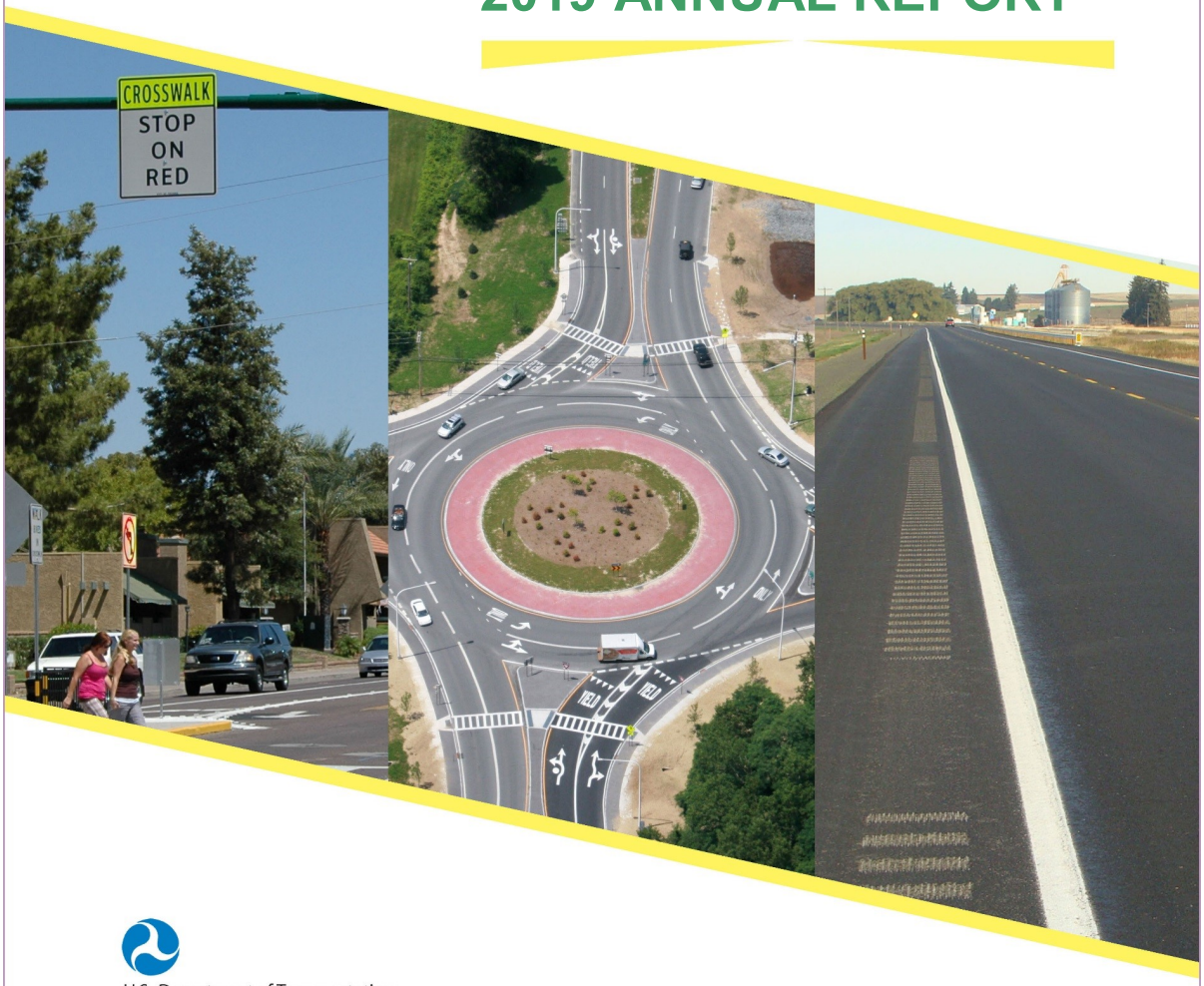
LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways –Destination Zero Deaths. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in October, 2011 and July, 2017. The 2017 SHSP targets five emphasis areas: impaired driving, occupant protection, infrastructure and operations, crashes involving young drivers and distracted driving. Since 2007, traffic fatalities have dropped from 993 to as low as 677 in 2011 and serious injuries were reduced from 1830 in 2008 to 1262 in 2018. In 2017, 771 people died on Louisiana's highways and approximately 1300 people were seriously injured. Although preliminary, Louisiana is showing no increase or decrease in fatalities for 2018 at 771. Louisiana remains below our SHSP target of reducing fatalities in half by 2030.

Louisiana has accomplished a number of successes in each emphasis area including the following:

Infrastructure and Operations
Data and analysis improvements: State-specific safety performance functions (SPFs) for intersection network screening have been developed and state specific SPF for segments are being used for network screening on state routes. The goal is to institutionalize the use of the network screening results and share this information with the Metropolitan Planning Organizations (MPOs) and other programs at LADOTD for further integration of quantitative safety in the planning process. In addition, we have conducted various safety analysis training sessions for engineers and planners statewide. The training sessions primarily focused on how to conduct a comprehensive project level crash data analysis using LADOTD's internal excel-based Crash Analysis Tool (CAT Scan) using state specific SPFs.

The Highway Safety Improvement Program (HSIP) Project Selection Guide outlines the criteria that is used to select and prioritize all HSIP infrastructure projects on state routes. Similar guides have been provided for Local Road Safety Program and Safe Routes to Public Places Program projects. Also for evaluation of the SHSP, web-based data dashboards have been updated for safety stakeholders and regional safety coalitions to assess progress (http://datareports.lsu.edu/shsps.aspx) and use in conjunction with SHSP action plans.

Also, in coordination with the Local Technical Assistance Program (LTAP), we continue to use the crash data profiles for the top 20 parishes. These crash data profiles include local road crash data by jurisdiction and help inform Regional Safety Coalition Infrastructure and Operations Teams on highest safety priorities for a parish based on location. This also has influences the LRSP project identification process to be more data driven.

We are continuing to work with the Regional Safety Coalition SHSP Infrastructure and Operations teams to develop district-wide (state owned routes) and/or parish-wide (locally owned routes) safety plans to identify the highest priority sites with the largest safety potential for HSIP funding on state and locally owned routes. We are also funding the MPOs through the safety coalitions contracts to develop the parish-wide local road safety plans for the top 20 parishes.

We have completed the first phase of the local road contract to collect video and the MIRE FDE's on all locally owned public roads. The State is collaborating with locals to fill in the remainder of the local roads that were missed as part of the original contract. The State has collected approximately 99% (90% of FDE are completed) of all the local public roads statewide. The State system has been loaded into the enterprise system and is working through LRS issues with the local system. Many of these data elements combined with crash data are being used by a FHWA team to develop a LADOTD Roadway Departure Implementation Plan to identify potential high priority routes/corridors for future HSIP projects. This project was requested as part of the FHWA Focused Approach for Roadway Departure.

We hosted a safety data integration peer exchange in April 2018 to discuss opportunities to integrate our roadway and crash data for advancing our HSIP. One significant outcome of this was a pilot project with

Acadiana MPO to develop a data integration plan that could be used as a framework for all local entities who would like to obtain and utilize LADOTD roadway data for state and locally owned roads.

In addition, LADOTD has established a data governance committee and is in the process of hiring a consultant to implement a governance structure for more informative collaboration among various sections and agencies who are using our roadway data. As part of data governance related to roadway data, the State has developed a data dictionary that applies to all public roads. So when we collect data on local roads it will comply with the data dictionary. MIRE FDE's and additional elements, are documented in the data dictionary.

The major partners of the SHSP (LSP, LHSC and DOTD) work closely with Traffic Records Coordinating Committee to update the crash report manual to include new definitions for coding injuries using the KABCO scale. The major motivation for this was to make our data more consistent statewide and to be more aligned with national standards. The next phase of this project will include updating the actual crash report form itself.

As a follow up of the Data Driven Safety Analysis EDC and DDSA peer exchange in July 2018, LADOTD and FHWA have worked together to update the 2011 HSM Implementation Plan to be a DDSA Implementation Plan with the purpose of including more safety analyses in the overall LADOTD project delivery process. Next steps include establishing a DDSA Task Force with all LADOTD sections represented so they can finalize the action plan and carry it forward.

Systemic safety improvements:
We are continuing to implement cable barrier projects statewide based on a statewide systemic cable median barrier study which produced a prioritized list of candidate locations where median barrier would be considered for installation. High speed, controlled access facilities with a median width less than 100' were analyzed in the study.

As of June 2019, the LADOTD has installed approximately 355 miles of cable barriers throughout the State at an investment of approximately $52 million. There are currently another 239 miles under construction along I-10, I-55, I-59 and I-49 corridors for approximately $35 million.

We are also continuing to implement districtwide low cost safety improvement projects targeted at curves for roadway departure. The state is updating the specification on High Friction Surface Treatment again to provide the best possible application and road treatment possible for our motorists. LADOTD Highway Safety Office and Traffic Office have partnered together to fund enhanced signing at curves on rural two-lane roads. We anticipate having this complete for MUTCD deadline. We are working with LTAP for a similar initiative on local roads in conjunction with rural roadway departure EDC.

Non-Motorized Users
As part of EDC 5, safe transportation for every pedestrian (STEP), LA DOTD is leading a project with LSU/HSRG to analyze non-motorized user crashes for the last 5 years. Additional crash data elements not currently captured on the crash report are being complied based on narrative and diagram. We anticipate this crash data assessment will give us more insight into trends and patterns statewide. This will also help us focus our safety funds and determine which countermeasure we should target and where we should focus training.

LADOTD prepared the annual statewide Complete Streets Performance Measures Report and developed a draft Complete Streets Implementation Plan. Safety considerations have been used for these efforts to help bring awareness to potential concerns and identify opportunities where improvements can be made on new projects.

Under the FHWA Focused Approach for Pedestrians and Bicyclists, LADOTD is managing a Bicycle and Pedestrian Safety Action Plan and Masterplan for the City of Baton Rouge – Parish of East Baton Rouge. This plan will prioritize locations for safety improvements as part of a larger recommended network for the entire City-Parish.

Occupant Protection

The State of Louisiana's statewide seat belt use rate for 2018 is 86.9%. The 2018 survey was conducted mid-year, like most statewide surveys in years past. The statewide use rate fell short of the historic high measured in December 2016 (87.8%), but the difference is not statistically significant. The 2018 rate was also higher compared to the next most recent June survey, in 2015, which yielded an 85.9% usage rate, and the difference between those two years was also not statistically significant. The proportion of pickup truck occupants in the 2018 survey is similar compared to previous June statewide surveys (2012-2015 and 2017). Interestingly, there was a smaller proportion of pickup truck occupants compared to the previous year's sample, conducted December 2016. Lower usage among pickup truck occupants has a downward pull on the overall statewide rate. In other words, when there are more pickup truck occupants in the sample, there is likely more of a downward pull on the overall use rate and when there are fewer there is less of a pull downward. The December 2016 survey had fewer pickup trucks and less of a pull. It is also worth noting that lower usage among Black occupants is much improved now compared to recent years. The gap between Black and White occupant belt use has shrunk from 10.0 percentage points in 2015 to only 4.0 points in 2018.Overall seat belt use in Louisiana generally shows an upward trend, increasing 12.4 percentage points since 2009 when only three-in-four were observed wearing a seat belt (74.5%). Every region in the State of Louisiana has experienced improvement in seat belt usage since 2010. Comparing 2010 to 2018, the Lake Charles region had a large increase of 17.2 percentage points, followed by Lafayette region with an increase of 15.4 percentage points. The Shreveport and Alexandria region had the smallest increases with 4.8 and 6.3 percentage points, respectively. For the fourth year, all regions of Louisiana had a seatbelt use rate above 80 percent. In 2018, all but two regions were above 85%. Education and outreach activities were conducted by University Medical Center, ThinkFirst of Ark-La-Tex, Louisiana Passenger Safety Task Force, YMCA of New Orleans, Ready, Set, Drive, BRAKES Program, and Rock the Belt. LHSC provided overtime enforcement funding to 46 local police departments and sheriff's offices along with Louisiana State Police.

Young Drivers

Through the Young Driver SHSP Emphasis Area Team, LADOTD is partnering with Office of Motor Vehicles (OMV), Louisiana State Police (LSP) and LHSC to revise the State's 30-hour novice driver education curriculum and to deliver a complete comprehensive curriculum, with lesson plans, to the State. Sudden Impact Program (comprehensive injury prevention program targeting adolescents) reached just over 17,878 students. Think First Program coordinated and implemented 74 traffic safety programs reaching a total of 6,124 people: 4,535 students and 1,589 adults in the 2018 calendar year.

Impaired Driving

LADOTD and LHSC collaborated to revise the 2019 Statewide Impaired Driving Plan for 405d Funds. The plan is required in order to receive federal funding. The plan was approved by the SHSP Impaired Driving Emphasis Area Team on May 9, 2018 and submitted to NHTSA in June 2018. DWI overtime enforcement was implemented in Tier One Alcohol Problem ID Parishes corresponding with national and state mobilizations. There are a total of eight DWI courts serving clients in twelve parishes throughout the state. No Refusal Programs are expanding across the state at this time. An additional 28 law enforcement officers were trained as Drug Recognition Experts, and the state launched its first Judicial Outreach Liaison program.

In 2018, Governor John Bel Edwards reestablished the Governor's Task Force on DWI within the Office of Drug Policy. LADOTD and LHSC as well as SHSP Impaired Driving Team Leader serve on the task force and have presented on the SHSP and SHSP Impaired Driving Action plan.

SHSP Implementation & Update

Louisiana is using a two-tiered approach to implement the SHSP: Statewide Emphasis Area Teams create data-driven action plans and track implementation of SHSP strategies and action steps, and regional Safety Coalitions utilize data to identify regional safety needs and develop data-driven five-year regional safety plans which identify emphasis areas consistent with the SHSP.

In 2018, a new vision for future state and regional action plans was developed to provide the following:

- Provide enriched standardization and clarity
- Deliver clear interpretation of data, strategies, actions
- Create data and documentation portal
- Promote parallel accountability between state and regions
- Enhance distinct performance and attainment metrics
- Improve transparency of action effectiveness tool
- Intensify data driven annual comparison method
- Develop and map action plan adjustment process
- Prevent duplication of efforts

LADOTD collaborated with federal, state, regional, and/or local representatives in the development of new program content relating to the performance, quality and compliance monitoring of action plans, projects and/or processes that will further enhance and support the engagement, effectiveness, tracking, goals and objectives of the SHSP and its associated operative platforms. Strategies were determined, outcomes were defined, performance indicators were identified and action plans were developed. Quarterly and annual reviews are conducted at the statewide and regional levels to evaluate attainment, ensure action plans are data driven and are enhancing effectiveness of overall goal achievement.

LADOTD and LSU/HSRG have developed HSIP performance measure dashboards to assist MPOs with annual target setting. This has been an effective visualization tool for MPOs/Regional Safety Coalitions as they discuss safety with technical committees in their regions.

The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an Executive Committee. The team consists of representatives from the Louisiana Department of Transportation and Development (LADOTD), Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), Local Technical Assistance Program (LTAP), Louisiana Planning Council (LPC), Louisiana Municipal Association (LMA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), in addition to the statewide emphasis area team leaders and regional safety coalition coordinators.

Regional Highway Safety Coalitions

Through a partnership with Metropolitan Planning Organizations (MPO), we established nine regional transportation safety coalitions across the State. Led by safety coalition coordinators housed within each of the MPOs and championed by leaders from a range of agencies and organizations, each coalition comprises local experts and advocates working toward the development and implementation of regional safety plans based on the SHSP. This regional, grassroots, 4E approach (engineering, enforcement, education, and emergency response) to saving lives has proven to be highly effective.

The Louisiana two-tiered approach to lowering fatalities and serious injuries is accomplished in part by developing and continually implementing the federally required SHSP. Each region is charged with forming a multidisciplinary or 4E safety coalition, reviewing the regional and local crash data, and developing a continually evolving, data driven action plan that is linked to the SHSP. All nine Regional Safety Coalitions have adopted and are in the process of implementing regional safety action plans.

Local Road Safety Program

The Local Road Safety Program (LRSP) is allocated approximately $3-5 million per year. Eligible projects include those for roadways in transportation systems owned and operated by Parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for local road safety improvement projects is available through the LRSP.

LADOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LADOTD to facilitate quarterly project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement projects. LTAP

delivered crash data workshops to better inform the data driven process using crash data profiles. LTAP also worked with the Regional Safety Coordinators to begin developing Local Road Safety Plans in at least one parish per Coalition. Additionally, LADOTD and LTAP participated in Local Road Safety Peer Exchanges in September 2018 and May 2019.

Safe Routes to Public Places Program

The Safe Routes to Public Places Program (SRTPPP) is allocated approximately $3-5 million per year as part of the HSIP. Eligible projects include those roadways in transportation systems owned and operated State, Parish and municipal road agencies. Specific funds are available for selected safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for these projects is available through the SRTPPP.

LADOTD administers the SRTPPP. LADOTD coordinates activities and resources to facilitate yearly project application submittals, review and scoring, and recommendation of qualifying project applications. Due to an anticipated lack of resources to manage and deliver new projects, a call for projects was not held between July 2018 and June 2019. LADOTD plans to conduct a call for projects in 2020 as additional resources become available.

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.

Projects that are identified through the Highway Safety Improvement Plan (HSIP) have the overall goal of reducing the number and severity of crashes and decreasing the potential for crashes on all public roads.

LA DOTD performs HSIP components of planning, implementation, and evaluation to accomplish requirements of the program. These components involve the following: data-driven identification of crash locations, development and implementation of an annual program of projects and report annually to the Federal Highway Administration (FHWA) on progress and effectiveness. FHWA is involved in all three components, both formally and through informal technical assistance.

LADOTD has developed Safe Routes to Public Places Program Guidelines, Local Road Safety Program Guidelines and Highway Safety Improvement Program Infrastructure Project Selection Guide for State Routes. Please see the attached documents that explain how HSIP projects are identified, selected, designed, implemented and evaluated.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

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

LRSP is allocated approximately $3-5 million per year. Eligible projects include those for roadways in transportation systems owned and operated by Parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for local road safety improvement projects is available through the LRSP.

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

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

Describe coordination with internal partners.

Louisiana Department of Transportation and Development (LA DOTD) Design assists with Highway Safety Improvement Program (HSIP) by providing quality reviews of scope, budgets, and design alternatives considered during feasibility stage as needed. LA DOTD Districts perform an annual review of High Potential Safety Improvement List (HPSI List) and prioritizes potential safety projects within each district. Once locations are identified, they perform crash data analysis to select appropriate countermeasures and prepare scope and budget for proposed alternatives, including economic evaluation. LA DOTD Planning unit assists with feasibility studies which in turn provides guidance as to whether or not a project is a good fit for the safety program. LA DOTD Traffic Engineering unit provide input and feedback regarding safety intersection improvements such as traffic signals and roundabouts. LA DOTD Operations guidance and feedback is sought when a statewide, systemic approach has been identified as a safety improvement and will require long-term commitment to maintain (guardrail upgrades, cable barrier, etc.).

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-State Police

Describe coordination with external partners.

About 25 percent of roadway deaths and 40 percent of all crashes in Louisiana occur on the local road system. Louisiana Department of Transportation and Development (LA DOTD) partnered with the Louisiana Local Technical Assistance Program (LTAP) to manage the Local Road Safety Program (LRSP) to provide training, technical assistance, and outreach to local jurisdictions through an application process.

The Louisiana Highway Safety Commission (LHSC) is actively involved in the development of the SHSP particularly the emphasis area plans. As such, the projects and activities funded by the Highway Safety Plan (HSP) are reflected in these emphasis area action plans. The second goal in Louisiana's Statewide Transportation Plan (STP) is coordinated with the HSIP and SHSP to provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness. One of the ways to achieve this goal is through the objective of reducing the number and rate of highway-related crashes, fatalities, and serious injuries, which corresponds to the performance targets for the HSIP and HSP and the measurable objectives in the Strategic Highway Safety Plan (SHSP). A review of the Commercial Vehicle Safety Plan (CVSP) found several areas that link to the SHSP including removing alcohol- and drug-impaired commercial vehicle operators from the road and outreach and education on seat belt use.

LA DOTD works closely with Federal Highway Administration (FHWA) division office on statewide and regional initiatives related to SHSP strategies and HSIP, in particular those related to safety data and planning and HSIP infrastructure projects. LA DOTD has also been in contact with one of the state's tribes. We met earlier in the year to discuss our process. After the initial meeting, LA DOTD worked along with the local parish to further review and analyze data in this area with the expectations that projects may be developed in the future.

Local and state law enforcement agencies actively participate in the statewide SHSP emphasis area teams and the regional safety coalitions. Their involvement is critical as SHSP strategies are initiated and achieved at the regional level. Their participation is also key for statewide safety initiatives/campaigns. In addition, the law enforcement agencies participate in the Road Safety Audits.

LA DOTD also employs a law enforcement liaison to assist with trainings and outreach to the various law enforcement agencies statewide to increase the quality of data. Additional duties include Traffic Incident Management and Work Zone law enforcement training.

Regional Metropolitan Planning Organizations (MPO) are actively engaged within the regional safety coalitions. Each MPO employs a safety coalition coordinator to oversee the activities of each coalition. The planning organizations also work with the LA DOTD planners to use safety and roadway data for their internal analyses and assist with their internal prioritization of projects. Many of the MPOs have committed to developing local road safety plans at parish level and reaching out to local entities to discuss potential opportunities for addressing safety concerns.

The Highway Safety Research Group (HSRG) at Louisiana State University (LSU) provides assistance to LA DOTD for fatal Accident Reporting System, crash report software development and training, data quality reviews, and real-time reporting tools for stakeholders. HSRG also conducts specialized crash data analysis studies as requested by LHSC, LA DOTD, or Louisiana State Police (LSP).

Program Methodology

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

Yes

2019 Louisiana Highway Safety Improvement Program
FileName:
13.docx
2016_LRSP App_ Jan.pdf
2018 Safe Routes to Public Places Program Evaluation and Selection Policy.pdf
2018 Safe Routes to Public Places Program Guidelines.pdf
2018 SRTPPP Project Application Evaluation Form HSIPPEN.xlsx
LRSP 2018 Application Evaluation Form.xlsx
LRSP 2018 Guidelines & Policies.docx
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
2018 SRTPPP Application.docx
LRSP_2018_Project_Application.docx

Select the programs that are administered under the HSIP.

- HRRR
- HSIP (no subprograms)
- Local Safety
- Other-Safe Routes to Public Places

Program: HRRR

Date of Program Methodology:7/31/2017

What is the justification for this program?

- 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	Volume	Functional classification

What project identification methodology was used for this program?

- Crash rate

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

No

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

How are projects under this program advanced for implementation?

- Other-Identified through Planning

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:1

Program: HSIP (no subprograms)

Date of Program Methodology:6/30/2017

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
All crashes Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Level of service of safety (LOSS)
- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Local Safety

Date of Program Methodology:12/20/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Allows LA DOTD to address crashes on all public roads.

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

No

Describe the methodology used to identify local road projects as part of this program.

Top 20 parish crash data profiles were developed.

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:2
Cost Effectiveness:1
Total Relative Weight:3

Program: Other-Safe Routes to Public Places

Date of Program Methodology:2/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Other-Demand	

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions 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?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:2
Cost Effectiveness:1
Total Relative Weight:3

What percentage of HSIP funds address systemic improvements?

26.3

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- High friction surface treatment
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Roadway Departure Projects-Curves
- Rumble Strips
- Safety Edge

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- 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.

The Highway Safety Manual (HSM) was consulted for determining better methodologies for network screening and project level data analysis. Louisiana has developed state-specific safety performance functions and excel-based diagnostic tools for better targeting Highway Safety Improvement Plan (HSIP) funds. Additionally, LA DOTD utilizes the HSM spreadsheets and CMF Clearing House for project level analysis.

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)	$12,875,569	$59,553,407	462.53%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,085,174	$20,123	0.65%
Penalty Funds (23 U.S.C. 154)	$15,040,744	$13,824,928	91.92%
Penalty Funds (23 U.S.C. 164)	$15,040,744	$12,751,195	84.78%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$30,300,000	$29,525,506	97.44%
State and Local Funds	$0	$6,337,484	0%
Totals	$76,342,231	$122,012,643	159.82%

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

$5,989,388

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

$4,739,181

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

$250,000

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

$6,204,270

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

$3,085,174

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.

Louisiana Department of Transportation and Development (LA DOTD) has no impediments to obligating funds.

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
H.001557 LA 4: Banks Springs-Jct. US 165	Roadway	Roadway widening - travel lanes	1	Numbers	$5216.46	$5796.07	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.001557 LA 4: Banks Springs-Jct. US 165	Roadway	Roadway widening - travel lanes	1	Numbers	$579.61	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.001749 LA 5 Realignment and Cross Slop Improvement	Roadway	Superelevation / cross slope	1	Numbers	$48357.31	$57514.97	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.001749 LA 5 Realignment and Cross Slop Improvement	Roadway	Superelevation / cross slope	1	Numbers	$9157.66	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.001769 LA 511: LA 523-Fern Ave	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$-23719.1	$-26354.56	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.001769 LA 511: LA 523-Fern Ave	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$-2635.46	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$2264494.76	$2516105.29	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$11689.99	$0	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$239920.54	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.002163 Roundabout on LA 342 @ LA 724	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$207909.12	$207909.12	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.002370 LA 42 (US 61 - LA 44)	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-261793.88	$-261793.88	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.002672 Jackson(LA1208-3) @ Horseshoe Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$1836940.35	$1836940.35	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12

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
H.002822 Nicholson @ Brightside Lane	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$185962.58	$185962.58	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.003014 I-10: LA 347 to Atchafalaya Fldwy	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2039061.14	$2548826.42	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.003014 I-10: LA 347 to Atchafalaya Fldwy	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$854082.46	$0	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.003014 I-10: LA 347 to Atchafalaya Fldwy	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$-344317.18	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.006187 LA 15 @ Deer Park (S of LA 565-Levee)	Roadway	Roadway widening - curve	1	Numbers	$96300.88	$1292269.44	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.006524 Gretna Sidewalks and Safety Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$513104.09	$11827.24	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.006524 Gretna Sidewalks and Safety Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$58015.62	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.006531 Roundabout at Girard Pk and Hospital Dr.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$582980	$802374.35	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.006531 Roundabout at Girard Pk and Hospital Dr.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$219394.35	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.006546 Intersection Upgrade N Canal & 7th St.	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$609624.85	$837288.32	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.006738 Kids On The Move! (Phase III)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Numbers	$5861.76	$5861.76	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.008178 LA 1030: LA 16 - LA 1026	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-273207.77	$-263564.18	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.008178 LA 1030: LA 16 - LA 1026	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-26356.41	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.008248 LA 1: Hospital Road & WB Left Turn Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$0.11	$0.11	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.009152 Cleveland Ave: NS RR Xing	Intersection traffic control	Intersection traffic control - other	1	Numbers	$7481.04	$7481.04	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.009282 St. John the Baptist Parish Sidewalks	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Numbers	$3488.82	$621937.08	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.009308 New Orleans DPW SRTS Sidewalk	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$217408.52	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.009460 St. Tammany Parish Signing & Striping	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$0	$638951.16	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.009475 LA 538: Roundabout At Ravendale	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$-42126.84	$-42126.84	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.009726 US 90: J-Turns (Access Mgmt)	Access management	Median crossover - directional crossover	1	Numbers	$102435.95	$114645.1	HSIP (23 U.S.C. 148)			0	0		corridor	Intersections	Pages 3-12
H.009726 US 90: J-Turns (Access Mgmt)	Access management	Median crossover - directional crossover	1	Numbers	$12209.15	$0	State and Local Funds			0	0		corridor	Intersections	Pages 3-12
H.009863 BNSF (New Iberia) Evangeline St.	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$206.55	$206.55	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.009875 UP (Eunice) Samuel Dr.	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$430997.77	$430997.77	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010069 UP (W. Baton Rouge) Winterville	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$333531.51	$333531.51	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010077 IC (Reserve) Several RR X-Ing	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$912878.44	$912878.44	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010082 IC (Lutcher/Gramercy) Several	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$252285.02	$252285.02	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010087 US 51 B @ I-12: Clear & Grub(Roundabouts)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$-43063.73	$-47848.59	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010087 US 51 B @ I-12: Clear & Grub(Roundabouts)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$-4784.86	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.010088 KCS (DeRidder) Several RR X-Ing	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$726010.46	$726010.46	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.010098 KCS (Vernon) Several RR X-Ing Vernon Parish	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$12483.14	$12483.14	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010100 Pesson Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$3220	$29508.74	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Pedestrians	Pages 3-8
H.010109 Raceland and Bayou Blue Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$1932946.88	$0	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.010109 Raceland and Bayou Blue Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$91843.35	$2024790.23	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.010124 LA 16: Roundabout @ LA 447	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$1838662.09	$1838662.09	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010178 LA 120: Curve Realignment	Alignment	Horizontal curve realignment	1	Numbers	$-77787.52	$-86430.58	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010178 LA 120: Curve Realignment	Alignment	Horizontal curve realignment	1	Numbers	$-8643.06	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010184 LA 59: Curve Realign and Tunnel	Alignment	Horizontal curve realignment	1	Numbers	$2180943.72	$2423270.8	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010184 LA 59: Curve Realign and Tunnel	Alignment	Horizontal curve realignment	1	Numbers	$242327.08	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Intersection geometry - other	1	Numbers	$-202966.03	$-225517.82	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Intersection geometry - other	1	Numbers	$-22551.79	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.010202 I-20: Exit Lane Extension (Exits 3 & 5)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-4533.96	$-5037.73	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010202 I-20: Exit Lane Extension (Exits 3 & 5)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-503.77	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.010204 US 425: Roundabout @ Julia & Louisa	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$817116.86	$817116.86	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.010255 I-20 Tree Removal in Bienville	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-4597.45	$-5108.28	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010255 I-20 Tree Removal in Bienville	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-510.83	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010275 LA 792: Curve Improvement	Alignment	Horizontal curve realignment	1	Numbers	$-155325.62	$-172584.02	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010275 LA 792: Curve Improvement	Alignment	Horizontal curve realignment	1	Numbers	$-17258.4	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010280 US 167: Left Turn Lane SB from LA 28	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-19.84	$-22.04	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010280 US 167: Left Turn Lane SB from LA 28	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-2.2	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.010287 LA 3249: Roundabout @ I-20/Well Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$10629.55	$10629.55	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010353 US 167: Access Management (Lft Turn Lns)	Access management	Median crossover - directional crossover	1	Numbers	$14801025.65	$16445584.05	HSIP (23 U.S.C. 148)			0	0		corridor	Intersections	Pages 3-12
H.010353 US 167: Access Management (Lft Turn Lns)	Access management	Median crossover - directional crossover	1	Numbers	$1644558.4	$0	State and Local Funds			0	0		corridor	Intersections	Pages 3-12
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$31381.33	$0	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$52366.58	$2829922.3	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$277755.57	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010683 I-55: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$334729.76	$334729.76	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.010688 LA 3235: Imp @ LA 3162, LA 3161 & LA 657	Access management	Median crossover - directional crossover	1	Numbers	$4413859.16	$4904287.96	HSIP (23 U.S.C. 148)			0	0		corridor	Intersections	Pages 3-12
H.010688 LA 3235: Imp @ LA 3162, LA 3161 & LA 657	Access management	Median crossover - directional crossover	1	Numbers	$490428.8	$0	State and Local Funds			0	0		corridor	Intersections	Pages 3-12

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
H.010795 LA 42: Roundabout at Joe Sevario Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$15996.18	$15996.18	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010864 I-10: District 07 Cable Barrier	Roadside	Barrier - cable	1	Numbers	$335178.15	$335178.15	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.010865 I-210: Cove Ln Intg - E Jct I-10	Roadside	Barrier - cable	1	Numbers	$62100.45	$62100.45	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.010894 US 165: Right Turn Lane at LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-9797.99	$-10886.65	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.010894 US 165: Right Turn Lane at LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-1088.66	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.010922 LA 88 Realign Curves in Coteau	Roadway	Roadway widening - curve	1	Numbers	$14923.76	$16581.96	HSIP (23 U.S.C. 148)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.010922 LA 88 Realign Curves in Coteau	Roadway	Roadway widening - curve	1	Numbers	$1658.2	$0	State and Local Funds			0	0		Spot	Roadway Departure	Pages 3-11/12
H.011024 I-10: Med Protection, Oak Harbor	Roadside	Barrier - other	1	Numbers	$3485832.33	$14850510.25	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011024 I-10: Med Protection, Oak Harbor	Roadside	Barrier - cable	1	Numbers	$2772359.59	$14850510.25	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011024 I-10: Med Protection, Oak Harbor	Roadside	Barrier - other	1	Numbers	$1548261.25	$0	State and Local Funds			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011030 LA 59: Roundabout @ Lonesome Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2278176.44	$2293120.64	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011030 LA 59: Roundabout @ Lonesome Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$14944.2	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.011108 NS Several RR Xings (New Orleans)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$677670.31	$677670.31	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011135 E. Perdue: IC RR Xing (Baton Rouge)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$274006.2	$274006.2	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.011144 ALM Several RR Xings(Ouach & Morehouse)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$339680.2	$339680.2	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011196 Lake Charles SRTS Proj. Barbe Elem.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$-26565.96	$-26565.96	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.011216 City of Slidell Pavement Markings	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$74928.79	$46628.79	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.011220 I-10: NO CBD2 Carrollton-Lafitte Ave	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$8294737.51	$8294737.51	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)	Roadside	Barrier- metal	1	Numbers	$689132.76	$689132.76	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011261 LA 427: S. Acadian Thruway, I-10-LA 73	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	$3666599.48	$3666599.48	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.011278 I-12: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$5278967.47	$5278967.47	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011291 Dale, LA 677 & 344: LDRR Xings (New Iberia)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$803113.25	$803113.25	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$3011396.58	$3307559.53	HSIP (23 U.S.C. 148)			0	0		Spot	Pedestrians	Pages 3-8
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$296162.95	$0	State and Local Funds			0	0		Spot	Pedestrians	Pages 3-8
H.011296 LCHD Several RR Xings	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$157963.06	$157963.06	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011302 LA 28: Left Turn Lanes At LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-21309.37	$-23677.08	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011302 LA 28: Left Turn Lanes At LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-2367.71	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.011306 Robbins Rd: UP RR Xing (Forest Hill)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$328977.15	$328977.15	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$9075.23	$36282.57	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$27207.34	$0	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.011315 GOGR Several RR Xings (EBR & E. Feliciana)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$102319.69	$102319.69	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011323 Nighthawk/Span Trl: BNSF RR	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$28769.66	$28769.66	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011424 LA 157: Booker Rd to LA 614 Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-5114.02	$-5114.02	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Planning	Pages 3-8
H.011428 LA 3105: Greenacres to LA 72 Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-14926.65	$-14926.65	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Planning	Pages 3-8
H.011660 LA 3225: Turn Lanes at LA 623	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$83100.09	$161113.99	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.011660 LA 3225: Turn Lanes at LA 623	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$78013.9	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.011688 US 165: Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-15429.28	$-16991.88	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Planning	Pages 3-8
H.011688 US 165: Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-1562.6	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Planning	Pages 3-8
H.011723 Cotton & Silo: BNSF RR Xings (St.Mary)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$245852.89	$245852.89	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011786 Railroad St.: BNSF RR Xing (Cade)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$579307	$696614	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.011786 Railroad St.: BNSF RR Xing (Cade)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$117307	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.011789 LA 14 BYP: Right Turn Lane at US	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$322542.23	$358380.26	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.011789 LA 14 BYP: Right Turn Lane at US	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$35838.03	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.011846 Desiard Street Striping	Intersection traffic control	Pavement markings - miscellaneous/other/unspecified	1	Numbers	$-79863.22	$-79863.22	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.011880 Districts 08 & 58 Low Cost Safety	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$-28692.26	$-222427.46	Penalty Funds (23 U.S.C. 154)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011880 Districts 08 & 58 Low Cost Safety	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$62570.07	$0	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011880 Districts 08 & 58 Low Cost Safety	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$-131165.13	$0	Penalty Funds (23 U.S.C. 164)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011881 KCS (New Roads) Corridor	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$2442919.39	$2442919.39	HSIP (23 U.S.C. 148)			0	0		corridor	Intersections	Pages 3-12
H.011895 City of Monroe Guardrail	Roadside	Barrier- metal	1	Numbers	$-2431.62	$-2431.62	Penalty Funds (23 U.S.C. 164)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011910 LA 3132 Cable Barrier: I-20 to LA 523	Roadside	Barrier - cable	1	Numbers	$-328190.43	$-328190.43	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011917 I-49: MLK Dr. to Arkansas S/L	Roadside	Barrier - cable	1	Numbers	$6769307.65	$8456077.57	Penalty Funds (23 U.S.C. 154)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011917 I-49: MLK Dr. to Arkansas S/L	Roadside	Barrier - cable	1	Numbers	$1686769.92	$0	Penalty Funds (23 U.S.C. 164)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011918 Vidalia Traffic Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-3325.43	$-3325.43	Penalty Funds (23 U.S.C. 154)			0	0		corridor	Planning	Pages 3-8
H.011925 I-310 Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$-87741.46	$-87741.46	Penalty Funds (23 U.S.C. 164)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011926 I-10 & I-59: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$269254.47	$269254.47	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011931 LA 184: LA 184 & LA 468	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$208092.86	$208092.86	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12

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
H.011933 US 190 Median Barrier	Roadside	Barrier - cable	1	Numbers	$782571.65	$782571.65	Penalty Funds (23 U.S.C. 154)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011943 District 05 Low Cost Safety	Roadway	Pavement surface - high friction surface	1	Numbers	$167991.93	$190972.45	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011943 District 05 Low Cost Safety	Roadway	Rumble strips - edge or shoulder	1	Numbers	$4314.75	$0	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.011943 District 05 Low Cost Safety	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$18665.77	$0	State and Local Funds			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012049 I-20: WB Exit Ramp Extension At Minden	Interchange design	Extend existing lane on ramp	1	Numbers	$452396.07	$502662.3	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012049 I-20: WB Exit Ramp Extension At Minden	Interchange design	Extend existing lane on ramp	1	Numbers	$50266.23	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012078 LA 429: Improvements At LA 431	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$455077.8	$568847.26	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012078 LA 429: Improvements At LA 431	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$113769.46	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012081 LA 338 @ LA 14-Bypass	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$605729.26	$757161.58	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012081 LA 338 @ LA 14-Bypass	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$151432.32	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012143 LA 451: LA 114 to P Laborde Rd.	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$20123.01	$20123.01	HRRR Special Rule (23 U.S.C. 148(g)(1))			0	0		Spot	Roadway Departure	Pages 3-12
H.012194 US 167: Cable Barriers Rapides	Roadside	Barrier - cable	1	Numbers	$-1970.34	$-1970.34	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12

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
H.012205 GOGR Several RR Xings (District 61)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$71165.01	$71165.01	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012236 North Kenner Pedestrian Safety	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$227496.8	$227496.8	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.012272 LA 3060: Rt Turn Lane @ US 90	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$150149.64	$187687.05	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012272 LA 3060: Rt Turn Lane @ US 90	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$37537.41	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012276 US 61: J-Turns at Thomas Rd.	Access management	Change in access - close or restrict existing access	1	Numbers	$1291880.18	$1435422.43	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012276 US 61: J-Turns at Thomas Rd.	Access management	Change in access - close or restrict existing access	1	Numbers	$143542.25	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012279 Endom Bridge Approach Realignment	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$90950.57	$90950.57	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.012287 I-49 NB Exit Ramp at LA 98	Interchange design	Interchange design - other	1	Numbers	$115119.54	$127910.6	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012287 I-49 NB Exit Ramp at LA 99	Interchange design	Interchange design - other	1	Numbers	$12791.06	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012297 McMillan Rd/Blanchard St.	Pedestrians and bicyclists	Pedestrian signal	1	Numbers	$141269.03	$141269.03	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.012324 US 61: Fl Blvd-Miss River (Study)	Non-infrastructure	Transportation safety planning	1	Numbers	$0	$419851.97	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.012331 2017-2024 LSU Data Entry/Analysis	Non-infrastructure	Data/traffic records	1	Numbers	$4101358.72	$1868977.95	Penalty Funds (23 U.S.C. 164)			0	0		planning	Data	Pages 3-8
H.012347 LA 182: Rt Turn Lanes @ LA 660 & LA 316	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$618990.96	$773738.7	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012347 LA 182: Rt Turn Lanes @ LA 660 & LA 316	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$154747.74	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12

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H.012350 LA 128: Gilbert - Como	Roadway	Roadway widening - travel lanes	1	Numbers	$206705.2	$2184870.05	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		corridor	Roadway Departure	Pages 3-11/12
H.012350 LA 128: Gilbert - Como	Roadway	Roadway widening - travel lanes	1	Numbers	$38980.03	$0	State and Local Funds			0	0		corridor	Roadway Departure	Pages 3-11/12
H.012356 Ellerbe & Yearwood: UP RR Xings	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$612900.57	$612900.57	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012369 US 190 Barrier Feasibility Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-46695.69	$-46695.69	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.012393 LA 98: Roundabout at Mills	Intersection traffic control	Modify control - all-way stop to roundabout	1	Numbers	$20876.73	$20876.73	HSIP (23 U.S.C. 148)			0	0		Spot	Planning	Pages 3-8
H.012424 I-610 at St. Bernard Ave	Roadway	Pavement surface - high friction surface	1	Numbers	$692778.13	$-89232.87	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.012433 Holly St.: KCS RR Xing (DeQuincy)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$339086.36	$339086.36	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012434 Holbrook Park Rd: KCS RR Xing(Calcasieu)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$380597.02	$380597.02	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012436 Calhoun Dairy Rd: KCS RR Xing	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$276243.33	$276243.33	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012443 LA 22: Audible Thermoplastic	Roadway	Rumble strips - unspecified or other	1	Numbers	$-27126.52	$-27126.52	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.012464 Dist. 58 FYA	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$765050.99	$765050.99	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Intersections	Pages 3-12
H.012473 Zachary Taylor & Marconi Dr	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$94253.48	$145631.8	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.012473 Zachary Taylor & Marconi Dr	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$51378.32	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8

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H.012477 Kenner Signs & Pavement	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$184735.63	$-0.01	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.012477 Kenner Signs & Pavement	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$23747.34	$0	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.012479 Audubon Ave & Ardoyne Dr. Mini Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$0	$404059.83	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.012482 LA 46: St. Claude @ Elysian Fields	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	$-15784.48	$-17538.31	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012482 LA 46: St. Claude @ Elysian Fields	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	$-1753.83	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012527 Local Road Safety Upgrades (W Feliciana)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$77990.86	$77990.86	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.012553 LA 541: LA 18(Louisiana)-LA 18 (4th)	Intersection traffic control	Pavement markings - miscellaneous/other/unspecified	1	Numbers	$599463.18	$2387333	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		corridor	Intersections	Pages 3-12
H.012553 LA 541: LA 18(Louisiana)-LA 18 (4th)	Intersection traffic control	Pavement markings - miscellaneous/other/unspecified	1	Numbers	$5908.97	$0	State and Local Funds			0	0		corridor	Intersections	Pages 3-12
H.012593 LA 308: Turn Lane at LA 648	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$395344	$494180.01	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012593 LA 308: Turn Lane at LA 648	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$98836.01	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012600 LA 18: Left Turn Lane @ LA 3060	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$357129.57	$446411.97	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012600 LA 18: Left Turn Lane @ LA 3060	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$89282.4	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012609 LA 182: Right Turn Lane @ LA 24	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$234666.4	$293333	Other Federal-aid Funds (i.e.			0	0		Spot	Intersections	Pages 3-12

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							STBG, NHPP)								
H.012609 LA 182: Right Turn Lane @ LA 24	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$58666	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012612 LA 39: Right Turn Lane @ Dr Meraux Blvd	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$79457.26	$99321.58	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012612 LA 39: Right Turn Lane @ Dr Meraux Blvd	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$19864.32	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012640 LA 3246@I-10 Signal Performance Measure	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$190148.13	$190148.13	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012670 US 51B Near CM Fagan Dr. Signal Perf Meas	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$153734.38	$153734.38	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012687 I-49 Interchange Safety Improvement Studies	Non-infrastructure	Transportation safety planning	1	Numbers	$-30094.96	$-30094.96	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Planning	Pages 3-8
H.012720 Snooky's Rd: UP RR Xing (Allen)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$335472.2	$335472.2	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012724 Bolinger Cutoff Rd: UP-N of Plain Dealing	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$273414.81	$273414.81	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012725 Avenue G: NOGC Xing (Belle Chase)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$0	$442000.45	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012747 LA 20: Low Cost Safety	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$-4709.71	$-5233.01	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012747 LA 20: Low Cost Safety	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$-523.3	$0	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012770 LDRR CBA Project (Districts 02, 03,61)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$0	$448800.67	HSIP (23 U.S.C. 148)			0	0		Systemic	Intersections	Pages 3-12

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
H.012782 Jennings-Frank-Chateb'ry UP (St. Landry)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$1399843.36	$1399843.36	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012784 TIBR CBA Project(Beauregard)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$96019.04	$96019.04	HSIP (23 U.S.C. 148)			0	0		Systemic	Intersections	Pages 3-12
H.012798 LA 594: Roundabout at Rowland	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$47458.52	$47458.52	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012800 Local Roads HFST (Lafayette)	Roadway	Pavement surface - high friction surface	1	Numbers	$44563.45	$44563.45	Penalty Funds (23 U.S.C. 164)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012817 LA 928: Low Cost Safety	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$-44988.17	$-46534.31	HSIP (23 U.S.C. 148)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012817 LA 928: Low Cost Safety	Roadway delineation	Raised pavement markers	1	Numbers	$-1546.14	$0	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.012820 LA 378 @ LA 378 Spur: Intersection Improv	Intersection geometry	Intersection geometrics - re-assign existing lane use	1	Numbers	$29720.55	$33022.83	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.012820 LA 378 @ LA 378 Spur: Intersection Improv	Intersection geometry	Intersection geometrics - re-assign existing lane use	1	Numbers	$3302.28	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012836 LA 3127: Right Turn Lane at LA 3141	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$135840.64	$169800.8	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012836 LA 3127: Right Turn Lane at LA 3141	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$33960.116	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012858 Choctaw Road Striping	Roadway delineation	Improve retroreflectivity	1	Numbers	$53729.25	$53729.25	Penalty Funds (23 U.S.C. 164)			0	0		corridor	Roadway Departure	Pages 3-11/12
H.012874 I-55: LA 22 Interstate Lighting	Lighting	Site lighting - intersection	1	Numbers	$1836206.39	$2040229.33	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012874 I-55: LA 22 Interstate Lighting	Lighting	Site lighting - intersection	1	Numbers	$204022.94	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12

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
H.012875 I-12: LA 1026 (Juban Rd) Intchg Lighing	Lighting	Site lighting - interchange	1	Numbers	$1051879.63	$1168755.15	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012875 I-12: LA 1026 (Juban Rd) Intchg Lighing	Lighting	Site lighting - interchange	1	Numbers	$116875.52	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.012903 LA 70: RCUT at LA 3120	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-403009.08	$-403009.08	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Intersections	Pages 3-12
H.012911 US 90: Median Crossover Removal	Intersection geometry	Intersection geometry - other	1	Numbers	$604771.68	$755964.61	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.012911 US 90: Median Crossover Removal	Intersection geometry	Intersection geometry - other	1	Numbers	$151192.93	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.013029 Baton Rouge Ped/Bike Safety	Non-infrastructure	Transportation safety planning	1	Numbers	$250003	$0	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Pedestrians	Pages 3-8
H.013029 Baton Rouge Ped/Bike Safety	Non-infrastructure	Transportation safety planning	1	Numbers	$-283003.4	$-33000.4	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.013058 Brooklawn Dr: BRS RR Xing(East Baton Rouge)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$7197.42	$7197.42	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.013059 LAS RR CBA Project (Dist 04, 05, & 08)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Numbers	$530008	$530008	HSIP (23 U.S.C. 148)			0	0		Systemic	Intersections	Pages 3-12
H.013084 Peltier Park Sidewalk	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$223419.85	$223419.85	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Pedestrians	Pages 3-8
H.013088 Hatchell Lane Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$-228.94	$-228.94	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8
H.013090 Gretna Downtown Pedestrian Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$162617.59	$162617.59	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Pedestrians	Pages 3-8

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
H.013099 US 165 @ US 84: J-Turns	Access management	Median crossover - directional crossover	1	Numbers	$249051.59	$276723.99	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.013099 US 165 @ US 84: J-Turns	Access management	Median crossover - directional crossover	1	Numbers	$27672.4	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.013278 Dist. 02BC Flashing Yellow Arrow Part 1	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$4354514.58	$4354514.58	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Intersections	Pages 3-12
H.013322 LA 3040 Feasibility Study	Non-infrastructure	Transportation safety planning	1	Numbers	$0	$327337.68	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Planning	Pages 3-8
H.013532 Denham Springs Road Signing & Striping	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$79240	$79240	Penalty Funds (23 U.S.C. 164)			0	0		Spot	Intersections	Pages 3-12
H.013539 South Central Bike Ped Safety	Non-infrastructure	Transportation safety planning	1	Numbers	$0	$67389.07	Penalty Funds (23 U.S.C. 164)			0	0		planning	Pedestrians	Pages 3-8
H.013561 I-10: Pavement Marker Replacement I	Roadway delineation	Raised pavement markers	1	Numbers	$107925	$107925	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.013563 I-20: Pavement Marker Replacement VI	Roadway delineation	Raised pavement markers	1	Numbers	$208825	$208825	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.013565 I-10: Pavement Marker Replacement II	Roadway delineation	Raised pavement markers	1	Numbers	$139015.3	$139015.5	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.013566 I-110: Pavement Marker Replacement I	Roadway delineation	Raised pavement markers	1	Numbers	$209600	$209600	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.013568 I-49: Paement Marking Replacement VII	Roadway delineation	Raised pavement markers	1	Numbers	$386550.5	$386550.5	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12

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
H.013586 I-10: Canal St - St. Philip St	Roadway	Pavement surface - high friction surface	1	Numbers	$2405110.87	$2405110.87	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.013592 2018-2012 SHSP Acadiana Regional Coal	Non-infrastructure	Transportation safety planning	1	Numbers	$26095.48	$26095.48	Penalty Funds (23 U.S.C. 164)			0	0		Planning	Planning	Pages 3-8
H.013660 2018-2023 SHSP Southwest Regional Coal	Non-infrastructure	Transportation safety planning	1	Numbers	$227746.57	$227746.57	Penalty Funds (23 U.S.C. 164)			0	0		Planning	Planning	Pages 3-8
H.013716 US 167: Camellia Blvd-Churchill Dr (study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013720 Bonner St Bridge Ped Impr (study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013722 Morgan City Sidewalks & Shared Use Path(study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013751 Downtown Greenway LA Connector (study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013763 LRSP Signs & Striping (Vernon, Sabine)	Non-infrastructure	Transportation safety planning	1	Numbers	$7526.43	$7526.43	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013766 Local Road Signs & Striping(Caddo)	Non-infrastructure	Transportation safety planning	1	Numbers	$7526.43	$7526.43	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013767 Signs & Markings(St. Landry & St.Martin)(Study)	Non-infrastructure	Transportation safety planning	1	Numbers	$7526.43	$7526.43	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013769 Local Road Signing (Bienville) (Study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013770 LRSP Signing/Striping(Iberia) (study)	Non-infrastructure	Transportation safety planning	1	Numbers	$7526.43	$7526.43	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013772 Systemic Curve Signing (Acadia)(study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.013773 2018-2012 SHSP N.O & N. Shore Coalitions	Non-infrastructure	Transportation safety planning	1	Numbers	$316134.88	$316134.88	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8

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
H.013789 Curve Signing & Striping(Evangeline) (Study)	Non-infrastructure	Transportation safety planning	1	Numbers	$3763.21	$3763.21	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Planning	Pages 3-8
H.013799 2018-2023 SHSP Northwest Regional Coal.	Non-infrastructure	Transportation safety planning	1	Numbers	$306119.87	$306119.87	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.013807 US 190:0.04 MI W of S Frusha Dr	Roadway delineation	Roadway delineation - other	1	Numbers	$107501.88	$107501.88	Penalty Funds (23 U.S.C. 154)			0	0		Spot	Roadway Departure	Pages 3-11/12
H.013826 District 07 Safety Investment Plan	Non-infrastructure	Transportation safety planning	1	Numbers	$302079.73	$302079.73	Penalty Funds (23 U.S.C. 154)			0	0		planning	Data	Pages 3-8
H.013853 Idustrial Park Rd: AKDN Xing(Evangeline)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$0	$325649.3	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.013878 LA 28 Signal Performance Measures	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$207110.16	$207110.16	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.013879 US 79: TX S/L to 0.2 MI E of TX S/L	Intersection geometry	Intersection geometry - other	1	Numbers	$353756.26	$442195.33	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Spot	Intersections	Pages 3-12
H.013879 US 79: TX S/L to 0.2 MI E of TX S/L	Intersection geometry	Intersection geometry - other	1	Numbers	$88439.07	$0	State and Local Funds			0	0		Spot	Intersections	Pages 3-12
H.013893 I-20: I220-I220 & I-49: LA 3132-I20 RPM	Roadway delineation	Raised pavement markers	1	Numbers	$901460	$901460	Other Federal-aid Funds (i.e. STBG, NHPP)			0	0		Systemic	Roadway Departure	Pages 3-11/12
H.971121 KCS (Delta)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$-496.85	$-496.85	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.971236 BNSF (Morgan City)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Numbers	$22.26	$22.26	HSIP (23 U.S.C. 148)			0	0		Spot	Intersections	Pages 3-12
H.972128 Capital Region Coalition	Non-infrastructure	Transportation safety planning	1	Numbers	$-0.01	$-0.01	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8

2019 Louisiana Highway Safety Improvement Program

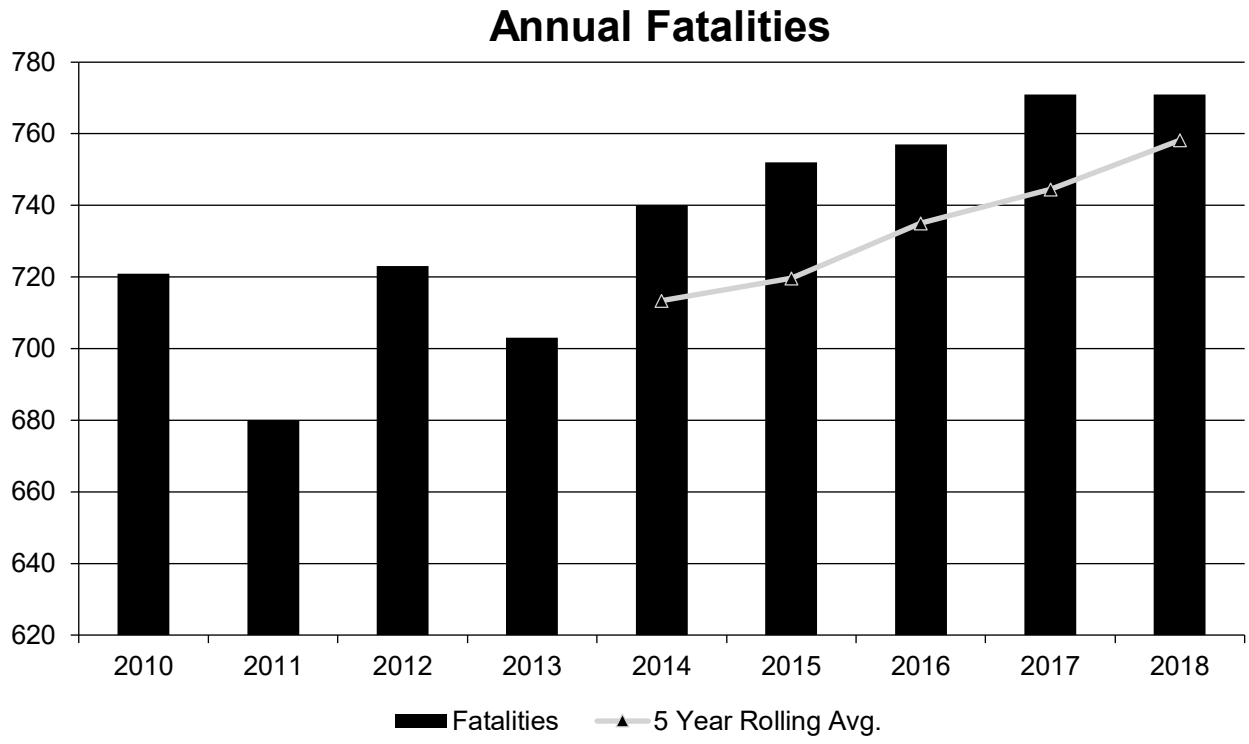
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.972137 LCG Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$-19633.08	$-19633.08	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972143 Northeast Regional Coal. Coord.	Non-infrastructure	Transportation safety planning	1	Numbers	$-2635.43	$-2635.43	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8
H.972144 Central LA Regional Coal. Coord.	Non-infrastructure	Transportation safety planning	1	Numbers	$-405.57	$-405.57	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972145 Southwest Reg. Coal. Coord.	Non-infrastructure	Transportation safety planning	1	Numbers	$-23624.37	$-23624.37	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972160 S Central Reg. Coal. Coord.	Non-infrastructure	Transportation safety planning	1	Numbers	$-62388.57	$-62388.57	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972177 LA Center for Transp. Safety	Non-infrastructure	Transportation safety planning	1	Numbers	$-145829.91	$-145829.91	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972277 Section 33 LTAP 1/1/2017-12/31/2017	Non-infrastructure	Transportation safety planning	1	Numbers	$-68151.03	$-68151.03	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972313 Planning Work Program 7/1/2018	Non-infrastructure	Transportation safety planning	1	Numbers	$1323480	$1323480	Penalty Funds (23 U.S.C. 164)			0	0		planning	Planning	Pages 3-8
H.972316 Section 33 LTAP 1/1/2018-12/31/2018	Non-infrastructure	Transportation safety planning	1	Numbers	$16061.47	$16061.47	Penalty Funds (23 U.S.C. 154)			0	0		planning	Planning	Pages 3-8

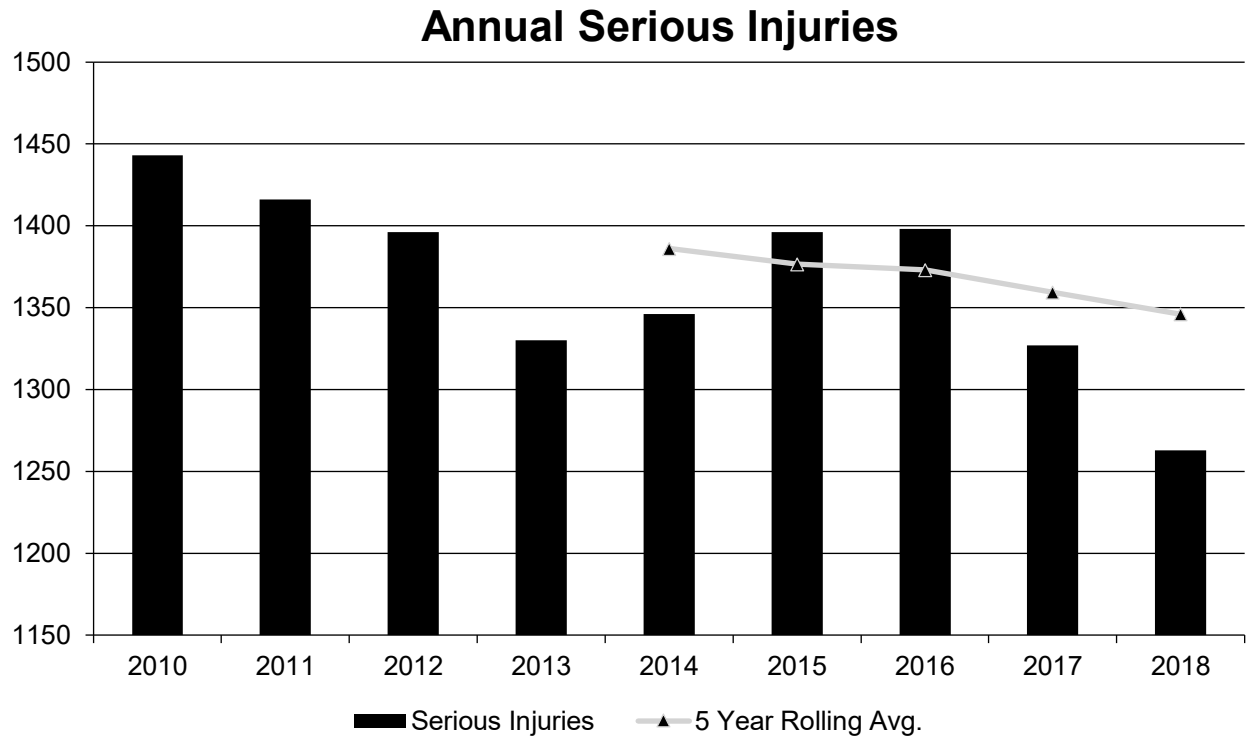
Safety Performance

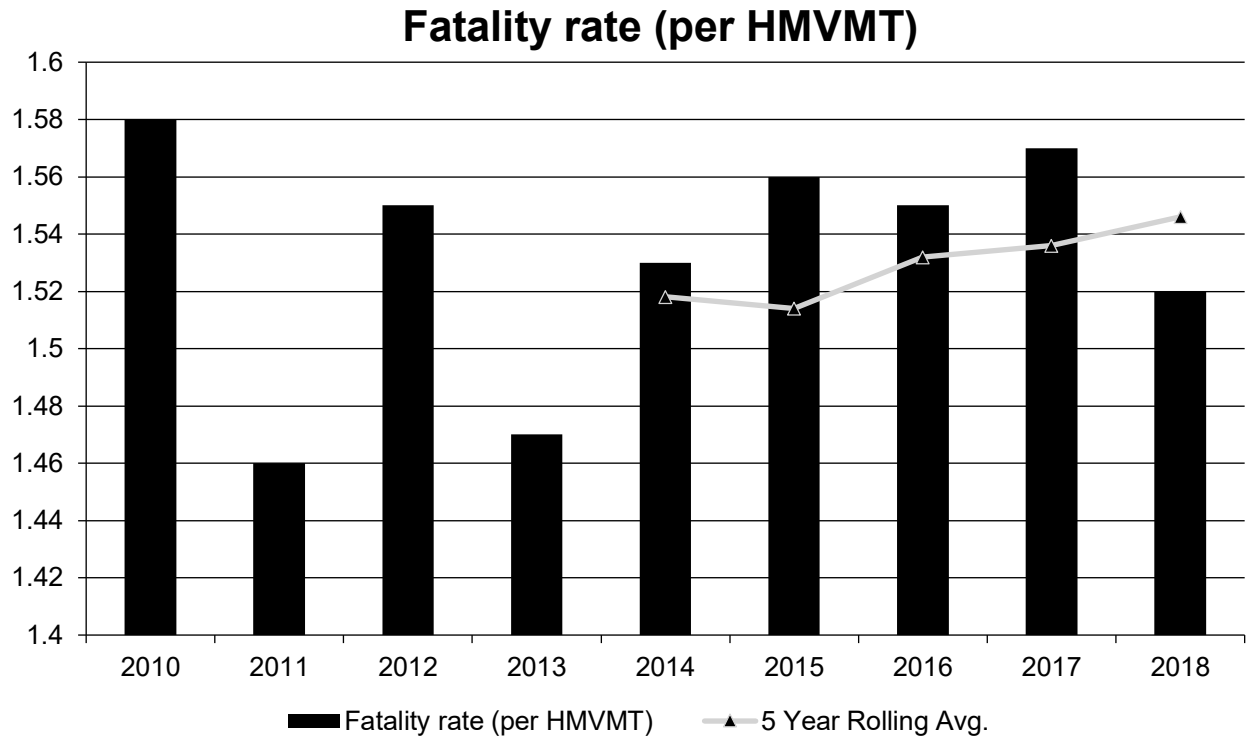
General Highway Safety Trends

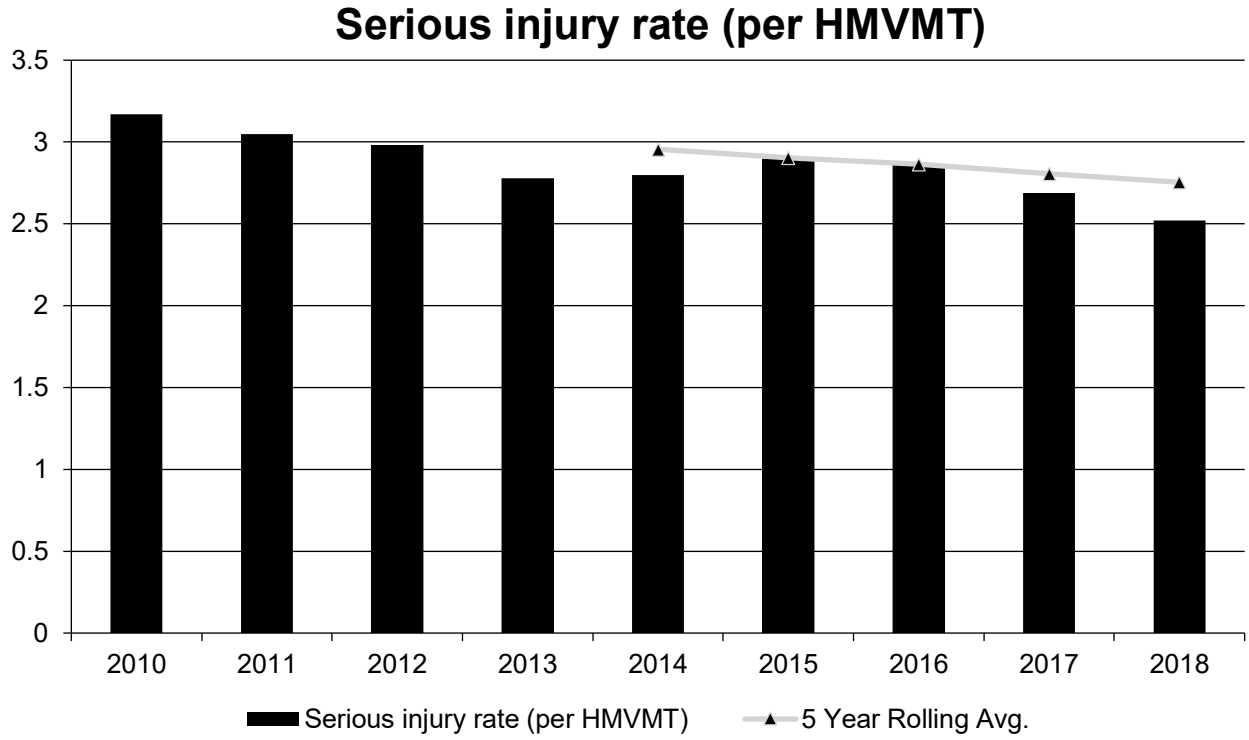
Present data showing the general highway safety trends in the State for the past five years.

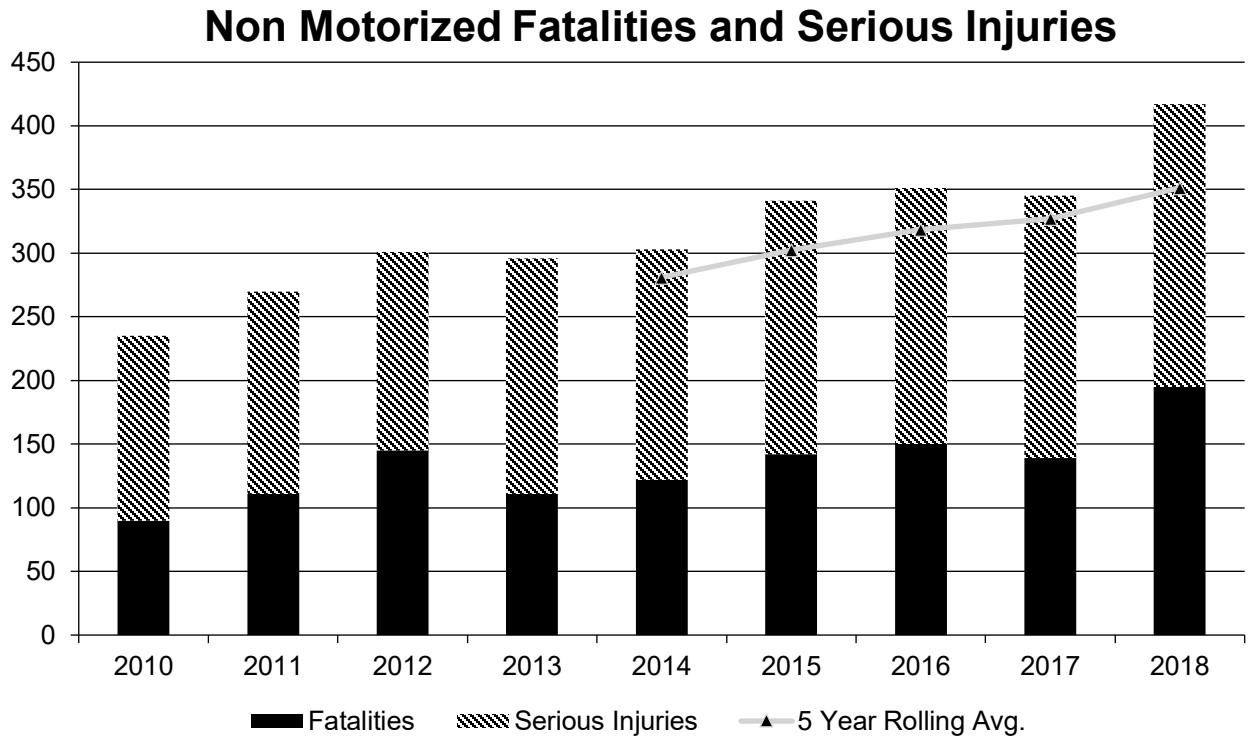
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	721	680	723	703	740	752	757	771	771
Serious Injuries	1,443	1,416	1,396	1,330	1,346	1,396	1,398	1,327	1,263
Fatality rate (per HMVMT)	1.580	1.460	1.550	1.470	1.530	1.560	1.550	1.570	1.520
Serious injury rate (per HMVMT)	3.170	3.050	2.980	2.780	2.800	2.900	2.860	2.690	2.520
Number non-motorized fatalities	90	111	145	111	122	142	150	139	195
Number of non-motorized serious injuries	145	159	156	185	181	199	201	206	222


Annual Fatalities
780
760
740
720
700
680
660
640
620
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1500
1450
1400
1350
1300
1250
1200
1150
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.58
1.56
1.54
1.52
1.5
1.48
1.46
1.44
1.42
1.4
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
3.5
3
2.5
2
1.5
1
0.5
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2018

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	43.6	31.2	0.72	0.52
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	42.6	25.4	1.53	0.91
Rural Minor Arterial	61.8	44.6	1.97	1.43
Rural Minor Collector	30.2	18.4	2.69	1.64
Rural Major Collector	94.4	46.4	2.76	1.35
Rural Local Road or Street	9.8	9.2	2.35	2.33

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)
Urban Principal Arterial (UPA) - Interstate	69.2	132.4	0.75	1.45
Urban Principal Arterial (UPA) - Other Freeways and Expressways	5.4	8.2	0.46	0.78
Urban Principal Arterial (UPA) - Other	115	296.6	1.58	4.08
Urban Minor Arterial	85.8	133.6	1.95	3.03
Urban Minor Collector				
Urban Major Collector	40.6	44.2	2.94	3.2
Urban Local Road or Street				

Year 2018

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	605.8	817.2	1.49	2.01
County Highway Agency	77.4	176.2	4.13	9.4
Town or Township Highway Agency				
City or Municipal Highway Agency	70.2	345.4	1.18	5.79
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority		18.4		
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Urban local road is not populating correctly. Statewide routes are only provided. Non state owned roadways are not included.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:743.0

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

2019 Louisiana Highway Safety Improvement Program
The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, Louisiana Highway Safety Commission (LHSC) and the Louisiana Department of Transportation and Development (LA DOTD) teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the American Association of State Highway and Transportation Officials (AASHTO) goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2020. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Based on historical data, the number of fatalities has increased annually over the last 5 years from 740 in 2014 to 769 in 2018. A steady percentage based reduction was chosen as the most practical justification for determine the 2020 target. To achieve the 2020 target, fatalities will have to be reduced by two percent from 758 (2014 to 2018 average) to 743.0 in 2020.

Number of Serious Injuries:1319.0

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

Describe the basis for established target, including how it supports SHSP goals. The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2019. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Serious injuries have fluctuated over the last five years and have decreased from a five-year high of 1398 in 2016 to a five-year low of 1262 in 2018. A five-year average trend line was chosen as the most practical justification for determining the 2020 target based on trends and current programs enacted to address overall serious injuries in the State. To achieve the 2020 target, serious injuries will have to be reduced by two percent from 1346 (2014 to 2018 average) to 1319 in 2020.

Fatality Rate:1.518

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of

fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2020. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2020 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.548 (2014 to 2018 average) to 1.518 in 2020.

Serious Injury Rate:2.696

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2020. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2020 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 2.745 (2014 to 2018 average) to 2.696 in 2020.

Total Number of Non-Motorized Fatalities and Serious Injuries:345.0

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. This goal is especially critical for our most vulnerable non-motorized users, a population that has seen rapid growth in recent years. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030 for all road users. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2020. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Non-motorized user fatalities and serious injuries have increased in 2018 to an all-time high (since tracking began in 2005) of 417, up 38% from 303 in 2014. However as practical solutions are implemented and as awareness is heightened we feel confident that a 1% decrease annually can be realized. To achieve the 2020 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2.0 percent from 352 (2014 to 2018 average) to 345.0 in 2020.

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

For support on safety performance management and target setting, Louisiana Department of Transportation and Development (LA DOTD) works with the Highway Safety Research Group (HSRG) at Louisiana State University. HSRG has developed several web-based dashboards to support the SHSP, including one for target setting. The dashboard calculates five year averages and shows how they compare to the Strategic Highway Safety Plan (SHSP) goal, which is halving fatalities by 2030. It also calculates a linear trend forecast. It is possible to filter the data in the target setting dashboard by the nine Regional Safety Coalitions established to implement the SHSP. Each regional coalition has its own SHSP safety goal, which is a proportion of the total State SHSP goal. Coalitions can use the dashboard to look at trend lines. Given that the regional safety coalitions represent larger areas than the Metropolitan Planning Organizations (MPOs) and already have their own strategic goals related to the SHSP, participants noted it may be confusing for the MPOs to set additional safety targets.

For annual performance targets the Louisiana Highway Safety Commission (LHSC) has used three and five-year average linear trends to set targets. Generally they have used three-year averages, which has better R-squared values indicating how well the trend line fit the data. For some emphasis areas, such as non-motorized crashes, they have chosen a target of maintenance of the same value. In the future LHSC targets for the common measures will need to be set using five-year rolling averages to be in alignment with the FHWA rule and so LADOTD/SHSO targets will be identical.

LA DOTD and LHSC have been working together for the past several years to obtain agreement on targets. They have reviewed trends using three and five year averages and chosen targets based on the trend line that seems most reasonable based on the R-squared and the annual percentage reduction required to meet the target. Louisiana has an SHSP Implementation team, which meets twice per year. The group met in 2018 and agreed on safety targets for the required performance measures.

According to the Planning Final Rule (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued May 27, 2016) Metropolitan Transportation Plans (MTPs) will need to discuss how the plan will achieve safety targets. The MPOs Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) also must discuss how they will achieve targets. Every MTP update will include development of a System Performance Report, which will state what targets are and whether the region achieved targets.

Safety performance management happens annually. However for other performance measures it will not be reported annually.

The review of MPO target achievement will be part of FHWA planning process reviews. Any needed changes will happen within the planning process review. There is no consequence for MPOs in the Federal legislation. MPOs will report their targets (either targets specific to the region or support of the five State safety targets, or a combination of the two) to the LA DOTD. A method for reporting to the State DOT is not prescribed. The LA DOTD needs to determine how that will happen. For example, reporting could take the form of MPO minutes that are copied to the LA DOTD or letter from MPO Executive director to LA DOTD.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 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.

Fatalities
Louisiana did not achieve the 2018 safety performance target for total fatalities. This is primarily attributed to a rise in non-motorized user fatalities despite ongoing efforts to improve safety infrastructure and promote awareness for non-motorized users. Louisiana observed motor vehicle occupant fatalities down to a seven-year low in 2018 while pedestrian fatalities increased 43%, to the highest level observed in modern times. Had Louisiana made any significant progress in reducing pedestrian fatalities, the 2018 target would have easily been achieved. Moving forward, we will be looking at these user groups independently and adjusting our safety performance targets accordingly.

Suspected Serious Injury
Louisiana has achieved the 2018 safety performance target for suspected serious injury. This is the result of a nearly 5% decrease in suspected serious injuries across the state from 2017 to 2018, thanks to ongoing infrastructure, enforcement, and education activities. In 2019, Louisiana updated its definition of serious injury to conform with the Model Minimum Uniform Crash Criteria Guideline and thus it is expected that Louisiana suspected serious injuries will increase to a number of instances closer to what was observed in 2017 due to the new definition encompassing a wider type of injury than the previous definition.

Fatality Rate
Louisiana did not achieve the 2018 safety performance target for total fatality rate despite an increase in vehicle miles traveled across the state. This is primarily attributed to a rise in non-motorized user fatalities despite ongoing efforts to improve safety infrastructure and promote awareness for non-motorized users. Louisiana observed motor vehicle occupant fatality rate down to a seven-year low in 2018 while pedestrian fatalities increased 43%, to the highest level observed in modern times. Had Louisiana made progress in reducing pedestrian fatalities, the 2018 fatality rate target would have been achieved. Moving forward, we will be looking at these user groups independently and adjusting our safety performance targets accordingly.

Suspected Serious Injury Rate
Louisiana has achieved the 2018 safety performance target for suspected serious injury rate. This is the result of a nearly 5% decrease in suspected serious injuries across the state from 2017 to 2018 coupled with an increase in vehicle miles traveled over the same period. This can be attributed to ongoing infrastructure, enforcement, and education activities throughout the state. In 2019, Louisiana updated its definition of serious injury to conform with the Model Minimum Uniform Crash Criteria Guideline and thus it is expected that Louisiana suspected serious injuries will increase to a number of instances closer to what was observed in 2017 due to the new definition encompassing a wider type of injury than the previous definition.

Non-motorized Fatalities & Suspected Serious Injuries
Louisiana did not achieve the 2018 safety performance target for non-motorized fatalities and suspected serious injuries. This is primarily attributed to a 43% increase in pedestrian fatalities from 2017 to 2018 despite ongoing efforts to improve safety infrastructure and promote awareness for non-motorized users. Additionally bicyclist fatalities increased 29%, pedestrian suspected serious injuries were up 9%, while bicyclist suspected serious injuries have been steady from 2016-2018 despite a significant decrease in total suspected serious injuries in 2018. Louisiana needs to continue making major investments to non-motorized user infrastructure and improve safety culture to make significant progress towards improving transportation safety for these user groups.

Applicability of Special Rules

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

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	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	70	65	67	84	75	78	94
Number of Older Driver and Pedestrian Serious Injuries	69	86	71	89	90	89	82

FARS data was used for fatalities

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Other-Change in all crashes at locations in the HSIP

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

Based on 2018 statewide crash data, we have observed a decline in motor vehicle occupant fatalities and serious injuries. We believe this is due to our focus on roadway departure projects. However, we have seen a significant increase in pedestrian and bicycle fatalities. We have initiated a crash data assessment on non-motorized users over the last 5 years to gain insight into potential causes and strategies to address this.

Also, before/after crash rate evaluations were calculated for fourteen completed HSIP Safety Projects with Final Inspection dates in 2015. The fourteen projects were broken down into 24 sites; 7 intersections and 17 segments. Overall, we saw a crash rate reduction of 6% for these projects.

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

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

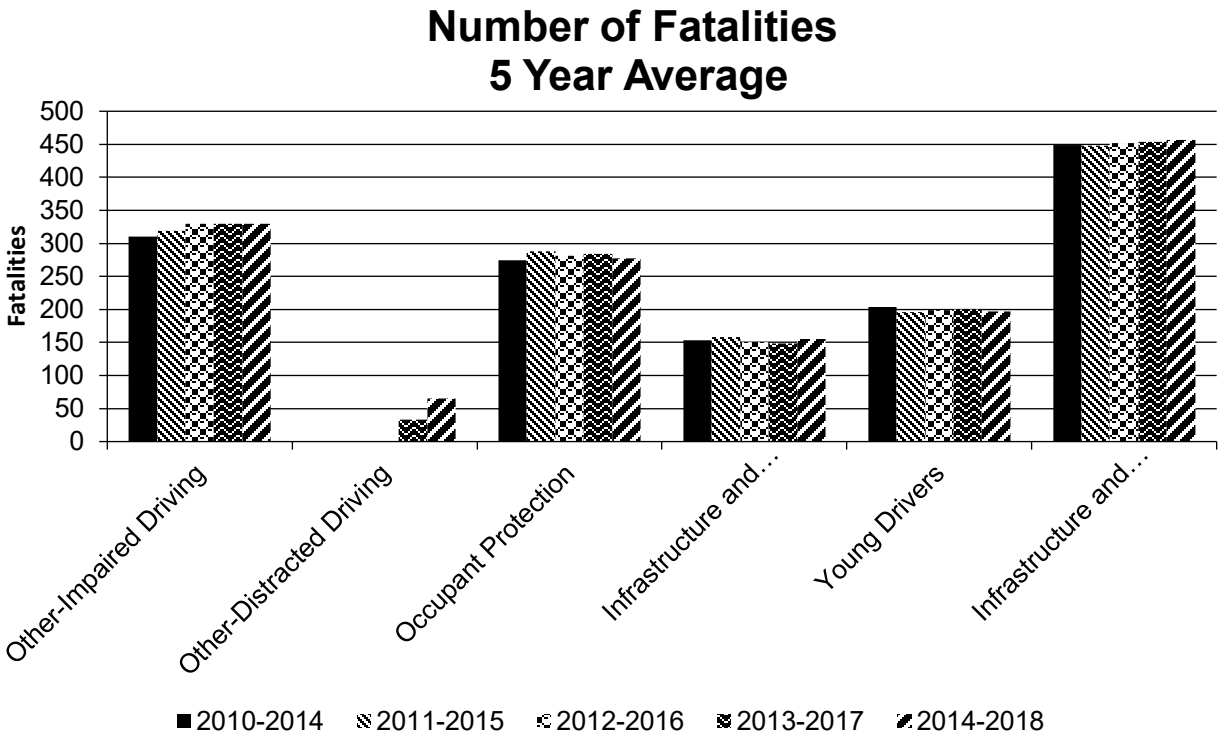
Effectiveness of Groupings or Similar Types of Improvements

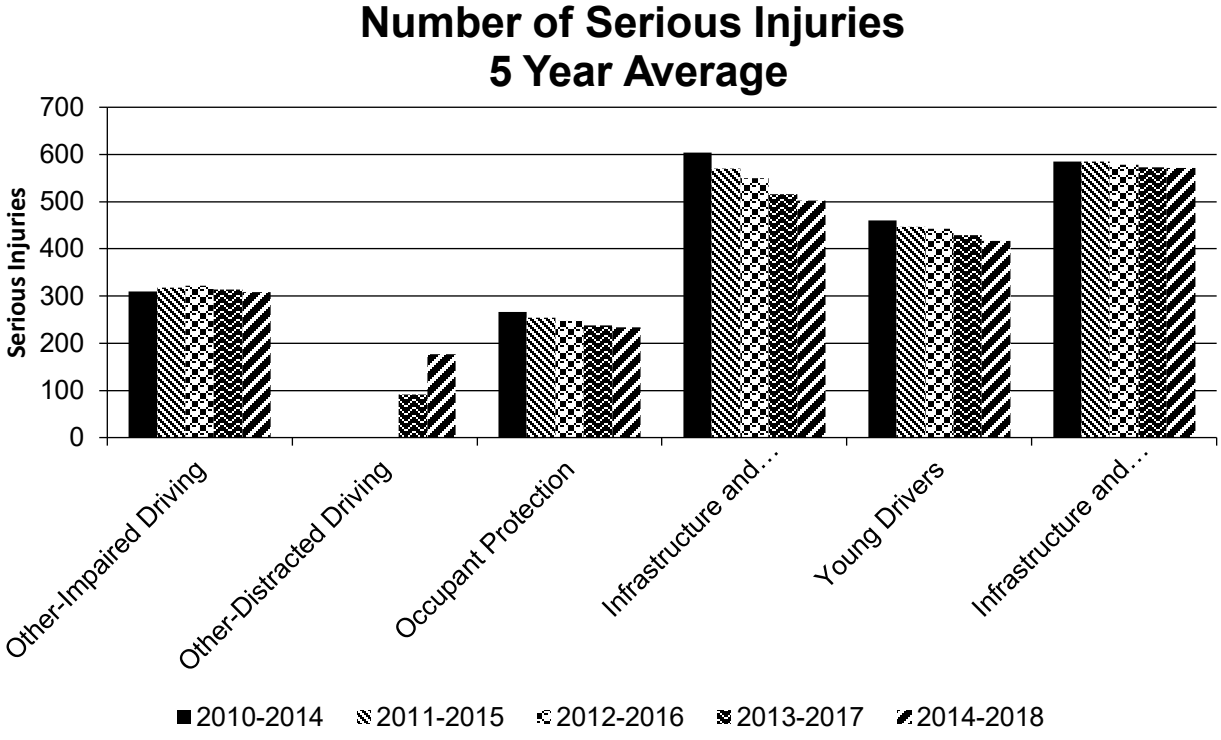
Present and describe trends in SHSP emphasis area performance measures.

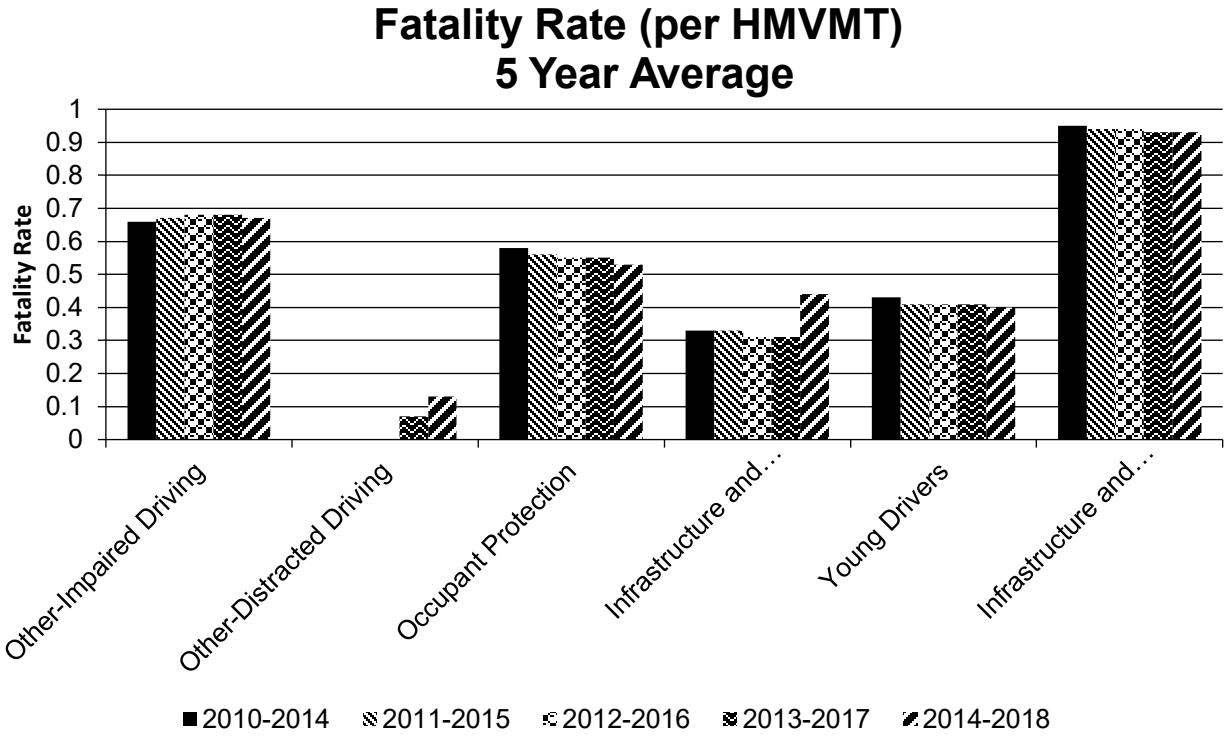
Year 2018

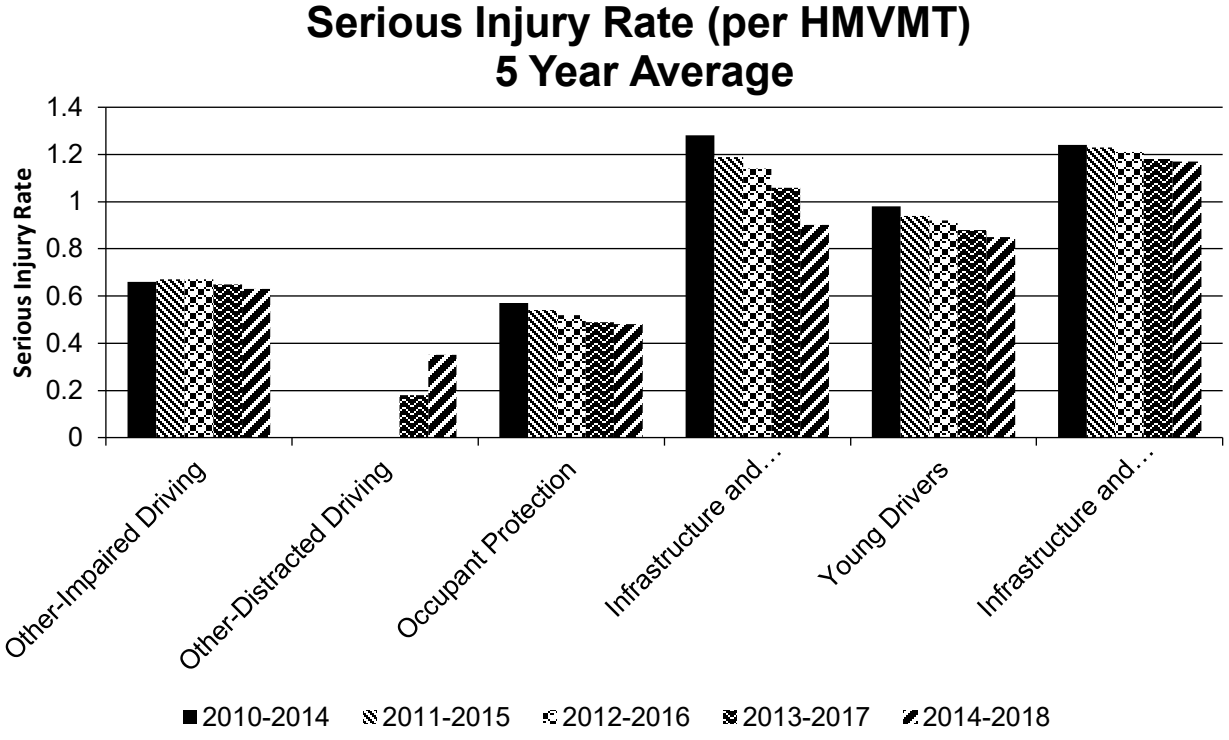
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Other-Impaired Driving		330	308	0.67	0.63
Other-Distracted Driving		65	176.6	0.13	0.35
Occupant Protection		277.2	234	0.53	0.48
Infrastructure and Operations-Intersections		154.8	502.8	0.44	0.9

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)
Young Drivers		196.8	416.4	0.4	0.85
Infrastructure and Operations-Roadway Departure		456.6	571.4	0.93	1.17


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Other-Impaired Driving
Other-Distracted Driving
Occupant Protection
Infrastructure and…
Young Drivers
Infrastructure and…
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Other-Impaired Driving
Other-Distracted Driving
Occupant Protection
Infrastructure and…
Young Drivers
Infrastructure and…
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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

No

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
na														

Compliance Assessment

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

07/27/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2021

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

2022

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

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	100
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100						100			
	Begin Point Segment Descriptor (10)	100	100					100	100	100	100
	End Point Segment Descriptor (11)	100	100					100	100	100	100
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	100									
	Access Control (22)	100									

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100						100			
	Average Annual Daily Traffic (79)	75	5					75	5		
	AADT Year (80)	75	5								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)										
	Location Identifier for Road 2 Crossing Point (123)										
	Intersection/Junction Geometry (126)			100							
	Intersection/Junction Traffic Control (131)			100							
	AADT for Each Intersecting Road (79)			75	5						
	AADT Year (80)			75	5						
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at					100	100				

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Ending Ramp Terminal (201)										
	Ramp Length (187)					100	100				
	Roadway Type at Beginning of Ramp Terminal (195)					100	100				
	Roadway Type at End Ramp Terminal (199)					100	100				
	Interchange Type (182)										
	Ramp AADT (191)					10					
	Year of Ramp AADT (192)					10					
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**97.22**	**67.22**	**43.75**	**1.25**	**65.45**	**63.64**	**97.22**	**67.22**	**100.00**	**100.00**

*Based on Functional Classification

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.

Between 2012 and 2016, DOTD collected roadway attribute data for all public roads including those that are locally classified. This process involved the use of a Data Collection Vehicle that captured video imagery. MIRE FDEs that could be captured from video were included in the data delivery. The raw data has been made available to local agencies as DOTD develops methods to maintain the road centerline and attribute data that are not owned by the State. During this time frame, an Enterprise GIS system is being implemented in order to manage and properly distribute the data using an established Linear Reference System. DOTD is piloting an effort with the Acadiana Planning Commission to establish standards and protocols for obtaining updates from local agencies. This includes developing a data dictionary, complete with schema and domain values. The raw attribute data for the non-state system is currently being translated to include the Linear Reference System established by the Enterprise GIS. Once complete and loaded into the Enterprise, DOTD will have the ability to publish GIS data and maps that can be shared and used for collaboration purposes.

Items outside of the collection scope include traffic volume information as well as unique identifiers for intersection attributes. While DOTD has an extensive Traffic Monitoring Program for State Highways, it continues to study the use of vehicle probe data in order to acquire complete AADT coverage on locally classified roads. Additional efforts are underway within GIS to establish intersection identification and create unique identifiers for attaching related data items.

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

No

When does the State plan to complete its next HSIP program assessment.

2020

Optional Attachments

Program Structure:

2018 SRTPPP Application.docx
LRSP_2018_Project_Application.docx
13.docx
2016_LRSP App_ Jan.pdf
2018 Safe Routes to Public Places Program Evaluation and Selection Policy.pdf
2018 Safe Routes to Public Places Program Guidelines.pdf
2018 SRTPPP Project Application Evaluation Form HSIPPEN.xlsx
LRSP 2018 Application Evaluation Form.xlsx
LRSP 2018 Guidelines & Policies.docx
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.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.