LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: 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 1329 in 2017. Louisiana experienced a 2% increase in fatalities in 2017; however, 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. A Level of Service of Safety website has been developed to display the results of the network screening process for safety stakeholders. The goal is to institutionalize the use of the network screening results and share this information with the Metropolitan Planning Organizations (MPOs) for further integration of quantitative safety in the planning process. In addition, we have conducted various safety analysis training sessions for engineers and planners. 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.

We finalized the Highway Safety Improvement Program (HSIP) Project Selection Guide outlining the criteria that will be used to select and prioritize all HSIP infrastructure projects on state routes. Similar guides have been updated 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, we have updated the crash data profiles for the top 20 parishes which includes local road crash data by jurisdiction. These crash data profiles have helped to inform Regional Safety Coalition Infrastructure and Operations Teams on highest safety priorities for a parish based on location and also has influenced the LRSP project identification process to be more data driven.

We are continuing to work with the regional safety coalition SHSP infrastructure and operations emphasis area 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 funding the Metropolitan Planning Organizations through the safety coalitions contracts to develop the parish-wide local road safety plans.

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. In an additional contract, the State is filling in the remainder of the local roads that were missed as part of the original contract. The State anticipates that it has collected approximately 90% of all the local public roads statewide. These data items have not yet been loaded into the enterprise system as the State is still working through issues with the state 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 recently gained executive support to establish a data governance committee 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.

As part of the Data Driven Safety Analysis EDC, 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 July 2017, the Louisiana Department of Transportation and Development (LADOTD) has installed approximately 230 miles of cable barriers throughout the State at an investment of approximately $30 million. There are currently another 265 miles under construction along I-10, I-55, I-59 and I-49 corridors for approximately $367 million.

We are also continuing to implement districtwide low cost safety improvement projects which resulted from a previous systemic roadway departure study performed on state routes. The countermeasures have included enhanced signing and striping (i.e. 6" edge lines) and high friction surface treatment where pavement condition allows. There were some delays with these projects due to updates on the High Friction Surface Treatment specification.

Non-Motorized Users
LADOTD has completed one full programming cycle year of the Safe Route to Public Places Program (SRTPPP) as part of the HSIP. This program has an annual application process for owners (state and local entities) for safety improvement projects focused on non-motorized safety. Feedback has been positive from Local Public Agencies, however, the demand is much higher than the available funds.

LADOTD participated in EDC-4 Safe Transportation for Everyone (STEP) initiative. An internal policy review workshop was conducted by Toole Design Group, which highlighted the need for an annual pedestrian crash analysis and more local collaboration, along with other recommendations to other groups outside of safety

LADOTD prepared the first 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

While the observed seat belt usage rate has increased steadily from 2011 to 2017; Louisiana measured a statewide usage rate of 87.1% which fell short of the historic high measured in 2017 (87.8%). This difference is not statistically significant. Louisiana conducted its fourth nighttime observed seat belt usage survey. It confirmed that over time the gap is narrowing between daytime and nighttime belt usage but nighttime belt use continues to be lower. 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. The Louisiana Highway Safety Commission (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, Louisiana Department of Transportation and Development (LADOTD) is partnering with Office of Motor Vehicles (OMV), Louisiana State Police (LSP) and Louisiana Highway Safety Commission (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 21,348 students. Think First Program coordinated and implemented 88 programs on underage drinking and impaired driving reaching 6,914 students and 1,369 adults in the 2017 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.

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 three to five emphasis areas consistent with the SHSP.

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 regional safety action plans.

Local Road Safety

Funding for Local Road Safety Improvement Projects is available through the Louisiana Local Road Safety Program (LRSP). Eligible projects include those for roadways and transportation systems owned and operated by parish and/or municipal road agencies. Specific funds are available for selected projects and additional funding sources or resources may be available depending on the type of project. Louisiana Department of Transportation and Development (LADOTD) administers the LRSP in coordination with Louisiana Technical Assistance Program (LTAP). Proposed projects can be submitted anytime throughout the year, with the selection process conducted by the LRSP Project Selection Team on a quarterly basis.

The parish safety profiles are preliminary data packages that help to focus efforts at the local level through the SHSP Regional Safety Coalitions (coordinated through the Metropolitan Planning Organization). The Metropolitan Planning Organizations are tasked with helping to facilitate local road safety plan development that starts with the parish safety profiles, stakeholder outreach and coordination, and subsequent project application submittals. The proposed process will provide sustainability in terms of institutionalizing safety in the planning process and consistency in Local Public Agency Involvement.

The top 20 parishes were identified using the number of fatalities and serious/moderate injuries. Efforts have been focused on the top 20 parishes due to limited resources, but additional parishes may be addressed in the future and based on local interest and available resources.

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.

The Louisiana Department of Transportation and Development (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.

LA DOTD completed 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

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process
SHSP Emphasis Area Data

Enter additional comments here to clarify your response for this question or add supporting information.

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

The Local Road Safety Program (LRSP) is allocated approximately $3-5 million per year. Eligible projects include those for roadways and 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 or resources may be available depending on the type of project. Funding for Local Road Safety Improvement Projects is available through the LRSP.

Louisiana Department of Transportation and Development (LA DOTD) administers the LRSP in coordination with Louisiana Technical Assistance Program (LTAP). LTAP coordinates activities and resources in conjunction with the LA DOTD to facilitate quarterly project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement Projects. LTAP has also developed parish crash data profiles and delivered crash data workshops to the Top 20 parishes to better inform the data-driven process.

All stakeholders work hard to bring new partners to the table, including judges, private sector employers, tribal representatives, driving school educators and non-profit group advocates.

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

Traffic Engineering/Safety
Design
Planning
Operations
Districts/Regions

Enter additional comments here to clarify your response for this question or add supporting information.

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.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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.

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.

Louisiana Center for Transportation (LCTS) Safety was established as part of the LA DOTD/Louisiana Transportation Research Center to assist the LA DOTD with highway safety focused research being performed in Louisiana, improving workforce development for highway safety professionals, and SHSP initiatives and strategies identified at a statewide level.

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).

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

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

Yes

To upload a copy of the State processes, attach files below.

File Name:
13.docx
Safe Routes to Public Places Program Guidelines 2017.pdf
2017 SRTPPP Application.doc
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

Select the programs that are administered under the HSIP.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: HSIP (no subprograms)

Date of Program Methodology: 6/30/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

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

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

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? [Check all that apply]

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? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program? [Check all that apply]

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? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

What project identification methodology was used for this program? [Check all that apply]

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

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

What percentage of HSIP funds address systemic improvements?

27

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

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

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis

2018 Louisiana Highway Safety Improvement Program
SHSP/Local road safety plan
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$16,512,000	$51,488,976	311.83%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$11,250,550	$15,402,223	136.9%
Penalty Funds (23 U.S.C. 164)	$11,250,550	$14,103,242	125.36%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$23,219,513	$23,540,714	101.38%
State and Local Funds	$10,714,198	$10,714,198	100%
Totals	$72,946,811	$115,249,353	157.99%

Enter additional comments here to clarify your response for this question or add supporting information.

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

$5,363,100

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

$2,987,009

Enter additional comments here to clarify your response for this question or add supporting information.

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

$10,197,754

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

$13,082,737

Enter additional comments here to clarify your response for this question or add supporting information.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.000313 LA 49-St. Charles PH Line	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$-4958.42	$-4958.42	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$6150861.5	$7906384.88	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$468472.62	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$1287050.76	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	Page 42
H.005733 US 190 Covington Super Street Analysis	Access management	Change in access - close or restrict existing access	1	Numbers	$1603385.55	$9169117	HSIP (23 U.S.C. 148)		0			corridor	Intersections	Page 42
H.005733 US 190 Covington Super Street Analysis	Access management	Change in access - close or restrict existing access	1	Numbers	$178153.95	$0	State and Local Funds		0			corridor	Intersections	Page 42
H.000466 US 190: Roundabout at Eden Church Road	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$220027.65	$220027.65	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.000482 US 190: LA443-St. Tammany Line	Roadway	Pavement surface - high friction surface	1	Numbers	$-172951.81	$-172951.81	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.001557 LA 4:Banks Springs - JCT US 165	Roadway	Roadway widening - travel lanes	1	Numbers	$29749.64	$34920.31	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.001557 LA 4:Banks Springs - JCT US 165	Roadway	Roadway widening - travel lanes	1	Numbers	$5170.67	$0	State and Local Funds		0			Spot	Roadway Departure	Page 42
H.001749 LA 5 Realignment and Cross Slope Impr.	Roadway	Superelevation / cross slope	1	Numbers	$37608.83	$41787.59	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.001749 LA 5 Realignment and Cross Slope Impr.	Roadway	Superelevation / cross slope	1	Numbers	$4178.76	$0	State and Local Funds		0			Spot	Roadway Departure	Page 42
H.001769 LA 511:LA 523-Fern Av	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$25811.79	$28679.77	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.001769 LA 511:LA 523-Fern Av	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$2867.98	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$843507.94	$937231.05	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$93723.11	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.002370 LA 42 (US 61-LA 44)	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-1033187.14	$-1033187.14	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Roadway Departure	Page 42
H.002373 LA 16 @ LA 22 Install Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$141467.4	$141467.4	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.003432 I-12 & US 51 Bus Interchange Imp	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$458517.97	$458517.97	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.006187 LA 15 Deer Park (S of LA 565-Levee)	Roadway	Roadway widening - curve	1	Numbers	$415161	$415161	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.006499 Westdale & Bernard Terrace Sidewalks	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Numbers	$173733.27	$89593.27	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.006524 Gretna Sidewalks & Safety Impr.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$82054.16	$641346.62	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.007896 LA 3105 @ Shed Road Turn Lanes	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-1113.71	$-1237.46	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.007896 LA 3105 @ Shed Road Turn Lanes	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-123.75	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.008173 US 190 & LA 1032	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$171677.42	$190752.69	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.008173 US 190 & LA 1032	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$19075.27	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.008248 LA 1: Hospital Rd & WB Left Turn Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$-68836.51	$-76485.02	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.008248 LA 1: Hospital Rd & WB Left Turn Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Numbers	$-7648.51	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.009012 Widen Intersections @ LA 67 & LA 10	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$407331.51	$452590.57	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.009012 Widen Intersections @ LA 67 & LA 10	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$45259.06	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.009308 New Orleans DPW SRTS Sidewalk Proj	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$61000	$278408.52	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Pedestrians	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.009456 LA 347: Roundabout @ Melancon Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2945792.61	$2945792.61	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.009460 St. Tammany Parish Signing & Striping	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$7772.31	$7772.31	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.009726 US 90:J-Turns (Access Mgmt)	Access management	Median crossover - directional crossover	1	Numbers	$-398732.35	$-443035.94	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.009726 US 90:J-Turns (Access Mgmt)	Access management	Median crossover - directional crossover	1	Numbers	$-44303.59	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.009956 LA 44: Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-988405.03	$2266032.69	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.009956 LA 44: Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-159444.99	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.009956 LA 44: Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$3413882.71	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.009997 US 167: Johnston St Improvements	Access management	Access management - other	1	Numbers	$5829.05	$5829.05	Penalty Funds (23 U.S.C. 164)		0			Spot	Intersections	Page 42
H.010087 US 51B @ I-12 Clear & Grub(Roundabouts)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$44712.64	$49680.71	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010087 US 51B @ I-12 Clear & Grub(Roundabouts)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$4968.07	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010109 Raceland and Bayou Blue Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$17866.18	$0	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.010124 LA 16: Roundabout @ LA 447	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$50264.42	$50264.42	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Intersection geometry - other	1	Numbers	$26945.39	$29941.32	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Intersection geometry - other	1	Numbers	$2995.93	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010202 I-20: Exit Lane Extension (Exits 3 & 5)	Interchange design	Extend existing lane on ramp	1	Numbers	$-449001.84	$-499335.14	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010202 I-20: Exit Lane Extension (Exits 3 & 5)	Interchange design	Extend existing lane on ramp	1	Numbers	$50333.3	$0	State and Local Funds		0			Spot	Intersections	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.010204 US 425 Roundabout @ Julia & Louisa	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$1246332	$1246332	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010212 LA 175 Improvement Btwn US 84 & LA 509	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$1349945.77	$1499939.74	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010212 LA 175 Improvement Btwn US 84 & LA 509	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$149993.97	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010252 I-20: Tree Removal in Webster Parish	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-23450.16	$-26055.73	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.010252 I-20: Tree Removal in Webster Parish	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-2605.57	$0	State and Local Funds		0			Spot	Roadway Departure	Page 42
H.010277 LA 593: Inter. Imprv. Naff & Collinston	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$203900.8	$226556.45	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010277 LA 593: Inter. Imprv. Naff & Collinston	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$22655.65	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010280 US 167: Left Turn Lane SB from LA 28	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-249.88	$-277.64	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010280 US 167: Left Turn Lane SB from LA 28	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-27.76	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010287 LA 3249: Roundabout @ I-20/Well Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$22303.16	$22303.16	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010289 LA 22: Roundabout Dunson/Ridgedell Rds.	Intersection traffic control	Modify control - all-way stop to roundabout	1	Numbers	$21245.78	$21245.78	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$513721.98	$521946.42	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$7401.99	$0	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.010443 LA 308: Curve Realign and Shoulders	Roadway	Roadway widening - curve	1	Numbers	$822.45	$0	State and Local Funds		0			Spot	Roadway Departure	Page 42
H.010643 US 190: Paved Shoulders/Guardrail Aprons	Shoulder treatments	Widen shoulder - paved or other	1	Numbers	$-1.01	$-0.01	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.010680 I-10: Cable Barrier in WBR & Iberville	Roadside	Barrier - cable	1	Numbers	$49034.2	$49034.2	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.010683 I-55:Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$637603.51	$637603.51	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.010777 US 71: Turn Lanes for Lee St & Random Dr.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-634.01	$-704.46	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010777 US 71: Turn Lanes for Lee St & Random Dr.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-70.45	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010864 I-10: District 07 Cable Barrier	Roadside	Barrier - cable	1	Numbers	$8323793.28	$8323793.28	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.010865 I-210: W Jct I-10-E Jct I-10	Roadside	Barrier - cable	1	Numbers	$18484.32	$18484.32	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.010866 LA 37: Tree and Stump Removal	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-251238.02	$-251238.02	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.010894 US 165: Right Turn Lane at LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$53798.65	$59776.28	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.010894 US 165: Right Turn Lane at LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$5977.63	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.010911 I-20 Median Cable (Lincoln/Ouachita)	Roadside	Barrier - cable	1	Numbers	$-205260.35	$-205260.35	Penalty Funds (23 U.S.C. 154)		0			Systemic	Roadway Departure	Page 42
H.010922 LA 88 Realign Curves in Coteau	Roadway	Roadway widening - curve	1	Numbers	$4609.05	$5121.17	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.010922 LA 88 Realign Curves in Coteau	Roadway	Roadway widening - curve	1	Numbers	$512.12	$0	State and Local Funds		0			Spot	Roadway Departure	Page 42
H.010969 LA 3132: Guard Rail Upgrade	Roadside	Barrier- metal	1	Numbers	$-8541.3	$-8541.3	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.011030 LA 59: Roundabout @ Lonsome Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$928829.74	$928829.74	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011075 LA 59: Roundabout @ Sharp Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2565548.08	$2580492.28	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011075 LA 59: Roundabout @ Sharp Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$14944.2	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.011138 Covington Sidewalks & Other Safety Impr.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$15341.19	$536377.47	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.011138 Covington Sidewalks & Other Safety Impr.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$518036.28	$0	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.011194 Pineville Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$39581.51	$39581.51	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.011196 Lake Charles SRTS Proj. - Barbe Elem.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$30050	$0	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.011216 City of Slidell Pavement Markings	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$0	$28300	Penalty Funds (23 U.S.C. 164)		0			Spot	Lane Departure	Page 42
H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)	Roadside	Barrier- metal	1	Numbers	$1193104.67	$1193104.67	HSIP (23 U.S.C. 148)		0			Spot	Lane Departure	Page 42
H.011233 District 02 Low Cost Safety Improvements	Roadway	Pavement surface - high friction surface	1	Numbers	$-24671.36	$-26048.01	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.011233 District 02 Low Cost Safety Improvements	Roadway	Pavement surface - high friction surface	1	Numbers	$-1376.65	$0	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.011234 District 62 Low-Cost Safety Improvements	Roadway	Pavement surface - high friction surface	1	Numbers	$150.7	$150.7	Penalty Funds (23 U.S.C. 154)		0			Systemic	Roadway Departure	Page 42
H.011243 I-49 Interchange Imp. At US 190 & LA 31	Non-infrastructure	Transportation safety planning	1	Numbers	$518622.4	$518622.4	Penalty Funds (23 U.S.C. 154)		0			Spot	Intersections	Page 42
H.011266 LA 989-1 Geometric Improvments	Roadway	Roadway widening - curve	1	Numbers	$-9670.87	$-9670.87	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$6179494.21	$11724722	HSIP (23 U.S.C. 148)		0			Spot	Pedestrians	Page 42
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$680931.45	$0	State and Local Funds		0			Spot	Pedestrians	Page 42
H.011302 LA 28: Left Turn Lanes At LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-171398.26	$-190442.51	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011302 LA 28: Left Turn Lanes At LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-19044.25	$0	State and Local Funds		0			Spot	Intersections	Page 42

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$7123914.36	$7236585.43	Penalty Funds (23 U.S.C. 154)		0			Spot	Intersections	Page 42
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$28378.93	$0	Penalty Funds (23 U.S.C. 164)		0			Spot	Intersections	Page 42
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$84292.14	$0	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011327 US 90: J-Turns - St. Mary Parish	Access management	Change in access - close or restrict existing access	1	Numbers	$571793.99	$571793.99	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011401 US 51: W Univ Ave to I55 Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-5515.82	$-5515.82	Penalty Funds (23 U.S.C. 154)		0			corridor	Planning	Page 42
H.011403 LA 1208-3 Traffic Study: Versailles-LA 488	Non-infrastructure	Transportation safety planning	1	Numbers	$-26189.56	$-38483.15	Penalty Funds (23 U.S.C. 164)		0			corridor	Planning	Page 42
H.011403 LA 1208-3 Traffic Study: Versailles-LA 488	Non-infrastructure	Transportation safety planning	1	Numbers	$-12293.59	$0	Penalty Funds (23 U.S.C. 154)		0			corridor	Planning	Page 42
H.011489 District 04 Low Cost Safety Improv	Roadway	Pavement surface - high friction surface	1	Numbers	$7194.33	$7194.33	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.011659 LA 28: Turn Lane Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-4263.16	$-4736.84	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.011659 LA 28: Turn Lane Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$-473.68	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.011660 LA 3225: Turn Lanes at LA 623	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$138372	$1525368.8	Penalty Funds (23 U.S.C. 164)		0			Spot	Intersections	Page 42
H.011660 LA 3225: Turn Lanes at LA 623	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$1386996.8	$0	Penalty Funds (23 U.S.C. 154)		0			Spot	Intersections	Page 42
H.011765 District 58 Guardrail Replacement B	Roadside	Barrier- metal	1	Numbers	$-132429.24	$-132429.24	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Page 42
H.011774 LA 327-S: Gardere Lane Ped Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$761356.52	$845951.68	HSIP (23 U.S.C. 148)		0			Spot	Pedestrians	Page 42
H.011774 LA 327-S: Gardere Lane Ped Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$9864.45	$0	State and Local Funds		0			Spot	Pedestrians	Page 42
H.011774 LA 327-S: Gardere Lane Ped Improvements	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$74730.71	$0	State and Local Funds		0			Spot	Pedestrians	Page 42

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.011846 Desiard Street Striping	Intersection traffic control	Pavement markings - miscellaneous/other/unspecified	1	Numbers	$283292.05	$283292.05	Penalty Funds (23 U.S.C. 154)		0			Spot	Lane Departure	Page 42
H.011925 I-310: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$723489.31	$0	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.011926 I-10 & I-59: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$3299146.3	$3299146.3	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.011931 LA 184: La 184 and La 468 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2614816.7	$2614816.7	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012165 I-12/LA 3002: Interchange Improvements	Interchange design	Extend existing lane on ramp	1	Numbers	$637445.28	$708272.53	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012165 I-12/LA 3002: Interchange Improvements	Interchange design	Extend existing lane on ramp	1	Numbers	$70827.25	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012194 US 167: Cable Barriers Rapides Parish	Roadside	Barrier - cable	1	Numbers	$71603.29	$71603.29	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.012196 I-49: Cable Barriers Natchitoches	Roadside	Barrier - cable	1	Numbers	$6539384.72	$6539384.72	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.012236 North Kenner Pedestrian Safety Impr.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$52864.4	$52864.4	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.012276 US 61: J-Turns at Thomas Road	Access management	Change in access - close or restrict existing access	1	Numbers	$630824.97	$701508.92	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012276 US 61: J-Turns at Thomas Road	Access management	Change in access - close or restrict existing access	1	Numbers	$70683.95	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012287 I-49 NB Exit Ramp at LA 98	Interchange design	Interchange design - other	1	Numbers	$598273.34	$664748.16	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012287 I-49 NB Exit Ramp at LA 98	Interchange design	Interchange design - other	1	Numbers	$66474.82	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012309 LA 523: Sight Distance at Stewart Dr.	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$93929.85	$104366.5	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012309 LA 523: Sight Distance at Stewart Dr.	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$10436.65	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012331 2017-2019 LSU Data Entry/Analysis	Non-infrastructure	Data/traffic records	1	Numbers	$4190574.28	$3203120.39	Penalty Funds (23 U.S.C. 164)		0			Planning	Data	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012354 Dists. 02 & 61 Low Cost Safety Improve	Roadway	Pavement surface - high friction surface	1	Numbers	$-1163667.68	$-1172274.68	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.012354 Dists. 02 & 61 Low Cost Safety Improve	Roadway	Pavement surface - high friction surface	1	Numbers	$-8607	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	Page 42
H.012377 US 90: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$4253030.9	$4300820.54	Penalty Funds (23 U.S.C. 164)		0			Systemic	Roadway Departure	Page 42
H.012377 US 90: Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$47789.64	$0	Penalty Funds (23 U.S.C. 154)		0			Systemic	Roadway Departure	Page 42
H.012393 LA 98: Roundabout at Mills Street	Intersection traffic control	Modify control - all-way stop to roundabout	1	Numbers	$33664.55	$33664.55	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012424 I-610 At St. Bernard Ave	Roadway	Pavement surface - high friction surface	1	Numbers	$0	$782011	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.012443 LA 22: Audible Thermoplastic Test	Roadway	Rumble strips - unspecified or other	1	Numbers	$-746465.05	$-746465.05	Penalty Funds (23 U.S.C. 164)		0			Spot	Roadway Departure	Page 42
H.012473 Zachary Taylor & Marconi Dr Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$28827.5	$28827.5	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.012474 St. Tammany Guardrails	Roadside	Barrier- metal	1	Numbers	$415766.24	$415766.24	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.012477 Kenner Signs & Pavement Markings	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$44946.06	$253429.04	Penalty Funds (23 U.S.C. 164)		0			Spot	Lane Departure	Page 42
H.012482 LA 46: St. Claude @ Elysian Fields Int Impr	Intersection geometry	Splitter island - remove from one or more approaches	1	Numbers	$155537.98	$172819.97	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012482 LA 46: St. Claude @ Elysian Fields Int Impr	Intersection geometry	Splitter island - remove from one or more approaches	1	Numbers	$17281.99	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012527 Local Road Safety Upgrades (W Feliciana)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$3712.98	$3712.98	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.012631 District 05 FYA Part 2	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$487065.69	$487065.69	HSIP (23 U.S.C. 148)		0			Systemic	Intersections	Page 42
H.012682 Pedestrian Crosswalk Enh. (NO PH2)	Pedestrians and bicyclists	Pedestrian signal	1	Numbers	$230620	$230620	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012747 LA 20: Low Cost Safety Improvement	Roadway	Rumble strips - edge or shoulder	1	Numbers	$7401.9	$8520.33	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Page 42
H.012747 LA 20: Low Cost Safety Improvement	Roadway	Rumble strips - edge or shoulder	1	Numbers	$822.43	$0	State and Local Funds		0			Systemic	Roadway Departure	Page 42
H.012747 LA 20: Low Cost Safety Improvement	Roadway	Rumble strips - edge or shoulder	1	Numbers	$296	$0	State and Local Funds		0			Systemic	Roadway Departure	Page 42
H.012776 NO RPC Bike/Ped Program Phase VI	Non-infrastructure	Training and workforce development	1	Numbers	$150108.28	$-58646.12	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.012798 LA 594: Roundabout at Rowland Rd.	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$32893.89	$32893.89	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012820 LA 378 @ LA 378 Spur: Intersect Impr	Intersection geometry	Intersection geometrics - re-assign existing lane use	1	Numbers	$189969.89	$211077.66	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.012820 LA 378 @ LA 378 Spur: Intersect Impr	Intersection geometry	Intersection geometrics - re-assign existing lane use	1	Numbers	$21107.77	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.012848 US 61: St James P/L - 2450' S of LA 22	Roadway	Rumble strips - edge or shoulder	1	Numbers	$-201569.62	$-201569.62	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.012858 Choctaw Road Striping	Roadway delineation	Improve retroreflectivity	1	Numbers	$281998.57	$281998.57	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.012903 LA 70: RCUT at LA 3120	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$1352513.6	$1352513.6	Penalty Funds (23 U.S.C. 154)		0			Spot	Intersections	Page 42
H.013029 Baton Rouge Ped/Bike Safety Action Plan	Non-infrastructure	Transportation safety planning	1	Numbers	$283003.4	$283003.4	Penalty Funds (23 U.S.C. 154)		0			Spot	Planning	Page 42
H.013073 N. Foster Dr-Greenwell Sprgs Rd Ped Imp	Non-infrastructure	Transportation safety planning	1	Numbers	$7290.08	$7290.08	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.013079 Town of Farmerville Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$185699.8	$185699.8	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.013082 Bootlegger Road Shared Use Path	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Numbers	$7358.02	$7358.02	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.013084 Peltier Park Sidewalk	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$74304.5	$74304.5	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.013086 I.A. Lewis Elem Sidewalk Phase 3	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$91200.73	$91200.73	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.013088 Hatchell Lane Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$3712.98	$3712.98	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.013090 Gretna Downtown Pedestrian Improv	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$3712.98	$3712.98	Penalty Funds (23 U.S.C. 164)		0			Spot	Pedestrians	Page 42
H.013094 Broad St. - Read Blvd Ped Impr	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$7425.96	$7425.96	Penalty Funds (23 U.S.C. 154)		0			Spot	Pedestrians	Page 42
H.013099 US 165 @ US 84 J-Turns	Access management	Change in access - close or restrict existing access	1	Numbers	$1649318.77	$1832576.41	HSIP (23 U.S.C. 148)		0			Spot	Intersections	Page 42
H.013099 US 165 @ US 84 J-Turns	Access management	Change in access - close or restrict existing access	1	Numbers	$183257.64	$0	State and Local Funds		0			Spot	Intersections	Page 42
H.013101 Constitution Dr. Traffic Study	Non-infrastructure	Transportation safety planning	1	Numbers	$79609.03	$79609.03	Penalty Funds (23 U.S.C. 164)		0			Other	Roadway Departure	Page 42
H.013264 District 08 Safety Investment Plan	Non-infrastructure	Transportation safety planning	1	Numbers	$367552.48	$367552.48	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.013271 Tangipahoa Ph Local Road Safety Upgrade	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Numbers	$271680	$271680	Penalty Funds (23 U.S.C. 154)		0			Spot	Roadway Departure	Page 42
H.013502 2018-2023 SHSP Capital Reg Coalition	Non-infrastructure	Transportation safety planning	1	Numbers	$360012.68	$360012.68	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.013506 2018-2023 SHSP S. Central Reg. Coal.	Non-infrastructure	Transportation safety planning	1	Numbers	$249040	$249040	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.013551 2018-2023 SHSP Northeast La Partnership	Non-infrastructure	Transportation safety planning	1	Numbers	$222256.99	$222256.99	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.013554 2018-2023 SHSP Cenla Highway Safety Coal	Non-infrastructure	Transportation safety planning	1	Numbers	$364862.93	$364862.93	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.013592 2018-2023 SHSP Acadiana Regional Coal	Non-infrastructure	Transportation safety planning	1	Numbers	$197693	$197693	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972128 Captial Regional Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$172106	$172106	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972137 LCG Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$172371	$172371	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.972143 Northeast Regional Coalition Coord.	Non-infrastructure	Transportation safety planning	1	Numbers	$142000	$142000	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972144 Central LA regional Coal. Coord	Non-infrastructure	Transportation safety planning	1	Numbers	$132951	$132951	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972145 Southwest Regional Coal. Coord	Non-infrastructure	Transportation safety planning	1	Numbers	$113524	$113524	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972153 SHSP Law Enforcement Expert SFY 2016-2018	Non-infrastructure	Transportation safety planning	1	Numbers	$123500	$123500	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972160 S Central Regional Coalition Coord	Non-infrastructure	Transportation safety planning	1	Numbers	$150000	$150000	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972172 Northwest Regional Coal. Coord	Non-infrastructure	Transportation safety planning	1	Numbers	$240892.82	$240892.82	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972177 La Center for Transp. Safety	Non-infrastructure	Transportation safety planning	1	Numbers	$573378	$573378	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972194 2016 HSIP Non-infrs Proj.	Non-infrastructure	Transportation safety planning	1	Numbers	$-5889.5	$-5889.5	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972206 Section 33 LTAAP 1/1/2016-12/31/2016	Non-infrastructure	Transportation safety planning	1	Numbers	$-329581.69	$-329581.69	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972217 Work Program Pt 1 & 2 @100% 7/1/16-6/30/17	Non-infrastructure	Transportation safety planning	1	Numbers	$734256.35	$-514428.84	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972217 Work Program Pt 1 & 2 @100% 7/1/16-6/30/17	Non-infrastructure	Transportation safety planning	1	Numbers	$440089.81	$0	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972274 Planning Work Program 7/1/17-6/30/18	Non-infrastructure	Transportation safety planning	1	Numbers	$2816280	$2816280	Penalty Funds (23 U.S.C. 164)		0			Planning	Planning	Page 42
H.972316 Section 33 LTAP 1/1/18-12/31/18	Non-infrastructure	Transportation safety planning	1	Numbers	$310912	$660233	Penalty Funds (23 U.S.C. 154)		0			Planning	Planning	Page 42
H.972316 Section 33 LTAP 1/1/18-12/31/18	Non-infrastructure	Transportation safety planning	1	Numbers	$349321	$0	State and Local Funds		0			Planning	Planning	Page 42

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.005733 US 190 Covington Super Street Analysis	Access management	Change in access - close or restrict existing access	1	Numbers	$4919100.25	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Corridor	Intersections	
H.005733 US 190 Covington Super Street Analysis	Access management	Change in access - close or restrict existing access	1	Numbers	$2750017.99	$0	State and Local Funds		0			Corridor	Intersections	
H.010982 LA 25 Folsom City Limit - Hay Hollow Rd.	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$1679386.4	$2099233	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.010982 LA 25 Folsom City Limit - Hay Hollow Rd.	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$419846.6	$0	State and Local Funds		0			Spot	Intersections	
H.011189 LA 1026: Roundabout @ Dunn Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$1309910	$1309910	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$863705.2	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Pedestrians	
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$646122	$0	State and Local Funds		0			Spot	Pedestrians	
H.011314 LA 22: Near I-10 Gometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$222265	$0	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.011421 LA 3032: Lt Turn Lanes at Camilla Dr.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$904909.9	$1131137	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.011421 LA 3032: Lt Turn Lanes at Camilla Dr.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$226227.5	$0	State and Local Funds		0			Spot	Intersections	
H.011437 I-220: EB Exit Ramp Improvement at LA 3	Intersection geometry	Auxiliary lanes - extend acceleration/deceleration lane	1	Numbers	$492526.8	$547252	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.011437 I-220: EB Exit Ramp Improvement at LA 3	Intersection geometry	Auxiliary lanes - extend acceleration/deceleration lane	1	Numbers	$54725.2	$0	State and Local Funds		0			Spot	Intersections	
H.011490 LA 30: Turn Lanes@S.Purpera & S.Hodgeson	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$635203.5	$794004.3	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.011490 LA 30: Turn Lanes@S.Purpera & S.Hodgeson	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$158800.8	$0	State and Local Funds		0			Spot	Intersections	
H.011502 US 61: Turn Lane	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$477288.5	$596610.6	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Improvements @ LA 621														
H.011502 US 61: Turn Lane Improvements @ LA 621	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$119322.1	$0	State and Local Funds		0			Spot	Intersections	
H.011929 I-49: Washington to Avoyelles Line	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$599026.4	$599026.4	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012077 LA 986: Improvements at LA 415	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$39874.4	$49873	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012077 LA 986: Improvements at LA 416	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$9968.6	$0	State and Local Funds		0			Spot	Intersections	
H.012404 I-10 Off Ramps @ LA 182	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	1	Numbers	$861311.5	$957012.8	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012404 I-10 Off Ramps @ LA 183	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	1	Numbers	$95701.28	$0	State and Local Funds		0			Spot	Intersections	
H.012564 US 61: Improvements @ E Harding & Ormond	Intersection geometry	Auxiliary lanes - add acceleration lane	1	Numbers	$559794.6	$699743.2	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012564 US 61: Improvements @ E Harding & Ormond	Intersection geometry	Auxiliary lanes - add acceleration lane	1	Numbers	$139948.6	$0	State and Local Funds		0			Spot	Intersections	
H.012592 LA 24: Extend Right Turn Lane At LA 3040	Intersection geometry	Auxiliary lanes - extend existing right-turn lane	1	Numbers	$140132.4	$175165.5	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012592 LA 24: Extend Right Turn Lane At LA 3040	Intersection geometry	Auxiliary lanes - extend existing right-turn lane	1	Numbers	$35033.11	$0	State and Local Funds		0			Spot	Intersections	
H.012601 I-10: Read Blvd Interstate Lighting	Lighting	Site lighting - intersection	1	Numbers	$1062671	$1180746	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012601 I-10: Read Blvd Interstate Lighting	Lighting	Site lighting - intersection	1	Numbers	$118074.6	$0	State and Local Funds		0			Spot	Intersections	
H.012602 I-10: Morrison Rd. Interchange Lighting	Lighting	Site lighting - intersection	1	Numbers	$1222705	$1358561	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012602 I-10: Morrison Rd. Interchange Lighting	Lighting	Site lighting - intersection	1	Numbers	$135856	$0	State and Local Funds		0			Spot	Intersections	

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H.012661 Dist. 07 Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$4112576	$4112576	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Intersections	
H.012904 I-610: Pavement Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$315464	$315464	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.012905 I-49 Pavment Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$484899.2	$484899.2	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.012906 I-20 Pavement Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$315464	$315464	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.012907 I-12 Raised Pavment Marker Repl.	Roadway delineation	Raised pavement markers	1	Numbers	$173975	$173975	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.012912 I-110: Convention St/Florida St. Ramps	Interchange design	Improve intersection radius at ramp terminus	1	Numbers	$118953	$132170	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Spot	Intersections	
H.012912 I-110: Convention St/Florida St. Ramps	Interchange design	Improve intersection radius at ramp terminus	1	Numbers	$13217	$0	State and Local Funds		0			Spot	Intersections	
H.013152 I-49 Pavement Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$623950	$623950	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.013157 I-55 Pavement Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$919536	$919536	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	
H.013184 I-49 Pavement Marking Replacement	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$164885	$164885	Other Federal-aid Funds (i.e. STBG, NHPP)		0			Systemic	Roadway Departure	

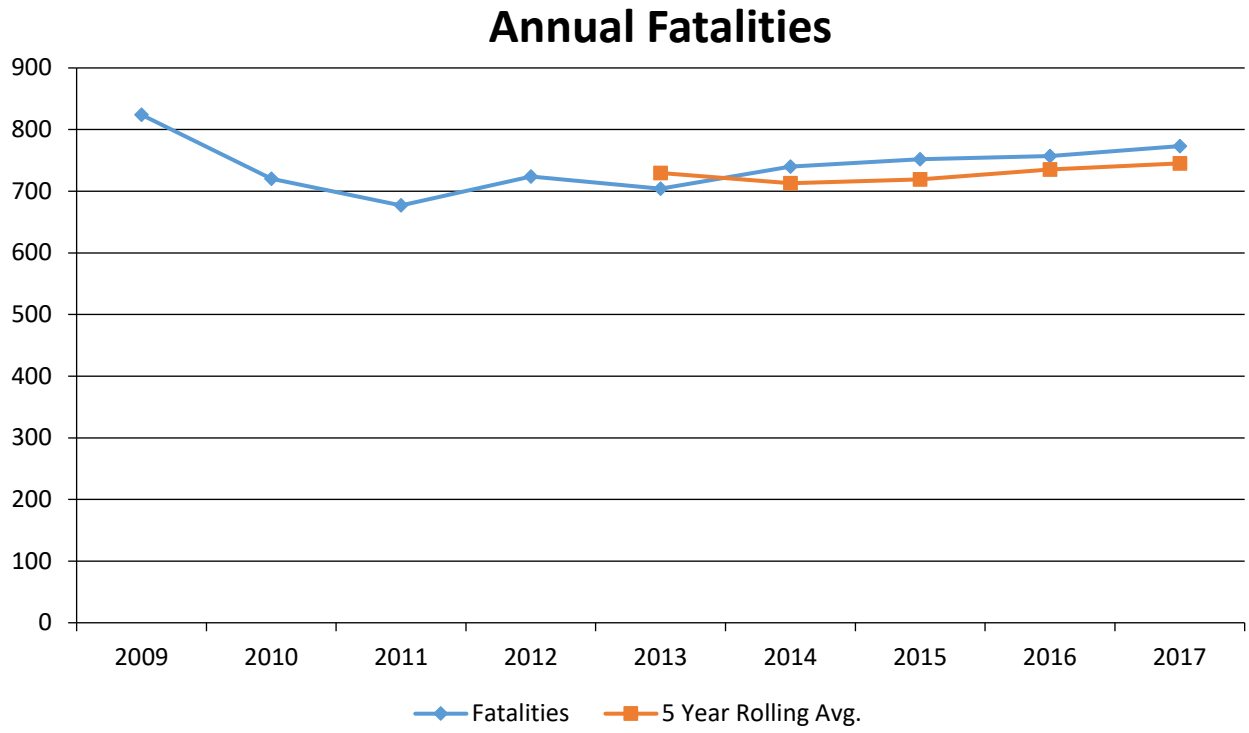
Enter additional comments here to clarify your response for this question or add supporting information.

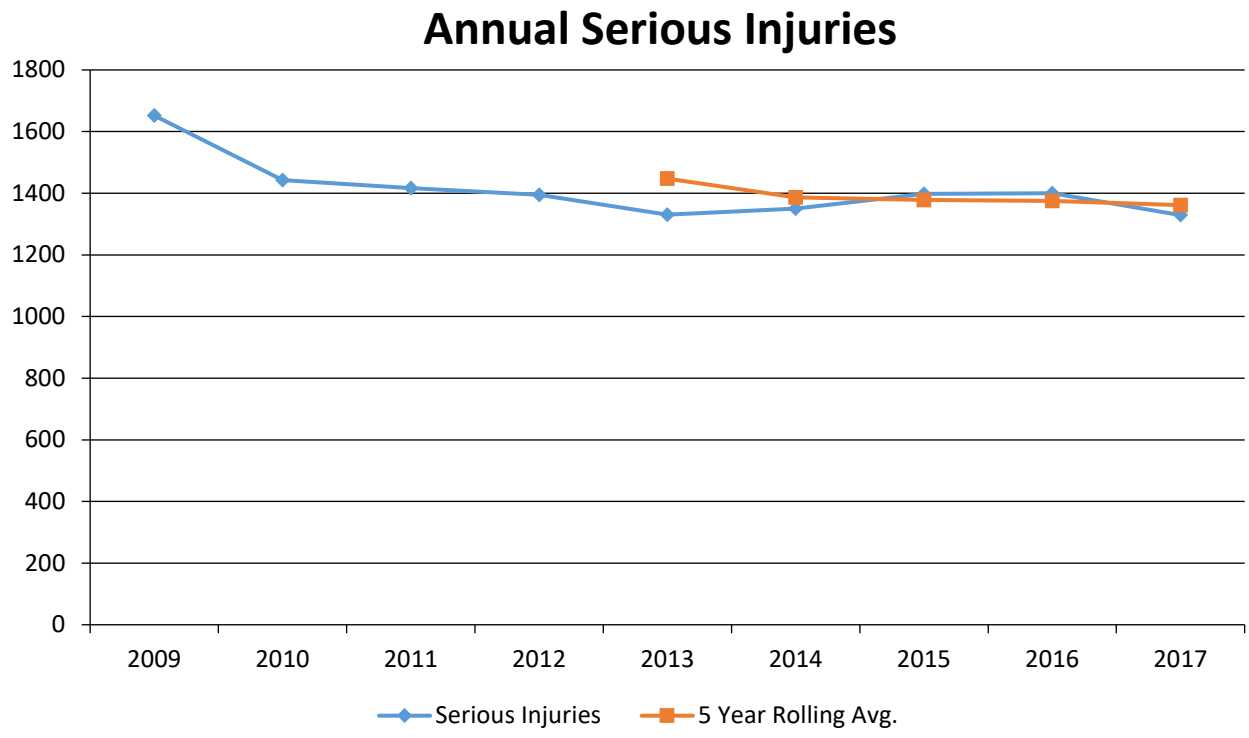
Safety Performance

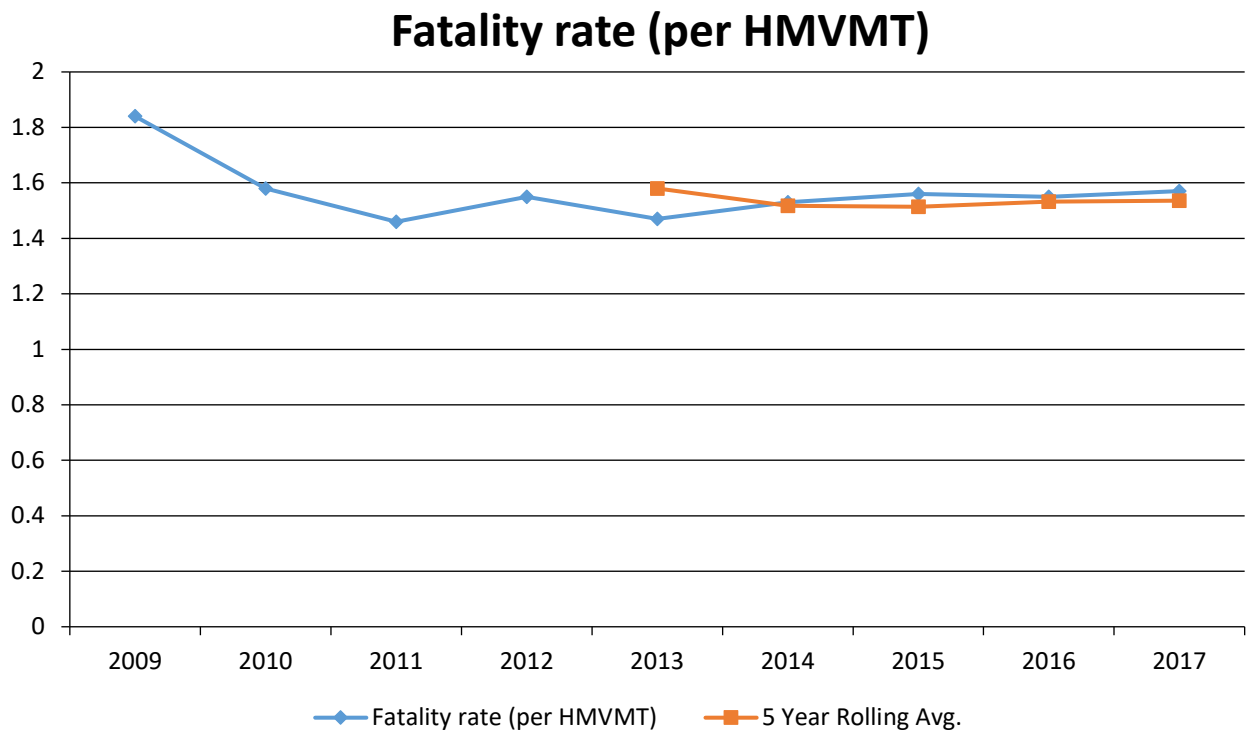
General Highway Safety Trends

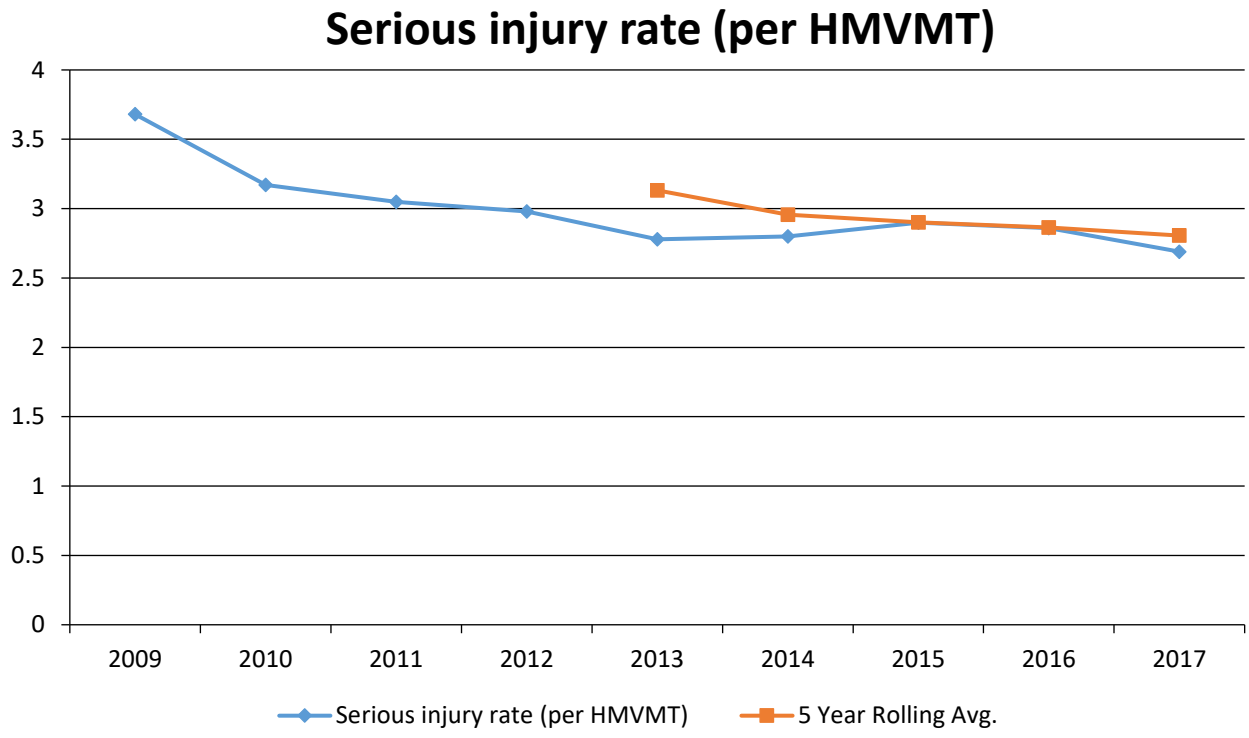
Present data showing the general highway safety trends in the State for the past five years.

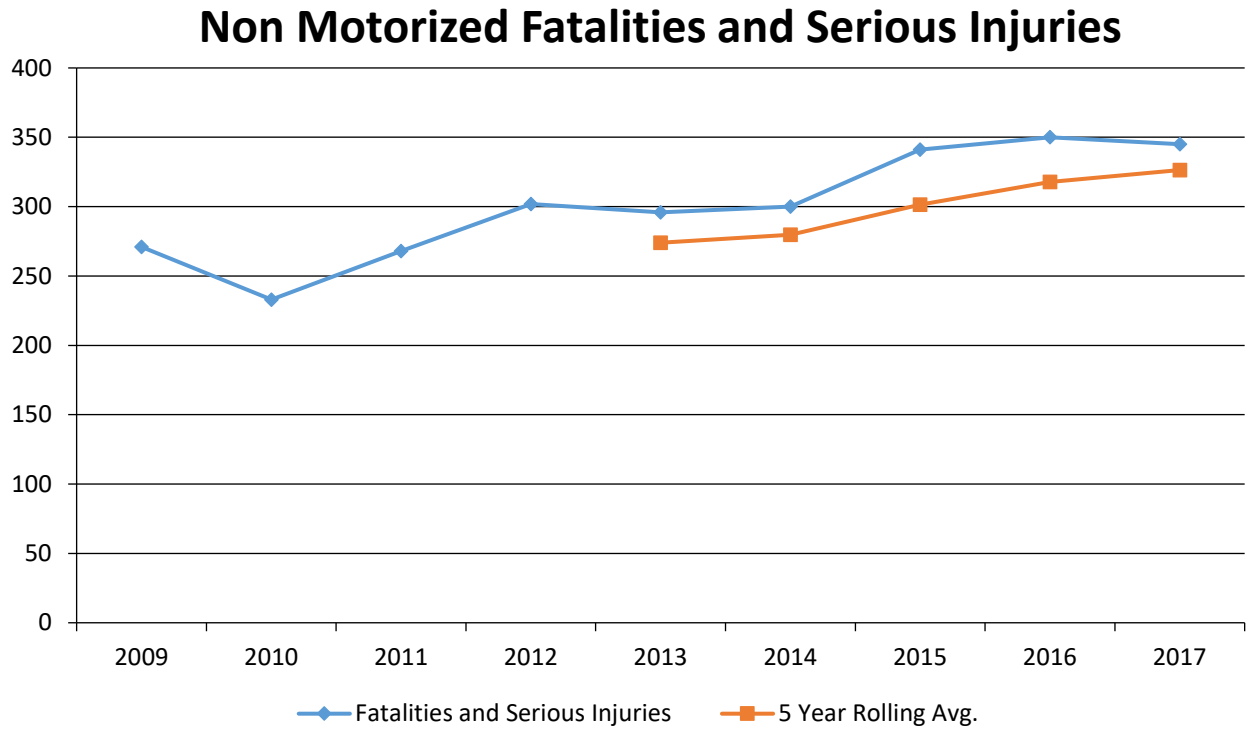
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	824	720	677	724	704	740	752	757	773
Serious Injuries	1,652	1,443	1,417	1,395	1,330	1,350	1,398	1,400	1,329
Fatality rate (per HMVMT)	1.840	1.580	1.460	1.550	1.470	1.530	1.560	1.550	1.570
Serious injury rate (per HMVMT)	3.680	3.170	3.050	2.980	2.780	2.800	2.900	2.860	2.690
Number non-motorized fatalities	120	88	109	146	111	119	142	149	139
Number of non-motorized serious injuries	151	145	159	156	185	181	199	201	206


Annual Fatalities
900
800
700
600
500
400
300
200
100
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1800
1600
1400
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
4
3.5
3
2.5
2
1.5
1
0.5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

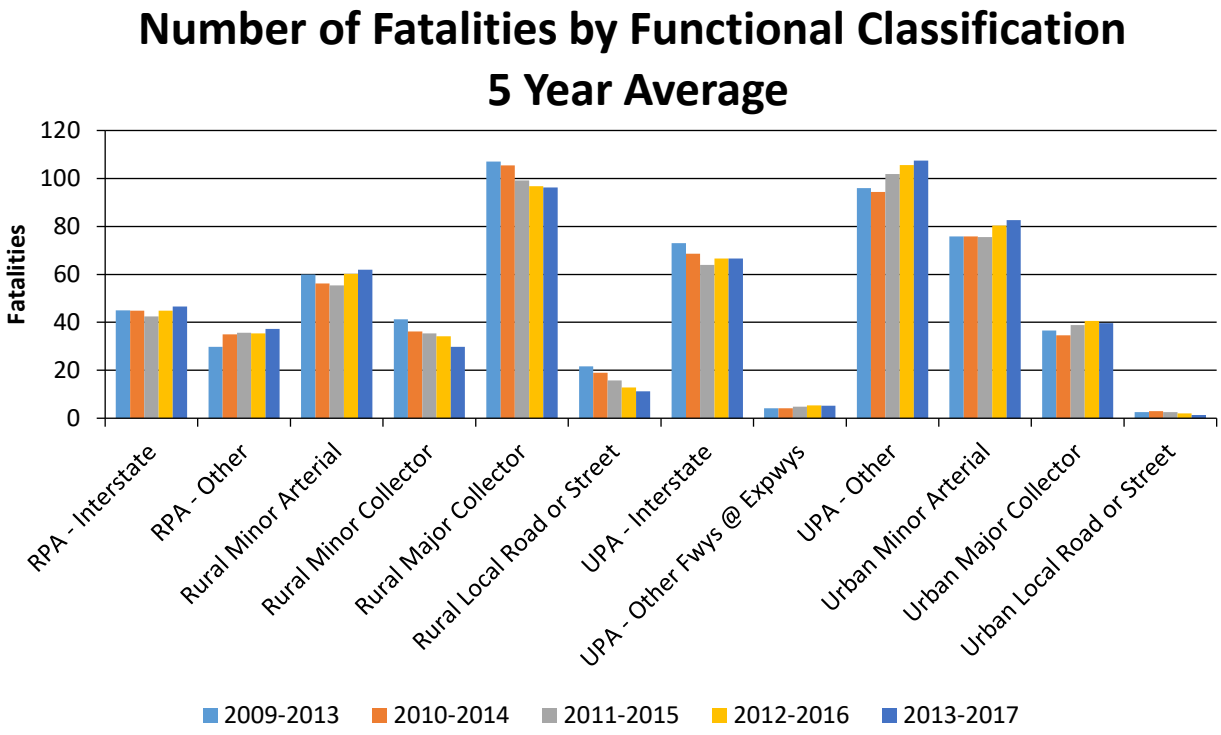
Year 2017

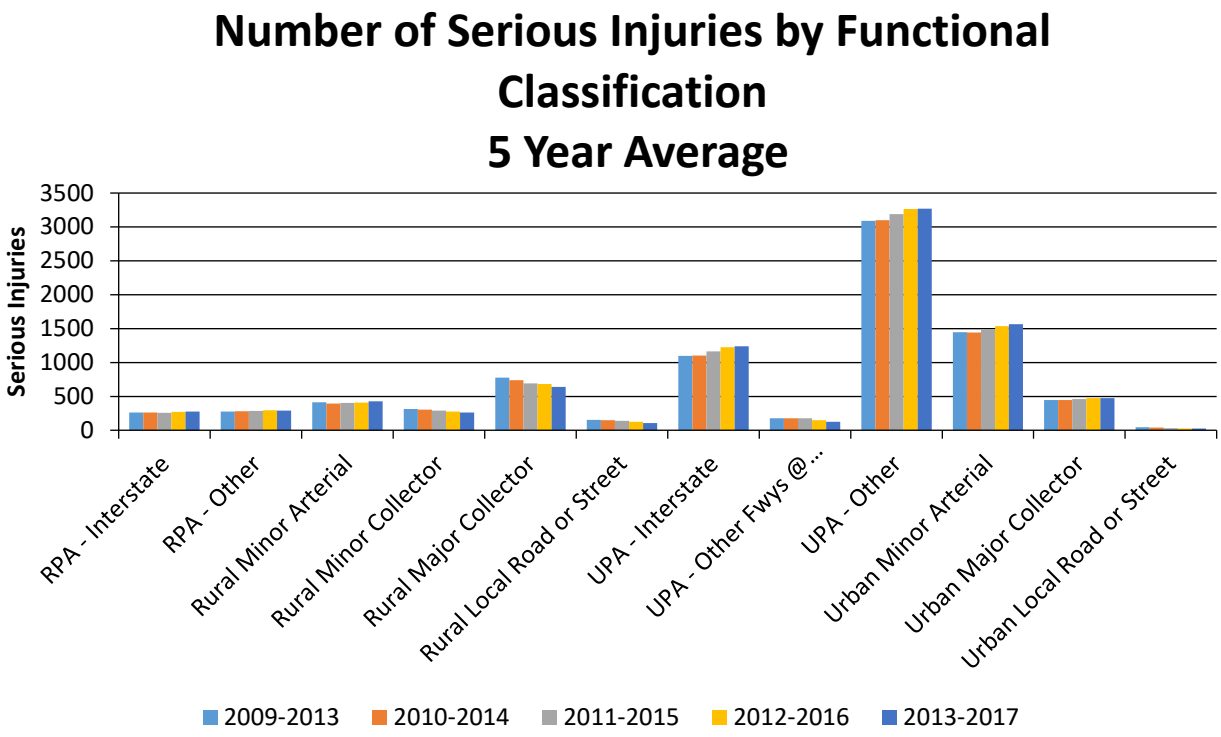
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	46.6	274.8	0.78	4.6
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	37.2	287.8	1.35	10.43
Rural Minor Arterial	62	426.2	2.03	13.92
Rural Minor Collector	29.8	263	2.53	22.14
Rural Major Collector	96.2	641.4	2.72	18.13

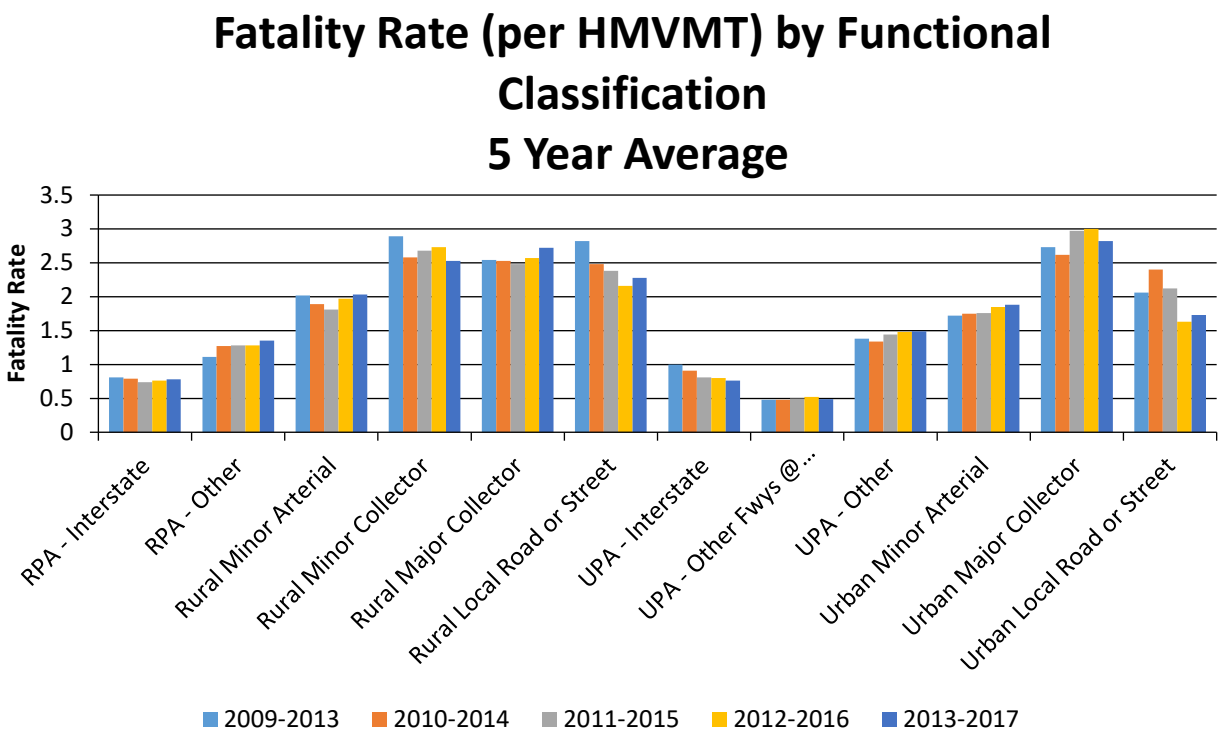
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	11.2	105	2.28	20.77
Urban Principal Arterial (UPA) - Interstate	66.6	1,240.2	0.76	14.14
Urban Principal Arterial (UPA) - Other Freeways and Expressways	5.2	126.4	0.49	12.05
Urban Principal Arterial (UPA) - Other	107.4	3,267.6	1.49	45.27
Urban Minor Arterial	82.6	1,563	1.88	35.47
Urban Minor Collector				
Urban Major Collector	39.6	475	2.82	33.76
Urban Local Road or Street	1.4	27.2	1.73	38.6

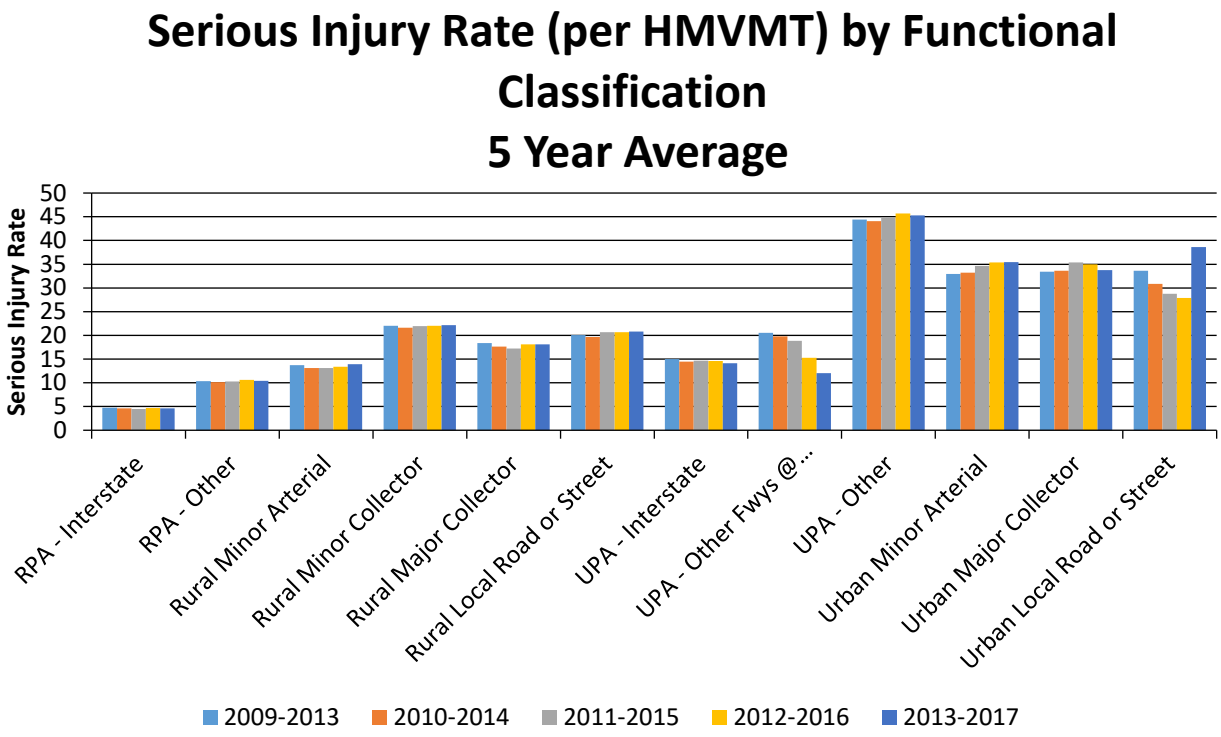
Year 2017

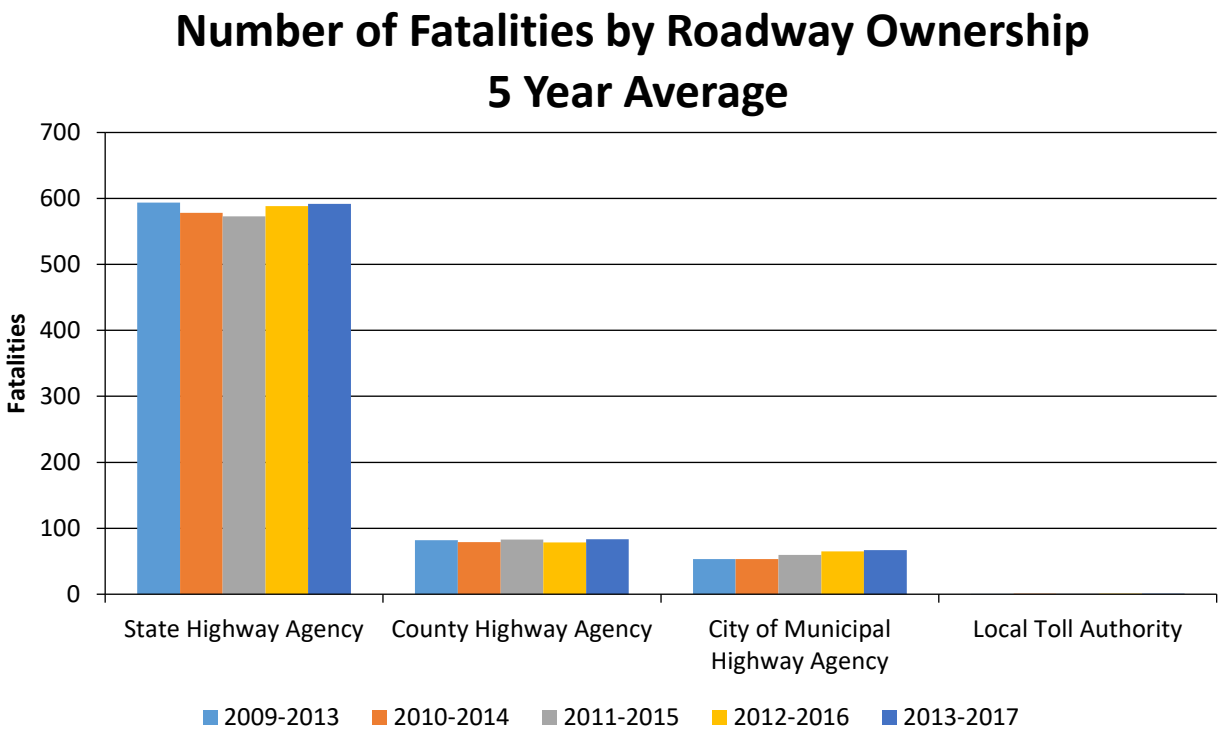
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	591.8	8,880	1.47	22.04
County Highway Agency	83.2	1,479.6	4.44	78.97
Town or Township Highway Agency				
City of Municipal Highway Agency	66.8	3,287	1.13	55.32
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	1	17.8	0.27	4.93
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

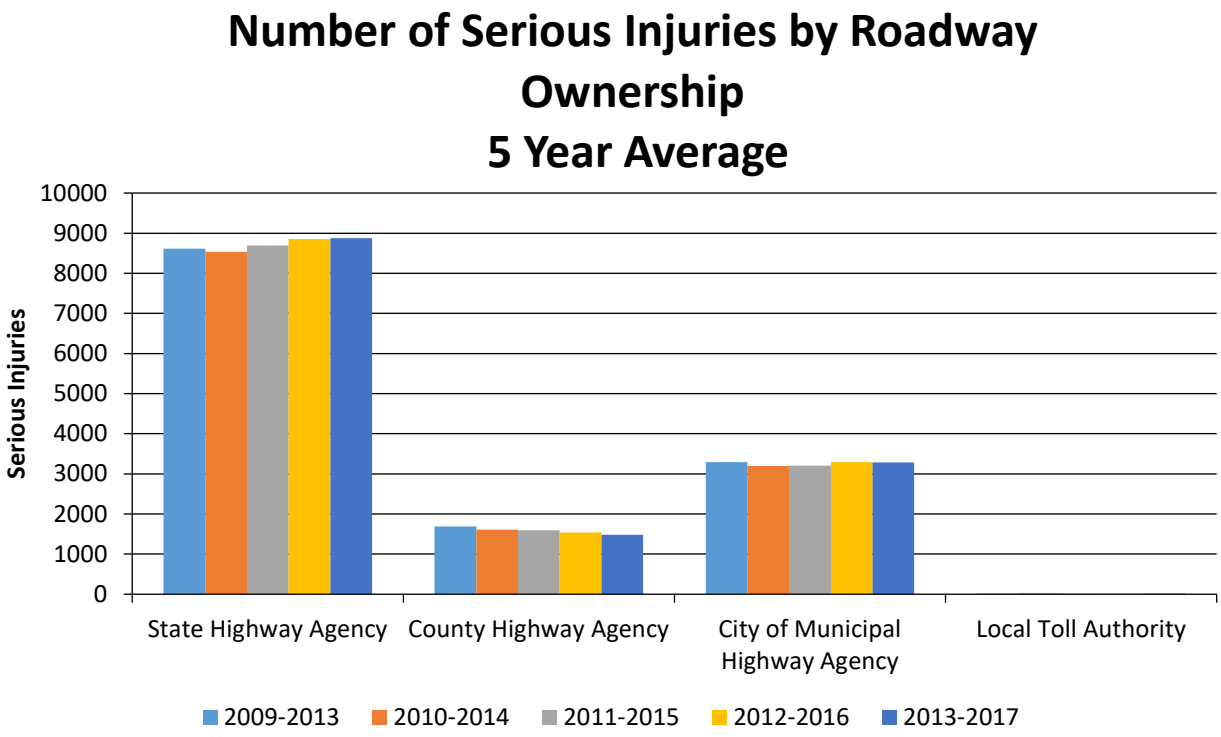

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

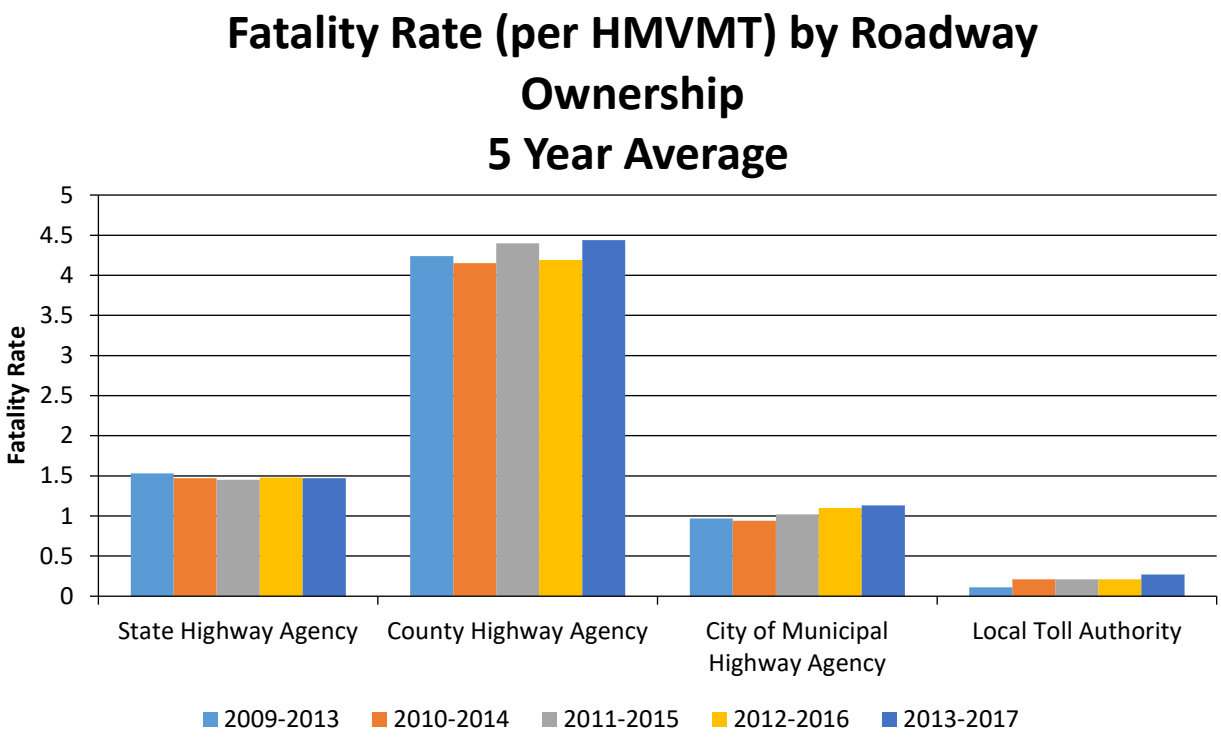

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

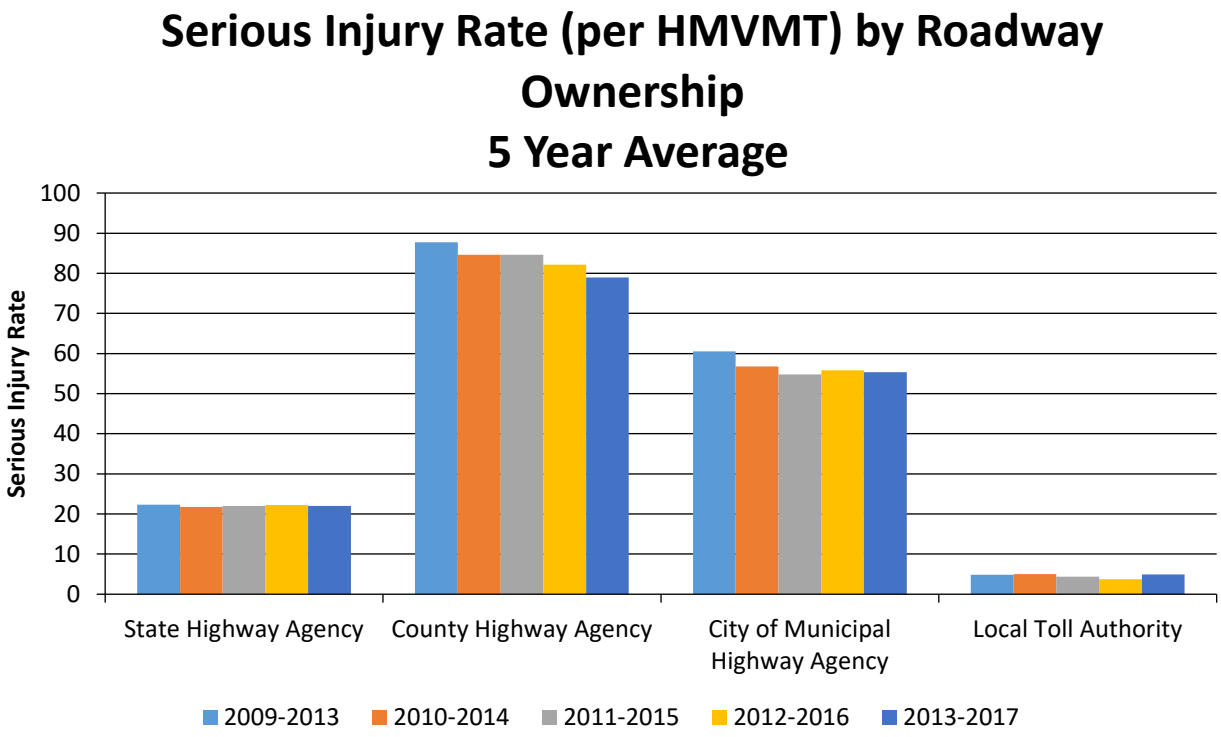

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
50
45
40
35
30
25
20
15
10
5
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Table above includes state owned routes only. We are working on integrating local road data within these functional classifications for future reporting.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities	730.0

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. 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 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. Based on historical data, the number of fatalities has increased annually over the last 5 years from 703 in 2013 to 773 in 2017. A steady percentage based reduction was chosen as the most practical justification for determine the 2019 target. To achieve the 2019 target, fatalities will have to be reduced by two percent from 746 (2013 to 2017 average) to 730.0 in 2019.

Number of Serious Injuries 1332.0

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. 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 1396 in 2016 to a five-year low of 1329 in 2017. A five-year average trend line was chosen as the most practical justification for determining the 2018 target based on trends and current programs enacted to address overall serious injuries in the State. To achieve the 2019 target, serious injuries will have to be reduced by two percent from 1361 (2013 to 2017 average) to 1332 in 2019.

Fatality Rate 1.506

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. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2019 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.538 (2013 to 2017 average) to 1.506 in 2019.

Serious Injury Rate 2.745

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. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2019 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 2.80 (2013 to 2017 average) to 2.745 in 2019.

Total Number of Non-Motorized Fatalities and Serious Injuries 319.9

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 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. Non-motorized user fatalities and serious injuries have decreased for the first time in three years from an all time high (since tracking began in 2005) of 349 in 2016 to 346 in 2017. 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 2019 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2.0 percent from 326 (2013 to 2017 average) to 319.9 in 2019.

Enter additional comments here to clarify your response for this question or add supporting information.

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 2017 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

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

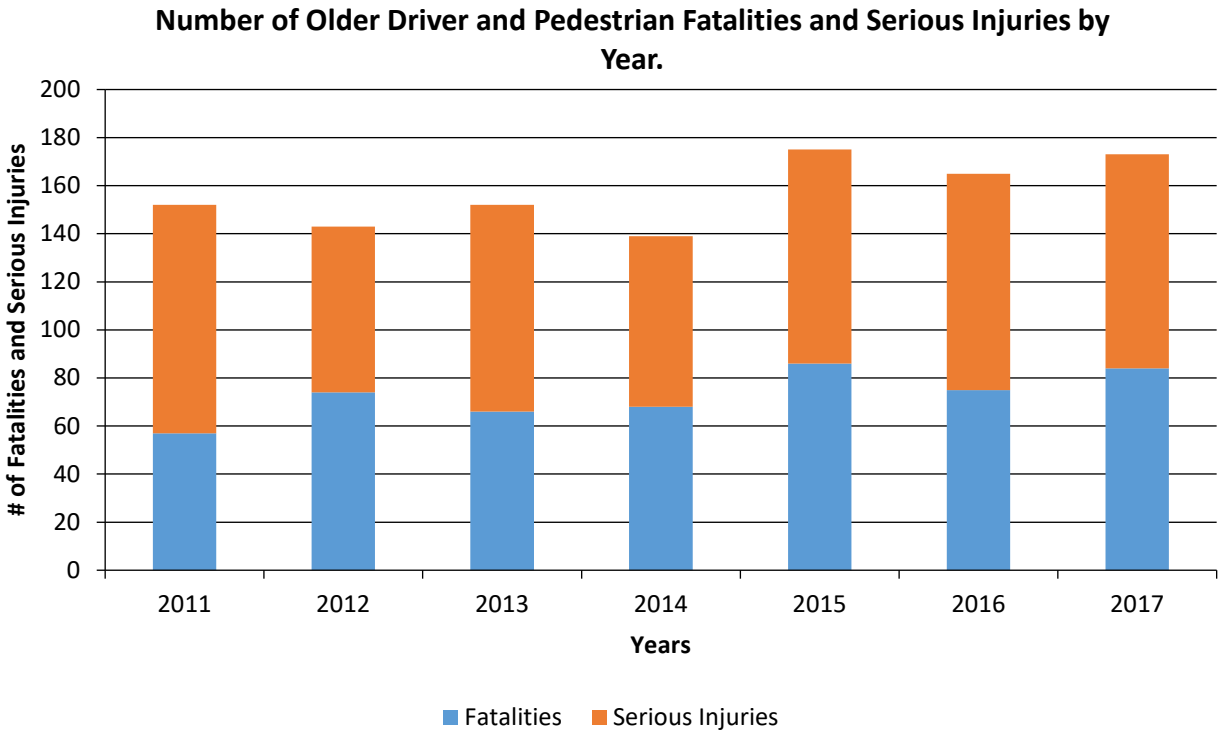
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	57	74	66	68	86	75	84
Number of Older Driver and Pedestrian Serious Injuries	95	69	86	71	89	90	89



Enter additional comments here to clarify your response for this question or add supporting information.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

Louisiana is showing a 2% increase in fatalities from 2016-2017 and serious injuries are down to 1329 compared to 1400 in 2016. Locations where projects are funded in the HSIP showed a 10% reduction in all crashes.

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

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

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

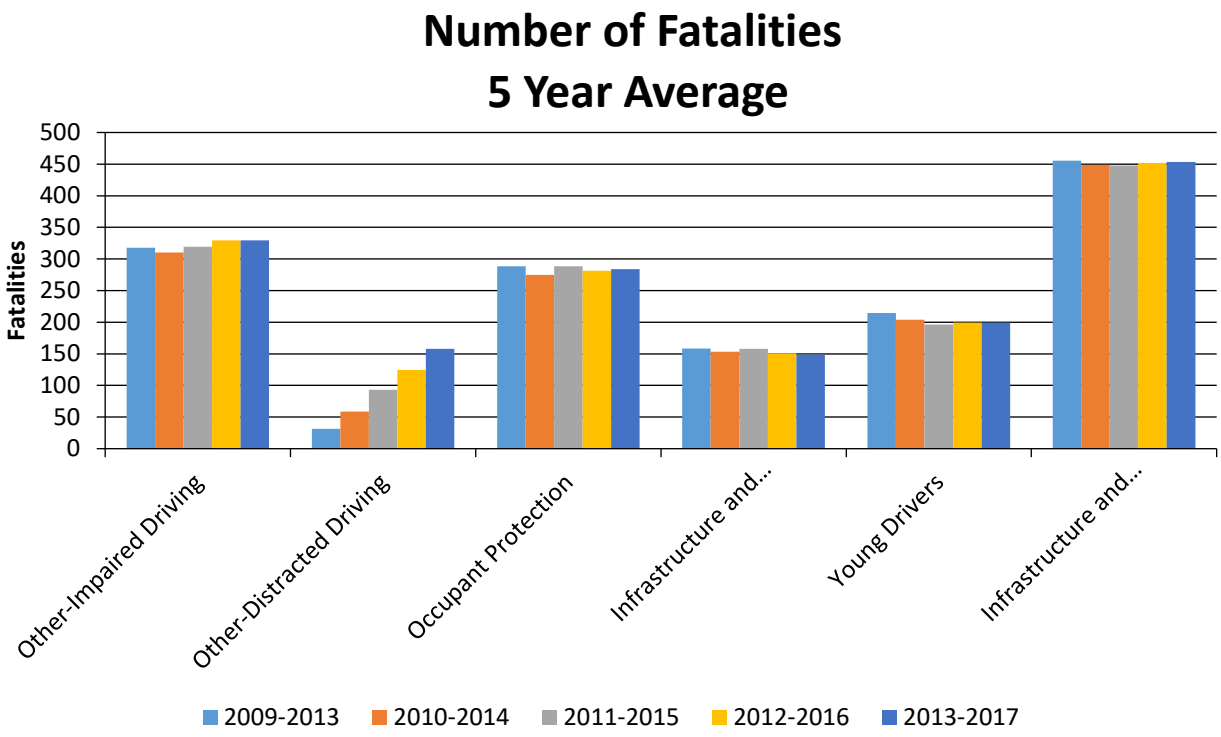
Effectiveness of Groupings or Similar Types of Improvements

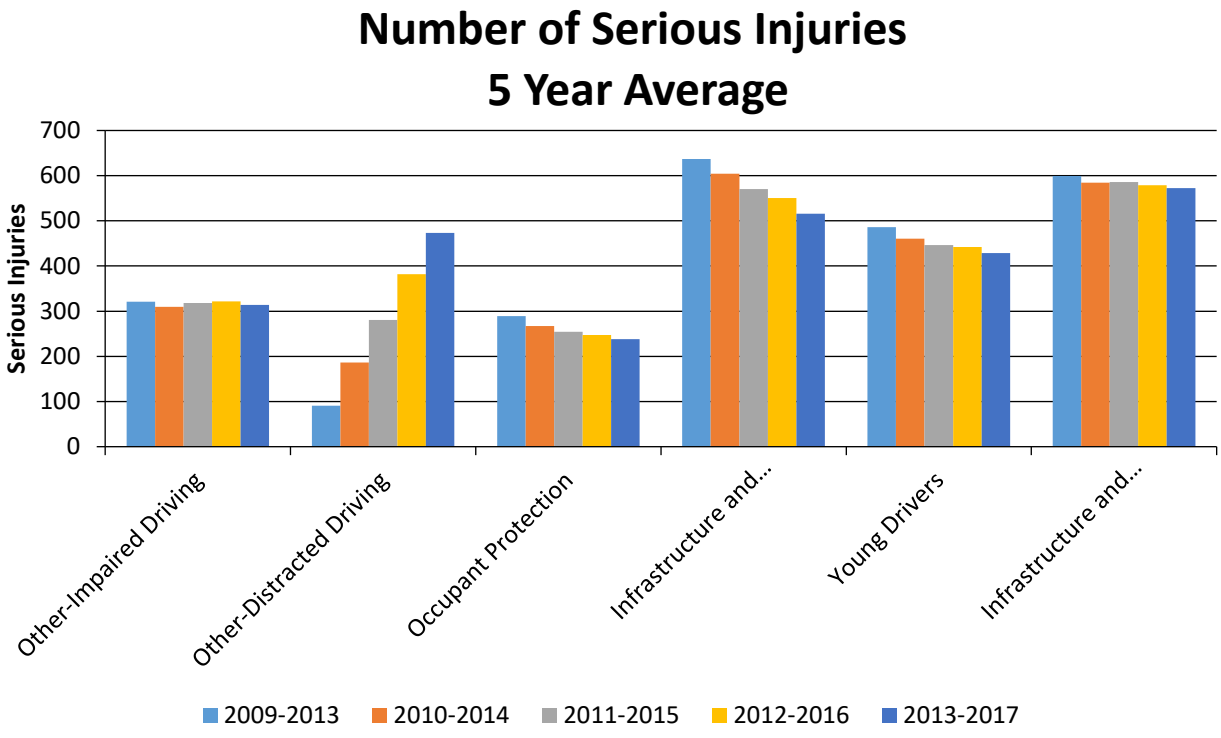
Present and describe trends in SHSP emphasis area performance measures.

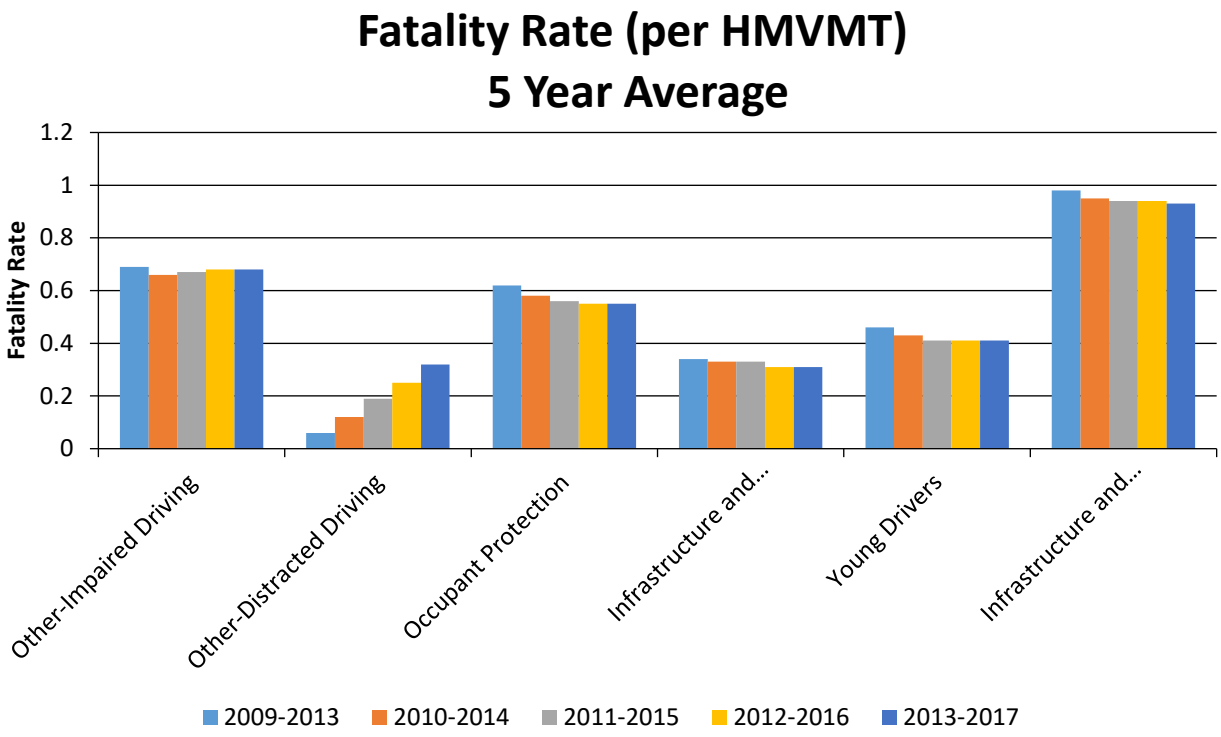
Year 2017

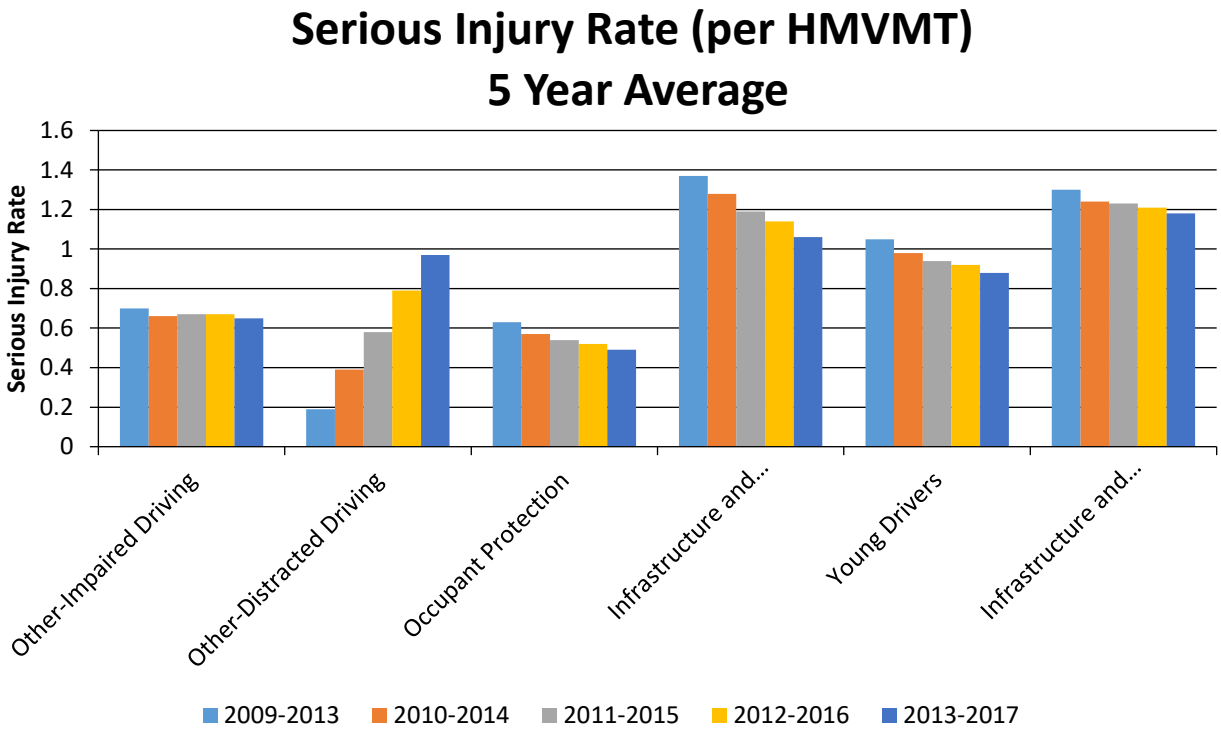
2018 Louisiana Highway Safety Improvement Program

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)	Other 1	Other 2	Other 3
Other-Impaired Driving		329.2	313.6	0.68	0.65	0	0	0
Other-Distracted Driving		158	473.4	0.32	0.97	0	0	0
Occupant Protection		284	238	0.55	0.49	0	0	0
Infrastructure and Operations-Intersections		148.8	515.6	0.31	1.06	0	0	0
Young Drivers		199.6	428.8	0.41	0.88	0	0	0
Infrastructure and Operations-Roadway Departure		453.6	572.6	0.93	1.18	0	0	0


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...
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


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...
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

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

No

Enter additional comments here to clarify your response for this question or add supporting information.

A formal evaluation is conducted and reported to the legislature based on all crashes at HSIP locations. For planning purposes, the change in fatalities and serious injuries is also considered.

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														

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	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					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								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
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					0	0	0	0
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					33	0				
Ramp AADT (191)					33	0				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**100.00**	**100.00**	**87.82**	**81.82**	**88.89**	**88.89**	**80.00**	**80.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

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.

All fundamental MIRE data elements are 100% collected, or estimated, with the exception of Interchange Type (182) and Ramp AADT (191). Those two are 34% complete for State Owned roads and should be 100% in two more years. Those two for Non State Owned roads have yet to be identified.

To further explain the 0% collected for type of government ownership (state and non-state local paved roads and unpaved roads), the plan for capturing local ownership by 2026 will be based on GIS centerline files and geo-processing procedure to clip the roads at city and parish limits. The further maintenance of the local data will be through the coordination of efforts and data governance procedures being initiated.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Injury	No	Incapacitating/Severe	No	Incapacitating/Severe	No
Crash Database	Severity	No	N/A	No	N/A	No
Crash Database Data Dictionary	Severity	No	Incapacitating/Severe	No	Incapacitating/Severe	No

Please describe the actions the State is taking to become compliant by April 15, 2019.

Louisiana is updating their crash report manual to include the MMUCC 4th edition's serious injury definition. The Crash Report, Crash Report Manual, Crash Database, and Crash Database Dictionary should be completed by the end of calendar year 2018.

Enter additional comments here to clarify your response for this question or add supporting information.

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

2018 Louisiana Highway Safety Improvement Program
No

When does the State plan to complete it’s next HSIP program assessment.

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
LRSP 2018 Application Evaluation Form.xlsx
LRSP 2018 Guidelines & Policies.docx
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
13.docx
Safe Routes to Public Places Program Guidelines 2017.pdf
2017 SRTPPP Application.doc
2016_LRSP App_ Jan.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.