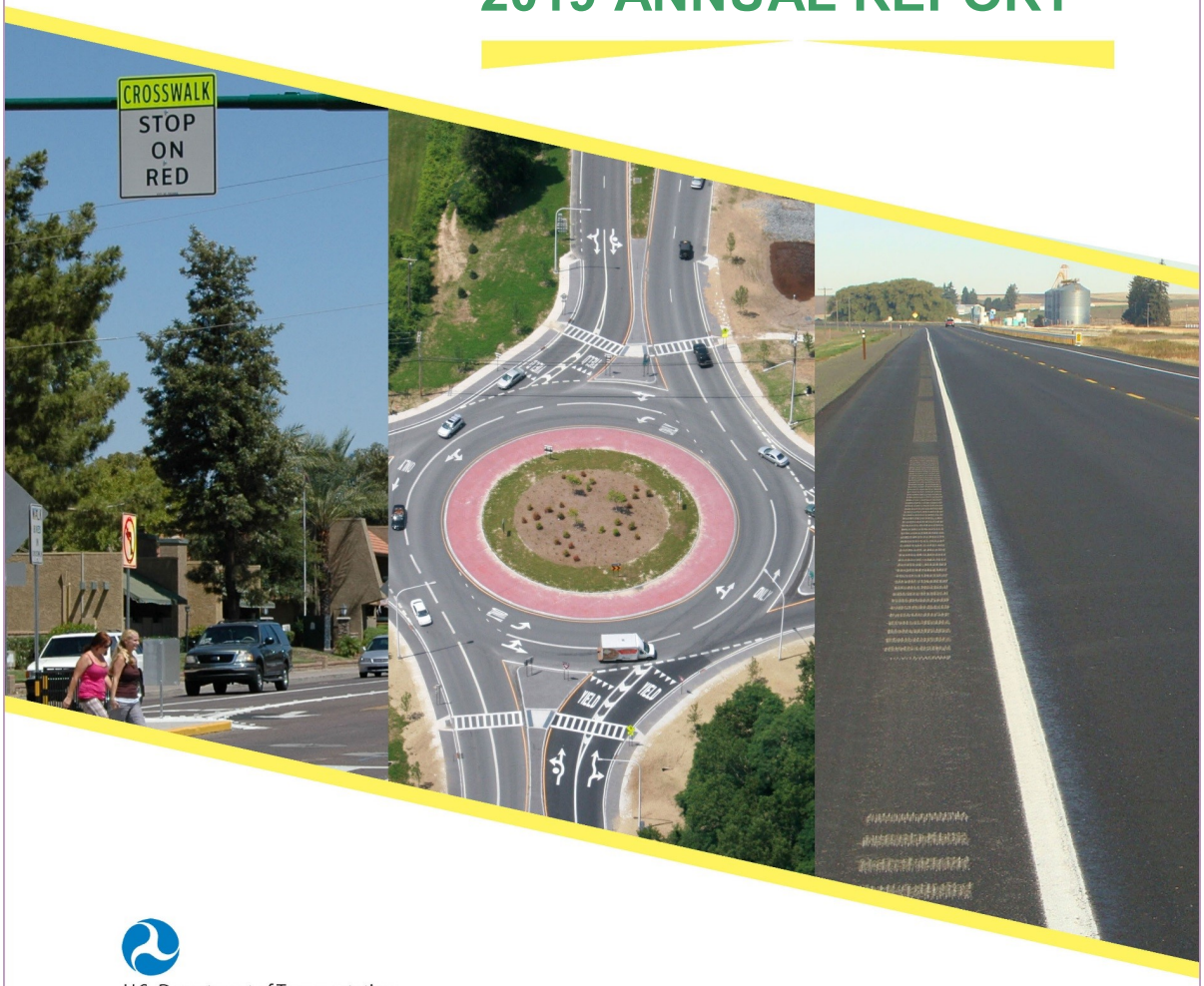
OKLAHOMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Table of Contents

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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

ODOT obligated $48.6 million in HSIP funds for FFY2018. 65 percent of HSIP funds were obligated for bridge projects, followed by 7.5 percent on cable barrier, 7.4 percent on ADA compliance, 6.5 percent on Horizontal Curves, and 6.0 percent on striping. Remaining funds were obligated for rumble strips, intersection improvements, guardrail replacement, ITS operations and infrastructure, signing, and pedestrian improvements.

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.

HSIP funding is distributed among field offices and the central Traffic Division office. Safety infrastructure programs using HSIP funds administered by Traffic Engineering Division constitute a minority of HSIP funds allocated.

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- Other-Central Office

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

Local road projects do not currently use HSIP funds.

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

- Design
- Districts/Regions
- Traffic Engineering/Safety

Describe coordination with internal partners.

The majority of HSIP funds are not allocated to the Division (Traffic) which is responsible for preparing this report. This report applies primarily to those funds which are allocated to Traffic Division. Traffic Division is not able to report on the administrative practices relevant to the remainder of the HSIP spending. The Traffic Division provides field offices with an annual Crash Digest, which can be used for selecting optimal safety project locations.

Identify which external partners are involved with HSIP planning.

- Other-None

Describe coordination with external partners.

Coordination with external partners does not involve use of HSIP funds at this time.

Program Methodology

Select the programs that are administered under the HSIP.

- Horizontal Curve
- Intersection
- Median Barrier
- Roadway Departure
- Sign Replacement And Improvement
- Other-Striping

Program: Horizontal Curve

Date of Program Methodology:1/1/2018

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
Other-run off road injury/fatal	Traffic Lane miles	Horizontal curvature Roadside features Other-Shoulder Width Other-Speed Limit Other-Design Speed

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment
- Expected crash frequency with EB adjustment
- 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

Ranking based on B/C:3
Available funding:4
Incremental B/C:5
Ranking based on net benefit:1
Cost Effectiveness:2

Program: Intersection

Date of Program Methodology:1/1/2017

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
Other-Angle 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?

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

Other-Crash Frequency:1

Program: Median Barrier

Date of Program Methodology:1/1/2017

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	
Other-Crossover Crashes	Traffic Lane miles	Median Other-Access Control	width

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment
- Other-Crash Severity Prediction Function

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

Ranking based on B/C:1

Program: Roadway Departure

Date of Program Methodology:1/1/2017

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	
Other-run off road injury/fatal	Traffic Lane miles	Roadside Other-terrain type	features

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

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

Ranking based on B/C:1

Program: Sign Replacement And Improvement

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Other-Safety Infrastructure

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

Other-None

What project identification methodology was used for this program?

- Other-District Selection

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-District Selection

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).

Other-District Selection:1

Program: Other-Striping

Date of Program Methodology:1/1/2017

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

What project identification methodology was used for this program?

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-option of field districts

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).

What percentage of HSIP funds address systemic improvements?

5.62

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

- Cable Median Barriers

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.

HSM predictive method is used to evaluate potential benefits of projects.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

Most HSIP projects created by Traffic Division are systemic. Predictive methods are used to prioritize locations for treatment where practicable, otherwise crash frequency is used. Predictive methods have been used in one case (median cable barrier) as a way of indirectly prioritizing one program in comparison to others. Predictive methods are also used to help identify hot spot locations and (outside of Traffic Division) to prioritize locations for treatment. The core metric for prioritization is benefit/cost ratio, either explicitly or through some metric that is an approximate surrogate.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal 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)	$48,623,968	$38,721,795	79.64%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$13,979,118	$14,017,548	100.27%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$237,261,382	0%
State and Local Funds	$71,246,298	$174,350,377	244.71%
Totals	$133,849,384	$464,351,102	346.92%

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

0%

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

0%

Local government safety projects are funded through STP.

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

$600,000

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

$600,000

Funding was spent on ITS Operations.

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

0%

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

0%

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

Funds are obligated at a level above Traffic Engineering's influence. There are no plans to overcome this challenge in the future.

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
3325104	Intersection traffic control	Intersection traffic control - other	1	Intersections	$258541	$323177	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,600	65	State Highway Agency	Spot	Intersections	Traffic Signals
2700507	Lighting	Intersection lighting	1	Intersections	$124744	$124744	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,800	65	State Highway Agency	Unknown	Intersections	None
3336004	Roadway delineation	Longitudinal pavement markings - remarking	31.77	Miles	$439510	$439510	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
2883408	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	2	Intersections	$1780815	$1780815	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,600	65	State Highway Agency	Unknown	Intersections	Signing
3325404	Intersection traffic control	Intersection traffic control - other	1	Intersections	$209250	$261564	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,300	55	State Highway Agency	Spot	Intersections	Traffic Signals
3296704	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Locations	$85895	$85895	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,900	45	State Highway Agency	Mobility	None	ADA Compliance
3296604	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Locations	$351250	$351250	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,800	40	State Highway Agency	Mobility	None	ADA Compliance
3360604	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon	0.63	Miles	$150629	$167367	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	16,000	35	State Highway Agency	Spot	Pedestrians	Pedestrian Hybrid Beacon
3347904	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$22442	$24937	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,000	35	State Highway Agency	Request	None	School Zone
3294704	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Locations	$886094	$886094	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,400	65	State Highway Agency	Mobility	None	ADA Compliance
3309504	Roadside	Barrier - cable	5	Miles	$1173664	$1173664	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	17,800	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3370404	Roadway	Rumble strips - center	46.6	Miles	$942400	$942400	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Policy/Other	Lane Departure	CLRS

2019 Oklahoma Highway Safety Improvement Program

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2896104	Roadway	Roadway - other	1	Bridge	$9774760	$9774760	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	18,700	70	State Highway Agency	Unknown	None	Bridge Projects
3079304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$61841	$77301	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,600	35	State Highway Agency	Request	None	School Zone
2976004	Roadside	Roadside - other	3.5	Miles	$2149255	$2686567	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,300	65	State Highway Agency	Spot	Roadway Departure	Cable Barrier/Other
3373104	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$114200	$114200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
2190904	Roadway	Roadway - other	1	Bridge	$77682	$1577682	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,000	65	State Highway Agency	Unknown	None	Bridge Projects
2191804	Roadway	Roadway - other	1	Bridge	$36874	$2536874	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,100	65	State Highway Agency	Unknown	None	Bridge Projects
2317009	Roadside	Barrier- metal	3	Locations	$252406	$315508	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,500	50	State Highway Agency	Spot	Roadway Departure	Guardrail Replacement
2394504	Railroad grade crossings	Railroad grade crossing gates	1	Locations	$137327	$169943	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	300	30	Railroad	Unknown	None	Railroad Crossing
2413204	Alignment	Horizontal curve realignment	1	Locations	$3155708	$3944635	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,100	65	State Highway Agency	Unknown	Roadway Departure	Horizontal Curve
2432307	Roadway	Roadway - other	1	Bridge	$12221080	$15276351	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,400	65	State Highway Agency	Unknown	None	Bridge Projects
2555214	Advanced technology and ITS	Advanced technology and ITS - other	1	Operation	$600000	$1300000	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0	0	State Highway Agency	Unknown	None	ITS Operations
2634804	Roadway	Roadway - other	1	Bridge	$77399	$1151718	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,000	55	State Highway Agency	Unknown	None	Bridge Projects
2647504	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	1	Intersections	$7389.67	$1436377	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,800	40	State Highway Agency	Spot	Intersections	Intersection Modification
2700408	Railroad grade crossings	Upgrade railroad crossing signal	1	Locations	$44709	$55886	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	40,700	70	Railroad	Unknown	None	Railroad Crossing

2019 Oklahoma Highway Safety Improvement Program

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2704504	Roadway	Roadway - other	1	Bridge	$64913	$3865174.19	HSIP (23 U.S.C. 148)	Rural	Major Collector	460	65	State Highway Agency	Unknown	None	Bridge Projects
2707404	Roadway	Roadway - other	1	Bridge	$511020	$3929051	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,400	65	State Highway Agency	Unknown	None	Bridge Projects
2792504	Roadway	Roadway - other	1	Bridge	$17938.79	$7393733.79	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	65	State Highway Agency	Unknown	None	Bridge Projects
2882804	Roadway	Roadway - other	1	Bridge	$9005802.07	$18249989.4	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,000	65	State Highway Agency	Unknown	None	Bridge Projects
2896704	Intersection geometry	Auxiliary lanes - extend existing left-turn lane	1.542	Miles	$783139	$978923	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,300	65	State Highway Agency	Unknown	Intersections	Turn Lanes
2907607	Roadway	Roadway - other	1	Bridge	$133320	$166650	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	36,600	65	State Highway Agency	Unknown	None	Bridge Projects
2919104	Roadside	Barrier - cable	2	Locations	$-225851.89	$565862	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	20,500	65	State Highway Agency	Spot	Roadway Departure	Cable Barrier
30730	Intersection traffic control	Modify traffic signal - add backplates with retroreflective borders	6	Divisions	$-212396.63	$1520709	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Retroreflective Backplates
3073704	Roadside	Barrier - other	1	Division	$-85065.43	$1686889	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Guardrail/Cable Barrier
3078704	Roadside	Barrier - cable	14	Miles	$-928882	$3209500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,990	70	State Highway Agency	Spot	Roadway Departure	Cable Barrier
3078804	Roadside	Barrier - cable	5	Miles	$127.18	$719537	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,300	70	State Highway Agency	Spot	Roadway Departure	Cable Barrier
3085104	Roadside	Barrier - other	5	Locations	$33770	$1687278	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Guardrail/Cable Barrier
3110504	Roadway delineation	Longitudinal pavement markings - remarking	45.26	Miles	$-311.5	$660747	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3132504	Roadside	Barrier - cable	2	Miles	$-24560.37	$254497	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	39,200	70	State Highway Agency	Spot	Roadway Departure	Cable Barrier

2019 Oklahoma Highway Safety Improvement Program

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3148904	Roadside	Barrier - other	20	Miles	$-44876.32	$698379	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,000	65	State Highway Agency	Spot	Roadway Departure	Guardrail/Cable Barrier
3155804	Roadside	Barrier - cable	7.08	Miles	$-10355.42	$1706388	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	35,700	70	State Highway Agency	Spot	Roadway Departure	Cable Barrier
3160304	Advanced technology and ITS	Advanced technology and ITS - other	223.67	Miles	$289792	$816661	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Unknown	None	ITS Infrastructure
3164504	Roadway delineation	Longitudinal pavement markings - remarking	8.44	Miles	$1824.08	$110425	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3238404	Roadside	Barrier end treatments (crash cushions, terminals)	12	Approaches	$-52873.38	$220875	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0	0	State Highway Agency	Spot	Roadway Departure	Impact Attenuators
3240404	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	1	Intersections	$-181.21	$232149	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	28,300	50	State Highway Agency	Spot	Intersections	Intersection Modification
3243004	Intersection traffic control	Intersection flashers - add "when flashing" warning sign-mounted	2	Intersections	$3950	$111477	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,300	65	State Highway Agency	Spot	Intersections	Flashing Signing
3248404	Roadside	Barrier- metal	22.15	Miles	$20373	$2671454	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	16,300	70	State Highway Agency	Spot	Roadway Departure	Guardrail Replacement
3248504	Roadside	Barrier - cable	2.3	Miles	$136824	$790771	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	36,400	60	State Highway Agency	Spot	Roadway Departure	Cable Barrier
3256305	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	1.628	Miles	$137267	$914109	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,800	35	State Highway Agency	Request	Intersections	Intersection Modification
3258804	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$-3236.21	$22446	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,700	35	State Highway Agency	Request	None	School Zone
3262504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	36.73	Miles	$-1628925	$3285108	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	91,700	70	State Highway Agency	Unknown	None	Signing
32663	Roadway	Rumble strips - center	150	Miles	$-144025.27	$1059507	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,900	65	State Highway Agency	Policy/Other	Lane Departure	Centerline Rumble Strips
3266404	Roadway delineation	Longitudinal pavement markings - remarking	11.58	Miles	$-27160.65	$153618	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	38,000	70	State Highway Agency	Policy	Lane Departure	Striping

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
3274504	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1.01	Miles	$1033962	$1033962	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,800	35	State Highway Agency	Mobility	None	ADA Compliance
3274604	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.5	Miles	$-9837	$748000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,700	35	State Highway Agency	Mobility	None	ADA Compliance
3279604	Roadway	Rumble strips - center	8.9	Miles	$-5067.6	$77911	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,600	55	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strips
32797	Roadway	Rumble strips - center	1	Division	$3936.91	$180342	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strips
3280004	Roadway	Rumble strips - center	7.42	Miles	$-3437.71	$31941	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,200	65	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strips
3280104	Roadway	Rumble strips - center	20	Miles	$566.18	$94976	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strips
3288004	Intersection traffic control	Intersection traffic control - other	1	Intersections	$-3322.75	$165497	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	13,400	55	State Highway Agency	Spot	Intersections	Traffic Signals
3290504	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Miles	$182731	$182731	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,400	35	State Highway Agency	Mobility	None	ADA Compliance
3293404	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1.95	Miles	$-5788	$508445	HSIP (23 U.S.C. 148)	Rural	Major Collector	13,300	30	State Highway Agency	Mobility	None	ADA Compliance
3293504	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.51	Miles	$178835	$178835	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,700	35	State Highway Agency	Mobility	None	ADA Compliance
3293804	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.25	Miles	$82648	$82648	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,400	30	State Highway Agency	Mobility	None	ADA Compliance
3294004	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.8	Miles	$260674	$260674	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,500	35	State Highway Agency	Mobility	None	ADA Compliance
3295204	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.6	Miles	$592556	$592556	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,000	40	State Highway Agency	Mobility	None	ADA Compliance
3307604	Intersection traffic control	Intersection flashers - modify existing	1	Intersections	$-4173.03	$42402	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,500	45	State Highway Agency	Unknown	Intersections	Intersection Modification

2019 Oklahoma 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
3307804	Intersection traffic control	Intersection traffic control - other	1	Intersections	$-74836	$176904	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,600	25	State Highway Agency	Unknown	Intersections	Traffic Signals
3309404	Roadside	Barrier - cable	2.81	Miles	$-179027	$254206	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,800	55	State Highway Agency	Spot	Roadway Departure	Cable Barrier
3315104	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	$23887.65	$94940	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,300	35	State Highway Agency	Request	None	School Zone
3315904	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon	0.2	Miles	$-40459	$153929	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,500	35	State Highway Agency	Mobility	None	ADA Compliance
3319404	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$-8976.9	$441024	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3324904	Roadside	Barrier - other	1	Division	$173944	$2284952	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Guardrail/Cable Barrier
3325204	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Division	$-715978	$610513.92	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Unknown	None	Signing
3325304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.32	Miles	$2483	$24466	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,700		State Highway Agency	Request	None	School Zones
3325504	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$-142822	$350980.48	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3329304	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$-8521	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3329404	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$-252319.85	$28.54	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3329504	Roadway delineation	Longitudinal pavement markings - remarking	2.2	Miles	$-14014	$7070	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,500	65	State Highway Agency	Policy	Lane Departure	Striping
3329604	Roadway delineation	Longitudinal pavement markings - remarking	8.6	Miles	$-18442	$63730	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,300	65	State Highway Agency	Policy	Lane Departure	Striping
3329704	Roadway delineation	Longitudinal pavement markings - remarking	5.3	Miles	$-27071	$23566	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	3,800	55	State Highway Agency	Policy	Lane Departure	Striping

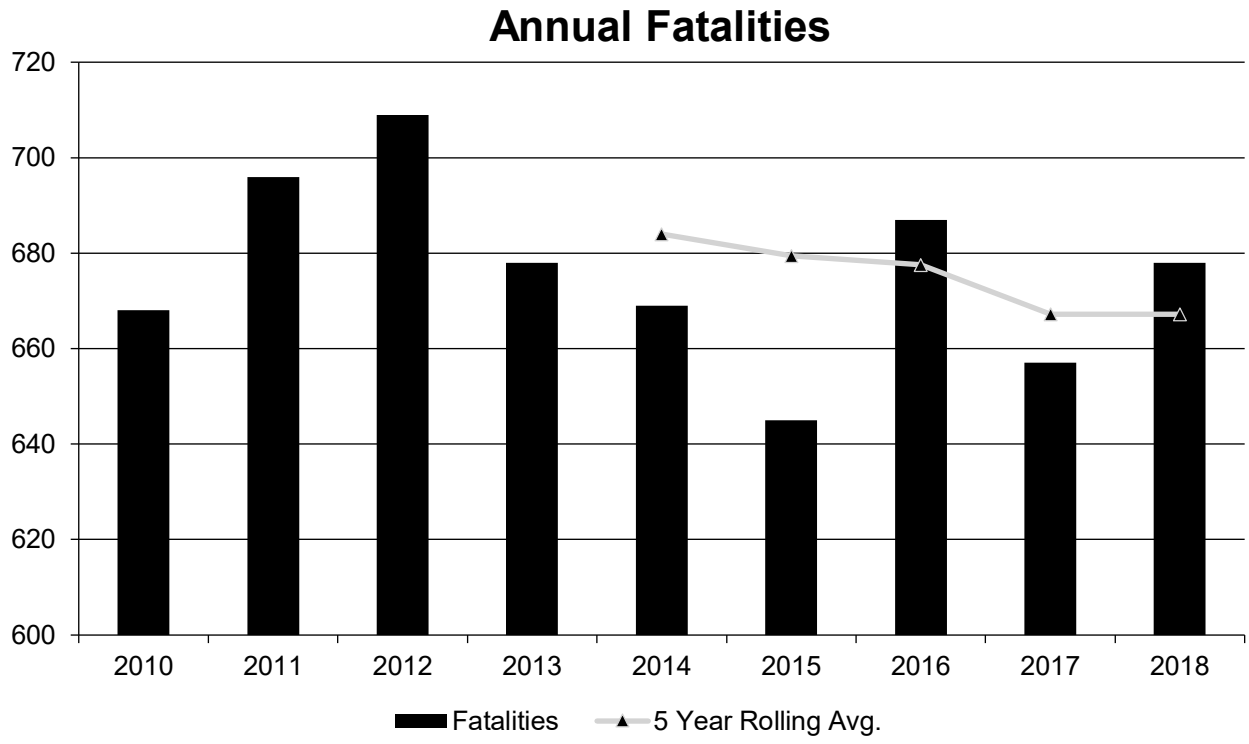
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3329804	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$-404153	$223613.64	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3330204	Roadside	Barrier- metal	1	Division	$239810	$451793.51	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Guardrail Replacement
3348004	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$517770	$1502770	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3348704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Statewide	$50000	$50000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Request	None	School Zones
3360704	Roadside	Barrier - cable	8	Miles	$1557775	$1557775	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	70		State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3370304	Roadway signs and traffic control	Roadway signs and traffic control - other	0.5	Miles	$22912	$25458	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	25	State Highway Agency	Request	None	School Zones
3370404	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$942400	$942400	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3373104	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$114200	$114200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3373204	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$372900	$372900	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping
3385104	Roadway delineation	Longitudinal pavement markings - remarking	1	Division	$1301000	$1301000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Policy	Lane Departure	Striping

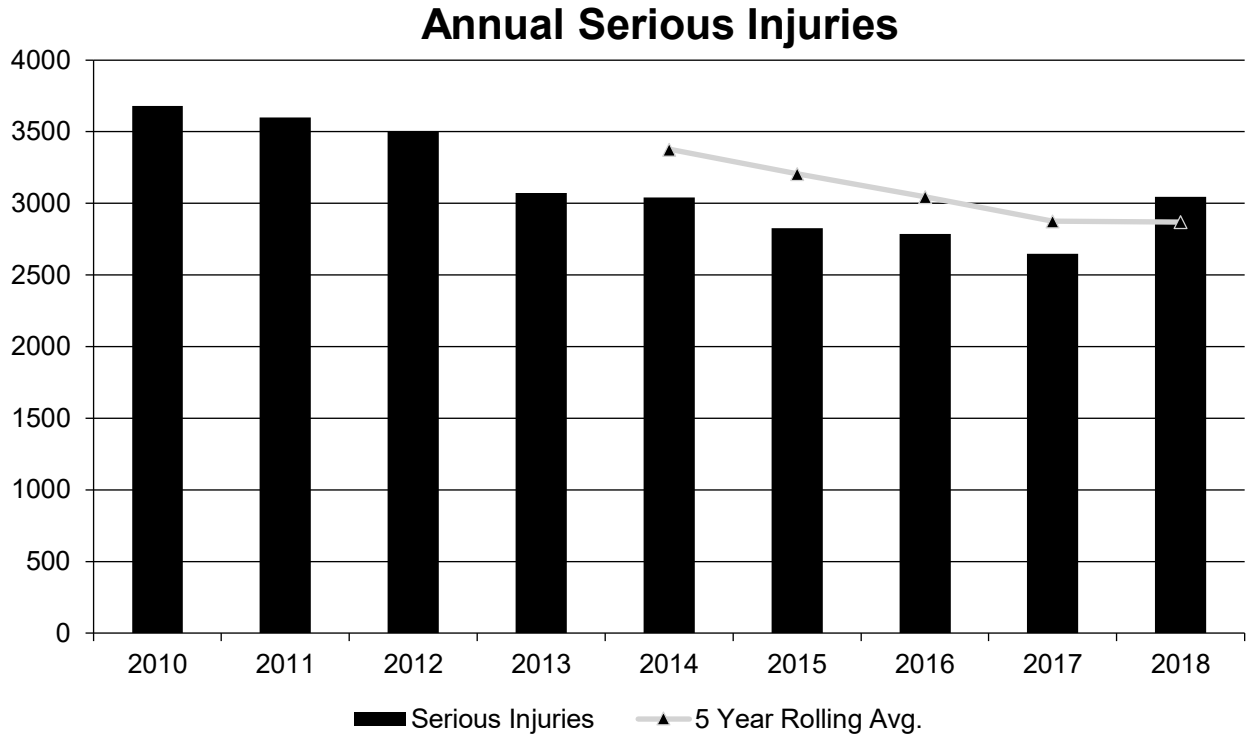
Safety Performance

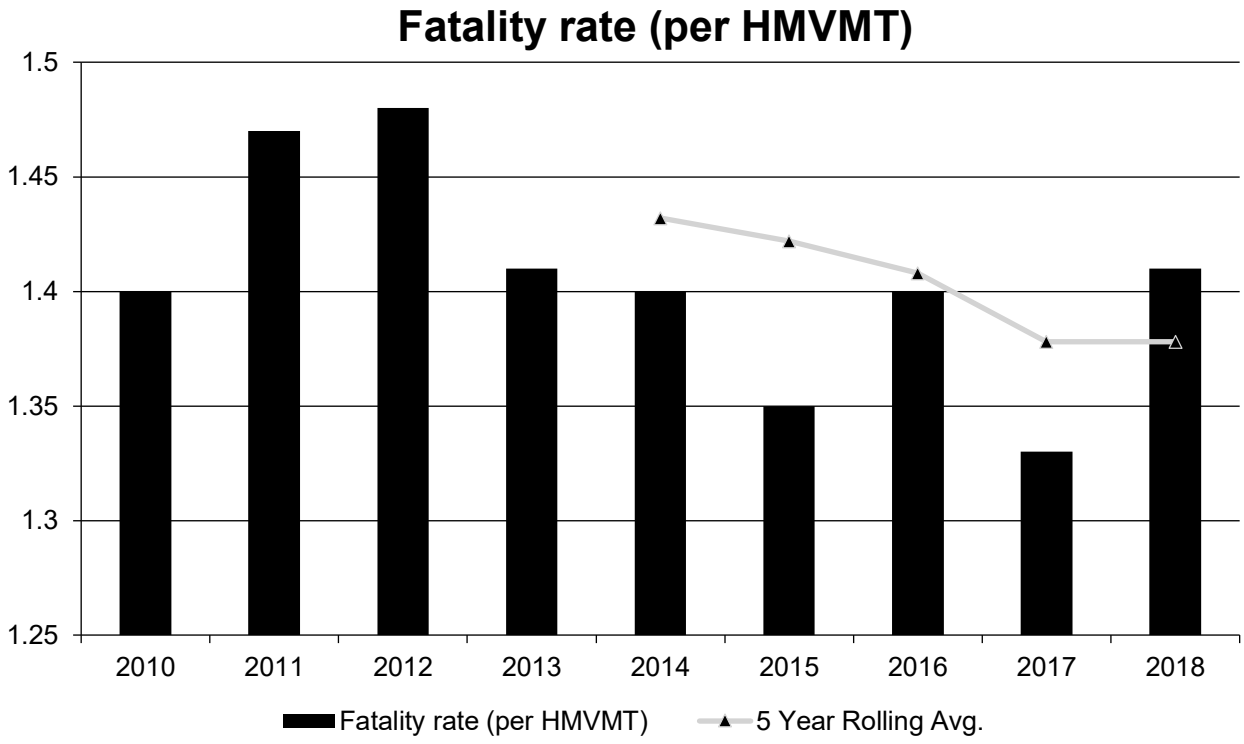
General Highway Safety Trends

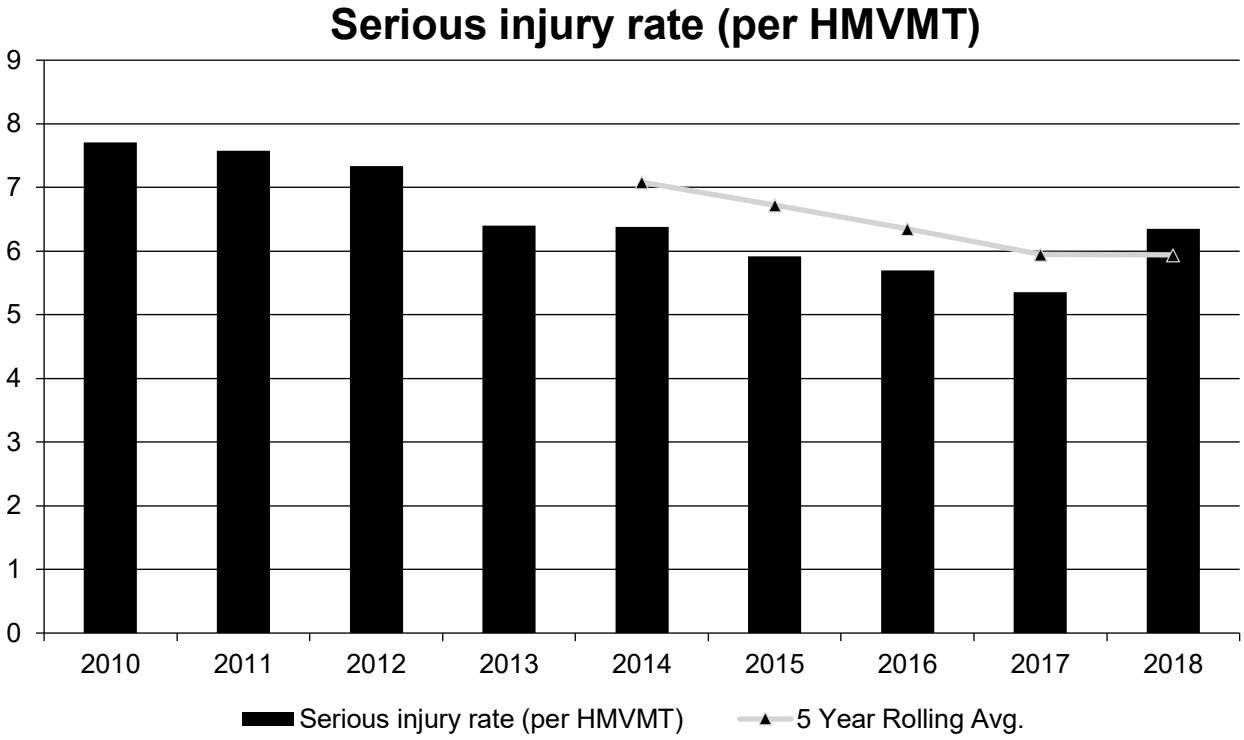
Present data showing the general highway safety trends in the State for the past five years.

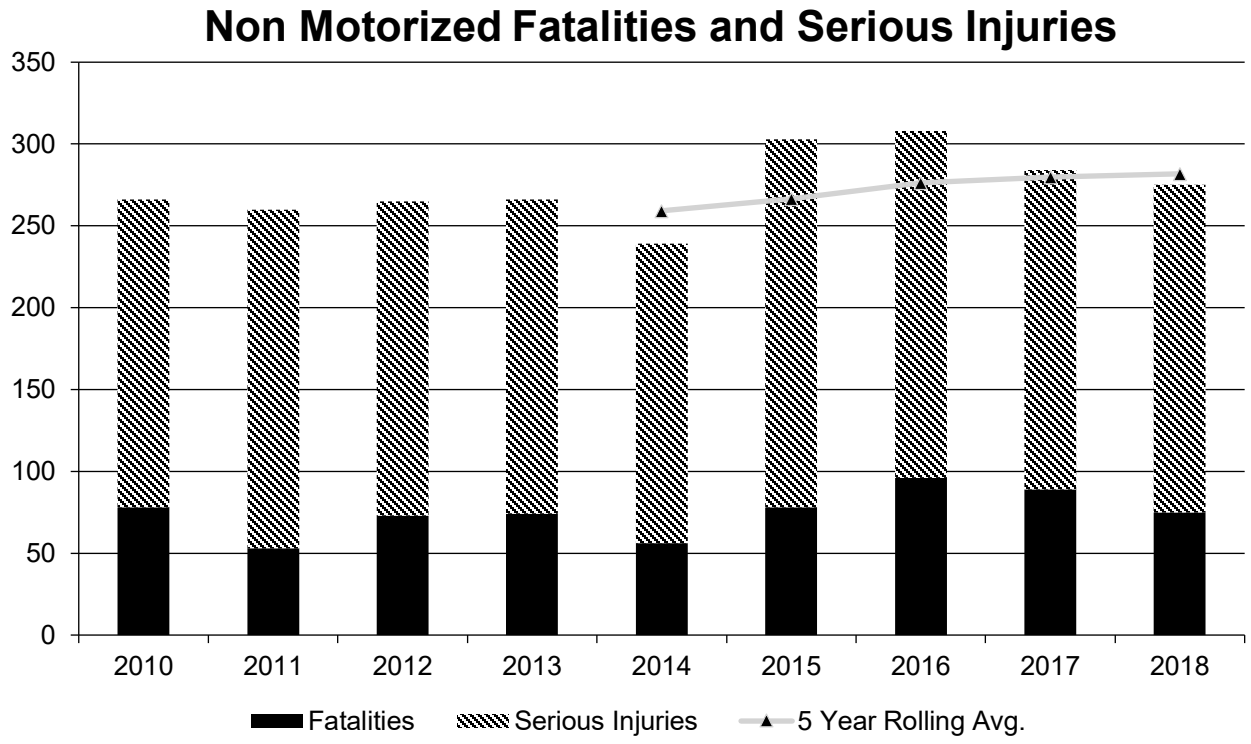
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	668	696	709	678	669	645	687	657	678
Serious Injuries	3,679	3,598	3,502	3,072	3,042	2,826	2,788	2,646	3,046
Fatality rate (per HMVMT)	1.400	1.470	1.480	1.410	1.400	1.350	1.400	1.330	1.410
Serious injury rate (per HMVMT)	7.710	7.580	7.340	6.400	6.380	5.920	5.700	5.360	6.350
Number non-motorized fatalities	78	53	73	74	56	78	96	89	75
Number of non-motorized serious injuries	188	207	192	192	183	225	212	195	200


Annual Fatalities
720
700
680
660
640
620
600
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.5
1.45
1.4
1.35
1.3
1.25
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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	42.8	119.8	0.81	2.29
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0.6		
Rural Principal Arterial (RPA) - Other	80.2	207	1.56	4.03
Rural Minor Arterial	84.6	198.4	2.89	6.78
Rural Minor Collector	3	10.2	1.71	5.88
Rural Major Collector	134	403	2.42	7.27
Rural Local Road or Street	57.4	234.8	2.25	9.29

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	44.4	186.6	0.79	3.35
Urban Principal Arterial (UPA) - Other Freeways and Expressways	22	104.8	0.7	3.34
Urban Principal Arterial (UPA) - Other	66.8	478.8	1.16	8.29
Urban Minor Arterial	49.2	386.2	0.97	7.65
Urban Minor Collector	0	1.4	0	1.52
Urban Major Collector	18.2	118	1.21	7.88
Urban Local Road or Street	41	248.4	0.96	5.52

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	282.8	1,051.2	1.08	4.03
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	229.4	1,310.6		
Private (Other than Railroad)				
Railroad				
State Toll Authority	135.2	353.2		
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Urban or rural classification was based on Urban Area Type. For local roads, county roads are considered rural and city streets are considered urban. 2018 data are preliminary.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:662.0

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

This target was set by the Highway Safety Office using an ARIMA model. It predicts that the recent decrease can be sustained.

Number of Serious Injuries:2465.0

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

This target was set by the Highway Safety Office using an ARIMA model. It predicts that the decrease can be sustained.

Fatality Rate:1.320

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

This target was set by the Highway Safety Office using an ARIMA model. It predicts that the recent decrease can be sustained.

Serious Injury Rate:5.140

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

This target was calculated by using an ARIMA model. It predicts that the decrease can be sustained.

Total Number of Non-Motorized Fatalities and Serious Injuries:281.0

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

This target was calculated by using an ARIMA model. It predicts a limit to an increasing trend.

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

ODOT has met regularly with HSO to discuss goal setting methodology.

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.

For fatalities and fatality rate, the state met the 2018 Safety Performance Targets. For the remaining targets, due to the change in Suspected Serious Injury reporting, the state met the targets. However it should be noted that due to the change, the state expects to have an unpredictable variation in outcomes involving suspected serious injuries.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
No

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

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	88	97	103	98	84	98	100
Number of Older Driver and Pedestrian Serious Injuries	238	222	189	223	222	194	208

Data is from the State Collision Database and reflects the number of fatalities and suspected serious injuries for drivers and pedestrians 65 or older.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries

There is no measure for the HSIP as a whole. Specific projects and programs may be evaluated by Benefit/Cost ratio or by reductions in targeted crash types.

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

Median Cable Barrier: Crossover crashes with death or severe injury on access controlled state highways (where most of the median cable barrier has been installed) declined from an average of 34.4 per year from 2002-2006 (the last period before significant construction began) to an average of 7.6 per year from 2012-2016.

High Friction Surface Treatment: Empirical Bayes before and after studies have suggested a statistically significant decrease in KAB collisions for the pilot sites.

Systemic Intersection Improvements: A naive before and after analysis showed a statistically significant decrease in KAB collisions at a 95 % confidence interval.

Crash data are insufficient for evaluation, or cannot be isolated, for signal backplate upgrades, centerline rumble strip, guardrail upgrades, ITS installations, bridge upgrades, ADA compliance, School Zones, and district signing and striping.

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

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

Miles of improvement has been used for median cable barrier. Recent systemic programs include intersection sign and marking improvement, retroreflective backplate upgrades, curve delineation, centerline rumble strip, and high friction surface treatment. The introduction of centerline rumble strips represents a policy change.

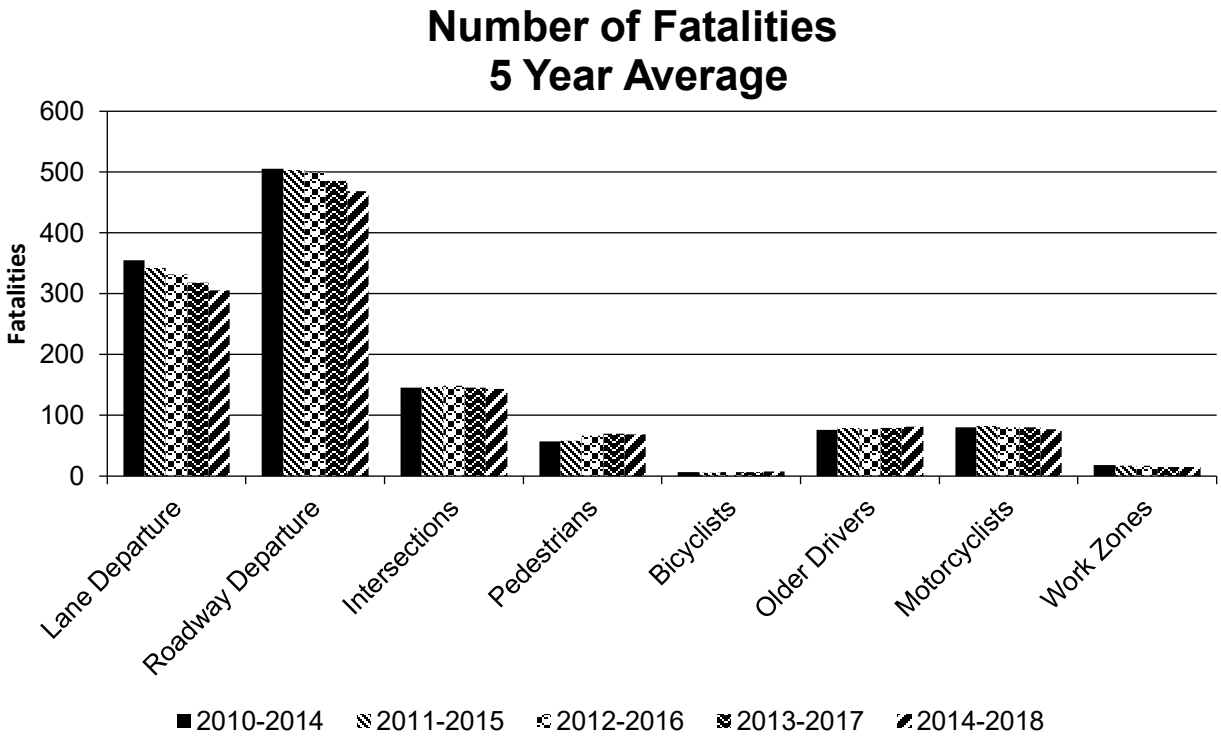
Effectiveness of Groupings or Similar Types of Improvements

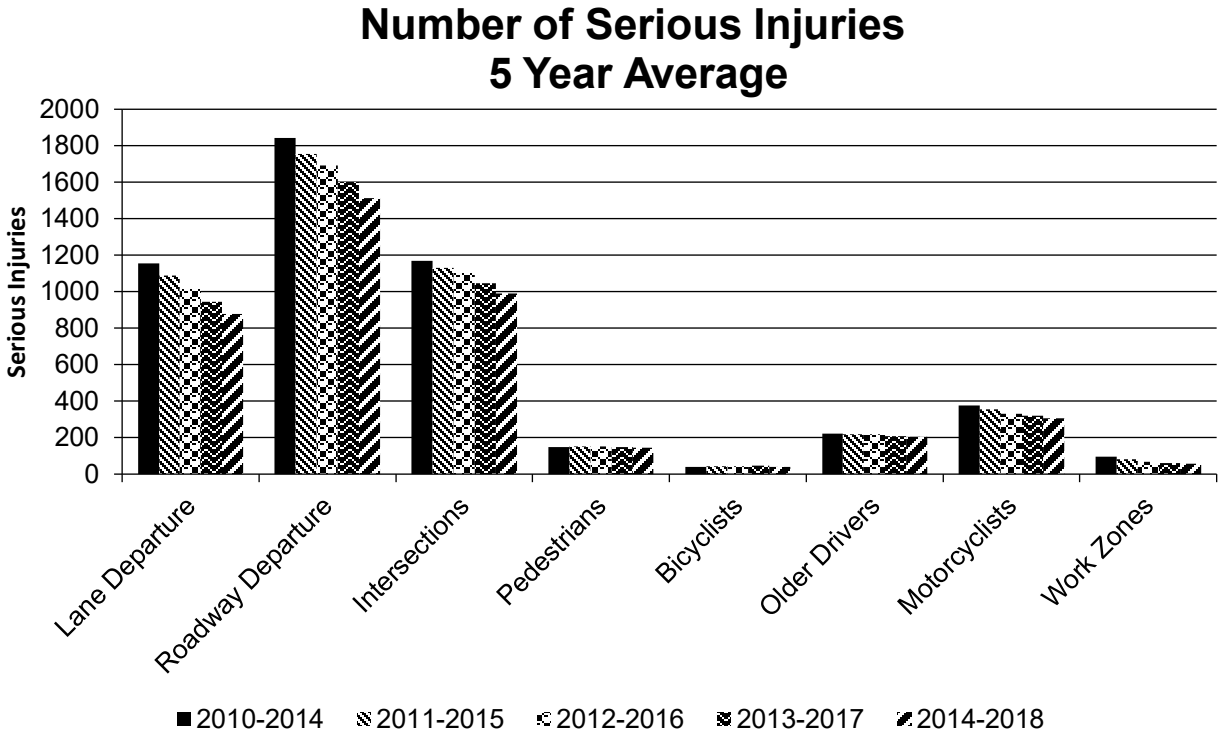
Present and describe trends in SHSP emphasis area performance measures.

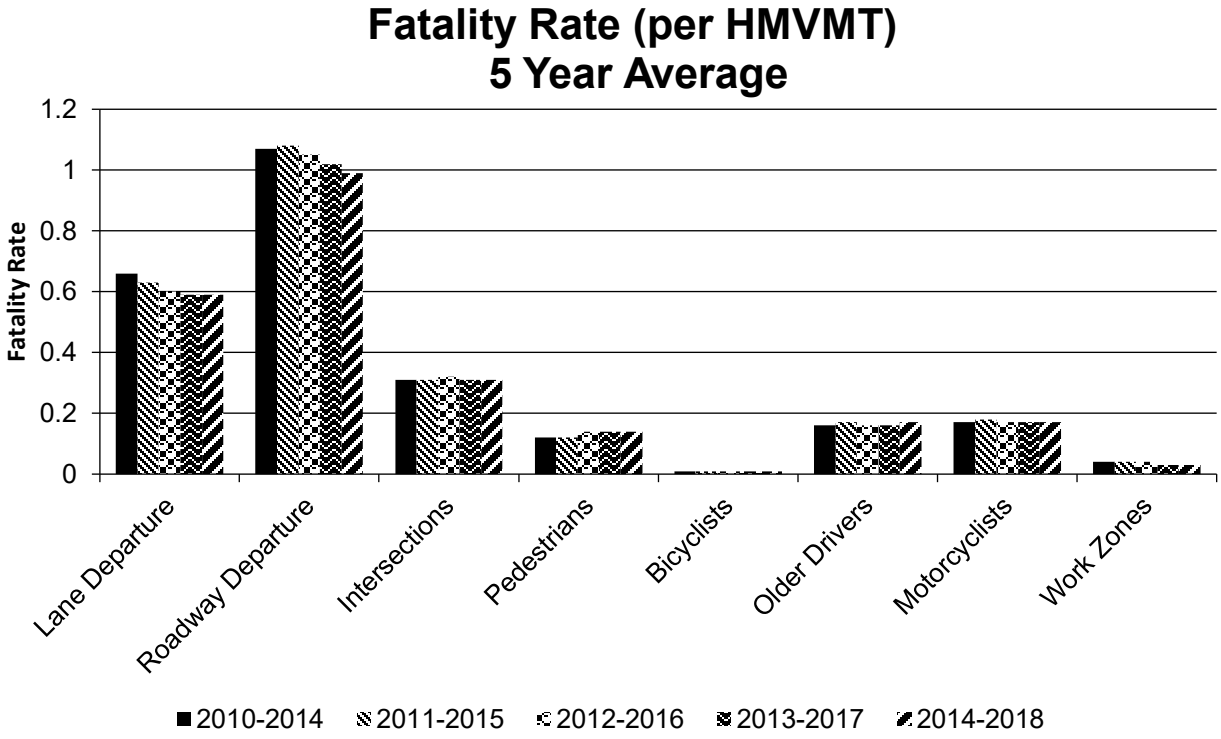
Year 2018

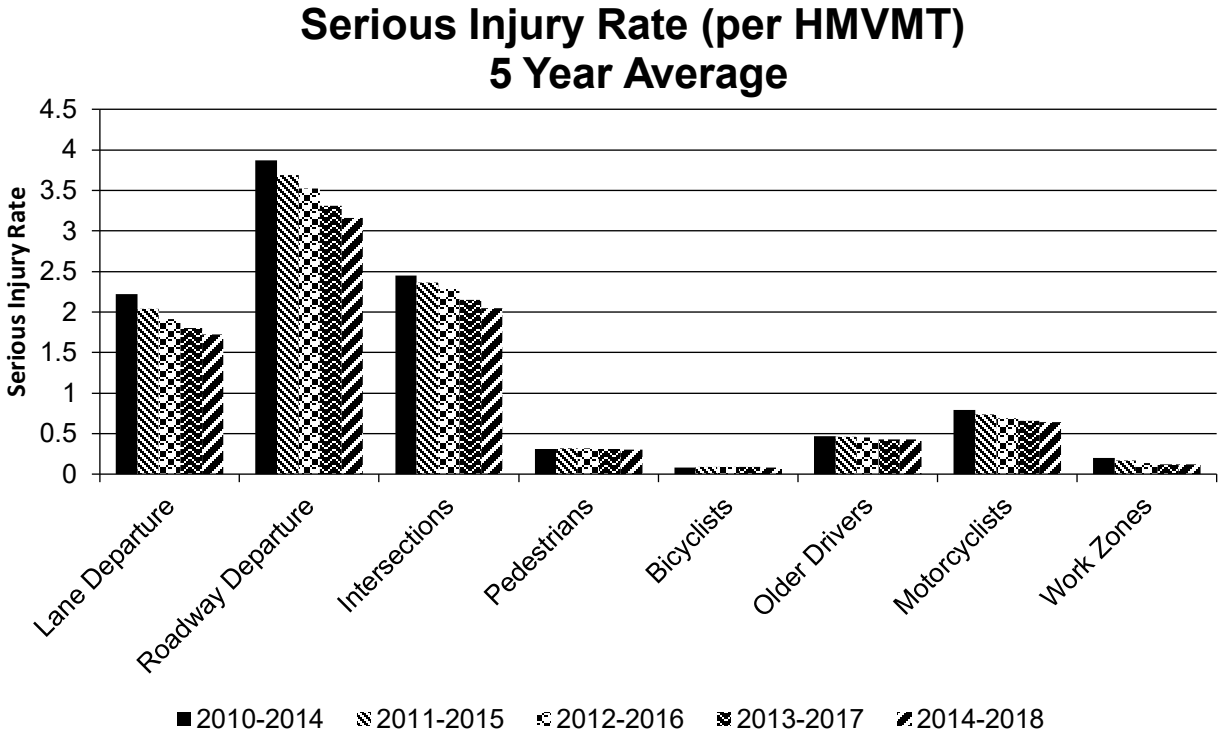
2019 Oklahoma Highway Safety Improvement Program

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)
Lane Departure	Exclude intersection, head-on, sideswipe, fixed object, rollover	305.4	877	0.59	1.72
Roadway Departure	Roadway Departure > 0	469	1,513	0.99	3.16
Intersections	Intersections	143.8	989	0.31	2.05
Pedestrians	Unit Type = P	68.4	144.2	0.14	0.3
Bicyclists	Unit Type = B	7.6	40.6	0.01	0.08
Older Drivers	Driver=Y, Age>=65	81.6	205	0.17	0.43
Motorcyclists	Unit Type=D, Vehicle Type=15	77.4	305.4	0.17	0.64
Work Zones	Special Feature=5	14.6	58	0.03	0.12


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





2018 data are preliminary. Data provided by the State Crash Database.

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.

Compliance Assessment

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

04/27/2018

What are the years being covered by the current SHSP?

From: 2018 To: 2023

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

2020

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									
	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					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	100								
	Access Control (22)	100	100								
	One/Two Way Operations (91)	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	
	Number of Through Lanes (31)	100	100					100	100		
	Average Annual Daily Traffic (79)	100	100					100	100		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)			5							
	Location Identifier for Road 1 Crossing Point (122)			5							
	Location Identifier for Road 2 Crossing Point (123)			5							
	Intersection/Junction Geometry (126)			5							
	Intersection/Junction Traffic Control (131)			5							
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)			5							
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)										
	Location Identifier for Roadway at Ending Ramp Terminal (201)										
	Ramp Length (187)					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	
	Roadway Type at Beginning of Ramp Terminal (195)										
	Roadway Type at End Ramp Terminal (199)										
	Interchange Type (182)										
	Ramp AADT (191)					100	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)										
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**100.00**	**94.44**	**28.75**	**25.00**	**36.36**	**36.36**	**100.00**	**100.00**	**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.

ODOT intends to implement the MIRE implementation plan and data collection is underway.

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:

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.