal year 2022, the new HSIP process as described in the Executive Summary will remove the statewide prioritization. Each district will determine their top safety priority projects based on district crash data to reduce severe injury crashes, benefit/cost (SII), or systemic projects applicable to their top focus emphasis areas.

**Where is HSIP staff located within the State DOT?**

Operations

**How are HSIP funds allocated in a State?**

- Formula via Districts/Regions

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

TxDOT offices notify stakeholders in their districts when a call for project proposals has been issued. Local and tribal entities submit their proposals to their TxDOT district office for submission to TRF-TE-Safety. Local and tribal roads are evaluated and ranked separately from on-system proposals but using the same rules, guidelines, and requirements.

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

- Design
- Districts/Regions
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

**Describe coordination with internal partners.**

TRF (Traffic Engineering/Safety)

- Using the most current Strategic Highway Safety Plan (SHSP), the Safety Engineering team identifies program safety emphasis areas, scopes of work to be funded through that call, and applicable ranking measures for each scope of work.
- The Safety Engineering team provides crash data, particularly hot spots and emphasis area trends, and funding guidance to the district HSIP teams.

District (Design/Operations):

- Weighs crash data, historic areas of complaint, maintenance histories, and local pressures, then select projects to submit to TRF for consensus. Districts also evaluate whether projects are feasible and to verify that appropriate countermeasures addressing the location's safety needs have not already been implemented or scheduled for construction.
- Works with area offices and local governments to gather additional location information and to identify any potential locations that may have been excluded due to incomplete or inaccurate crash and/or roadway data.
- Completes and submits projects containing requested data to the Texas Department of Transportation (TxDOT) Traffic Operations Division (TRF) along with necessary backup data (typical sections, layouts, detailed estimates, etc.) in response to the program call.
- Prior to submission, the district teams should conduct a current field evaluation to determine the appropriate countermeasures and develop a detailed estimate.

TRF (Traffic Engineering/Safety):

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- Analyzes the proposed highway safety projects for HSIP eligibility, data accuracy, and conformance to design standards.
- Meets with each district to review the list of projects
- Analyzes each eligible project's Safety Improvement Index (SII), if applicable.
- Sends a listing of highway safety projects selected for funding in the HSIP to the districts.

### District (Planning):

- Sets projects up in the Design/Construction Information System (DCIS) (now replaced by TxDOTCONNECT) in the assigned work program and may include qualifying projects in the Transportation Improvement Program (TIP) as appropriate.

### District (Design/Operations):

- Notifies TRF of an overrun of an HSIP project's authorized funds prior to Plans, Specifications, and Estimate (PS&E) submittal.
- Submits PS&E for HSIP projects to TRF in accordance with standard PS&E submission schedule.

### TRF (Traffic Engineering/Safety)

- Handles overruns of project authorized funds at the divisional PS&E review stage in accordance with the current TxDOT policy.
- Tracks projects through to letting and addresses changes in cost, scope, and schedule are addressed prior to award whenever possible.

## **Identify which external partners are involved with HSIP planning.**

- FHWA
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

## **Describe coordination with external partners.**

TxDOT offices notify stakeholders such as Local Government Agencies, MPOs, COGs, and other interested organizations in their districts when a call for project proposals has been issued. The district evaluates local submissions and provides advice regarding the eligibility and viability of safety projects suggested by the local municipality. The district submits all local proposals that meet the requirements of the HSIP and are considered safety projects by the district to TRF for funding consideration.

District personnel also work with these local stakeholders to identify problem locations, share information, and build relationships with an eye toward future safety improvements.

## **Describe HSIP program administration practices that have changed since the last reporting period.**

TxDOT has implemented a significant process change since the last reporting period. The process change was a product of large effort to be just as proactive as we are reactive with the HSIP funds spent. In coordination with the local FHWA division we held HSIP Peer Exchange to obtain input from other states and held FHWA systemic webinars and workshops with all 25 districts. The product of the two year project to revamp the program was published with the 2020 HSIP Program Call (state fiscal year 2021). HSIP funding spent within each district is no proportional to the needs rather than a statewide competitive process.

## ***Program Methodology***

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

Yes

**Select the programs that are administered under the HSIP.**

- Other-Systemic Improvements
- Other-Targeted/Hot Spot Improvements

TxDOT HSIP program provides set dollar amounts for systemic and targeted improvements, generally 50% each during an annual budget cycle.

### **Program: Other-Systemic Improvements**

***Date of Program Methodology:9/1/2020***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes	Exposure	Roadway
<ul style="list-style-type: none"><li>• Fatal and serious injury crashes only</li></ul>		

***What project identification methodology was used for this program?***

- Probability of specific crash types

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

Yes

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

Yes

***How are projects under this program advanced for implementation?***

- Other-District Prioritization



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

**Rank of Priority Consideration**

Available funding:50

Other-Allowed systemic measures:50

Systemic improvements funded within the Texas HSIP was just added in 2020 into the program. Districts and local agencies were provided a list of proven safety countermeasures that they could submit project proposals for to be considered for the available systemic safety funds. The highest priority systemic projects were to be submitted by each district based on high priority emphasis areas, roadway types, crash types, etc that data from crash trees or other methods provided.

**Program: Other-Targeted/Hot Spot Improvements**

***Date of Program Methodology:9/1/2020***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

**Crashes**

**Exposure**

**Roadway**

- Fatal and serious injury crashes only

***What project identification methodology was used for this program?***

- Other-Safety Improvement Index

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

Yes

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

Yes

***How are projects under this program advanced for implementation?***

- Other-District Prioritization

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

**Rank of Priority Consideration**

Available funding:50

Cost Effectiveness:50

Targeted or reactive projects submitted for Targeted funds within the HSIP program had to provide the safety improvement index and show a cost benefit to be considered for funding.

**What percentage of HSIP funds address systemic improvements?**

40

**HSIP funds are used to address which of the following systemic improvements?**

- Cable Median Barriers
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Dedicated right- and left-turn lanes
- Other-Leading Pedestrian Intervals
- Other-Stop-controlled intersections
- Other-Uncontrolled crossing locations
- Pavement/Shoulder Widening

**What process is used to identify potential countermeasures?**

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- SHSP/Local road safety plan
- Stakeholder input

**Does the State HSIP consider connected vehicles and ITS technologies?**

No

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

Yes

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

TxDOT implemented Highway Safety Manual (HSM) methods and tools to perform network screening, diagnosis, and countermeasure selection for the Highway Safety Improvement Program (HSIP). With regard to network screening, TxDOT applied the sliding window method to calculate seven HSM performance measures: crash frequency, crash rate, critical rate, excess predicted average crash frequency using method of moments,

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excess predicted average crash frequency using Safety Performance Functions, probability of specific crash types exceeding threshold proportion, and excess proportion of specific crash types.

Further, TxDOT developed Crash Analysis and Visualization (CAVS) data to enhance the process of selecting safety projects to submit for HSIP funding consideration. Crash data and crash attributes for all Fatal (K) and Incapacitating Injury (A) crashes statewide were compiled into a spreadsheet. Each HSIP work code was analyzed for each crash to determine whether that crash could be prevented by the type of work. All of the K and A crashes were then mapped in Google Earth. The maps can be filtered to only show crashes that apply to a particular type of work. For example, all crashes that could be prevented with the addition of rumble strips can be mapped to help identify the best place to install the rumble strips. Master plans can also be added to the CAVS data. The master plans include the limits of completed projects, programmed projects and identified projects. The master plans along with the applicable crashes for each work type were displayed on a single map that identifies the projects with the highest potential benefit-cost ratio.

TxDOT Districts used the network screening process to assist in their selection of candidate HSIP projects.

### **Describe program methodology practices that have changed since the last reporting period.**

As mentioned in more detail within other sections of this report, the HSIP program has changed since the last reporting period. The funding structure has been revised to be both reactive and proactive to fatal and severe injury crashes.

## Project Implementation

### Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$276,770,000	\$271,021,569	97.92%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
<b>Totals</b>	<b>\$276,770,000</b>	<b>\$271,021,569</b>	<b>97.92%</b>

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

10%

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

\$10,816,399

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

0%

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

0%

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

0%

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

0%

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

We do not have any impediments to obligating our HSIP funds at this time. Our Administration is supportive of the program and provides us with appropriate obligation authority.

**General Listing of Projects**

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2020H-BRY-146	Lighting	Intersection lighting	0.2	Miles	\$60510.6	\$67234	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-BRY-148	Lighting	Continuous roadway lighting	1	Miles	\$209065.5	\$232295	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2020H-CRP-154	Roadside	Barrier - other	223.154	Miles	\$7277481	\$8086090	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2020H-CRP-155	Roadway delineation	Raised pavement markers	11	Miles	\$123935.4	\$137706	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2020H-CRP-156	Roadway delineation	Raised pavement markers	13	Miles	\$98091	\$108990	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2020H-CRP-157	Roadway delineation	Raised pavement markers	9	Miles	\$105414.3	\$117127	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2020H-ELP-158	Intersection geometry	Intersection realignment	1.187	Miles	\$1485009.9	\$1650011	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-FTW-160	Roadside	Barrier - other	3.966	Miles	\$760063.5	\$844515	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2020H-FTW-161	Roadside	Barrier - other	7.661	Miles	\$465865.2	\$517628	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2020H-FTW-162	Roadside	Barrier - other	7.63	Miles	\$544606.2	\$605118	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2020H-LRD-166	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$294912.9	\$327681	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-167	Intersection traffic control	Modify traffic signal timing – signal coordination	3.5	Miles	\$252314.1	\$280349	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-168	Roadway signs and traffic control	Roadway signs and traffic control - other	0.4	Miles	\$52437.6	\$58264	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-169	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$27357.3	\$30397	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-170	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$36449.1	\$40499	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2020H-LRD-171	Roadway signs and traffic control	Roadway signs and traffic control - other	0.63900000000001	Miles	\$56590.2	\$62878	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-172	Roadway signs and traffic control	Roadway signs and traffic control - other	0.5429999999999893	Miles	\$18093.6	\$20104	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-173	Intersection traffic control	Modify traffic signal timing – signal coordination	1.41	Miles	\$113670	\$126300	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-LRD-174	Intersection traffic control	Modify traffic signal timing – signal coordination	0.7	Miles	\$96062.4	\$106736	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2020H-ODA-175	Roadside	Barrier - other		Miles	\$1987262.1	\$2208069	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2020H-WFS-225	Roadway	Roadway - other	15.93	Miles	\$13604887.8	\$15116542	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2020H-YKM-231	Interchange design	Convert at-grade intersection to interchange	1	Miles	\$7794265.5	\$8660295	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
(2018H24026S-ELP)	Roadside	Barrier - other	52.634	Miles	\$4757650.2	\$5286278	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H01002S-PAR	Roadside	Roadside - other	0.494	Miles	\$15369.3	\$17077	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H01003S-PAR	Roadside	Barrier - other	18.677	Miles	\$1573273.8	\$1748082	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H01004S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	7.649	Miles	\$259533	\$288370	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01005S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	0.973	Miles	\$90220.5	\$100245	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01006S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	4.046	Miles	\$336572.1	\$373969	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01007S-PAR	Roadside	Barrier - other	17.894	Miles	\$781023.6	\$867804	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H01009S-PAR	Roadside	Roadside - other	3.505	Miles	\$45026.1	\$50029	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H01011S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	16.275	Miles	\$213381	\$237090	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01013S-PAR	Roadway delineation	Raised pavement markers	7.081	Miles	\$474553.8	\$527282	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2018H01014S-PAR	Roadside	Roadside - other	3.309	Miles	\$38249.1	\$42499	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H01017S-PAR	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$33585.3	\$37317	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01023S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	1.181	Miles	\$243311.4	\$270346	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01025S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	0.68	Miles	\$72180	\$80200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01027S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	1.335	Miles	\$159750	\$177500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H01028S-PAR	Intersection traffic control	Modify traffic signal timing – signal coordination	1.523	Miles	\$92225.7	\$102473	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H02015S-FTW	Roadway signs and traffic control	Roadway signs and traffic control - other	0.2	Miles	\$22953.6	\$25504	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H02030S-FTW	Roadway signs and traffic control	Roadway signs and traffic control - other	0.3	Miles	\$17145.9	\$19051	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H02031S-FTW	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	0.398	Miles	\$629120.7	\$699023	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H03008S-WFS	Roadway signs and traffic control	Curve-related warning signs and flashers	4.488	Miles	\$2540128.5	\$2822365	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H03014S-WFS	Roadway signs and traffic control	Curve-related warning signs and flashers	4.368	Miles	\$2887312.5	\$3208125	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H03048S-WFS	Roadway	Roadway widening - travel lanes	6.941	Miles	\$3641010.3	\$4045567	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H04015S-AMA	Intersection traffic control	Modify control – new traffic signal	0.2	Miles	\$279393.3	\$310437	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H04019S-AMA	Intersection traffic control	Modify control – new traffic signal	0.2	Miles	\$224066.7	\$248963	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06001S-ODA	Lighting	Intersection lighting	0.2	Miles	\$821081.7	\$912313	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06002S-ODA	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$38241	\$42490	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	



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2018H06003S-ODA	Lighting	Intersection lighting	0.2	Miles	\$102446.1	\$113829	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06004S-ODA	Lighting	Intersection lighting	0.2	Miles	\$38235.6	\$42484	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06008S-ODA	Lighting	Intersection lighting	0.2	Miles	\$40977	\$45530	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06010S-ODA	Lighting	Continuous roadway lighting	1.401	Miles	\$440496.9	\$489441	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H06012S-ODA	Lighting	Intersection lighting	0.2	Miles	\$226473.3	\$251637	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06014S-ODA	Lighting	Intersection lighting	0.2	Miles	\$58814.1	\$65349	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06015S-ODA	Roadside	Barrier - other	11.659	Miles	\$1850465.7	\$2056073	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H06016S-ODA	Lighting	Intersection lighting	0.2	Miles	\$20810.7	\$23123	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06017S-ODA	Lighting	Intersection lighting	0.2	Miles	\$20926.8	\$23252	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06018S-ODA	Lighting	Intersection lighting	0.2	Miles	\$21309.3	\$23677	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06020S-ODA	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$11680.2	\$12978	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H06021S-ODA	Lighting	Intersection lighting	0.2	Miles	\$20311.2	\$22568	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H07048S-SJT	Roadside	Barrier - other	13.469	Miles	\$731456.1	\$812729	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H09011S-WAC	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.2	Miles	\$186135.3	\$206817	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H11023S-LFK	Roadway delineation	Raised pavement markers	7.714	Miles	\$57076.2	\$63418	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H11041S-LFK	Roadway delineation	Raised pavement markers	14.909	Miles	\$116291.7	\$129213	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H12007S-HOU	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$221516.1	\$246129	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H12016S-HOU	Roadside	Roadside - other	0.671	Miles	\$8739	\$9710	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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2018H12030S-HOU	Intersection traffic control	Modify control – new traffic signal	0.2	Miles	\$130808.7	\$145343	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H12032S-HOU	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$17712	\$19680	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H13002S-YKM	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$215062.2	\$238958	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H13008S-YKM	Roadside	Barrier - other	8.009	Miles	\$953301.6	\$1059224	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H13012S-YKM	Roadside	Barrier - other	6.468	Miles	\$777474.9	\$863861	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H13021S-YKM	Roadside	Barrier - other	2.547	Miles	\$421269.3	\$468077	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H13026S-YKM	Roadside	Barrier - other	2.553	Miles	\$233770.5	\$259745	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H13028S-YKM	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$304815.6	\$338684	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H13031S-YKM	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$131184.9	\$145761	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H13043S-YKM	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$358547.4	\$398386	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H13045S-YKM	Roadside	Barrier - other	11.3	Miles	\$1012060.8	\$1124512	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H14018S-AUS	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.866	Miles	\$1108204.2	\$1231338	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H14024S-AUS	Roadside	Barrier - other	3.701	Miles	\$472697.1	\$525219	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H15003S-SAT	Roadside	Barrier - other	0.757	Miles	\$170637.3	\$189597	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H15027S-SAT	Roadway signs and traffic control	Curve-related warning signs and flashers	2.748	Miles	\$2652192.9	\$2946881	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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2018H15053S-SAT	Roadside	Roadside - other	1.177	Miles	\$189789.3	\$210877	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H15110S-SAT	Pedestrians and bicyclists	Pedestrian signal - other	0.2	Miles	\$78833.7	\$87593	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H15116S-SAT	Roadside	Roadside - other	0.2	Miles	\$60831	\$67590	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H15117S-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$112207.5	\$124675	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15127S-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$335048.4	\$372276	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15128S-SAT	Roadway delineation	Raised pavement markers	18.613	Miles	\$298640.7	\$331823	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H15163Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$197444.7	\$219383	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15175Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$215937.9	\$239931	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15179Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$239758.2	\$266398	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15180Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$255689.1	\$284099	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15181Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$274401.9	\$304891	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15208Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$313583.4	\$348426	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15211Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$276783.3	\$307537	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H15213Y-SAT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$62644.5	\$69605	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H15215Y-SAT	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$199715.4	\$221906	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2018H16007S-CRP	Roadway delineation	Raised pavement markers	1.876	Miles	\$637711.2	\$708568	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16009S-CRP	Roadway delineation	Raised pavement markers	13.717	Miles	\$153538.2	\$170598	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16016S-CRP	Roadway delineation	Raised pavement markers	6.586	Miles	\$2023049.7	\$2247833	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16017S-CRP	Roadway delineation	Raised pavement markers	7.393	Miles	\$82641.6	\$91824	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16027S-CRP	Roadway	Roadway - other	1.197	Miles	\$1397085.3	\$1552317	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16036S-CRP	Roadway delineation	Raised pavement markers	6.802	Miles	\$67058.1	\$74509	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16043S-CRP	Roadway delineation	Raised pavement markers	23.498	Miles	\$235004.4	\$261116	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H16048S-CRP	Advanced technology and ITS	Wrong-way Driving Detection System	3.523	Miles	\$282340.8	\$313712	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2018H16058S-CRP	Advanced technology and ITS	Wrong-way Driving Detection System	8.834	Miles	\$360409.5	\$400455	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2018H16064Y-CRP	Intersection traffic control	Modify traffic signal timing – signal coordination	0.8	Miles	\$259587.9	\$288431	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H16066Y-CRP	Intersection traffic control	Modify traffic signal – modernization/replacement	0.4	Miles	\$76096.8	\$84552	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H16067Y-CRP	Pedestrians and bicyclists	Pedestrian signal - other	0.4	Miles	\$232118.1	\$257909	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H17002S-BRY	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$327326.4	\$363696	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17004S-BRY	Lighting	Intersection lighting	0.2	Miles	\$24232.5	\$26925	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17006S-BRY	Lighting	Intersection lighting	0.2	Miles	\$28894.5	\$32105	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17007S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$269597.7	\$299553	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17008S-BRY	Intersection traffic control	Modify control – new traffic signal	0.2	Miles	\$183353.4	\$203726	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2018H17013S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$52629.3	\$58477	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17017S-BRY	Roadside	Barrier - other	0.611	Miles	\$425843.1	\$473159	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H17019S-BRY	Lighting	Intersection lighting	0.688	Miles	\$46385.1	\$51539	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17020S-BRY	Roadside	Barrier - other	12.929	Miles	\$1551484.8	\$1723872	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H17021S-BRY	Roadway delineation	Raised pavement markers	12.921	Miles	\$83759.4	\$93066	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H17026S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$188524.8	\$209472	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17028S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$35633.7	\$39593	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17031S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$55712.7	\$61903	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17040S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$74905.2	\$83228	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17042S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$45342.9	\$50381	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17046S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$72867.6	\$80964	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17047S-BRY	Intersection traffic control	Modify control – new traffic signal	0.1	Miles	\$501489	\$557210	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17048S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$123749.1	\$137499	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17049S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$579008.7	\$643343	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17051S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$598709.7	\$665233	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17053S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$31338	\$34820	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17054S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$42076.8	\$46752	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17055S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$35136	\$39040	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2018H17056S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$31041.9	\$34491	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17057S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$32124.6	\$35694	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H17067S-BRY	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$60582.6	\$67314	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18025S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$190949.4	\$212166	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18027S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$283825.8	\$315362	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18028S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$234237.6	\$260264	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18029S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$270477	\$300530	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18032S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	2.529	Miles	\$554138.1	\$615709	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18033S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$316510.2	\$351678	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18043S-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	7.347	Miles	\$180414	\$200460	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18047Y-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$304229.7	\$338033	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18060Y-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$148644	\$165160	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18064Y-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$223002.9	\$247781	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18066Y-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$234217.8	\$260242	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2018H18067Y-DAL	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$327161.7	\$363513	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H18075S-DAL	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.25	Miles	\$615673.8	\$684082	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19004S-ATL	Roadside	Barrier - other	2.462	Miles	\$69465.6	\$77184	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19006S-ATL	Roadway delineation	Raised pavement markers	3.624	Miles	\$42881.4	\$47646	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19009S-ATL	Roadside	Barrier - other	8.47	Miles	\$172893.6	\$192104	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19011S-ATL	Roadside	Barrier - other	23.71	Miles	\$399337.2	\$443708	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19012S-ATL	Roadway delineation	Raised pavement markers	2.466	Miles	\$17874.9	\$19861	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19017S-ATL	Roadside	Barrier - other	10.411	Miles	\$257059.8	\$285622	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19019S-ATL	Roadside	Barrier - other	13.285	Miles	\$202850.1	\$225389	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19021S-ATL	Roadway delineation	Raised pavement markers	8.141	Miles	\$103391.1	\$114879	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19023S-ATL	Roadway delineation	Raised pavement markers	9.884	Miles	\$96615.9	\$107351	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19026S-ATL	Roadside	Barrier - other	18.556	Miles	\$369261	\$410290	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19030S-ATL	Roadside	Barrier - other	11.032	Miles	\$356365.8	\$395962	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19031S-ATL	Roadside	Barrier - other	5.643	Miles	\$105461.1	\$117179	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19034S-ATL	Roadside	Barrier - other	7.532	Miles	\$114348.6	\$127054	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19044S-ATL	Roadside	Barrier - other	3.636	Miles	\$214410.6	\$238234	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19048S-ATL	Roadway delineation	Raised pavement markers	15.75	Miles	\$230490.9	\$256101	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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2018H19052S-ATL	Roadside	Barrier - other	4.848	Miles	\$14252.4	\$15836	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19055S-ATL	Roadway delineation	Raised pavement markers	10.243	Miles	\$89283.6	\$99204	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19057S-ATL	Roadside	Barrier - other	3.132	Miles	\$114983.1	\$127759	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19060S-ATL	Roadside	Barrier - other	5.983	Miles	\$231867	\$257630	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19061S-ATL	Roadside	Barrier - other	9.086	Miles	\$255844.8	\$284272	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19062S-ATL	Roadway delineation	Raised pavement markers	9.495	Miles	\$97375.5	\$108195	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19071S-ATL	Roadside	Barrier - other	6.639	Miles	\$106794.9	\$118661	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19072S-ATL	Roadway delineation	Raised pavement markers	10.125	Miles	\$126888.3	\$140987	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19074S-ATL	Roadway delineation	Raised pavement markers	1.46	Miles	\$13299.3	\$14777	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19075S-ATL	Roadway delineation	Raised pavement markers	6.272	Miles	\$58752	\$65280	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19077S-ATL	Roadside	Barrier - other	23.246	Miles	\$678239.1	\$753599	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19078S-ATL	Roadside	Barrier - other	6.326	Miles	\$211291.2	\$234768	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19079S-ATL	Roadside	Barrier - other	4.932	Miles	\$22364.1	\$24849	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19085S-ATL	Roadside	Barrier - other	5.411	Miles	\$124298.1	\$138109	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19096S-ATL	Roadway delineation	Raised pavement markers	6.564	Miles	\$79893	\$88770	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19097S-ATL	Roadway delineation	Raised pavement markers	6.593	Miles	\$58219.2	\$64688	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19098S-ATL	Roadside	Barrier - other	11.285	Miles	\$284034.6	\$315594	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H19102S-ATL	Roadside	Barrier - other	7.777	Miles	\$251739	\$279710	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	



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2018H19103S-ATL	Roadway delineation	Raised pavement markers	6.817	Miles	\$63739.8	\$70822	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19111S-ATL	Roadway delineation	Raised pavement markers	1.545	Miles	\$20745	\$23050	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19116S-ATL	Roadway delineation	Raised pavement markers	12.49	Miles	\$149661.9	\$166291	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19132S-ATL	Roadway delineation	Raised pavement markers	4.436	Miles	\$58210.2	\$64678	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H19135S-ATL	Roadway delineation	Raised pavement markers	4.4	Miles	\$76256.1	\$84729	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20004S-BMT	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.562	Miles	\$15280.2	\$16978	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H20005S-BMT	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	3.238	Miles	\$3265665.3	\$3628517	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20006S-BMT	Roadway	Roadway - other	4.081	Miles	\$1985941.8	\$2206602	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20007S-BMT	Roadway delineation	Raised pavement markers	3.753	Miles	\$363295.8	\$403662	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20013S-BMT	Roadway	Roadway widening - travel lanes	4.914	Miles	\$6925032	\$7694480	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20015S-BMT	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$48987	\$54430	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H20021S-BMT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$112025.7	\$124473	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H20025S-BMT	Lighting	Intersection lighting	0.2	Miles	\$30969.9	\$34411	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H20026S-BMT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$8922.6	\$9914	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H20028S-BMT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$18189	\$20210	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H20029S-BMT	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.038	Miles	\$770406.3	\$856007	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2018H20030S-BMT	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.4	Miles	\$580967.1	\$645519	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H20031S-BMT	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.587	Miles	\$325815.3	\$362017	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H20033S-BMT	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.384	Miles	\$317560.5	\$352845	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2018H20034S-BMT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$36540	\$40600	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H20036S-BMT	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$42187.5	\$46875	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H20041S-BMT	Lighting	Continuous roadway lighting	3.299	Miles	\$364933.8	\$405482	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H22013S-LRD	Advanced technology and ITS	Wrong-way Driving Detection System	0.176	Miles	\$26451	\$29390	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2018H23002S-BWD	Roadside	Barrier - other	25.474	Miles	\$3722376.6	\$4135974	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H23003S-BWD	Roadside	Barrier - other	5.307	Miles	\$771080.4	\$856756	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H23004S-BWD	Roadway delineation	Raised pavement markers	20.368	Miles	\$119021.4	\$132246	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H23006S-BWD	Roadway delineation	Raised pavement markers	21.788	Miles	\$141265.8	\$156962	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H23013S-BWD	Roadside	Barrier - other	16.444	Miles	\$802312.2	\$891458	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24007S-ELP	Roadside	Barrier - other	4.232	Miles	\$812052	\$902280	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24008S-ELP	Roadside	Barrier - other	2.8	Miles	\$611803.8	\$679782	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24011S-ELP	Pedestrians and bicyclists	Install sidewalk	1.287	Miles	\$324333.9	\$360371	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H24013S-ELP	Roadside	Roadside - other	2	Miles	\$64000.8	\$71112	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24017S-ELP	Pedestrians and bicyclists	Install sidewalk	2.092	Miles	\$240658.2	\$267398	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	

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2018H24018S-ELP	Lighting	Continuous roadway lighting	1.1	Miles	\$455630.4	\$506256	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24020S-ELP	Advanced technology and ITS	Wrong-way Driving Detection System	22.917	Miles	\$376892.1	\$418769	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2018H24021S-ELP	Roadside	Roadside - other	1.4	Miles	\$7711.2	\$8568	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24022S-ELP	Roadside	Roadside - other	2	Miles	\$20536.2	\$22818	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24023S-ELP	Lighting	Continuous roadway lighting	4.295	Miles	\$523701	\$581890	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24024S-ELP	Roadside	Roadside - other	1.36	Miles	\$83949.3	\$93277	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24025S-ELP	Roadside	Roadside - other	0.896	Miles	\$62782.2	\$69758	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24026S-ELP	Roadside	Barrier - other	44.262	Miles	\$3688089.3	\$4097877	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24027S-ELP	Advanced technology and ITS	Wrong-way Driving Detection System	18.899	Miles	\$145314	\$161460	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2018H24029S-ELP	Lighting	Continuous roadway lighting	0.995	Miles	\$224941.5	\$249935	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24031S-ELP	Roadway delineation	Raised pavement markers	2.584	Miles	\$199251	\$221390	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24036S-ELP	Roadway delineation	Raised pavement markers	1.925	Miles	\$352203.3	\$391337	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24037S-ELP	Lighting	Continuous roadway lighting	1.12	Miles	\$378162	\$420180	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24040S-ELP	Roadside	Roadside - other	7.08	Miles	\$144837.9	\$160931	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24043S-ELP	Roadside	Roadside - other	0.581	Miles	\$80579.7	\$89533	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24044S-ELP	Roadside	Roadside - other	0.547	Miles	\$23192.1	\$25769	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24045S-ELP	Roadside	Roadside - other	0.786	Miles	\$53997.3	\$59997	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2018H24046S-ELP	Roadside	Barrier - other	2.028	Miles	\$694527.3	\$771697	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24050S-ELP	Roadside	Roadside - other	0.942	Miles	\$43938.9	\$48821	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24056S-ELP	Roadway delineation	Raised pavement markers	18.407	Miles	\$59295.6	\$65884	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24057S-ELP	Roadway delineation	Raised pavement markers	14.429	Miles	\$30843	\$34270	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24058S-ELP	Roadway delineation	Raised pavement markers	16.002	Miles	\$42381	\$47090	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24059S-ELP	Roadway	Roadway widening - travel lanes	20.586	Miles	\$2296332	\$2551480	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24060S-ELP	Roadside	Barrier - other	8.75	Miles	\$409406.4	\$454896	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24061S-ELP	Roadside	Roadside - other	7.861	Miles	\$279349.2	\$310388	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24063S-ELP	Roadway	Roadway widening - travel lanes	18.758	Miles	\$2486712.6	\$2763014	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24065S-ELP	Roadside	Barrier - other	1.518	Miles	\$87926.4	\$97696	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24066S-ELP	Roadside	Barrier - other	1.425	Miles	\$588143.7	\$653493	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24067S-ELP	Roadway delineation	Raised pavement markers	15.116	Miles	\$1623795.3	\$1804217	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24070Y-ELP	Lighting	Continuous roadway lighting	0.7	Miles	\$504706.5	\$560785	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24071S-ELP	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$162564.3	\$180627	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2018H24075Y-ELP	Roadside	Barrier - other	0.2	Miles	\$94687.2	\$105208	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2018H24079Y-ELP	Lighting	Continuous roadway lighting	1.15	Miles	\$530266.5	\$589185	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2018H24080Y-ELP	Lighting	Continuous roadway lighting	1.25	Miles	\$586971	\$652190	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H04069S	Intersection traffic control	Modify traffic signal timing – signal coordination	0.2	Miles	\$294584.4	\$327316	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2017H23004S	Roadway	Roadway - other	24.321	Miles	\$997553.7	\$1108393	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H23005BS	Roadway	Roadway - other	22.265	Miles	\$890811.9	\$989791	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H18028S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$245390.4	\$272656	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18040S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$228416.4	\$253796	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18043S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$269427.6	\$299364	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18045S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$233709.3	\$259677	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18030S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$173705.4	\$193006	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18035S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$233830.8	\$259812	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18025S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$265884.3	\$295427	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18023S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$185635.8	\$206262	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H20127S	Interchange design	Convert at-grade intersection to interchange	0.8	Miles	\$19848987	\$22054430	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H17058S	Interchange design	Convert at-grade intersection to interchange	1	Miles	\$16247359.8	\$18052622	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H17031S	Roadway	Roadway - other	0.833	Miles	\$854944.2	\$949938	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H02001S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$324477	\$360530	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H02022S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.15	Miles	\$564516.9	\$627241	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H12028S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.1	Miles	\$122238	\$135820	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12029S	Intersection traffic control	Intersection signing – add enhanced advance	0.2	Miles	\$153531	\$170590	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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		warning (double-up and/or oversize)													
2017H12031S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$224751.6	\$249724	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12032S	Roadway	Roadway - other	0.2	Miles	\$2118005.1	\$2353339	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07043S	Roadway	Roadway - other	9.151	Miles	\$577570.5	\$641745	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07020S	Roadway	Roadway - other	16.421	Miles	\$1234405.8	\$1371562	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07021S	Roadway	Roadway - other	7.052	Miles	\$217080.9	\$241201	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07026S	Roadway	Roadway - other	15.87	Miles	\$152351.1	\$169279	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07018S	Roadway	Roadway - other	15.21	Miles	\$136273.5	\$151415	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07014S	Roadway	Roadway - other	20.959	Miles	\$1640790.9	\$1823101	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H07015S	Roadway	Roadway - other	32.347	Miles	\$455960.7	\$506623	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H9003S	Roadway	Roadway - other	3.754	Miles	\$2232639	\$2480710	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H12036S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$569425.5	\$632695	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12037S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$434875.5	\$483195	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12052S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$282094.2	\$313438	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H13027S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$155705.4	\$173006	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2017H23013S	Roadway delineation	Raised pavement markers	15.652	Miles	\$57897	\$64330	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H18041S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$201897	\$224330	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18036S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$248497.2	\$276108	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18034S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$259626.6	\$288474	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18033S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$198075.6	\$220084	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18027S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$184687.2	\$205208	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18021S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$170936.1	\$189929	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18026S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$208659.6	\$231844	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H18020S	Pedestrians and bicyclists	Install sidewalk	0.2	Miles	\$225380.7	\$250423	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H12050S	Lighting	Continuous roadway lighting	5.329	Miles	\$1781839.8	\$1979822	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H11014AS	Roadway	Roadway - other	5.091	Miles	\$4738209.3	\$5264677	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H10050S	Roadway	Roadway - other	11.472	Miles	\$967616.1	\$1075129	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H10051S	Roadway	Roadway - other	11.072	Miles	\$911123.1	\$1012359	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H10052S	Roadway	Roadway - other	16.211	Miles	\$1262488.5	\$1402765	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H10006S	Roadway delineation	Raised pavement markers	4.831	Miles	\$3154601.7	\$3505113	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H12038S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$427193.1	\$474659	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12066S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$219285	\$243650	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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2017H12025S	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Miles	\$44815.5	\$49795	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H12047S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$228510.9	\$253901	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12048S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$159730.2	\$177478	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12049S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$198826.2	\$220918	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12051S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$198504.9	\$220561	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20044AS	Roadway signs and traffic control	Curve-related warning signs and flashers	0.33	Miles	\$280361.7	\$311513	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H17014S	Roadway	Roadway - other	15.544	Miles	\$1240576.2	\$1378418	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H23015S	Roadway delineation	Raised pavement markers	15.647	Miles	\$89867.7	\$99853	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H15050BS	Roadway delineation	Raised pavement markers	2.287	Miles	\$1525907.7	\$1695453	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H15051AS	Roadway signs and traffic control	Curve-related warning signs and flashers	3.881	Miles	\$1873531.8	\$2081702	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H9002S	Roadway delineation	Raised pavement markers	4.016	Miles	\$3082659.3	\$3425177	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H14032S	Interchange design	Convert at-grade intersection to interchange	0.2	Miles	\$6813061.2	\$7570068	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20029S	Roadway delineation	Raised pavement markers	6.12	Miles	\$14987.7	\$16653	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H17026S	Roadway	Roadway - other	5.87	Miles	\$681495.3	\$757217	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	



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2017H18016S	Roadway delineation	Raised pavement markers	5.438	Miles	\$2394765	\$2660850	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H04013AS	Roadway	Roadway - other	3.02	Miles	\$2703397.5	\$3003775	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H20131S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$137245.5	\$152495	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20131S	Pedestrians and bicyclists	Pedestrian signal	0.2	Miles	\$37866.6	\$42074	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Pedestrians	
2017H20134S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$161677.8	\$179642	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20135S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$173853.9	\$193171	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20140S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$134954.1	\$149949	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20141S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$198073.8	\$220082	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20142S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$134957.7	\$149953	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20126S	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$15974.1	\$17749	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20118S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$203144.4	\$225716	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20119S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$144992.7	\$161103	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20123S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$153928.8	\$171032	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20125S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$288205.2	\$320228	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2017H20145S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$178641	\$198490	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20094S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.112	Miles	\$108462.6	\$120514	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20095S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.135	Miles	\$108462.6	\$120514	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20098S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$192898.8	\$214332	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20099S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$163809	\$182010	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20100S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$180469.8	\$200522	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20117S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$131187.6	\$145764	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20023S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$136914.3	\$152127	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20024S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$171056.7	\$190063	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20025S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$110527.2	\$122808	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H20022S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$223527.6	\$248364	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H12001S	Lighting	Horizontal curve lighting	0.5	Miles	\$70860.6	\$78734	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H10090S	Roadway	Roadway - other	9.133	Miles	\$1983797.1	\$2204219	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H14026S	Intersection traffic control	Modify traffic signal timing – signal coordination	3	Miles	\$870698.7	\$967443	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	

2021 Texas Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2017H14012S	Intersection traffic control	Modify traffic signal – modernization/replacement	0.2	Miles	\$235527.3	\$261697	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H17040S	Intersection traffic control	Intersection flashers – sign-mounted or overhead	0.2	Miles	\$91293.3	\$101437	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H17039S	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.825	Miles	\$2685520.8	\$2983912	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H12063S	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	0.2	Miles	\$374240.7	\$415823	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2017H04009S	Roadway	Roadway - other	9.759	Miles	\$466939.8	\$518822	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H04009S	Roadway	Roadway - other	9.759	Miles	\$570714.3	\$634127	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H19047S	Roadway delineation	Raised pavement markers	12.928	Miles	\$128615.4	\$142906	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H19041S	Roadway delineation	Raised pavement markers	4.086	Miles	\$64106.1	\$71229	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H19033S	Roadway delineation	Raised pavement markers	6.326	Miles	\$65529	\$72810	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H14013S	Roadway delineation	Raised pavement markers	11.14	Miles	\$120537	\$133930	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2017H16033S	Advanced technology and ITS	Wrong-way Driving Detection System	2.109	Miles	\$293537.7	\$326153	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Older Drivers	
2017H12067S	Roadway	Roadway - other	0.2	Miles	\$275266.8	\$305852	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2017H20057S	Roadway delineation	Raised pavement markers	1.6	Miles	\$650155.5	\$722395	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HATL041S	Roadway delineation	Raised pavement markers	4.043	Miles	\$62684.1	\$69649	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HATL047AAS	Roadway delineation	Raised pavement markers	8.462	Miles	\$130644	\$145160	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HATL065BS	Roadway delineation	Raised pavement markers	12.929	Miles	\$78816.6	\$87574	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2016HATL074S	Roadway delineation	Raised pavement markers	5.556	Miles	\$126630.9	\$140701	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HBWD007S	Roadway delineation	Raised pavement markers	13.876	Miles	\$87654.6	\$97394	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HBWD008S	Roadway delineation	Raised pavement markers	17.225	Miles	\$105426.9	\$117141	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HBWD029S	Roadway delineation	Raised pavement markers	14.847	Miles	\$102583.8	\$113982	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HBWD039S	Roadway delineation	Raised pavement markers	15.977	Miles	\$106443	\$118270	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2016HDAL032S	Roadway	Roadway - other	2.271	Miles	\$2732717.7	\$3036353	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2015HATL064AS	Roadway delineation	Raised pavement markers	14.01	Miles	\$232442.1	\$258269	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2015HAUS017S	Roadway	Roadway - other	6.796	Miles	\$3589095.6	\$3987884	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2015HFTW016S	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	9.022	Miles	\$268980.3	\$298867	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Intersections	
2015HSJT012S	Roadway delineation	Raised pavement markers	11.523	Miles	\$122937.3	\$136597	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2015HSJT014S	Roadway delineation	Raised pavement markers	8.839	Miles	\$32131.8	\$35702	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2015HSJT016S	Roadway delineation	Raised pavement markers	12.275	Miles	\$95474.7	\$106083	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	
2013H17013S	Roadway	Roadway - other	2.634	Miles	\$760020.3	\$844467	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Lane Departure	
2013H19066S	Roadside	Roadside - other	12.055	Miles	\$210390.3	\$233767	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Not tracked	Not tracked yet	Roadway Departure	

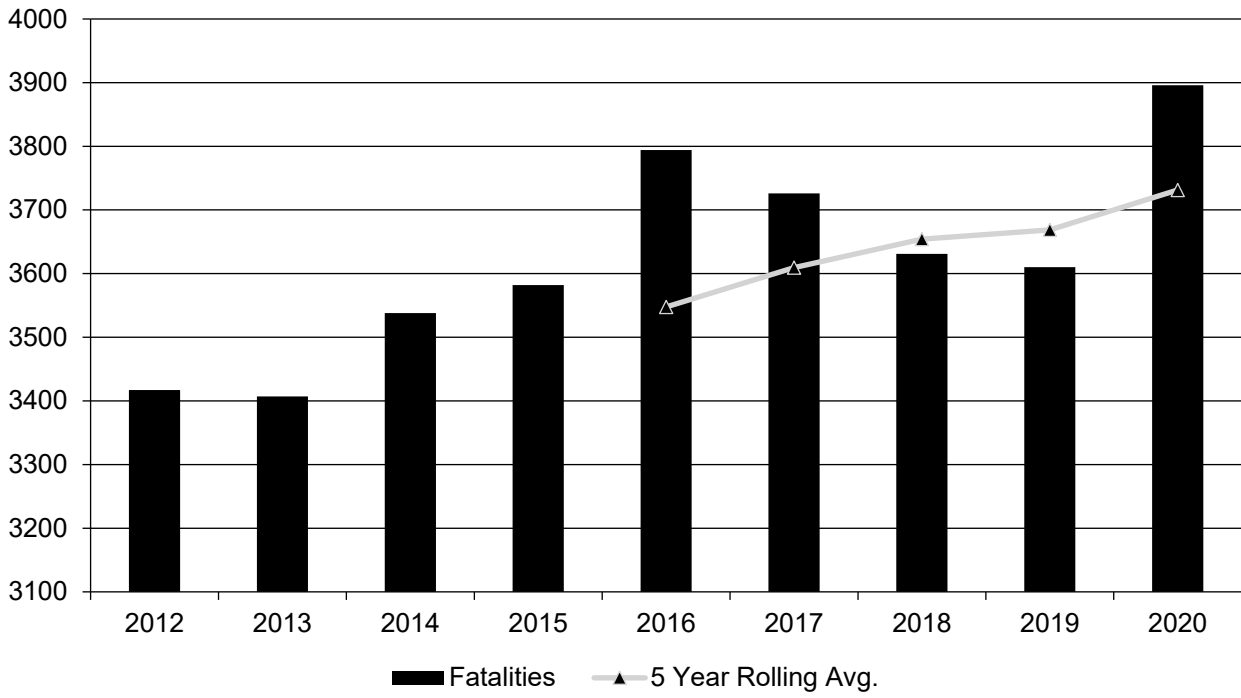
## Safety Performance

### *General Highway Safety Trends*

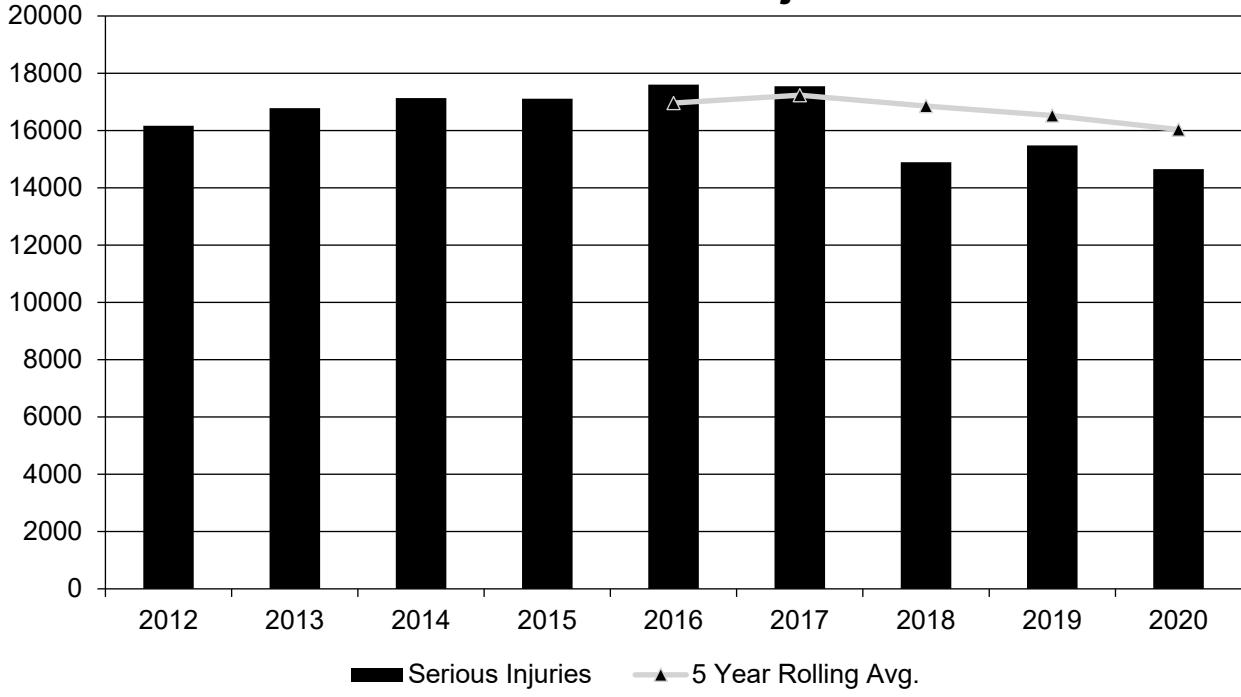
Present data showing the general highway safety trends in the State for the past five years.

<b>PERFORMANCE MEASURES</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatalities	3,417	3,407	3,538	3,582	3,794	3,726	3,631	3,610	3,896
Serious Injuries	16,168	16,785	17,134	17,110	17,602	17,546	14,892	15,483	14,656
Fatality rate (per HMVMT)	1.440	1.390	1.460	1.390	1.400	1.360	1.310	1.260	1.328
Serious injury rate (per HMVMT)	6.800	6.860	7.050	6.630	6.490	6.390	5.370	5.530	4.996
Number non-motorized fatalities	544	542	538	613	746	670	690	728	796
Number of non-motorized serious injuries	1,257	1,323	1,364	1,435	1,564	1,478	1,414	1,572	1,442

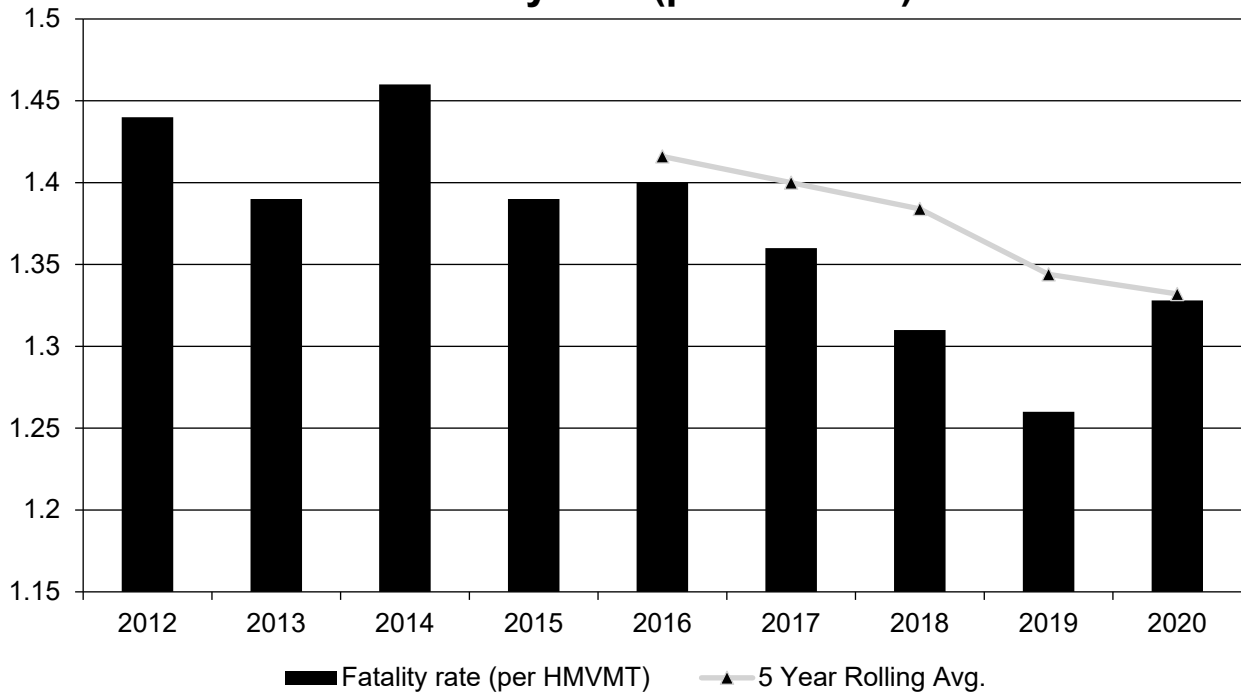
### Annual Fatalities



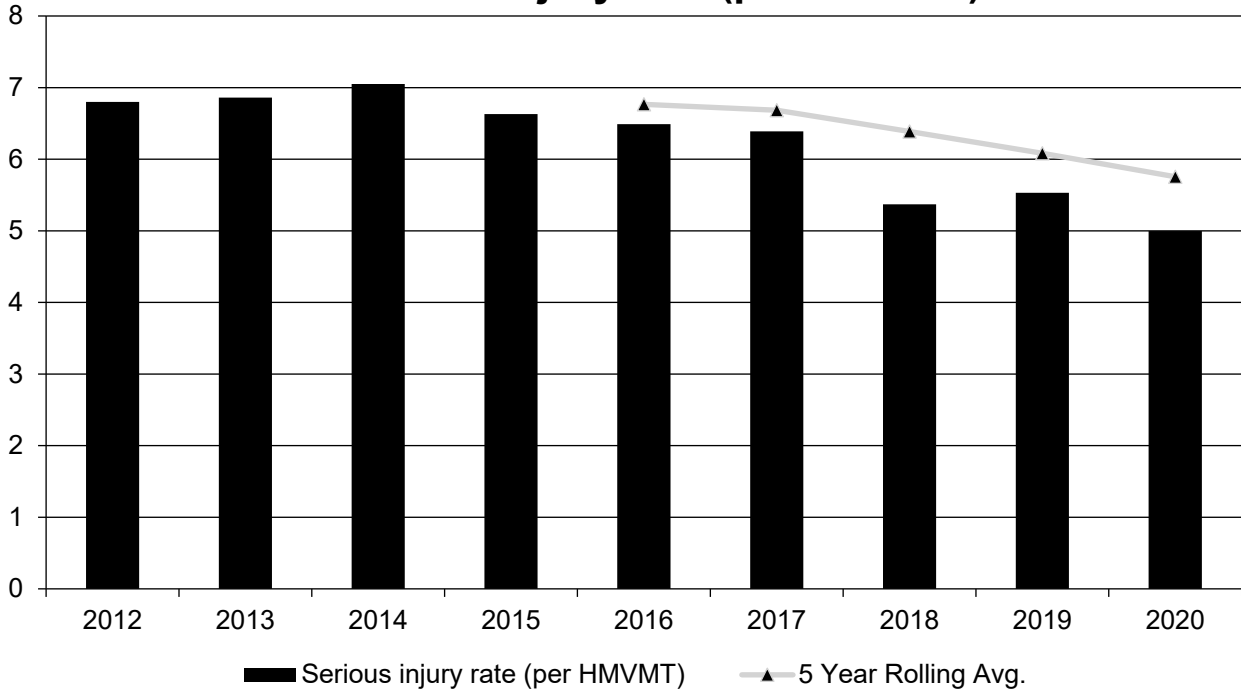
### Annual Serious Injuries



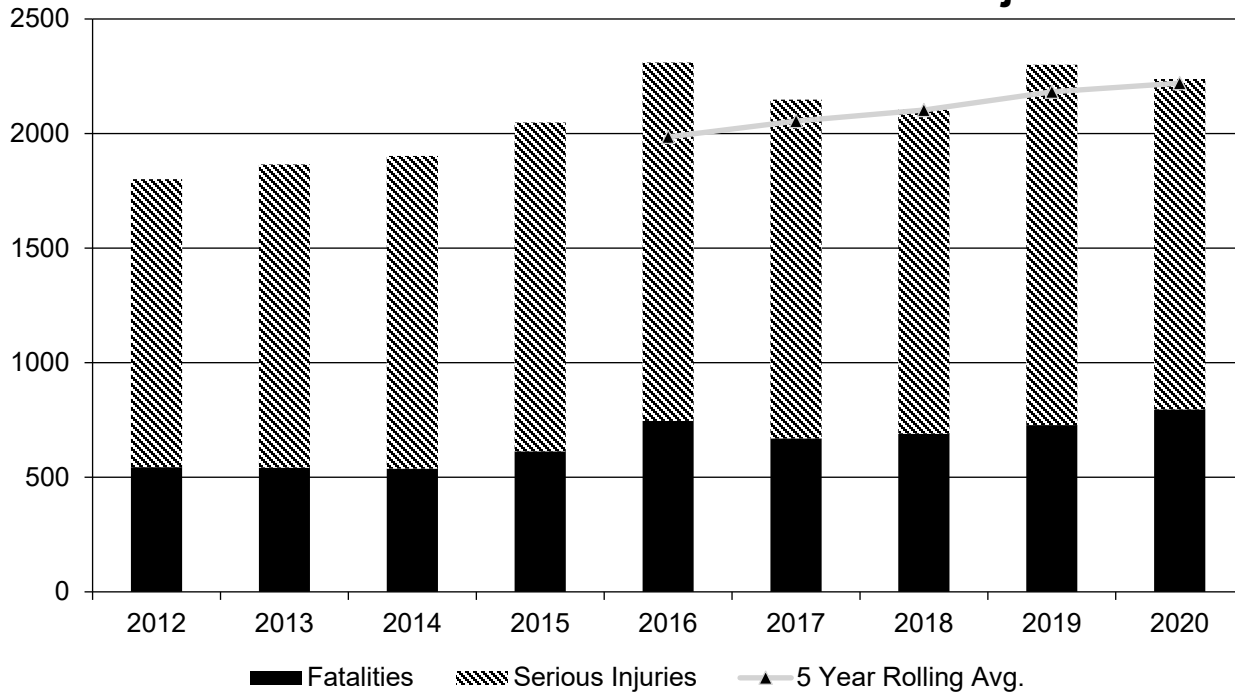
### Fatality rate (per HMVMT)



### Serious injury rate (per HMVMT)



### Non Motorized Fatalities and Serious Injuries



**Describe fatality data source.**

State Motor Vehicle Crash Database

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

**Year 2019**

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	200	551	1.09	3
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	458	1,292	1.95	5.52
Rural Minor Arterial	321	838	2.7	7.07
Rural Minor Collector	34	130	1.82	7.04
Rural Major Collector	334	1,073	2.66	8.54



2021 Texas Highway Safety Improvement Program

<b>Functional Classification</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Rural Local Road or Street	288	1,580	6.18	33.91
Urban Principal Arterial (UPA) - Interstate	460	1,775	0.91	3.5
Urban Principal Arterial (UPA) - Other Freeways and Expressways	244	982	0.74	2.96
Urban Principal Arterial (UPA) - Other	510	2,398	1.18	5.55
Urban Minor Arterial	144	674	0.44	2.08
Urban Minor Collector	66	284	0.23	1.01
Urban Major Collector				
Urban Local Road or Street	585	4,420	4.84	36.67

2021 Texas Highway Safety Improvement Program

**Year 2019**

<b>Roadways</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
State Highway Agency	2,795.6	10,880	1.42	5.52
County Highway Agency	239.8	1,130.4	1.61	7.59
Town or Township Highway Agency				
City or Municipal Highway Agency	619.2	4,469.2	1.18	8.52
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency	1.6	14.4	0.54	4.56
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority	17.6	133.8	0.21	1.62
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

***Safety Performance Targets***

**Safety Performance Targets**

**Calendar Year 2022 Targets \***

***Number of Fatalities:3272.0***

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

The HSP performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic

## 2021 Texas Highway Safety Improvement Program

conditions, oil and gas industry related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

This is a required performance measure. In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

### ***Number of Serious Injuries:19065.0***

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

The HSP performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

### ***Fatality Rate:1.230***

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

The HSP performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

### ***Serious Injury Rate:4.996***

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

This is a required performance measure. In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

## 2021 Texas Highway Safety Improvement Program

TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

### ***Total Number of Non-Motorized Fatalities and Serious Injuries:2238.0***

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

This is a required performance measure. In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

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

In addition to preparing, maintaining, and striving to reach goals of the Highway Safety Improvement Program, TxDOT also spearheads the creation of and updates to the Strategic Highway Safety Plan (SHSP) and the Highway Safety Plan (HSP). The SHSP process is coordinated with the help of Texas A&M University's Texas Transportation Institute (TTI). TxDOT, through TTI, stays in contact with partners and stakeholders to update the SHSP and work toward targets identified in the SHSP. When targets are set in the SHSP (especially the five Core Metrics: Fatalities, Fatality Rate, Serious Injuries, Serious Injuries Rate, and Non-Motorized Fatalities & Serious Injuries), the HSIP targets have historically been set using the same methodology to maintain consistency across the related plans. Going forward from the Commission's adoption of Road to Zero, HSIP targets may be set more aggressively. Despite their varied origin, these three coordinated plans strive to ensure a common vision and direction. Charts in the HSIP annual report containing data for the 5 Core Measures are coordinated with those contained in the SHSP. In addition, both the Behavioral Traffic Safety Section and the Traffic Engineering Section within the Traffic Safety Division collaborate extensively when producing the SHSP and the HSP. Meetings, exchange of ideas, coordination of projects, data analysis, and a constant flow of communication ensures that these projects work together toward common targets and objectives. The SHSP update process is guided by an Executive Committee (EC) and a Stakeholder Group (SG) representing a diverse assembly of road safety agencies, organizations, advocates, and experts. During the creation process, these teams determined priorities based on data and discussion, establishing seven Emphasis Area Teams to develop the content. The development process was supported by the Management Team, which included representatives from TxDOT, FHWA, and a TTI support group. The EC consists of representatives of TxDOT, FHWA, the National Highway Traffic Safety Administration (NHTSA), metropolitan planning organizations (MPOs), cities that have adopted Vision Zero, state and local law enforcement agencies, transit agencies, trucking and railroad agencies and organizations, the Texas Department of Motor Vehicles, the Texas Department of Public Safety, county transportation officials, bicycle and pedestrian advocates, the Texas Department of State Health Services, the judiciary, and the Texas Alcoholic Beverage Commission.

#### **Does the State want to report additional optional targets?**

No

On May 30th, 2019, the Texas Transportation Commission adopted a formal goal to achieve zero deaths on our roadways by 2050 with a midway goal to cut fatalities in half by 2035.

**Describe progress toward meeting the State’s 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.**

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	3840.0	3731.4
Number of Serious Injuries	17394.0	16035.8
Fatality Rate	1.406	1.332
Serious Injury Rate	6.286	5.755
Non-Motorized Fatalities and Serious Injuries	2285.0	2220.0

Based on the data available through CRIS, ARF, and FARS, it appears that we are likely to have met our 2020 goals in each of the Safety Performance Targets. As discussed, the 2020 targets were set during the development of the current SHSP. We have set more aggressive fatality and fatality rate reduction targets for 2020 and beyond, in response to the Texas Transportation Commission's adoption of the goal of reaching zero fatalities on Texas roads by the year 2050.

***Applicability of Special Rules***

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

No

**Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.**

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	358	354	394	390	456	445	448
Number of Older Driver and Pedestrian Serious Injuries	1,047	1,097	1,092	1,152	984	1,067	952

## Evaluation

### *Program Effectiveness*

#### How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

Based on the measure of effectiveness selected previously, "Change in fatalities and suspected serious injuries," TxDOT's efforts over the last decade are making a significant difference in saving the lives of Texans and visitors to our great State. The new HSIP process as mentioned previously was just implemented and will take time to evaluate over the coming years once projects selected in the new process have been constructed.

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

- # miles improved by HSIP
- Increased awareness of safety and data-driven process
- More systemic programs

#### Describe significant program changes that have occurred since the last reporting period.

Under the previous process in Texas, the HSIP was very reactive to known targeted high fatal/injury crash areas. The new process allows districts to also submit projects specific to their highest risk emphasis areas. There has been a significant amount of training on systemic safety countermeasures and coordination with the local FHWA division. The HSIP guidance has been expanded to include systemic safety countermeasures allowed within many of the SHSP emphasis areas specific to engineering.

### *Effectiveness of Groupings or Similar Types of Improvements*

#### Present and describe trends in SHSP emphasis area performance measures.

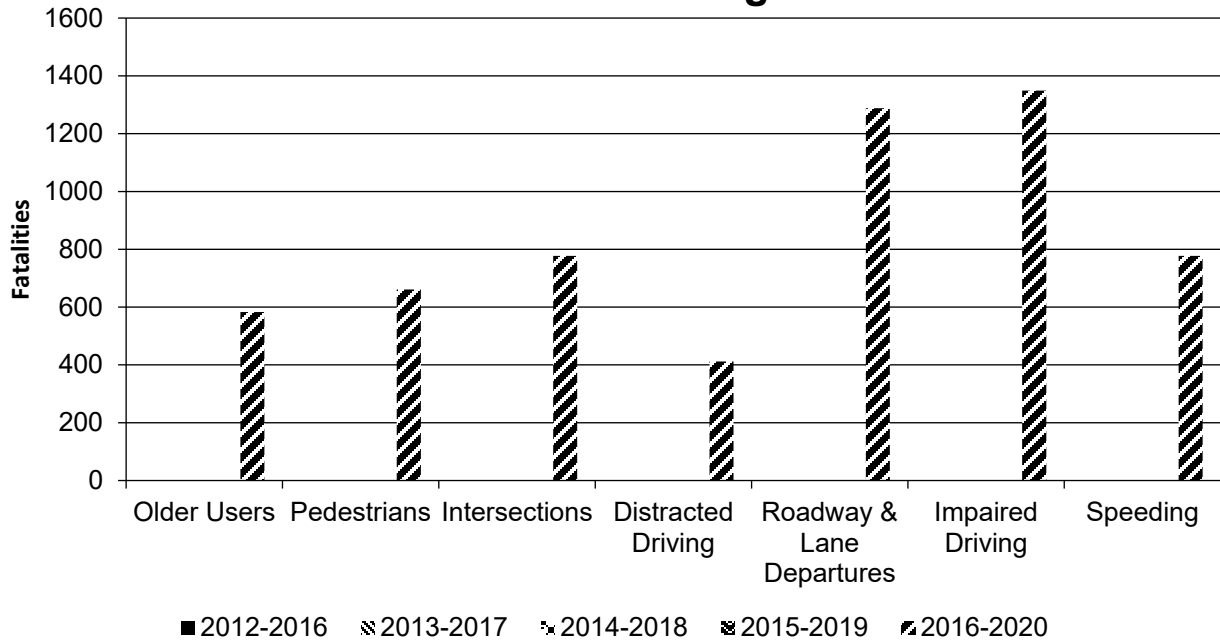
##### Year 2020

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Older Users	Head on	583	4,900	0.46	1.74
Pedestrians	Vehicle/pedestrian	661	1,195	0.48	0.42
Intersections	Intersections	777	5,630	0.28	2.01
Distracted Driving	All	412	2,611	0.15	0.93
Roadway & Lane Departures	Cross median	1,288	4,900	0.46	1.74

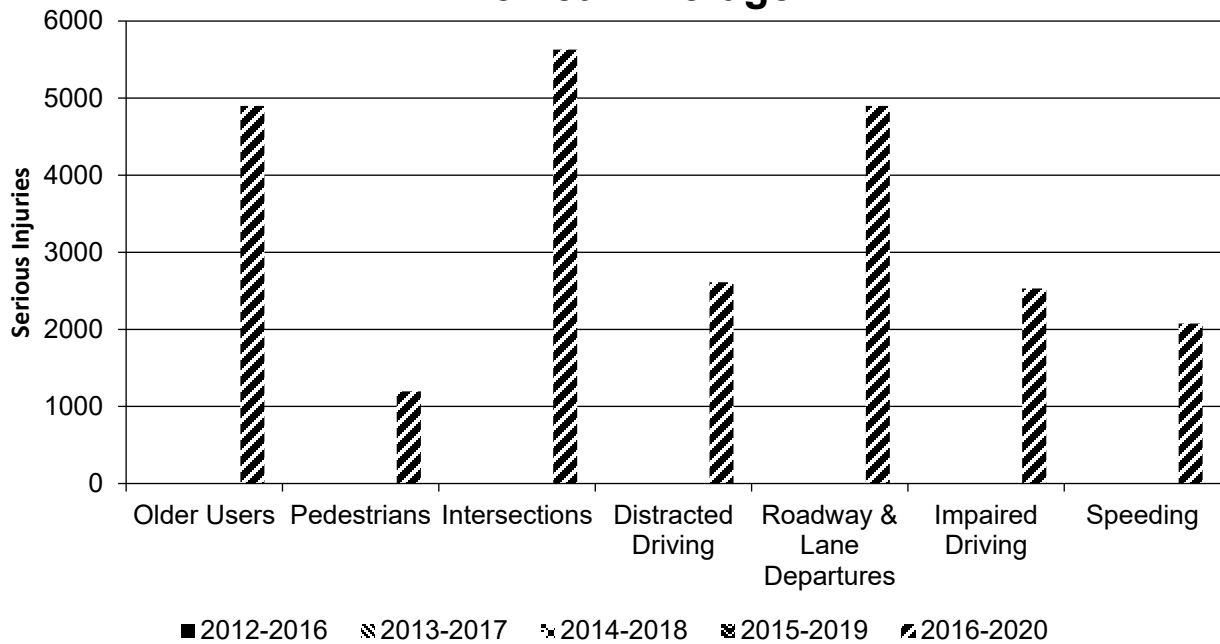
2021 Texas Highway Safety Improvement Program

<b>SHSP Emphasis Area</b>	<b>Targeted Crash Type</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Impaired Driving	All	1,349	2,530	0.48	0.9
Speeding	All	777	2,076	0.28	0.74

### Number of Fatalities 5 Year Average

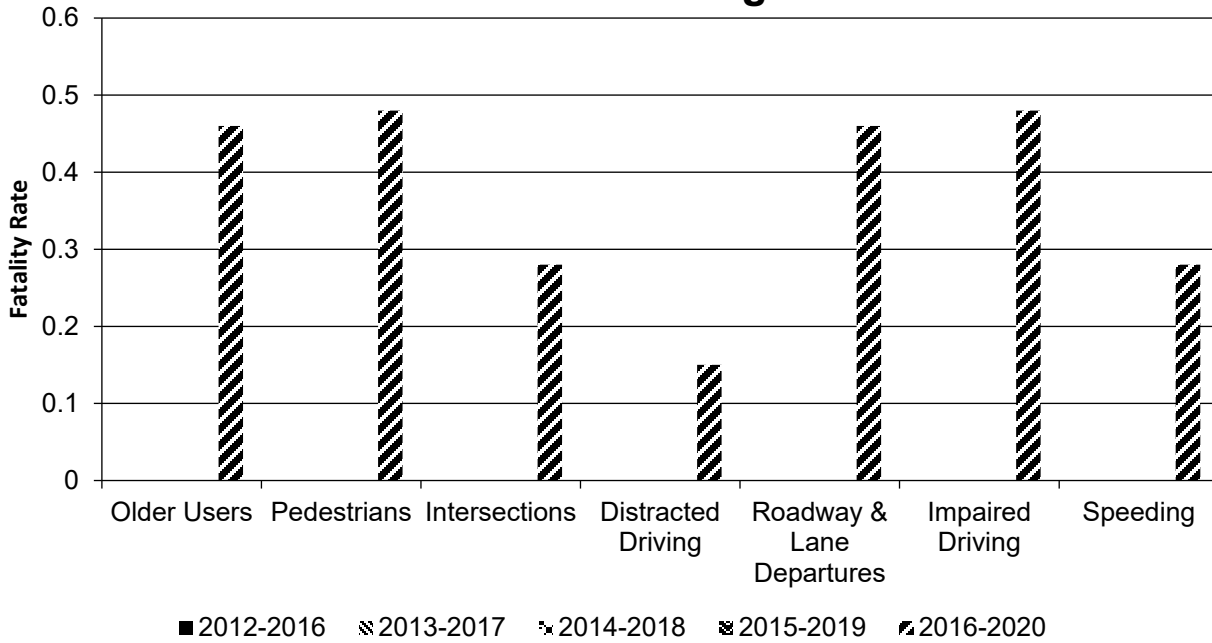


### Number of Serious Injuries 5 Year Average

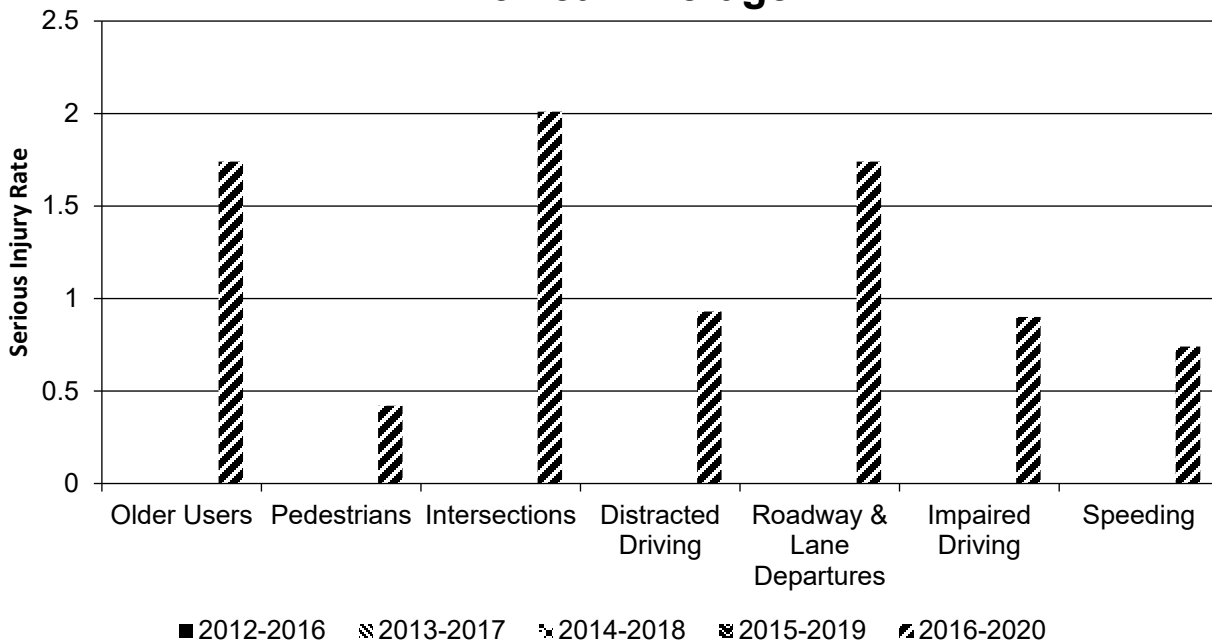




### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



***Project Effectiveness***

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

## Compliance Assessment

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

07/26/2017

**What are the years being covered by the current SHSP?**

From: 2017 To: 2022

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

2022

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

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]										
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100			
	Begin Point Segment Descriptor (10) [10]										
	End Point Segment Descriptor (11) [11]										
	Segment Length (13) [13]										
	Direction of Inventory (18) [18]	100	100								
Functional Class (19) [19]	100	100					100	100	100	100	

2021 Texas Highway Safety Improvement Program

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	1		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
<b>INTERSECTION</b>	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
<b>INTERCHANGE/RAMP</b>	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]										
	Roadway Type at Beginning of Ramp Terminal (195) [185]										
	Roadway Type at End Ramp Terminal (199) [189]										
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]										
	Year of Ramp AADT (192) [182]										
	Functional Class (19) [19]										
	Type of Governmental Ownership (4) [4]										
<b>Totals (Average Percent Complete):</b>		<b>77.78</b>	<b>77.78</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>66.67</b>	<b>44.56</b>	<b>40.00</b>	<b>40.00</b>

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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

TxDOT is working with TTI to flesh out the details with an intersection inventory by piloting two counties in Central Texas to determine how to fill the gap between a) TxDOT's automated intersection inventory generation process and b) TTI's recent work on intersection safety analyses.

## **Optional Attachments**

Program Structure:

2020 HSIP Guidelines Rev1 October 2020.pdf

2015 HSIP Manual downloaded 20190830 for AR.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

## Glossary

**5 year rolling average:** means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

**Emphasis area:** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

**Highway safety improvement project:** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

**HMVMT:** means hundred million vehicle miles traveled.

**Non-infrastructure projects:** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

**Older driver special rule:** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

**Performance measure:** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

**Programmed funds:** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

**Roadway Functional Classification:** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

**Strategic Highway Safety Plan (SHSP):** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

**Systematic:** refers to an approach where an agency deploys countermeasures at all locations across a system.

**Systemic safety improvement:** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

**Transfer:** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.