Oklahoma Highway Safety Improvement Program FFY 2005 – 2012

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Written by:
Matt Warren, E.I.
Traffic Engineering Division
Oklahoma DOT

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Program Structure

1. Program Administration

The following describes the practices for HSIP projects that are administered though the Traffic Engineering Division. The field Division Offices administered approximately half of HSIP projects. They selected these safety projects to address their need based on information about roadway, structures, maintenance status, pavement condition, and safety history.

a. How are HSIP funds administered in the state, i.e. centrally or via districts?

All of the HSIP funds are administered through ODOT's Central Office.

b. Describe any innovative practices used to implement the HSIP.

ODOT is currently in transition on the method in which sites are ranked for both segments and intersections. We are currently using Bayesian methods for segments and severity-weighted rates for intersections.

Road Safety Audits are currently conducted primarily on request to help recommend projects for hot spot locations. Routine implementation of Road Safety Audits for HSIP projects is planned in the future if and when staffing levels permit.

c. Describe how local roads are addressed as part of the HSIP.

The local roads are owned and operated by the local entity (county or city) and the data coverage represented in this report does not include county roads or city streets. Local roads are not identified as part of the HSIP.

Currently, ODOT's database does have city and county road collisions within it. However, these roads have two different coordinate systems than that of ODOT's system and are not capable of being related to each other at this time. Furthermore, the software is not capable of drawing comparisons across the three coordinate systems. A considerable amount of resources and conjecture would have to be applied to yield any results.

The Collision Analysis & Safety branch within Traffic Engineering Division of ODOT is striving to reach minimum resources to fulfill the requirements of the SHSP as well as other reporting requirements, e.g. HSIP. ODOT Traffic Engineering is currently working on reporting systems for city and county roads. These will be independent of the state

system and will be of some value. The schedule for independent reporting and reporting all roads together as one system is indefinite.

d. Describe how highway safety improvement projects are selected for implementation.

Currently, HSIP funds are used by ODOT exclusively; i.e. there are no other entities that can apply and we have no competitive application process for these funds. Crash experience, as reflected by the annual Collision Data Digest (parallel to the former 5% report), is a factor in project selection but there is no single governing metric. Possible B/C ratios are not estimated but some of the lists are ranked by expected crashes or expected crashes per mile, which may be taken as roughly proportional to a first approximation of B/C ratio. Sites for systemic improvement are chosen based on roadway characteristics and sometimes on crash history; for certain improvements specialized reports using Bayesian analysis are available to help optimize benefits. There is no established method for ranking systemic improvements relative to hot spot projects.

2. Program Methodology

The following describes the practices for HSIP projects that are administered though the Traffic Engineering Division. The other HSIP projects (approx. half) that go through the other Divisions have their own practices.

The program was last updated approximately in 1998.

a. Data Used

Crash

Crash data used to evaluate HSIP projects has a span of 5 years before the exact Work Start Date and 5 years after the exact Completion Date. Fatality, incapacitating injury and non-incapacitating injury collisions (types K, A, B) are used. Other than excluding possible injury and property damage only crashes (types C, O) all crash types are included.

Site ranking typically uses 5 calendar years of prior crash data, including fatalities, incapacitating injuries, non-incapacitating injuries, and possible injuries (K, A, B, C). For many rankings, only certain crash types are considered, for instance only run-off-road or only non-intersection or only median-crossover.

Exposure

Estimated AADT is used in both crash rate analysis and Bayesian methods. Population is not considered. For intersections, mainline AADT is used instead of total entering vehicles due to an almost complete lack of traffic data for minor approaches.

Roadway

Only data from Oklahoma Highways, U.S. Highways, and Interstates (non-turnpike) were used in the Collision Data Digest and HSIP reports. High-level roadway data (e.g. urban/rural, 2-lane/multi-lane, divided/undivided, shouldered/unshouldered) are used to segregate some reports. Median width was taken into account for ranking segments by potential for crossover collisions.

b. Project Identification Methodology

The Collision Data Digest and sometimes Road Safety Audits are used as guidance by Field Divisions to identify projects for safety hot spots. In accordance with our SHSP, HSIP funds are also used for systemic improvements, including cable barrier, rumble strips, and upgrades to striping, including edgeline striping, and guardrail. Systemic improvements are identified on the basis of past experience, including that of other states; expected benefits and known maintenance issues are taken into account.

Data from the Crash Modification Factor Clearinghouse is often used to help evaluate potential systemic programs and sometimes other projects.

c. Summary of Targeted Programs being Implemented under the HSIP

SHSP targets currently being addressed with HSIP funds include median crossovers, lane departures, intersections, and rural highways.

Median crossover collisions are being addressed by systemic application of median cable barrier, which has been notably successful.

Lane departures are being addressed by application of shoulder rumble strips (systemically for new construction as well as selected retrofits), as well as systemic upgrades to guard rail and striping, including edgeline striping. Some shoulder cable barrier has also been placed and more is planned.

Intersection crashes are being addressed by a policy of systematically funding the highest ranked intersections recommended for traffic signals each year by the Field Divisions. Implementation has been initiated of systemic sign, signal and marking improvements as

recommended by the FHWA Intersection Safety Assistance Program; at present these improvements are supported by maintenance funds.

Rural highways have been given increased attention by separating rural 2-lanes into their own reports and are now ranked by Highway Safety Manual methods using Safety Performance Functions. Rural 2-lane highways are targeted especially for guardrail improvements, shoulder rumble strips, and shoulder widening.

Procedures for Road Safety Audits have been established and we are planning to make them an integral part of project identification and selection when resources permit.

d. Extent to which System Wide Improvements are Implemented as Part of the HSIP

We currently have four ongoing system wide projects which are: Cable Barrier, Guardrail, Intersection Improvement and Striping, including edgeline striping. These are funded partly by HSIP funds and partly by other sources.

In 1998 in coordination with FHWA and ODOT, a Guardrail Improvement Safety Policy was developed and implemented to address substandard guardrail and end treatments. The policy not only outlines strategies for ODOT's maintenance forces but also for new construction projects. It was decided to fund guardrail projects each year and plan development would occur in of ODOT's Traffic Engineering Division. These projects have created new guardrail and end treatments that are up to date with industry and highway standards and these projects are still ongoing today. It is expected the projects will continue until we are fully updated.

ODOT has provided upgraded striping, including edgeline striping and delineation through the use of HSIP and/or other funds. Paint is being replaced with multipolymer and thermoplastic, and striping, including edgeline striping, on controlled access highways is being widened from 4" to 6". In recent years, progress has been made to provide these improvements in a data-driven manner. In 2010, a decision matrix was finalized for the type and size of striping, including edgeline striping based on AADT and the type and condition of pavement.

In 2012 ODOT received a plan for systemic intersection improvements from FHWA consultants, to be implemented over the next 5-10 years.

Median cable barrier, initially treated as a hot spot mitigation, is now being treated more as a systemic improvement.

Systemic improvements to curves, including better delineation and some high friction surface treatments, are planned.

Retroreflective borders on signal backplates have been established as standard for new signals and a system wide retrofit is planned.

e. Extent to which Highway Safety Improvements Projects Align with the State's SHSP

In accordance with our SHSP, ODOT is emphasizing rural locations and intersection improvements; we are implementing systemic improvements, especially to address roadway departure (i.e. cable barrier, curve delineation, guardrail, and rumble strips); we are now considering only injury/fatality crashes in prioritizing locations and Traffic Engineering use of HSIP funding is increasingly data-driven.

f. Project Prioritization Process

Prioritization is guided by the crash ranking demonstrated in the Collision Data Digest, with adjustments for field conditions, funding, road safety audits when available, and other circumstances.

B. Progress in Implementing the HSIP Projects

1. HSIP Funds Available[1] (Programmed)

HSIP Project Funding		
Reporting Period: FFY 2012		
Funding Category		**Obligated**
HSIP (Sect. 148)		$ 20,347,102
Hazard Elimination (Section 152)		$ 3,245,575
HRRRP		$ 2,000,000
Optional Safety		-----
Other Federal Aid Funds (i.e. STP, ARRA)		-----
State and Local Funds		-----
Total		$ 25,592,677

Table 1

1. "Available Funds" are those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) for the reporting period and can be expended on Highway Safety Improvement projects.

2. General Listing of Projects

The following eight pages are a general list of all projects from FFY 2005-2013 that use(d) Federal safety funds. The projects were identified using fund codes for HSIP, Hazard Elimination, Optional Safety, HRRRP, and Rail-Highway Crossings, which included H020, H210, H240, H260, H280, Q280, L010, LY10, LY20, L05E, L05R, L01E, L21R, L24R, L28R, LS30, LS2E, LS3E, LS4E, and LS5E. Also included are all projects let by Traffic Engineering Division in FFY 2008-2012 and all known cable barrier projects.

When 5 years of "After" crash data are available for a project, a B/C ratio is reported. B/C ratios are based on the Value of a Statistical Life and estimated maintenance cost at the time the B/C is first calculated.

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Listing of HSIP Projects for August 2013 Report - FFY 2005 to FFY 2012

Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepoint[1]	End Milepoint[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat. After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Umis / year	EUAB	EUAC	Actual B/C
2027204	PAYNE	STPY -160B (097)		SH33	GRADE,DRAINING, BRIDGE & SURFACE	4	2005		11-18-04	12-1-04	1-13-05	6-13-05	1-31-09	10	3.00	3.33	0.33	SH-33 BEG APPROX. 1.8 MILE EAST OF CUSHING AND EXTENDING EAST (SAC FOX PARTICIPATION) SMC=80/20	H240	$ 4,237,012	$ 1,592,397	$ -	$ -	Project Not in Traffic Engineering Division												
1502308	GREER	STPY -128B (009)		SH-6	GRADE, DRAIN & SURFACE	5	2005		1-20-05	2-1-05	3-11-05	5-16-05	7-12-07	06	3.00	6.00	3.00	SH-6 FR 3.0 MILES NORTH OF THE US 283 N JCT, EXTEND NORTH APPROX 3.0 MILES (RECON EXIST SURFACE PARALLEL LANES) ECON CORRIDOR RTE (S-38) SMC 80/20	H240	$ 4,246,664	$ 4,246,664	$ -	$ -	Project Not in Traffic Engineering Division												
1712724	LEFLORE	STPY -140A (121) RW	RW	US-59	RIGHT OF WAY CLEARANCE	2	2005		1-20-05	2-1-05	3-5-05	3-16-05	5-16-05	09	6.30	11.60	5.50	US 59 FROM SH 9 EXTEND NORTH. (ROW CLEARANCE FOR 17127(15)) SMC 80/20	H240	$ 85,715	$ 85,715	$ -	$ -	Project Not in Traffic Engineering Division												
1984904	MUSKOGEE	ITSY -0Q7B (005) DC	DC	N/A	SAFETY IMPROVEMENT	1	2005		1-20-05	2-1-05	3-9-05	4-4-05	3-20-06	N/A				ITS PROJECT TO INTEGRATE DIVISION 1,4,8 HEADQUARTERS AND RENO ANNEX **AUTH** SMC=50/50	H240	$ 33,731	$ 10,119	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
1767017	SEQUOYAH	STPY -168A (138) RW	RW	US-59	RIGHT OF WAY CLEARANCE	1	2005		2-24-05	3-1-05	4-15-05		6-15-05	02	1.30	4.80	3.50	US 59 FROM 2.7 MI. SOUTH OF I-40 SOUTH 3.5 MI. (R/W CLEARANCE FOR(P#17670(10)) (DEL FR 11-05, ADD TO 02-05, LATE ADD)	H240	$ 74,648	$ 74,648	$ -	$ -	Project Not in Traffic Engineering Division												
1556904	GREER	STPY -028B (147)		SH-6	BRIDGE & APPROACHES	5	2005		3-3-05	3-1-05	4-15-05	7-18-05	11-16-06	07	8.55	9.72	0.17	SH-6 AT THE NORTH FORK OF THE RED RIVER (4 LN BR, NEW ALIGN) (SPECIAL LETTING 3-3-05) GR & DR = # 10101 (04) SMC 80/20	H240	$ 4,243,019	$ 4,243,019	$ -	$ -	Project Not in Traffic Engineering Division												
2193004	KAY	STPY -136B (104) 3R	3R	US-77	RESURFACE	4	2005		3-3-05	3-1-05	4-5-05	7-19-05	1-24-06	10	4.54	8.94	4.40	US-77: BEGIN 1.45 MI S OF SH-11E JCT., EXT. N 4.4 MI. TO SH-11W JCT (SPECIAL LETTING 3-3-05) (3P PROGRAM) SMC 80/20	H240	$ 1,074,123	$ 1,074,123	$ -	$ -	Project Not in Traffic Engineering Division												
2195704	ADAIR	STPY -101C (064) 3R	3R	SH-10	RESURFACE	1	2005		3-3-05	3-1-05	3-24-05	4-4-05	8-26-05	12	0.00	2.55	2.55	SH-10: BEG APPROX. 1.65 MI WEST OF CHEROKEE/ADAIR C/L & EXT EAST 4.2 MI TO DELAWARE/ADAIR C/L (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 480,459	$ 480,459	$ -	$ -	Project Not in Traffic Engineering Division												
2195604	OKMULGEE	STPY -156C (101) 3R	3R	US-75A	RESURFACE	1	2005		3-3-05	3-1-05	4-4-05	4-26-05	6-24-05	10	0.00	7.76	7.76	US-75A: BEGIN AT BEGGS AND EXT. N 7.76 MI. TO THE CREEK C/L(SPECIAL LETTING 3-3-05) (3P PROGRAM) SMC 80/20	H240	$ 904,478	$ 904,478	$ -	$ -	Project Not in Traffic Engineering Division												
2196204	JOHNSTON	STPY -135B (067) 3R	3R	SH-99	RESURFACE	3	2005		3-3-05	3-1-05	3-31-05	5-19-05	1-27-06	28	0.61	8.59	7.98	SH-99: BEGIN 0.61 MI. N. OF SH-22 JCT. AND EXT. N. 7.98 MI. (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 835,219	$ 835,219	$ -	$ -	Project Not in Traffic Engineering Division												
2196504	JACKSON	STPY -133C (064) 3R	3R	SH-6	RESURFACE	5	2005		3-3-05	3-1-05	3-31-05	5-9-05	7-5-05	18	0.06	1.56	1.50	SH-6: BEGIN 0.057 MI. N.E. OF SH-34 JCT. AND EXT. N.E. 1.5 MI.(SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 277,544	$ 277,544	$ -	$ -	Project Not in Traffic Engineering Division												
2196704	BLAINE	STPY -106C (068) 3R	3R	SH-51	RESURFACE	5	2005		3-3-05	3-1-05	4-8-05	7-11-05	12-15-05	20	8.50	13.50	5.00	SH-51: BEGIN AT SH-51A JCT., IN SOUTHARD, AND EXT. E. 5.0 MI (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 605,976	$ 605,976	$ -	$ -	Project Not in Traffic Engineering Division												
2208004	MUSKOGEE	STPY -151H (133)		N/A	BRIDGE WATER PROOF SEAL	1	2005		4-21-05	5-1-05	5-13-05	6-7-05	12-27-05	N/A				DIV. 1: DIVISION WIDE SILANE PROJECT FOR FFY 2005 (ADD TO 04-05, LATE ADDITION)	H240	$ 439,328	$ 439,328	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208104	PONTOTOC	STPY -162H (132)		N/A	BRIDGE WATER PROOF SEAL	3	2005		4-21-05	5-1-05	6-3-05	9-8-05	11-18-05	N/A				DIV. 3: DIVISION WIDE SILANE PROJECT FOR FFY 2005 (ADD TO 04-05, LATE ADDITION)	H240	$ 24,246	$ 24,246	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208004	NOBLE	STPY -152H (090)		N/A	BRIDGE WATER PROOF SEAL	4	2005		4-21-05	5-1-05	6-3-05	6-29-05	8-5-05	N/A				DIV. 4: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$ 3,730	$ 3,730	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208004	CUSTER	STPY -120H (106)		N/A	BRIDGE WATER PROOF SEAL	5	2005		4-21-05	5-1-05	6-3-05	7-6-05	1-31-06	N/A				DIV. 5: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$ 38,563	$ 38,563	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208404	HARPER	STPY -130H (098)		US-64	BRIDGE WATER PROOF SEAL	6	2005		4-21-05	5-1-05	6-3-05	7-25-05	3-7-06	N/A				DIV. 6: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$ 37,574	$ 37,574	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208504	STEPHENS	STPY -169H (108)		N/A	BRIDGE WATER PROOF SEAL	7	2005		4-21-05	5-1-05	6-6-05	7-11-05	10-31-05	N/A				DIV. 7: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$ 80,190	$ 80,190	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2208604	TULSA	STPY -172H (275)		N/A	BRIDGE WATER PROOF SEAL	8	2005		4-21-05	5-1-05	6-3-05	8-17-05	11-8-05	N/A				DIV. 8: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$ 82,847	$ 82,847	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
1848904	COMANCHE	STP -116B (046) MS	MS	N/A	RESURFACE	7	2005		5-19-05	6-1-05	6-27-05	7-21-05	11-13-06	N/A				FLOWER MOUND RD FROM GORE BLVD NORTH 1.0 MI TO CACHE ROAD(ENGR, R/W & UT = CITY)	H240	$ 4,301,963	$ 560,555	$ -	$ -	Project Not in Traffic Engineering Division												
0595925	POTTAWATOMIE	STPY -163B (171) RW	RW	SH-18	RIGHT OF WAY CLEARANCE	3	2005		5-19-05	6-1-05	7-20-05	8-30-05	10-7-05	26	7.28	10.53	3.25	SH-18 BEG 1.33 MILE NORTH OF I-40 IN SHAWNEE & EXTEND NORTH 1.41 MILES(ROCK CREEK BR=05959(06)) R/W CLEARANCE FOR 05959(04)SMC 80/20	H240	$ 77,489	$ 77,489	$ -	$ -	Project Not in Traffic Engineering Division												

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Listing of HSIP Projects for August 2013 Report - FFY 2005 to FFY 2012

Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepoint[1]	End Milepoint[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat. After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Units / year	EUAB	EUAC	Actual B/C
1995404	OKLAHOMA	ITSY -0QT8 (008) DC	DC	I-35	SAFETY IMPROVEMENT	4	2005		7-21-05	8-1-05	8-23-05	9-12-05	1-4-07	N/A				ITS PROJECT FOR INTEGRATION OF EXISTING ITS COMPONENTS WITH OK EMERGENCY MANAGEMENT CENTER, DPS AND NATIONAL GUARD **AUTH** (FORMERLY W/O)SMC=50/50	H240	$ 339,326	$ 120,326	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2028004	SEQUOYAH	STPY -168C (110)		SH-100	RESURFACE	1	2005		7-29-05	8-1-05	8-23-05	9-26-05	1-3-06	24	0.00	7.25	7.25	SH-100 FROM GORE, EXTEND NORTH 6.25 MILES THEN EAST 1.0 MILES (AWARD CANCELLED 06-05, ADD TO 07-05)	H240	$ 867,950	$ 867,950	$ -	$ -	Project Not in Traffic Engineering Division												
1695204	SEQUOYAH	ACSTPY -168A (023) GB	GB	US-59	GRADE, DRAIN & SURFACE	1	2005		8-18-05	9-6-05	10-12-05	11-21-05	7-22-08	02	0.86	2.43	1.57	US 59: 0.86 MI NORTH OF ARKANSAS RIVER & EXT NORTH TO SH-141 60/20 SMC	H240	$ 5,735,505	$ -	$ -	$ -	Project Not in Traffic Engineering Division												
0946008	TULSA	STPY -172B (295) RW	RW	SH-20	RIGHT OF WAY CLEARANCE	8	2005		9-15-05	10-1-05	11-7-05	11-28-05	2-14-06	54	0.00	0.49	0.49	SH-20 FROM US-169 IN TULSA CO. EAST 4.0 MILES TO EAST OF 209TH E AVE (RW CLEARANCE FOR 05482(05) (4 LANE)	H240	$ 24,087	$ 24,087	$ -	$ -	Project Not in Traffic Engineering Division												
1965204	TULSA	ITSY -0QT8 (006) DC	DC	N/A	SAFETY IMPROVEMENT	8	2005		9-15-05	10-1-05	10-24-05	11-14-05	9-22-06	N/A				ITS PROJECT FOR INTEGRATION OF EXISTING EMERGENCY MANAGEMENT AGENCIES IN TULSA REGION **AUTH** SMC=50/50	H240	$ 118,010	$ 68,010	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2210604	ROGERS	STPY -166A (162) TR	TR	SH-66	TRAFFIC SIGNALS	8	2005		9-15-05	10-1-05	2-21-06	7-5-06	10-5-06	02	6.42	6.42	0.00	SH-66: INSTALL TRAFFIC SIGNAL SYSTEM AT INTER. OF SH-66 AND CO. RD. EW-540,IN THE TOWN OF VERDIGRIS	H280	$ 101,043	$ 101,043	$ -	$ -	0	2	1	0	2	2	5	25	200	1	(130,200)	6,668	(19.53)
1947405	SEMINOLE	STPY -167B (065)		US-270	JOINT SEAL/REPAIR	3	2005							02	8.80	8.83	0.03	US-270: CR & P LINDER, 6.6 MILES SOUTHEAST OF JCT SH-3 (DEL FR 04-05, ADD "O 05-05, SCOPE CHANGE) SMC 80/20	H240	$ 77,087	$ 77,087	$ -	$ -	Project Not in Traffic Engineering Division												
2167304	OKLAHOMA	STPY -155E (451) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE: HYDRAULIC/HYDROLOGY ANALYSIS AND REPORTS AT LOCATIONS STATEWIDE(SMC=80/20)	H240	$ 300,000	$ 300,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2187204	WAGONER	STPY -173B (097) EC	EC	SH-51	PRELIMINARY ENGINEERING	1	2005							16	0.00	0.00	0.00	SH-51: PREPARE ENVIRONMENTAL ASSESSMENT ENGINEERING STUDIES AND DESIGNSTUDIES FOR UPGRADE OF SH-51 FROM WAGONER TO TAHLEQUAH (SMC = 80/20)	H240	$ 488,500	$ 488,500	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2206104	CHEROKEE	STPY -111A (078) EC	EC	SH-51	PRELIMINARY ENGINEERING	1	2005							32	0.00	7.78	7.78	SH-51: PREPARE ENVIRONMENTAL DOCUMENTS FOR IMPROVEMENTS ALONG SH-51FROM TAHLEQUAH EAST TO THE STATE LINE (EC# - 914) (SMC=80/20)	H240	$ 259,200	$ 259,200	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2206204	OKLAHOMA	STPY -155E (461) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE WORK ZONE TRAFFIC STUDIES CONTRACT (EC# - 942)	H240	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2206304	OKLAHOMA	STPY -155E (462) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE: DEVELOP/ALTER VIRTIS/OPIS BRIDGEWARE PRODUCT TO MEET CURRENTBRIDGE DATA MANAGEMENT REQUIREMENTS(EC# - 907) (SMC = 80/20)	H240	$ 270,000	$ 270,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2212004	OKLAHOMA	STPY -155E (465) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - POE & ASSOCIATES (SMC=80/20)	H240	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2212104	OKLAHOMA	STPY -155E (466) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - BENHAM CO. (SMC=80/20)	H240	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2212204	OKLAHOMA	STPY -155E (467) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - COBB ENGINEERING (SMC=80/20)	H240	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2212304	OKLAHOMA	STPY -155E (468) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - TRIAD DESIGN GROUP (SMC=80/20)	H240	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2216204	OKLAHOMA	STPY -155E (477) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE: DESIGN MANUAL	H240	$ 299,691	$ 299,691	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2256104	OKLAHOMA	STPY -155E (490) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE: LAND SURVEYING-RE-ESTABLISHMENT OF LAND CORNERS (SMC = 80/20)	H240	$ 200,000	$ 200,000	$ -	$ -	Project Not in Traffic Engineering Division												
2279804	OKLAHOMA	STPY -155E (505) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE: AERIAL MAPPING SERVICES STATEWIDE BY AERIAL DATA SERVICES, INC (SMC = 80/20)	H240	$ 200,000	$ 200,000	$ -	$ -	Project Not in Traffic Engineering Division												

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2195604	CHEROKEE	STPY -111C (077) 3R	3R	SH-10	RESURFACE	1	2005				3-24-05	4-4-05	8-26-05	10	10.00	18.00	8.00	SH-10: BEGINNING APPROX. 10.0 MILE NORTH OF JCT SH-10/US-62 & EXT NORTH 8.0 MILE. (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 696,066	$ 696,066	$ -	$ -	Project Not in Traffic Engineering Division													
2196304	JOHNSTON	STPY -135B (069) 3R	3R	SH-99	RESURFACE	3	2005							32	0.00	4.18	4.18	SH-99: BEGIN AT THE JCT OF SH-99/SH-7W AND EXT. N. 4.18 MI.(SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 430,373	$ 430,373	$ -	$ -	Project Not in Traffic Engineering Division													
2196404	JOHNSTON	STPY -135B (069) 3R	3R	SH-99	RESURFACE	3	2005							32	3.36	10.29	6.93	SH-99: BEGIN 3.36 MI. N. OF JCT. SH-99/SH-7E & EXT NORTH 6.93 MILE TO THEJOHNSTON/PONTOTOC C/L (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 674,101	$ 674,101	$ -	$ -	Project Not in Traffic Engineering Division													
2196604	JACKSON	STPY -133C (065) 3R	3R	SH-6	RESURFACE	5	2005							18	1.56	8.28	6.72	SH-6: BEG 1.5 MI. N.E. OF SH-34 JCT. & EXT. N.E. 6.72 MI. TO "C" ST. IN OLUSTEE (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 538,765	$ 538,765	$ -	$ -	Project Not in Traffic Engineering Division													
2196804	BLAINE	STPY -108C (069) 3R	3R	SH-51	RESURFACE	5	2005							20	13.50	18.28	4.78	SH-51: BEG 5.0 MI. E. OF SH-51A JCT. IN SOUTHARD, & EXT. E. 4.78 MI. TO 1.0 MI. W. OF SH-8 JCT. (SPECIAL LETTING 3-3-05) SMC 80/20	H240	$ 524,642	$ 524,642	$ -	$ -	Project Not in Traffic Engineering Division													
1496407	OKLAHOMA	STPY -155C (372) RW	RW	SH-74	RIGHT OF WAY	4	2005							63	7.65	9.15	1.50	SH-74 NORTH OF MEMORIAL NORTH APPROX 1.5 MI (4 LANE)RW FOR 14964(04) (RW PHASE II) (S-47)(H-82) SMC 80/20	H240	$ 14,524,127	$ 24,127	$ -	$ -	Project Not in Traffic Engineering Division													
1459413	MUSKOGEE	STPY -151C (007) RW	RW	US-64	RIGHT OF WAY	1	2005							12	11.30	13.10	1.80	US-64 FR 11.3 MILE SOUTH OF JCT SH-165, EXT SOUTH 1.8 MILE (5-LANE) (INCL JDES DIRTY CR & OFLOW) R/W FOR 14994(10) SMC 80/20	H240	$ 193,000	$ 193,000	$ -	$ -	Project Not in Traffic Engineering Division													
1877512	PONTOTOC	STPY -162B (106) RW	RW	SH-3W	RIGHT OF WAY	3	2005							12	2.00	6.52	4.52	SH-3W FROM SOUTH OF ASHER EXTENDING SOUTH TO SH-59A PHASE II RW FOR 18775(04) 2004	H240	$ 401,000	$ 401,000	$ -	$ -	Project Not in Traffic Engineering Division													
2023205	CADDO	STPY -108C (084) RW	RW	US-277	RIGHT OF WAY	7	2005							08	0.00	3.18	3.18	US-277 FROM JUST S. OF COMANCHE COUNTY LINE & EXTEND NORTH 3.18 MILE(RECONST TO SUPER 2) R/W FOR 20232(04) 2004	H240	$ 674,000	$ 674,000	$ -	$ -	Project Not in Traffic Engineering Division													
2023605	COMANCHE	STPY -116C (092) RW	RW	US-277	RIGHT OF WAY	7	2005							12	5.30	11.73	6.43	US-277 BEG @ ELGIN AND EXTENDING NORTH 6.43 MILE R/W FOR 20235(04) SMC=80/20	H240	$ 1,687,000	$ 187,000	$ -	$ -	Project Not in Traffic Engineering Division													
2026205	MURRAY	STPY -150B (043) RW	RW	US-177	RIGHT OF WAY	7	2005							20	0.00	5.20	5.20	US-177 FROM THE CARTER COUNTY LINE, EXTEND NORTH 5.0 MILE R/W FOR 20262(04) SMC=80/20	H240	$ 616,000	$ 616,000	$ -	$ -	Project Not in Traffic Engineering Division													
2153205	PAYNE	STPY -160B (136) RW	RW	US-177	RIGHT OF WAY	4	2005							12	1.94	3.44	1.50	US-177 BEG. APPROX. 1.5 MILE SOUTH OF JCT OF US-177/SH-33 & EXTENDING NORTH 80/20 SMC	H240	$ 655,000	$ 55,000	$ -	$ -	Project Not in Traffic Engineering Division													
1994905	MUSKOGEE	ITSY -0QT8 (017) DC	DC	N/A	SAFETY IMPROVEMENT	1	2005							N/A				COMMUNICATIONS FOR ITS PROJECT TO INTEGRATE DIVISION 1,4,8 HEADQUARTERS AND RENO ANNEX **AUTH** SMC=50/50	H240	$ 78,396	$ 23,519	$ -	$ -	Relevant Crash Data Cannot Be Isolated													
1995205	TULSA	ITSY -0QT8 (020) DC	DC	N/A	SAFETY IMPROVEMENT	8	2005							N/A				COMMUNICATIONS FOR ITS PROJECT TO INTEGRATE EXISTING EMERGENCY MANAGEMENT AGENCIES IN TULSA REGION **AUTH** SMC=50/50	H240	$ 87,169	$ 61,890	$ -	$ -	Relevant Crash Data Cannot Be Isolated													
2103004	OKLAHOMA	ITSY -QT60 (024) IT	IT	N/A	SAFETY IMPROVEMENT	4	2005							N/A				ITS: CKC METRO-INTEGRT NEW & EXIST COMPNTS INTO COM FIBER OPTIC(ITS)NETWK AT VAR. LOCATIONS. (DEL FR 06-05, ADD TO 07-05,PRIOTY CHG)**AUTH**	H240	$ 548,995	$ 278,995	$ -	$ -	Relevant Crash Data Cannot Be Isolated													
2210304	BEAVER	STPG -104C (042) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-270/SH-23: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN .8 MI. N. OF MAIN ST., IN BEAVER, & EXT. S. 2.74 MI.	H240	$ 15,000	$ 15,000	$ -	$ -	No Construction Date Available For Crash Analysis													
2210404	ELLIS	STPG -123A (039) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-283/SH-15: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN .6 MI. S. OFSH-15 JCT. & EXT. N. 1.45 MI., BEGIN AT US-283 JCT., EXT. E. 1.48 MI.	H240	$ 22,000	$ 22,000	$ -	$ -	No Construction Date Available For Crash Analysis													
2210504	HARPER	STPG -130B (091) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-283/SH-149: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN 1.0 MI. S. OFSH-149 JCT. & EXT. N. 2.2 MI., BEGIN AT US-283 JCT., EXT. E. .5 MI.	H240	$ 19,000	$ 19,000	$ -	$ -	No Construction Date Available For Crash Analysis													

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2227204	BLAINE	STPG -106A (070) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2005							Multiple				US 270/SH 8/SH 3: THERMOPLASTIC PAVE MARKING & RAISED PAVE MARKINGIN WATONGA	H240	$ 35,000	$ 35,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2245904	WASHITA	STPG -175C (066) TR	TR	SH-44	STRIPING & PAVEMENT MARKING	5	2005							16	3.84	4.50	0.66	SH-44: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN AT SOOMER DR., ANDEXT. S. .663 MI. IN BURNS FLAT	H240	$ 9,000	$ 9,000	$ -	$ -	No Construction Date Available For Crash Analysis												
0948206	TULSA	STPY -072B (452) UT	UT	SH-20	UTILITIES	8	2005							54	0.00	0.49	0.49	SH-20 FROM US-169 IN TULSA CO. EAST 4.0 MILES TO EAST OF 209TH E AVE. (UT FOR 09462(04) (4 LANE) SMC=80/20	H240	$ 3,997,600	$ 3,997,600	$ -	$ -	Project Not in Traffic Engineering Division												
1357406	MCCLAIN	STPY -144B (050) UT	UT	US-62	UTILITIES	3	2005							02	0.00	0.69	0.69	US-62 FROM 0.15 MILE WEST OF THE GIL NORTHEAST THROUGH BLANCHARD UT FOR ^3574(04) (H-42) SMC 80/20	H240	$ 1,225,000	$ 1,225,000	$ -	$ -	Project Not in Traffic Engineering Division												
1866908	POTTAWATOMIE	STPY -163A (179) UT	UT	SH-3E	UTILITIES	3	2005											SH-3E: SH-3E & KICKAPOO ST FROM I-40 TO 45TH ST IN SHAWNEEUT FOR 1666E(04)	H240	$ 150,000	$ 150,000	$ -	$ -	Project Not in Traffic Engineering Division												
2023606	COMANCHE	STPY -116C (063) UT	UT	US-277	UTILITIES	7	2005							12	5.30	11.73	6.43	US-277: BEG. @ ELGIN AND EXTENDING NORTH 6.43 MILE UT FOR 20235(04) SMC=80/20	H240	$ 1,100,000	$ 100,000	$ -	$ -	Project Not in Traffic Engineering Division												
2026206	MURRAY	STPY -150B (044) UT	UT	US-177	UTILITIES	7	2005							20	0.00	5.20	5.20	US-177: FROM THE CARTER COUNTY LINE, EXTEND NORTH 5.0 MILE UT FOR 20262(04) SMC=80/20	H240	$ 219,917	$ 219,917	$ -	$ -	Project Not in Traffic Engineering Division												
2193206	PAYNE	STPY -160B (137) UT	UT	US-177	UTILITIES	4	2005							12	1.94	3.44	1.50	US-177 BEG. APPROX. 1.5 MILE SOUTH OF JCT OF US-177/SH-33 & EXTENDING NORTH 80/20 SMC	H240	$ 456,000	$ 56,000	$ -	$ -	Project Not in Traffic Engineering Division												
2025204	KAY	STPY -136A (068)		US-77	GRADE, DRAIN & SURFACE	4	2006		10-20-05	11-1-05	12-13-05	1-23-06	3-27-07	10	0.00	1.20	1.20	SH-77: FROM US-60, EXTEND NORTH TO OTOE AVENUE IN PONCA CITY (DEL FR 09-05, ADD TO 10-05, ROW ISSUES) SMC 80/20.**AUTH**	H240	$ 5,222,714	$ 783,159	$ -	$ -	Project Not in Traffic Engineering Division												
1965304	TULSA	ITSY -0QT8 (007) DC	DC	I-44	SAFETY IMPROVEMENT	8	2006		11-17-05	12-1-05	1-6-06	3-13-06	2-15-07	N/A				ITS FOR INTEGRATON OF EXISTING ITS COMPONENTS, TO LINK DPS, TULSA SIGNAL DEPT, POLICE, FIRE & EMERGENCY RESPONSE **AUTH** (FORMERLY WO) SMC=50/50	H240	$ 169,416	$ 10,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
1984804	MUSKOGEE	ITSY -0QT8 (004) DC	DC	I-35	SAFETY IMPROVEMENT	1	2006		1-19-06	2-1-06	3-15-06	4-19-06	2-28-07	N/A				ITS PROJECT TO TERMINATE EXISTING FIBER CONNECTIONS AT DIV 1,4 & 8 HQ(DEL FR 10-05, ADD TO 01-06, BID REJECT) **AUTH** SMC=50/50	H240	$ 241,416	$ 41,041	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
0009513	OKLAHOMA	STPY -155A (408)		SH-152	SURFACE	4	2006		1-19-06	2-1-06	3-20-06	4-3-06	4-30-07	52	2.00	4.75	2.75	SH 152 FROM COUNCIL ROAD EAST TO MAC ARTHUR BLVD. (4 LANE DIVIDED) SURFACE FOR 00095(08)(DEL FR 09-05, ADD TO 01-06, SCOPE CHANGE) **AUTH**	H240	$ 6,046,595	$ 672,391	$ -	$ -	Project Not in Traffic Engineering Division												
2278004	ROGERS	STPY -166A (172) TR	TR	SH-66	TRAFFIC SIGNALS	8	2006		1-19-06	2-1-06	3-20-06	7-27-06	9-13-06	04	1.90	1.90	0.00	SH-66: INSTALL TRAFFIC SIGNALS W/RR PREEMPTION AT THE INTER. OF LOWRY RD.,IN CLAREMORE	LS30	$ 99,877	$ 99,877	$ -	$ -	1	1	15	0	2	1	5	25	200	1	2,327,480	6,529	356.47
2270604	GARFIELD	STPG -124A (076) TR	TR	US-81	GUARDRAIL	4	2006		2-16-06	3-1-06	3-29-06	7-5-06	4-15-07	05	0.00	14.42	14.42	US-81: INSTALL GUARDRAIL, BEGIN AT JCT. OF US-64/US-412 AND EXT. N 14.27MI. TO GRANT CA.	LS30	$ 872,640	$ 872,640	$ -	$ -	3	7	19	0	4	27	5	25	100	14	4,884,360	57,301	85.24
2132704 (tied to 2130104)	CLEVELAND	STPY -114B (122) TR	TR	SH-9	TRAFFIC SIGNALS	3	2006		2-16-06	3-6-06	3-29-06	7-5-06	9-14-07	09	0.32	0.32	0.00	SH-9 INTERSECTION AT 24TH AVE. SW IN THE CITY OF NORMAN(S42) (H46) (TIE WITH 21301(04))	LS30	$ 192,092	$ 192,092	$ -	$ -	0	4	4	0	2	5	5	25	200	1	$1,340,440	$8,187	163.73
1702204	TULSA	STP -172B (034) UR	UR	N/A	GRADE, DRAIN & SURFACE	8	2006		4-20-06	5-1-06	5-31-06	7-17-06	5-15-07	N/A				GLENPOOL, ELWOOD AVENUE FROM 151ST TO 131ST (DEL FR 03-06, ADD TO 04-06, AS PER LOCAL GOVERNMENT) **AUTH**	H240	$ 1,716,754	$ 1,297,566	$ -	$ -	Project Not in Traffic Engineering Division												
2157704	ROGERS	STPG -166C (142)		SH-66	SAFETY IMPROVEMENT	8	2006		5-18-06	6-1-06	7-20-06	9-11-06	1-8-07	04	18.07	18.90	0.83	SH-66: FR JUST N. OF SH-28 S. JCT., EXT. N. 0.86 MI. IN CHELSEA (SAFETY IMPROVEMENTS)	LS30	$ 662,961	$ 662,961	$ -	$ -	Project Not in Traffic Engineering Division												
2255904	MARSHALL	STPG -149C (051) TR	TR	SH-32	INTERSECTION MOD. & TRAF SIGNALS	2	2006		6-15-06	7-1-06	8-8-06	9-13-06	1-29-07	06	10.68	10.68	0.00	SH-32: INSTALL FLASHING INTERSECTION CONTROL BEACONS AT INTER. OF SH-32 & SH-70F AND CONST. LEFT TURN LANES ON SH-32	LS30	$ 418,555	$ 418,555	$ -	$ -	2	7	31	0	0	6	5	25	200	1	10,882,240	26,993	403.16
2337604	MCCLAIN	STPY -144B (109) TR	TR	SH-9	TRAFFIC SIGNALS	3	2006		6-15-06	7-1-06	7-24-06	7-31-06	11-6-06	08	5.62	5.62	0.00	SH-9: RAISED MEDIAN AND INSTALL TRAFFIC SIGNALS AT THE INTERSECTION OFSH-9 AND BANKER'S AVE	LS30	$ 118,334	$ 118,334	$ -	$ -	0	0	0	0	1	3	5	25	200	1	(1,125,930)	7,775	(144.82)
1892104	PAYNE	STPY -160A (074) TR	TR	SH-51	INTERSECTION MOD. & TRAF SIGNALS	4	2006		7-20-06	8-1-06	10-12-06	10-30-06	9-9-09	20	1.00	1.00	0.00	SH-51 AT JUNCTION OF JARDOT ROAD IN STILLWATER (DEL FR 04-06, ADD TO 07-06, BID REJECT) **AUTH**	LS30	$ 951,494	$ 951,494	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												

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2349604	MAJOR	HSIPG -147A (113) TR	TR	US-412	LIGHTING	6	2006		7-20-06	8-1-06	9-1-06	9-25-06	11-27-06	04	6.97	6.97	0.00	US-60/US-412: ROADWAY LIGHTING AT INTERSECTION	LS30	$ 55,493	$ 55,493	$ -	$ -	0	2	∞	0	0	2	5	25	1,000	1	2,251,840	4,552	494.67
2345104	CREEK	HSIPY -119C (134) TR	TR	SH66	TRAFFIC SIGNALS	8	2006		7-20-06	8-1-06	8-31-06	9-28-06	10-26-06	06	2.60	2.60	0.00	INTERSECTION SIGNALS: SH-66/S. 96TH WEST (HILTON RD.) INTHE CITY OF SAPULPA	LS30	$ 122,044	$ 122,044	$ -	$ -	3	11	13	0	1	5	5	25	200	1	12,114,800	8,012	1,512.03
2256004	BRYAN	HSIPY -107N (106) TR	TR	US-69	GRADE, DRAIN & SURFACE	2	2006		8-17-06	9-1-06	10-4-06	11-6-06	8-20-07	03	0.19	0.64	0.45	US-65/US-75: ADDING SLIP-RAMP TO TRIBAL COMPLEX IN DURANT. (DEL FR 06-06, ADD TO 08-06; ROW ISSUES) **AUTH**	LS30	$ 974,592	$ 974,592	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2309004	DELAWARE	HSIPG -121C (091) TR	TR	SH-125	GUARDRAIL	8	2006		8-17-06	9-1-06	10-4-06	10-23-06	1-3-07	41	4.68	5.08	0.40	SH-125: INSTALL GUARDRAIL, BEGIN .3 MI. S. OF SH-85A JCT., AND EXT. S. 0.4MI (DEL FR 06-06, ADD TO 09-06; BID REJECT) **AUTH**	LS30	$ 234,888	$ 234,888	$ -	$ -	1	0	1	0	0	0	5	25	100	0	1,370,200	15,076	90.89
1496919	BECKHAM	STPY -105B (010)		SH-6	SURFACE	5	2006		8-17-06	9-1-06	10-5-06	1-8-07	7-8-09	11	0.00	4.40	4.40	SH-6: FR SH-55E, EXT NORTH APPROX. 6.2 MILES (4.4 MILE ON NEW ALIGNMENT).(SURFACE FOR 14969(09)	H240	$ 12,010,409	$ 2,954,560	$ -	$ -	Project Not in Traffic Engineering Division												
2290704	MAYES	HSIPY -149A (090) TR	TR	US-69	INTERSECTION MOD. & TRAF SIGNALS	8	2006		9-21-06	10-1-06	10-30-06	2-14-07	7-31-07	02	12.10	12.10	0.00	US-69: INSTALL TRAFFIC SIGNAL SYSTEM AT INTER. W/ SH-69A	LS30	$ 264,410	$ 246,410	$ -	$ -	1	1	11	0	4	5	5	25	200	1	($184,760)	$11,194	(16.51)
2306904	POTTAWATOMIE	HSIPY -163C (189) TR	TR	US-177	TRAFFIC SIGNALS	3	2006		9-21-06	10-1-06	10-31-06	12-7-06	12-19-06	23	6.99	6.99	0.00	US-270/177: UPGRADE EXISTING FLASHING SIGNALS AT INTERSECTION OF HARDESTY RD. (DEL FR 08-06, ADD TO 09-06; AS PER TRAFFIC).	LS30	$ 50,334	$ 50,334	$ -	$ -	0	3	15	0	3	9	5	25	200	1	781,200	3,422	228.29
1947404	SEMINOLE	STPY -NBIP (255)		US-270	BRIDGE PAINTING	3	2006											US-270: CR/ & P.UNDER, 6.6 MILES SOUTHEAST OF JCT SH-3 (DEL FR 05-05, ADD "O 04-06, BID REJECT) SMC 80/20 **AUTH**	H240	$ 75,950	$ 75,950	$ -	$ -	Project Not in Traffic Engineering Division												
2341404	TULSA	STP -172C (330) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2006							N/A				TULSA: SIGNAL PROJECT AT 145TH AVE. W/S. K. & O RAILROAD CO'S MAINLINE.(AAR/DOT # 009608J)	LS30	$ 197,286	$ 177,557	$ -	$ -	Project Not in Traffic Engineering Division												
2343204	WAGONER	STP -173D (117) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				WAGONER: SIGNAL/SURFACE PROJECT AT CO. RD. EW-67 W/ THE U.P.R.R. MAINLINE AAR-DOT# 413581S	LS30	$ 243,855	$ 219,470	$ -	$ -	Project Not in Traffic Engineering Division												
2343304	WAGONER	STP -173D (118) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				WAGONER: SIGNAL/SURFACE PROJECT AT CO. RD. EW-69 W/ THE U.P.R.R.'SMAINLINE AAR-DOT# 434064L	LS30	$ 203,508	$ 183,156	$ -	$ -	Project Not in Traffic Engineering Division												
2343404	WAGONER	STP -173D (119) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				WAGONER: SIGNAL/SURFACE PROJECT AT CO. RD. EW-71 W/ THE U.P.R.R.'S MAINLINE AAR-DOT#434067G	LS30	$ 254,996	$ 229,496	$ -	$ -	Project Not in Traffic Engineering Division												
2343504	WAGONER	STP -173D (120) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				WAGONER: SIGNAL/SURFACE PROJECT AT 10TH ST. W/THE U.P.R.R.'S MAINLINE AAR-DOT #413595U	LS30	$ 257,779	$ 232,001	$ -	$ -	Project Not in Traffic Engineering Division												
2359404	MUSKOGEE	STP -151D (157) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				OKTAHA: SIGNAL PROJECT, INSTALL OF PEDESTAL MOUNTED LIGHTS SIG. AT CO. RD. EW-103 W/ THE U.P.R.R.'S MAINLINE (AAR-DOT#413627D)	LS30	$ 230,945	$ 207,850	$ -	$ -	Project Not in Traffic Engineering Division												
2356504	NOWATA	STP -153D (145) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2006							N/A				DELAWARE: SIGNAL/SURFACE PROJECT, INSTALL PEDESTAL MOUNTED LIGHTS AT CO. RD. EW-16 W/ U.P.R.R.'S MAINLINE (AAR-DOT#433958V)	LS30	$ 222,407	$ 200,166	$ -	$ -	Project Not in Traffic Engineering Division												
2356604	ROGERS	STP -166D (166) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2006							N/A				INOLA: SIGNAL/SURFACE PROJECT, INSTALL OF PEDESTAL MOUNTED LIGHTSSIGNALS AT CO. RD. EW-56 W/ THE U.P.R.R.'S MAINLINE (ARR-DOT#434041E)	LS30	$ 262,094	$ 235,885	$ -	$ -	Project Not in Traffic Engineering Division												
2359704	SEQUOYAH	STP -168D (163) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2006							N/A				SALLISAW: SIG/SURFACE PROJECT, INSTALL PEDESTAL MOUNTED SIGNALS AT HICKORY ST. W/ THE U.P.R.R.'S MAINLINE (AAR-DOT#434140C)	LS30	$ 244,683	$ 220,215	$ -	$ -	Project Not in Traffic Engineering Division												
2366604	MAYES	STP -149D (100) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2006							N/A				PRYOR: SIG/SURF PROJ. INSTALL PED. MOUNT. FLASHING LIGHTS SIG W/ GATE ARMS(1) LOCATIONS CO. RD. EW-54 W/ U.P.R.R.'S MAINLINE AAR-DOT#413572T	LS30	$ 424,437	$ 381,994	$ -	$ -	Project Not in Traffic Engineering Division												

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Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepoint[1]	End Milepoint[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I.I. Before (5 yrs)	N.I. Before (5 yrs)	Fat. After (5 yrs)	I.I. After (5 yrs)	N.I. After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Umis / year	EUAB	EUAC	Actual B/C
2366704	WOODS	STP -176D (103) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	6	2006							N/A				AWARD: CORRIDOR PROJ. INST. PED. MOUNT FLASH LITES SIG. W/ GATE ARMS @ 3L/OC. W/BNSF RR. CO. AAR-DOT#S: 014333L,014324T,014327N; CLOSED1430SG	LS30	$ 709,860	$ 637,974	$ -	$ -	Project Not in Traffic Engineering Division											
2366804	WOODS	STP -176D (104) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	6	2006							N/A				CAPRON. CORRIDOR PROJ. INST. PED. MOUNT FLASH LITES SIG. W/ GATE ARMS @ 3L/OC. W/ BNSF RAILWACO. AAR-DOT#S: 014259F,014300E,014308J,CLOSE 0143C1L	LS30	$ 1,103,554	$ 993,199	$ -	$ -	Project Not in Traffic Engineering Division											
2372704	OKLAHOMA	HSIPG -155D (588) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2006							N/A				STATEWIDE INVENTORY ANALYSIS AND DATA INTEGRATION, AND ASSESSMENT OFPASSIVE WARNING DEVICES AT PUBL C ROAD/RAIL CROSSING	LS30	$ 2,800,000	$ 2,800,000	$ -	$ -	Project Not in Traffic Engineering Division											
1253008	SEQUOYAH	ACSTPY -168A (059) GB	GB	US-59	GRADE, DRAIN & SURFACE	1	2006							02	6.90	8.30	1.40	US-59: FROM 1.3 MI SOUTH OF I-40 SOUTH APPROX 1.4 MI. (RECONST) (BR=1250(07)) (S-7) (DEL FR 08-05; ADD TO 1E-05; 404 PERMIT) **AUTH**	H240	$ 6,105,479	$ -	$ -	$ -	Project Not in Traffic Engineering Division											
2210605	ROGERS	STPY -166A (163) TR	TR	SH-66	MONEY ONLY	8	2006							02	6.00	6.20	0.20	SH-66: RR PREEMPTION SYSTEM AT INTER. OF SH-66 AND CO. RD. EW-540,IN THE TOWN OF VERDIGRIS (AAR/DOT# 666562T)	LS30	$ 20,000	$ 20,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2278305	ROGERS	STPY -166A (174) TR	TR	N/A	MONEY ONLY	8	2006							N/A				RAILROAD PREEMPTION WITH B.N.S.F. RAILROAD CO., AT INTERS. OF LOWRY ROAD,IN CLAREMORE (PREEMPTION FOR 22783(04))	LS30	$ 15,000	$ 15,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2060607	KIOWA	STPY -138B (090) EC	EC	SH-9	PRELIMINARY ENGINEERING	5	2006							10	12.09	12.13	0.04	SH-9: PROVIDE LAND SURVEYING SERVICES FOR A PROJECT ON SH-9, BEGIN 11.0 MI.E. OF THE GREER CAL, EXT E. 3.1 MI TO THE W. EDGE OF HOBART (SMC=80/20)	H240	$ 90,800	$ 90,800	$ -	$ -	Project Not in Traffic Engineering Division											
2220204	PAYNE	STPY -160C (142) EC	EC	US-177	PRELIMINARY ENGINEERING	4	2006							12	2.50	3.00	0.50	US-177: PREPARE COMPLETE ENVIRONMENTAL STUDIES AND ENGINEERING STUDIES,BEGIN AT KNIPE ST. TO FREEMAN ST., IN PERKINS (SMC=80/20)	H240	$ 192,500	$ 192,500	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2174507	POTTAWATOMIE	STPG -163A (207)		US-270	RR CROSSING SURF	3	2006							23	4.45	4.85	0.40	US-270: RR IN SHAWNEE, SOUTH OF KICKAPOO SPUR(WITHIN 21745(04))	LS30	$ 5,000	$ 5,000	$ -	$ -	Project Not in Traffic Engineering Division											
2103104	TULSA	ITSY -QT80 (025) IT	IT	N/A	SAFETY IMPROVEMENT	8	2006							N/A				ITS: TULSA METRO-TO INTEGRATE NEW & EXISTING COMPONENTS INTO COMMON FIBER OPTIC (ITS) NETWORK AT VARIOUS LOCATIONS **AUTH** SMC=50/50	H240	$ 640,369	$ 42,595	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2317604	CHEROKEE	HSIPG -111B (096) TR	TR	US-62	STRIPING & PAVEMENT MARKING	1	2006							02	0.00	9.66	9.66	US-62: INSTALL STRIPING AND PAVEMENT MARKINGS, BEGIN AT MUSKOGEE C/L, &EXT. E. 14.17 MI.	LS30	$ 166,000	$ 166,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2317804	KAY	HSIPG -136A (118) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	4	2006							Multiple				US-77 & US-60B: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, AT VARIOUSLOCATIONS IN PONCA CITY	LS30	$ 49,000	$ 49,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2318104	WOODWARD	HSIPG -177A (075) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	6	2006							Multiple				US-183, US-412, SH-34, SH-15: INSTALL THERMOPLASTIC PAVEMENT MARKINGSAT VARIOUS LOCATIONS IN WOODWARD	LS30	$ 91,000	$ 91,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2344304	MARSHALL	STPG -148A (053) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	2	2006							Multiple				US-70,377,SH-99,199: INSTALL THERMOPLASTIC PVMNT MRKNGS, RAISED PVMNTMRKNGS REPLACE LENSES @ VARIOUS LOCATIONS IN MARSHALL CO.	LS30	$ 70,000	$ 70,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2344404	CLEVELAND	STPG -114A (169) TR	TR	SH-9	STRIPING & PAVEMENT MARKING	3	2006							09	0.00	5.00	5.00	SH-9: INSTALL THERMOPLASTIC PVMNT MRKNGS, RAISED PVMNT MRKNGS, REPLACELENSES @ JCT I-35, EXTENDS E. 5 MI. TO JCT US-77	LS30	$ 70,000	$ 70,000	$ -	$ -	No Construction Date Available For Crash Analysis											
2344504	WOODS	STPG -176A (099) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	6	2006							Multiple				US-281/64,SH-14: INSTALL OF THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUSLOCATIONS IN ALVA	LS30	$ 38,000	$ 38,000	$ -	$ -	No Construction Date Available For Crash Analysis											

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2344604	CARTER	STPG -110A (173) TR	TR	SH-199	STRIPING & PAVEMENT MARKING	7	2006							04	0.00	1.89	1.89	SH-199: INSTALL THERMOPLASTIC MARKINGS, 150FT S. OF BROADWAY, EXTEND N AND E 1.89M. 320FT E. OF JCT SH-142 IN ARDMORE	LS30	$ 18,000	$ 18,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2344704	TULSA	STPG -172B (331) TR	TR	SH-97	STRIPING & PAVEMENT MARKING	8	2006							76	1.00	3.00	2.00	SH-97(SH-51: THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUS LOCATIONS INTULSA COUNTY	LS30	$ 51,000	$ 51,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2344804	OSAGE	STPG -157A (082) TR	TR	SH-20	STRIPING & PAVEMENT MARKING	8	2006							20	21.96	23.46	1.50	SH-20: THERMOPLASTIC PAVEMENT, CITY OF SKIATOOK 900FT WEST OF LENNAPAWST. IN OSAGE CO., EAST 2.82M. EAST OF JCT SH-11 IN TULSA CO	LS30	$ 34,000	$ 34,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2295604	OKLAHOMA	HSIPG -155A (521) TR	TR	SH-152	GUARDRAIL	4	2007		11-16-06	12-1-06	1-5-07	4-2-07	9-21-07	52	4.69	6.94	2.25	SH-152: INSTALL GUARDRAIL, BEGIN AT MCARTHUR BLVD. AND EXT. E. 2.2 MI. TO I-44 (DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES)	LS30	$ 392,365	$ 392,365	$ -	$ -	1	10	49	0	15	45	5	25	100	2	($1,915,600)	$16,515	(116.00)
2295704	TULSA	HSIPG -172A (303) TR	TR	SH-51	GUARDRAIL	8	2007		11-16-06	12-1-06	1-22-07	4-21-07	3-20-08	80	0.00	5.50	5.50	SH-51: INSTALL GUARDRAIL, BEGIN AT I-444, AND EXT. E. 6 MI. TO I-44(DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES),	LS30	$ 981,282	$ 981,282	$ -	$ -	3	73	326	7	88	412	5	25	100	5	($27,197,000)	$41,300	(658.27)
2163304	OKLAHOMA	ITSY -QT20 (033) IT	IT	N/A	SAFETY IMPROVEMENT	4	2007		11-16-06	12-1-06	1-5-07	4-3-07	8-18-08					OKC METRO AREA, CANADIAN, CLEVELAND, OKLA. & MCCLAIN COUNTIES ITSINTEGRATION PROJECT (DEL FR 09-06, ADD TO 11-06, PRIORTY OHG) *AUTH*	H240	$ 887,404	$ 70,993	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2295604	OKLAHOMA	HSIPG -155A (522) TR	TR	I-35	SIGNING	4	2007		11-16-06	12-1-06	1-5-07	6-19-07	5-31-08					OKLAHOMA CITY: INSTALL ADDITIONAL WARNING SIGNS AND DELINEATION ON ALLFREEWAYS IN OKC METRO AREA (DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES)	LS30	$ 287,242	$ 287,242	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2351304	Multiple	STPG -172C (333) TR	TR	SH-266	STRIPING & PAVEMENT MARKING	8	2007		11-16-06	12-1-06	1-10-07	6-4-07	7-14-07	Multiple			5.31	SH-266: INSTALLATION EPOXY PAVEMENT MRKGS, E. OF US-169 TULSA CO.EXTENDS E. 5.30 MI. W. OF JCT OF SH-167 IN ROGER CO.	LS30	$ 81,879	$ 81,879	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2235504	MCCLAIN	STPY -144B (092) TR	TR	US-62	TRAFFIC SIGNALS	3	2007		11-16-06	12-1-06	1-8-07	2-12-07	5-17-07	02	2.30	2.30	0.00	INSTALL TRAFFIC SIGNAL AT INTERS. OF US-62 & N.E. 10TH ST., IN BLANCHARD	LS30	$ 132,815	$ 132,815	$ -	$ -	1	0	0	0	0	3	5	25	200	1	849,400	8,702	97.61
2338604	CLEVELAND	HSIPY -114B (168) TR	TR	SH-37	TRAFFIC SIGNALS	3	2007		11-16-06	12-1-06	1-8-07	4-30-07	12-19-07	14	2.57	2.57	0.00	SH-37 (SW 134TH ST.), AND PENN AVE. INTERSECTION TRAFFIC SIGNALS	LS30	$ 123,168	$ 123,168	$ -	$ -	0	0	0	0	1	3	5	25	200	1	($1,125,500)	$5,321	(211.59)
2338604	CANADIAN	HSIPY -109A (115) TR	TR	SH-3	TRAFFIC SIGNALS	4	2007		11-16-06	12-1-06	1-10-07	4-10-07	7-11-07	22	17.30	17.30	0.00	SH-3 (NW HIGHWAY) AND MUSTANG RD. INTERSECTION TRAFFIC SIGNALS	LS30	$ 109,159	$ 109,159	$ -	$ -	0	1	2	0	0	1		25	200	1	865,500	7,123	121.50
0948004	TULSA	STPY -072B (421)		SH-20	GRADE, DRAIN & SURFACE	8	2007		1-18-07	2-1-07	3-13-07	3-26-07	9-1-09	54	0.00	0.49	0.49	SH-20 FROM US-169 IN TULSA CO. EAST 4.0 MILES TO EAST OF 209TH E AVE. (DEL FR 10-06, ADD TO 01-07, CONTRACT REVISIONS) SMC80/20 **AUTH*	H240	$ 13,960,159	$ 5,696,125	$ -	$ -	Project Not in Traffic Engineering Division												
2296005	BRYAN	HSIPY -107N (110) TR	TR	US-69	INTERSECTION MOD. & TRAF SIGNALS	2	2007		1-18-07	2-1-07	3-12-07	10-23-07	11-17-08	03	0.70	0.70	0.00	DURANT: INTERSECTION MODIFICATION AT INTERSECTION OF US-69/75 & CHOCTAWRD., IN DURANT (DEL FR 11-06, ADD "O 01-07, ROW ISSUES) **AUTH**	LS30	$ 1,812,168	$ 194,875	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2206004	OTTAWA	STPY -156A (094) TR	TR	US-69	TRAFFIC SIGNALS	8	2007		1-18-07	2-1-07	3-1-07	6-19-07	8-1-07	14	6.39	6.39	0.00	INSTALL TRAFFIC SIGNALS AT THE INTER. OF US-69 AND COMMERCE AVE. INCOMMERCE (DEL FR 11-06, ADD TO 01-07, ROW ISSUES)	LS30	$ 99,394	$ 99,394	$ -	$ -	0	0	0	0	0	0	5	25	200	1	$0	$4,333	0.00
2359704	CLEVELAND	HSIPY -114B (174) TR	TR	US-77	TRAFFIC SIGNALS	3	2007		1-18-07	2-1-07	3-1-07	8-27-07	10-25-07	04	13.72	13.72	0.00	US-77 & CEDAR LANE IN CITY OF NORMAN, INTERSECTION TRAFFIC SIGNALS	LS30	$ 131,259	$ 131,259	$ -	$ -	1	4	11	0	1	0	5	25	200	1	$4,878,160	$5,659	862.23
2394904	CHEROKEE	HSIPY -111C (112) TR	TR	SH-82	SAFETY IMPROVEMENT	1	2007		2-15-07	3-1-07	3-26-07	7-2-07	8-6-07	20	15.44	16.01	0.57	SH-82: INSTALLATION OF SCHOOL ADVANCE WARNING SIGNS WITH FLASHINGBEACONS, KEYS SCHOOL DISTRICT	LS30	$ 16,591	$ 16,591	$ -	$ -	0	0	6	0	3	7	5	25	100	1	($2,336,160)	$769	(2,959.35)
2395004	COAL	HSIPY -115C (057) TR	TR	SH-31	SAFETY IMPROVEMENT	3	2007		2-15-07	3-1-07	3-21-07	6-21-07	7-10-07	12	1.48	1.67	0.19	SH-31: INSTALLATION OF SCHOOL ADVANCE WARNING SIGNS WITH FLASHINGBEACON, COTTONWOOD SCHOOL DISTRICT	LS30	$ 13,916	$ 13,916	$ -	$ -	0	0	3	0	0	0	5	25	100	1	0	991	0.00
2295904	TULSA	HSIPG -172N (304) TR	TR	I-44	SIGNING	8	2007		3-15-07	4-1-07	4-17-07	7-30-07	7-29-09					TULSA: INSTALL ADDITIONAL WARNING SIGNS AND DELINEATION ON ALL FREEWAYS INTULSE METRO AREA (DEL FR 13-06, ADD TO 03-07, QUANTITY ERRORS) **AUTH**	LS30	$ 443,404	$ 443,404	$ -	$ -	Relevant Crash Data Cannot Be Isolated												

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2394904	CHOCTAW	HSIPY -112A (072) TR	TR	US-70	SAFETY IMPROVEMENT	2	2007		6-14-07	7-1-07	8-14-07	11-29-07	12-12-07	02	3.65	4.33	0.48	SH-7C INSTALL SCHOOL ADVANCE WARNING SIGNS W/ FLASHING BEACONS,BOSWELL SCHOOL DISTRICT(DEL FR 03-07, ADD TO 06-07, BID REJECT)**AUTH**	LS30	$ 18,511	$ 18,511	$ -	$ -	1	0	1	0	0	0	5	25	100	1	$1,370,200	$870	1,575.55
2103004	COMANCHE	ITSY -QT80 (026) IT	IT	US-62	SAFETY IMPROVEMENT	7	2007		7-19-07	8-1-07	8-23-07	12-17-07						ITS: INTEGRATION AND FIBER OPTICS AT LAWTON **AUTH** SMC=50/50	H240	$ 212,497	$ 42,500	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2393704	WAGONER	HSIPY -173A (123) TR	TR	SH-51	TRAFFIC SIGNALS	1	2007		7-19-07	8-1-07	8-20-07	7-8-09	8-8-09					INTERSECTION TRAFFIC SIGNALS: SH-51/121 STREET IN COWETA(DEL FR 05-07, ADD "O 07-07, UTILITY ISSUES) **AUTH**	LS30	$ 112,280	$ 112,280	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2163304	TULSA	ITSY -QT20 (034) IT	IT	I-44	SAFETY IMPROVEMENT	8	2007		8-16-07	9-1-07	10-2-07	10-22-07	8-25-08					TULSA METRO AREA, CREEK, ROGERS: TULSA AND WAGONER COUNTIES ITSINTEGRATION PROJECT **AUTH**	H240	$ 242,740	$ 19,419	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2454404	STEPHENS	HSIPG -169A (142) TR	TR	SH-7	SAFETY IMPROVEMENT	7	2007		8-16-07	9-1-07	10-2-07	2-7-08	5-13-08	25	12.40	18.00	5.60	GUARDRAIL IMPROVEMENTS; BEGIN 12.4 MI. E. OF JCT US-81/SH-7, EXT E. APPROX 5.60 MI. IN STEPHENS CO. (ADD TO 06-07; LATE ADD BY TRAFFIC)	LS30	$ 572,354	$ 572,354	$ -	$ -	4	3	13	1	7	11	5	25	100	6	$1,039,120	$24,399	42.59
2338704	LEFLORE	HSIPY -140C (139) TR	TR	US-271	TRAFFIC SIGNALS	2	2007		8-16-07	9-1-07	10-2-07	2-18-09	4-2-09	14	5.04	5.04	0.00	US-271/SH-1/SH-63 (DALLAS ST.), US-271/S-1 (2ND ST.) INTERSECTION TRAFFICSIGNALS(DEL FR 04-07, ADD TO 08-07, LIGHTING AGREEMENT) **AUTH**	LS30	$ 86,590	$ 86,590	$ -	$ -	0	0	0	0	1	0	5	25	200	1	($735,300)	$3,800	(193.49)
2363604	MAYES	HSIPY -145B (101) TR	TR	SH-82	TRAFFIC SIGNALS	8	2007		8-16-07	9-1-07	10-5-07	1-8-08	4-9-09	28	6.88	6.88	0.00	INTERSECTION TRAFFIC SIGNALS: SH-20/SH-82, IN SALINA	LS30	$ 86,502	$ 86,502	$ -	$ -	0	0	0	0	0	0	5	25	200	1	$0	$3,755	0.00
2359804	OTTAWA	HSIPG -159B (111) TR	TR	US-59	TRAFFIC SIGNALS	8	2007		9-20-07	10-1-07	10-26-07	2-4-09	3-31-09	02	1.02	1.02	0.00	US-59/SH-125: INSTALL FLASHING INTERSEC. TRAFF. CONTRL BEACONS(DEL FR 01-07, ADD TO 09-07, AS PER TRAFFIC DIV.) **AUTH**	LS30	$ 64,524	$ 64,524	$ -	$ -	0	0	5	0	1	8	5	25	100	1	($1,125,920)	$2,783	(404.60)
2407404	CANADIAN	IMG -0040-4(415) 131 TR	TR	IS040	CABLE BARRIER	4	2007	9-19-07	10-1-07	11-5-07	11-28-07	3-17-08	11-3-08	005	26.500		5.100	I-40: MEDIAN BARRIER PROJECT, FROM MP 130.0 TO 136.0	--	$ 754,383				Analysis Pending Availability of 5 Years of After Crash Data												
2410104	TULSA	IMG -0044-2(458) 222 TR	TR	IS044	SAFETY IMPROVEMENT	8	2007	9-17-07	10-1-07	11-5-07	12-3-07	2-4-08	9-4-09	078	0.000		0.100	I-444-244: REPLACE OF SIGNING ALONG I-44 AND I-244 IN TULSA CO.	--	$ 573,990				Analysis Pending Availability of 5 Years of After Crash Data												
2414904	OKLAHOMA	IMG -0035-3(295) 135 TR	TR	IS035	CABLE BARRIER	4	2007	9-19-07	10-18-07	11-5-07	11-28-07	3-3-09	6-23-09	009	0.010	4.23	4.220	I-35 MEDIAN BARRIER BEG @ MILEPOST 135 & EXT NORTH TO MILEPOST 140	--	$ 738,805				5	29	85	3	28	56	5	25	5,000	4	$6,991,120	$51,819	134.92
2413904	KAY	IMG -0035-4(213) 227 TR	TR	IS035	CABLE BARRIER	4	2007	9-21-07	1-17-08	2-4-08	2-29-08	7-17-08	6-5-09	025	20.050		8.000	I-35: MEDIAN BARRIER PROJECT, FROM MP 227.0 TO 235.0 **AUTH**	--	$ 1,655,031				Analysis Pending Availability of 5 Years of After Crash Data												
2411004	TULSA	NHG -030N (059) TR	TR	US169	CABLE BARRIER	8	2007	8-15-07	2-1-08	3-3-08	3-24-08	5-6-08	3-12-09	081	2.130		5.000	US-169: MEDIAN BARRIER BEG AT 36TH ST & EXT NORTH TO BIRD CREEK OVRFLW (DEL FR 01-08; ADD TO 02-08, NOT ADVERTISED) **AUTH**	--	$ 609,065				Analysis Pending Availability of 5 Years of After Crash Data												
2163005	OKLAHOMA	ITSY -QT20 (037) IT	IT	N/A	SAFETY IMPROVEMENT	4	2007											OKLAHOMA CITY: INTEGRATION & FIBER OPTIC EXPANSION I-44 AND I-35 VARIOUS LOCATIONS **AUTH**	LS30	$ 154,197	$ 12,337	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2163207	OKLAHOMA	STPG -155E (594) TR	TR	N/A	SAFETY IMPROVEMENT	4	2007			11-1-10								OKC METRO AREA: FIBER OPTIC SPLICING	LS30	$ 30,000	$ 30,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2371604	GARFIELD	STP -124D (069) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											NEAR CARRIER: PROJ. PED. MNTD. LITES SIG. W/ GATE &LOC. CONCRT. 5LOC. PERM 2LOC. BNSF RR M.L. AAR-DOT 673650X,(673651E,673652L,673653T,673655G,673656N	LS30	$ 1,167,195	$ 1,050,475	$ -	$ -	Project Not in Traffic Engineering Division												
2378604	OKMULGEE	STP -156D (126) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2007											NEAR BEGGS; SIGNAL PROJ. INSTALL OF PED. MOUNT FLASH LITES SIG. W/ GATEARM @ CO. RD. EW-91 W/ BNSF R.R. (AAR-DOT#671802B)	LS30	$ 161,338	$ 145,204	$ -	$ -	Project Not in Traffic Engineering Division												
2378704	OKMULGEE	STP -156D (127) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2007											NEAR BEGGS; SIG/SURF PROJ. INSTALL PED. MOUNT FLASH LITES SIG. W/ GATE ARMS@ CO. RD. EW-86 W/ BNSF R.R. (AAR-DOT# 671807K)	LS30	$ 211,464	$ 190,318	$ -	$ -	Project Not in Traffic Engineering Division												
2378804	OTTAWA	STP -159D (113) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2007											NEAR MIAMI; SIGNAL PROJ. INSTALL PED. MOUNT FLASH LITES SIG. W/ GATE ARMS@ US-69A (MUSHROOM RD.) W/ BNSF R.R. (AAR-DOT# 670395W)	LS30	$ 157,609	$ 141,847	$ -	$ -	Project Not in Traffic Engineering Division												
2387504	HUGHES	STP -132D (097) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	3	2007											HOLDENVILLE: SIG/SURF INSTALL PED. MNTD. FLASH LITES SIG W/ GATE ARMS, CONCCROSS AT OAKRIDGE ST. W/ BNSF RR CO. MAINLINE AAR-DOT# 671959G	LS30	$ 212,931	$ 191,637	$ -	$ -	Project Not in Traffic Engineering Division												

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2389004	JOHNSTON	STP -135D (096) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	3	2007											MILL CREEK: SIG/SURF PROJ. INSTALL PED. MNTD. FLASH LITES SIG W/ ARMS;CNCRT CROSS. AT CO. RD. NS-349 W/BNSF R.R. CO. MAINLINE AAR-DOT# 672043X	LS30	$ 215,040	$ 193,536	$ -	$ -	Project Not in Traffic Engineering Division												
2389204	MUSKOGEE	STP -151D (159) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2007											MUSKOGEE: SIG/SURF PROJ. INSTALL PED MNTD. FLASH LGHT SIG W/GATE ARMS,CNCRT CROSS AT FREDONIA ST. W/ BNSF R.R. CO. MAINLINE AAR-DOT# 676656P	LS30	$ 195,867	$ 176,280	$ -	$ -	Project Not in Traffic Engineering Division												
2394404	BRYAN	STP -107D (115) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	2	2007											DURANT: INSTALL PED. MNTD. FLASH LGHTS SIG. W/ GATES, CNCRT CROSS @ 3 LOCPERM. CLSR @ 1 LOC. W/ KIAMICHI RR M.L., 671547U,671549H,671551J,671553X CL	LS30	$ 831,097	$ 747,987	$ -	$ -	Project Not in Traffic Engineering Division												
2394504	BRYAN	STP -107D (116) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	2	2007											DURANT: SIG/SURF PROJ. INSTALL. PED MNTD FLASH LGHTS SIG W/ GATE ARMS,CNCRT CROSS SURF. @ 13TH ST. W. KIAMICHI RR MAINLINE. # 671959G	LS30	$ 192,194	$ 172,975	$ -	$ -	Project Not in Traffic Engineering Division												
2394604	CANADIAN	STP -109D (128) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											YUKON: CORR. PROJ. INSTALL PED MNTD FLASH LGHTS SIG W/ GATE @ 3LOC., CNCRTCROSS SURF. @ 1 LOC. CL. W/ UPRC M.L. #596644H,596946W,596849K,596851T CL	LS30	$ 661,293	$ 595,164	$ -	$ -	Project Not in Traffic Engineering Division												
2394704	WOODS	STP -176D (116) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	6	2007											ALVA: CORR. PROJ. INSTALL PED MNTD FLASH LGHTS SIG W/ GATE AND CNCRT CROS@ 3LOC PER CL @ 1LOC, W/ BNSF RR M.L. #014299M,014306V,014307C,014310K CL	LS30	$ 1,000,230	$ 900,207	$ -	$ -	Project Not in Traffic Engineering Division												
2396604	GARFIELD	STP -124D (102) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											ENID: CORR. PROJ. INST. PED. MNTD. FLASH SIG. W/ GATE ARMS @ 3LOC., CROSS @2LO., PERM. 1LOC., UPRC RR MAINLINE. 595376M,595377U,595378B,595375FCLOSE	LS30	$ 781,260	$ 703,134	$ -	$ -	Project Not in Traffic Engineering Division												
2402504	BLAINE	STP -106D (080) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	5	2007											NEAR EAGLE CITY: SIG/SURF PROJ. INSTALL PED MNTD FLASH LITES SIGS W/ GATEARMS, & CNRETE CROSS ON SH-58 W/ FARMRAIL SYS. INC. (AAR-DOT#571391S)	LS30	$ 225,803	$ 203,224	$ -	$ -	Project Not in Traffic Engineering Division												
2402604	KIOWA	STP -136D (144) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	5	2007											NEAR ROOSEVELT: SIG/SURF PROJ. INSTALL MNTD FLASH LITES SIG W/ GATE ARMS& CONCRT CROSS SURF ON SH-19, W/ GRAINBELT SYS INC., (AAR-DOT #571223S)	LS30	$ 194,336	$ 174,902	$ -	$ -	Project Not in Traffic Engineering Division												
2409604	KAY	STP -136D (142) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											NEAR NEWKIRK: SIGNAL PROJ. INSTALL PED MNTD FLASH LGTS SIG W/ GATE ARMSAT CO. RD. EW-5, W/ BNSF RAILWAY MAINLINE (AAR-DOT#011665C)	LS30	$ 144,010	$ 129,609	$ -	$ -	Project Not in Traffic Engineering Division												
2409704	SEQUOYAH	STP -168D (173) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	1	2007											SALLISAW: SIG/SURF PROJ. INSTALL OF PED MNTD FLASH LGHTS SIG W/ ARMS, &CNCRT CROSS ON REDWOOD ST. W/ KANSAS SOUTH RR CO. (AAR-DOT#330674E)	LS30	$ 397,343	$ 357,609	$ -	$ -	Project Not in Traffic Engineering Division												
2454004	LEFLORE	STP -140D (153) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	2	2007											NEAR CAMERON: SIG/SURF PROJ. INSTALL PED MNT LITES SIG W/ GATE ARMS CNCRT CROSS SURF ON SH-112 W/ KANSAS CITY SOUTHERN RR CO. (AAR-DOT#570643T)	LS30	$ 234,034	$ 210,632	$ -	$ -	Project Not in Traffic Engineering Division												
2454204	OTTAWA	STP -156D (139) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2007											WYANDOTTE: SIG PROJ. INSTALL PED MNT FLASH LITES SIG W/ GATE ARMS, AT MAINST. W/ BNSF RR MAINLINE (AAR-DOT#568419H)	LS30	$ 186,777	$ 168,099	$ -	$ -	Project Not in Traffic Engineering Division												
2464704	CRAIG	STP -118D (099) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2007											VINITA: CORRIDOR PROJ. W/ UNION PACIFIC RR. CO. (AAR-DOT#S, 413519A,413521H413523W,413527Y,413528F,413524DCLOSE,413525KCLOSE)	LS30	$ 1,294,885	$ 1,165,397	$ -	$ -	Project Not in Traffic Engineering Division												

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2464904	KAY	STP -136D (153) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											NEAR CHILOCCO: SIG/SURF PROJ. AT STATELINE RD. (CO. RD EW-1) W/ BNSF RR CO. (AAR-DOT# 012649)	LS30	$ 212,265	$ 191,039	$ -	$ -	Project Not in Traffic Engineering Division												
2464904	NOBLE	STP -152D (151) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2007											NEAR GANSEL: SIG/SURF PROJ. AT CO. RD. NS-316 W/ BNSF RR. CO. AAR-DOT#573775R.	LS30	$ 187,537	$ 168,783	$ -	$ -	Project Not in Traffic Engineering Division												
2465004	ROGERS	STP -166D (206) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2007											NEAR CHELSEA: SIG/SURF PROJ. AT CO. RD. NS-424 W/ BNSF RR CO.AAR-DOT# 606525R	LS30	$ 212,640	$ 191,376	$ -	$ -	Project Not in Traffic Engineering Division												
2256205	OTTAWA	STPG -156A (143)		N/A	RAILROAD SIGNALS	8	2007											SH-10/STEVE OWENS BLVD. & "D" ST IN MIAMI, BNSF AARDOT# 670 406SIGNAL UPGRADE, WITHIN 22562(04)	LS30	$ 236,952	$ 236,952	$ -	$ -	Project Not in Traffic Engineering Division												
2371704	PONTOTOC	STPG -162A (159) TR	TR	SH-3	STRIPING & PAVEMENT MARKING	3	2007											SH-3: INSTALLATION OF THERMOPLASTIC PVMNT MARKING, 0.50 MILE S. OF JCTUS-377/IS-1-99, EXTEND S. 11.70 MI. TO COAL C/L	LS30	$ 89,000	$ 89,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2410204	WASHINGTON	NHG -014N (066) TR	TR	US075	SAFETY IMPROVEMENT	8	2008	9-17-07	10-1-07	11-5-07	11-19-07	2-25-09	6-30-09	009	0.000		0.100	SIGN REPLACEMENT AND OVERHEAD SIGN INSPECTION AND REPAIR US-75 IN BARTLESVILLE FROM THE WOODLAND LOOP TO EASTLAND PARKWAY.	--	$ 89,596				Relevant Crash Data Cannot Be Isolated												
2465104	CREEK	HSIPY -119A (169) TR	TR	SH-66	SAFETY IMPROVEMENT	8	2009		10-18-07	2-1-08	2-29-08	5-31-09	6-30-09	06	5.05	5.15	0.10	SH-66: INSTALLATION AN EMERGENCY TRAFF. SIG. SYS. ON SH-66 ADJACENT TO FIRE STATION #4 IN THE CITY OF SAPULPA	LS30	$ 54,881	$ 54,881	$ -	$ -	0	0	0	0	0	1	5	25	100	1	($130,200)	$2,382	(54.66)
2535004	CLEVELAND	STPG -114C (217) TR	TR	SH-37	STRIPING & PAVEMENT MARKING	3	2009		10-18-07	7-1-09	7-25-09	9-8-09	10-21-09	14	0.00	4.00	4.00	PAVEMENT MRKGS: SANTA FE AVE. E. 3.0 MI. TO SUNNYLANE IN CLEVELAND CO.	LS30	$ 43,330	$ 43,330	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2359604 (tied to 2307104)	CLEVELAND	IMY -003S-2(256) 112 TR	TR	I-35	TRAFFIC SIGNALS	3	2009		10-18-07	11-5-07	11-27-07	3-24-08	7-13-09	06	4.50	4.60	0.10	I-35: N.B. & S.B. RAMPS TERMINALS AT TECUMSEH RD. INSTALL TWO (2) TRAFFICACTUATED SIGNAL CONTROL SYS. (ADD TO 10-07, LATE ADD BY TRAFF)	LS30	$ 325,260	$ 260,208	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2371604	WASHINGTON	HSIPY -174A (048) TR	TR	US-75	TRAFFIC SIGNALS	8	2009		10-18-07	11-5-07	12-3-07	2-26-09	5-10-09	21	19.45	19.45	0.00	TRAFFIC SIGNALS AT US-75 (WASHIGTON BLVD), & SOUTHPORT/CAMELOT DR. INBARTLESVILLE (DEL FR 06-07, ADD TO 10-07, UTILITY ISSUES) 75/25 SMC	LS30	$ 172,337	$ 172,337	$ -	$ -	0	0	0	0	0	0	5	25	200	1	$0	$7,366	0.00
2393604	CHEROKEE	HSIPY -111A (107) TR	TR	SH-51	TRAFFIC SIGNALS	1	2008		10-18-07	11-1-07	12-17-07	4-28-09	6-20-09	12	18.68	18.68	0.00	INTERSECTION TRAFFIC SIGNALS: SH-51/STICK ROSS MOUNTAIN RD., IN TAHLEQUAH	LS30	$ 144,299	$ 136,978	$ -	$ -	0	7	8	1	1	3	5	25	200	1	$3,622,920	$8,199	615.66
2412604	BECKHAM	IMG -004D-2(138) 023 TR	TR	I-40	CABLE BARRIER	5	2008		11-15-07	12-3-07	1-4-08	6-3-08	8-15-09	04	0.00	2.73	2.73	I-40: MEDIAN BARRIER PROJECT, FROM 23.0 TO 28.0(DEL FR 08-09, ADD TO 09-08 AS PER O.E.)	Q280	$ 648,124	$ 500,027	$ -	$ -													
2414104	LOVE	IMG -003S-1(146) 013 TR	TR	IS035	CABLE BARRIER	7	2008	10-26-07	11-15-07	12-3-07	1-4-08	2-19-09	1-25-10	017	12.970		5.000	I-35: MEDIAN BARRIER PROJECT BEGINNING @ NORTH EDGE OF RED RIVER & EXT NORTH @ VARIOUS LOCATIONS TO MILE POST 18.	--	$ 1,445,042				Analysis Pending Availability of 5 Years of After Crash Data												
2163404	OKLAHOMA	ITSY -QT20 (035) IT	IT	N/A	SAFETY IMPROVEMENT	4	2008		11-15-07	12-1-07	1-4-08	6-3-08	8-15-09					VARIOUS COUNTIES IN DIVISIONS IV & V ITS INTEGRATION PROJECT **AUTH**	H240	$ 638,616	$ 512,332	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2465204	ROGERS	IMG -004A-2(462) 222 TR	TR		SAFETY IMPROVEMENT	8	2009	10-19-07	11-15-07	12-3-07	1-4-08	3-31-09	8-25-09	999	0.000		0.100	I-44/I-244: REPLACE OF OVERHEAD SIGN STRUCTURE ON I-44 AND I-244 IN TULSA	--	$ 87,674				Relevant Crash Data Cannot Be Isolated												
2414804	OKLAHOMA	IMG -003S-4(222) 142 TR	TR	IS035	CABLE BARRIER	4	2009	12-17-07	1-17-08	2-4-08	2-29-08	4-17-09	12-18-09	009	8.060		7.000	I-35 MEDIAN BARRIER BEG @ 2ND STREET, IN EDMOND, & EXT NORTH 7.0 MILE	--	$ 1,002,662				Analysis Pending Availability of 5 Years of After Crash Data												
2366904	PUSHMATAHA	HSIPY -164B (099) TR	TR	US-271	TRAFFIC SIGNALS	2	2008		1-17-08	11-1-07	12-31-07	5-27-08	8-18-08					US-271/SH-3: TRAFFIC-ACTUATED SIGNALS(ADD TO 10-07, LATE ADD BY TRAFFIC)	LS30	$ 234,141	$ 234,141	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2412504	CADDO	IMG -004D-3(083) 069 TR	TR	IS040	CABLE BARRIER	7	2009	1-14-09	2-1-09			5-21-09	9-30-09	048	2.600		6.000	I-40: MEDIAN BARRIER PROJECT, FROM MP 99.0 TO 95.0	--	$ 561,613				Analysis Pending Availability of 5 Years of After Crash Data												
2409105	POTTAWATOMIE	IMY -004D-5(403) 195 TR	TR	IS040	SAFETY IMPROVEMENT	3	2009	2-19-09	3-1-09	4-7-09	5-2-09	8-18-09	5-2-09	040	10.500		2.250	I-40: BEG. 0.40 MI. W. OF SH-3E (KICKAPOO AVE.), EXT. E. 2.6 MI. TO 1.2 MI. E. OF SH-18 (HARRISON AVE.) (CONCRETE BARRIER & LIGHTING)	--	$ 4,709,127				Analysis Pending Availability of 5 Years of After Crash Data												
2509204	TULSA	IMG -0244-2(466) 000 TR	TR	IS244	STRIPING & PAVEMENT MARKING	8	2009	2-19-09	3-1-09					009	0.000		3.000	I-244: INSTALL EPOXY/RAISED PAVEMENT MRK, REPLACE LENS, AT JCT. I-44, EXT NORTHEAST 3.0 MI. TO JCT. US-75	--	$ 96,369				No Construction Date Available For Crash Analysis												

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2508304	TULSA	NHY -030N (062) TR	TR	US169	STRIPING & PAVEMENT MARKING	8	2008	2-19-09	3-1-08					083	0.000		9.500	US-169: INSTALL EPOXY/RAISED PAVEMENT MRK. REPLACE LENS, ALONG US-169	---	$ 487,649				No Construction Date Available For Crash Analysis												
2508104	TULSA	IMG -0044-2(465) 230 TR	TR	IS044	STRIPING & PAVEMENT MARKING	8	2008	2-19-09	3-20-08	4-7-08	5-1-08	5-19-08	8-13-09	079	0.000		6.000	I-44: INSTALL EPOXY/RAISED PAVEMENT MRK, REPLACE LENS. AT MM230, EXT. NORTH EAST 6.0 MI. TO JCT I-244 MM236	---	$ 250,547				Analysis Pending Availability of 5 Years of After Crash Data												
2366704	OKLAHOMA	NHG -025N (005) TR	TR	SH074	STRIPING & PAVEMENT MARKING	4	2008	1-8-09	4-1-08					063	0.000		7.480	SH-74: PAVE. MRKS. & REPLACE LENS. BEG @ SH-66 & EXT N. APPROX. 7.43 MI. TO 0.5 MI. N. OF MEMORL RD. (DEL FR 02-08, ADD TO 04-08, AS PER O.E.) **AUTH**	---	$ 361,081				No Construction Date Available For Crash Analysis												
2506204	OKLAHOMA	IMG -0035-3(296) 126 TR	TR	IS035	STRIPING & PAVEMENT MARKING	4	2008	1-8-09	4-1-08					015	0.000		7.000	I-35: PAVMNT MRKS, & REPLACE LENS BETWEEN MM 126 & 129 AND MM 133 & 138, INCLUDE RAMPS: (DEL FR 02-08, ADD TO 04-08, AS PER O.E.) **AUTH**	---	$ 419,597				No Construction Date Available For Crash Analysis												
2413604	CADDO	IMG -0040-4(418) 101 TR	TR	IS040	CABLE BARRIER	7	2008	1-14-09	4-17-08	4-25-08	5-9-08	7-16-08	10-31-08	049	14.740		5.000	I-40: MEDIAN BARRIER PROJECT, FROM MP 101.0 TO 106.0 (DEL FR 02-08, ADD TO 04-08, PRIORITY CHANGE) **AUTH**	---	$ 634,460				Analysis Pending Availability of 5 Years of After Crash Data												
2414004	KAY	IMG -0035-4(214) 209 TR	TR	IS035	CABLE BARRIER	4	2008	3-14-08	4-17-08	4-25-08	5-9-08	12-6-08	5-12-10	025	2.050		5.000	I-35: MEDIAN BARRIER PROJECT, FROM MP 209.0 TO 214.0	---	$ 845,567				Analysis Pending Availability of 5 Years of After Crash Data												
2506104	LOGAN	IMG -0035-4(223) 146 TR	TR	IS035	STRIPING & PAVEMENT MARKING	4	2008	1-8-09	4-17-08	4-25-08	5-19-08	8-22-08	7-31-09	030	0.000		5.830	I-35: PAVMNT MRK, PAVMNT MRK REPLACE LENS BEG @ MM 146.7 & EXT TO MM 152.5 (DEL FR 02-08, ADD TO 04-08, AS PER O.E.) **AUTH**	---	$ 149,187				Analysis Pending Availability of 5 Years of After Crash Data												
2415504	TULSA	NHG -014N (070) TR	TR	US075	CABLE BARRIER	8	2008	4-16-09	5-15-08	6-2-08	6-30-08	8-4-08	12-11-08	093	8.400		5.000	US-75 MEDIAN BARRIER BEG AT 76TH ST. NORTH & EXT NORTH TO 126TH ST. NORTH	---	$ 484,142				Analysis Pending Availability of 5 Years of After Crash Data												
2574204	OSAGE	STPY -157B (152) 3R	3R	SH-99	RESURFACE	8	2008		5-15-08	8-1-08	8-25-08	9-22-08	1-21-09	29	0.00	5.39	5.39	SH-99 FROM THE ARKANSAS RIVER BR, NORTH 5.39 MI	LS30	$ 877,685	$ 877,685	$ -	$ -	Project Not in Traffic Engineering Division												
2539204	TULSA	NHG -030N (063) TR	TR	US169	STRIPING & PAVEMENT MARKING	8	2008	3-18-09	5-15-08	6-2-08	6-27-08	9-15-08	11-13-08	091	11.000		6.000	US-169: FROM 86TH ST., N. 6.0 MI. TO 146TH ST. (DEL FR 04-08, ADD TO 05-08, CHANGE IN PRIORITY) **AUTH**	---	$ 215,916				Analysis Pending Availability of 5 Years of After Crash Data												
0000514	TULSA	STPY -072A (475) TR	TR	SH-97	LIGHTING	8	2008		6-19-09	4-1-08	6-12-09	9-8-09	6-5-09	76	2.00	3.00	1.00	SH-97 FROM 41ST. SOUTH NORTH TO US-64 (APPROX. 2.25 MI)(LIGHTING) (DEL FROM 02/2008 ADD TO 04/2009, PRIORITY CHANGE) **AUTH**	LS30	$ 571,602	$ 571,602	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2335004	PAYNE	HSIPY -160B (156) TR	TR	SH-51	TRAFFIC SIGNALS	4	2008		6-19-09	6-1-08	6-26-08	9-15-08	11-30-08					SH-51 (WEST 6TH ST.) AND MONROE ST. INTERSECTION TRAFFIC SIGNALS	LS30	$ 654,173	$ 654,173	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2503304	CREEK	HSIPY -119C (171) TR	TR	SH-97	SAFETY IMPROVEMENT	8	2008		7-24-09	9-1-09	10-2-09	1-5-09	4-9-09					INSTALL TRAFFIC SIGNAL SYS. W/ POLES, MAST-ARMS, & LUMINARIES AT INTERSEC SH-97 & LINE AVE. IN SAPULPA (7505 SMC)	LS30	$ 109,693	$ 109,693	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2572504	MCCURTAIN	HSIPY -145A (176) TR	TR	US-70	SAFETY IMPROVEMENT	2	2008		7-24-09	8-1-08	8-26-08	12-3-08	2-11-09					US-70: INSTALL SCHOOL ADVANCE WARNING SIGNS W/ FLASHING BEACONS, IDABEL SCHOOL DISTRICT	LS30	$ 18,445	$ 18,445	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
1501504	DELAWARE	STPY -021B (273)		US-59	WIDEN & RESURFACE	8	2008		7-24-09	8-1-08	9-18-08	10-27-08	4-16-10	06	15.58	18.47	2.89	US-59: FROM 1.48 MILES N.W. OF SH-10 EXT. N.W. 2.89 MI. (5 LANE CURB & GUTTER) (DEL FR 05-08, ADD TO 07-08, AS PER O.E) **AUTH**	LS30	$ 18,390,539	$ 11,330,788	$ -	$ -	Project Not in Traffic Engineering Division												
2415204	OKMULGEE	NHG -014N (068) TR	TR	US075	CABLE BARRIER	1	2008	7-18-09	8-21-09	9-19-09	10-7-09	2-2-09	7-23-09	011	14.960		3.660	US-75: CABLE BARRIER BEG @ 251ST STREET & EXT NORTH TO 211TH STREET(TULSA C/L)	---	$ 966,975				Analysis Pending Availability of 5 Years of After Crash Data												
2472504	LEFLORE	HSIPG -140A (156) TR	TR	US-59	SAFETY IMPROVEMENT	2	2008		8-21-09	7-1-08	8-12-08	1-14-09	5-31-09	06	0.00	0.10	0.10	US-59 & L C. WELLS RD INTERSCETION. IN THE TOWN OF SHADY POINT(ADD TO 06-08, LATE ADD BY TRAFFIC)	LS30	$ 149,341	$ 149,341	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2407604	CARTER	IMG -0035-1(143) 036 TR	TR	IS035	CABLE BARRIER	7	2008	7-28-09	9-1-08	10-6-08	10-28-08	6-1-09	8-31-09	036	11.950		5.000	I-35: MEDIAN BARRIER PROJECT, FROM MP 36.0 TO 41.0	---	$ 742,075				Analysis Pending Availability of 5 Years of After Crash Data												
2407704 (tied to 2407604)	CARTER	IMG -0035-1(144) 031 TR	TR	IS035	CABLE BARRIER	7	2008	7-24-09	9-18-08	10-6-08	10-28-08	6-1-09	8-31-09	036	6.180		5.000	I-35: MEDIAN BARRIER PROJECT, FROM MP 31.0 TO 36.0	---	$ 626,909				Analysis Pending Availability of 5 Years of After Crash Data												
2500004	OKLAHOMA	IMG -0035-3(297) 138 TR	TR	IS035	SAFETY IMPROVEMENT	4	2008	9-17-09	11-1-09					009	0.000		0.100	FOUR (4) ITS MESSAGE SIGN SYS. I-35 NB/SB TO TURNER ENTR., KILPATRICK EB TO TURNER & TURNER TRNPK WB TO I-35 (DEL FR 06-08, ADD TO 11-08, FUND ISSUES)	---	$ 1,080,974				Relevant Crash Data Cannot Be Isolated												

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2500104	TULSA	IMG -0044-2(471) 223 TR	TR	IS044	SAFETY IMPROVEMENT	8	2008	8-26-08	11-1-08					008	0.000		0.100	4 ITS MSG SIGN: I-44/I-244 WB TO T/P ENTR; CREEK T/P WB TO SH-66 EXIT;I-44 TRNPK T/P WB TO KELLYVILLE EXIT;(DEL FR 05-08, ADD TO 11-08) FUND ISSUES);AUTH	--	$ 656,313				Relevant Crash Data Cannot Be Isolated												
0693005	OTTAWA	BRFY -059C (274) RW	RW	SH-10	RIGHT OF WAY	8	2008							24	11.92	12.68	0.76	SH-10: AT LITTLE ELM CREEK & AN UNNAMED CREEK APPROX 0.5 MILE EAST OFWILL ROGERS TURNPIKE (R/W FOR 06930(04))	LS30	$ 2,594,000	$ 2,500,000	$ -	$ -	Project Not in Traffic Engineering Division												
1043005	OTTAWA	BRFY -159C (020) RW	RW	SH-10	RIGHT OF WAY	8	2008							24	12.68	13.28	0.60	SH-10: OVER THE WILL ROGERS TURNPIKE R/W FOR 10430(04)	LS30	$ 1,843,000	$ 1,800,000	$ -	$ -	Project Not in Traffic Engineering Division												
1231105	OSAGE	BHFY -157C (022) RW	RW	SH-11	RIGHT OF WAY	8	2008							44	2.33	2.34	0.01	SH-11: 0.2 MILE SOUTH OF KAY COUNTY LINE AT MUD CREEK. R/W FOR 12311(04) SMC #60/20	LS30	$ 42,000	$ 40,000	$ -	$ -	Project Not in Traffic Engineering Division												
2023005	MAYES	BRFY -149C (060) RW	RW	SH-28	RIGHT OF WAY	8	2008							14	4.80	5.10	0.30	SH-28: OVER OSAGE CR, 4.9 MILE, PRYOR CR & PRYOR CR RELIEF, 5.1 MILE, ANDBITTER CR, 5.6 MILE, EAST OF THE ROGERS C/L(R/W FOR 20230(04))	LS30	$ 695,000	$ 690,000	$ -	$ -	Project Not in Traffic Engineering Division												
2029106	MCINTOSH	STPY -146C (063) RW	RW	SH-266	RIGHT OF WAY	1	2008							06	16.85	17.40	0.55	SH-266: BEGIN 0.3 MILES WEST OF US-69, EXTEND EAST 0.55 MILES IN CHECOTAHR/W FOR 20291(04) SMC=60/20	LS30	$ 855,000	$ 855,000	$ -	$ -	Project Not in Traffic Engineering Division												
2030305	MURRAY	STPY -150C (046) RW	RW	SH-77D	RIGHT OF WAY	7	2008							30	0.00	1.80	1.80	SH-77D: FR US-77 AT FALLS CREEK, EXT SOUTHEASTERLY 1.8 MILES TO FALLSCREEK ASSEMBLY. (NEW ALIGNMENT) R/W FOR 20303(04) SMC=60/20	LS30	$ 119,000	$ 119,000	$ -	$ -	Project Not in Traffic Engineering Division												
2069105	CREEK	BRFY -119C (106) RW	RW	SH-16	RIGHT OF WAY	8	2008							10	11.19	11.20	0.01	SH-16: OVER TURKEY CREEK, 11.2 MILES EAST OF SH-48 R/W FOR 20691(04) SMC=60/20	LS30	$ 37,000	$ 36,000	$ -	$ -	Project Not in Traffic Engineering Division												
2407005	ALFALFA	STPY -102C (110) RW	RW	US-64	RIGHT OF WAY	6	2008							06	1.30	1.70	0.40	US-64: OVER TWIN SPRINGS CR. 1.6 MI. EAST OF THE SH-58 JCT R/W FOR (24070(04))	LS30	$ 69,000	$ 69,000	$ -	$ -	Project Not in Traffic Engineering Division												
2555204	OKLAHOMA	ITSY -155E (647) TR	TR	N/A	SAFETY IMPROVEMENT	4	2008											STATEWIDE ITS OPERATIONS & MAINTENANCE INCLUDING UTILITIES(7-1-2007 THROUGH 6-30-2009	LS30	$ 50,000	$ 50,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2029105	MCINTOSH	STPY -146C (050) UT	UT	SH-266	UTILITIES	1	2008							06	16.85	17.40	0.55	SH-266: BEGIN 0.3 MILES WEST OF US-69, EXTEND EAST 0.55 MILES IN CHECOTAH UT FOR 20291(04)	LS30	$ 36,048	$ 36,048	$ -	$ -	Project Not in Traffic Engineering Division												
2030306	MURRAY	STPY -150C (047) UT	UT	SH-77D	UTILITIES	7	2008							30	0.00	1.80	1.80	SH-77D: FR US-77 AT FALLS CREEK, EXT SOUTHEASTERLY 1.8 MILES TO FALLSCREEK ASSEMBLY. (NEW ALIGNMENT) UT FOR 20303(04) SMC=60/20	LS30	$ 39,500	$ 39,500	$ -	$ -	Project Not in Traffic Engineering Division												
2099706	CLEVELAND	STPY -114C (113) UT	UT	US-77	UTILITIES	3	2008							04	4.05	9.80	5.75	US-77: FROM 4.05 NORTH OF SH-39, NORTH 5.75 MI TO MCGUIRE RD IN NOBLE (4 LANE UNDIVIDED) (UT FOR 20997(07)&(10). **REVISED 5/20/2009**	LS30	$ 922,400	$ 922,400	$ -	$ -	Project Not in Traffic Engineering Division												
2572104	TEXAS	NHG -008N (078) TR	TR	US054	STRIPING & PAVEMENT MARKING	6	2008	5-6-09						002	0.000		11.810	US-54: INSTALL THERMOPLASTIC PAVMNT MRKGS, BEGIN TEXAS S/L, EXT N.E. 11.81 MI. TO 0.13 MI. E. OF GOODWELL	--	$ 94,500				No Construction Date Available For Crash Analysis												
2602104	GARFIELD	NHY -019N (114) TR	TR	US412	STRIPING & PAVEMENT MARKING	4	2008	8-26-09						032	0.000		2.960	US-412: INSTALL THERMO PAVEMENT MRKGS AT VARIOUS LOCATIONS IN GARFIELD CO. (AGENDA # 120)	--	$ 65,000				Relevant Crash Data Cannot Be Isolated												
2091410	WAGONER	BRFY -173B (149)		SH-72	CROSSING IMPR. & R/R SIGNALS	1	2008							20	7.13	7.33	0.20	SH-72: BRIDGE AND SHOO-FLY AT JCT SH-51 IN COWETA(UPRR FORCE ACOUNT)	LS30	$ 1,733,829	$ 1,730,000	$ -	$ -	Project Not in Traffic Engineering Division												
2387604	CREEK	STP -119D (140) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2008											NEAR MILFAY. CORR. PROJ. INSTAL. PED. MNTD. FLASH LITES SIG. W/ STILLWATERCENTRAL RR. MAINLINE AAR-DOT: 666759F,668796R,668798X,668799E CLOSE	LS30	$ 568,276	$ 511,449	$ -	$ -	Project Not in Traffic Engineering Division												
2402704	OKLAHOMA	STP -155D (601) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	4	2008											OKC: SIG/SURF PROJ. INSTALL PED MNTD FLASH LITES SIG W/GATE ARMS, & CNCRETCROSS ON S. PORTLAND AVE. W/ STILLWATER CENTRAL RR CO.(AAR-DOT#668047W)	LS30	$ 219,370	$ 197,433	$ -	$ -	Project Not in Traffic Engineering Division												

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2454304	TULSA	STP -172D (377) RR	RR	N/A	CROSSING IMPR. & R/R SIGNALS	8	2008											TULSA: SIG PROJ INSTALL CANTILEVER MNT FLASH LITES SIG W/ GATE ARMSON 33RD W. AVE. SAND SPRING RR CO. MAINLINE (AAR-DOT#839508Y)	LS30	$ 227,977	$ 205,179	$ -	$ -	Project Not in Traffic Engineering Division												
2539005	CLEVELAND	IMG -0044-1(109) 102 TR	TR	IS044	FORCE ACCOUNT	3	2008	5-12-09						034	0.000		5.000	PVMNT MRKGS, & LENSE REPLACE MCCLAIN CO. LN. N. 5.0 MI. TO OKLAHOMA CO. LN. (FORCE ACCOUNT)	---	$ 99,000				No Construction Date Available For Crash Analysis												
2539095	ROGERS	STPG -166B (215) TR	TR	SH-167	FORCE ACCOUNT	8	2008							34	0.00	4.88	4.88	SH-167: FROM I-44, N. 5.0 MI. TO SH-266 THIS 'WILL BE EPOXY STRIPINGPROJECT (FORCE ACCOUNT)	LS30	$ 36,000	$ 36,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2539206	ROGERS	IMG -0044-2(467) 236 TR	TR	IS044	FORCE ACCOUNT	8	2008	5-12-09						036	0.000		4.650	I-44: FROM 145TH ST. E. 3.0 MI. TO 193TH ST. THIS WILL BE THERMOPLASTIC STRIPING PROJECT (FORCE ACCOUNT)	---	$ 42,000				No Construction Date Available For Crash Analysis												
2539309	TULSA	NHG -015N (031) TR	TR	SH051	FORCE ACCOUNT	8	2008	5-12-09						060	0.000		14.300	SH-51: FROM PEORIA AVE., S. 14.3 MI. TO WAGONER C/L. THS WILL BE THERMO-PLASTIC STRIPING PROJECT (FORCE ACCOUNT)	---	$ 43,300				No Construction Date Available For Crash Analysis												
2059711	CLEVELAND	STPY -114C (224) EC	EC	US-77	PLANNING	3	2008							04	7.30	11.06	3.76	US-77: PREPARE PLANS TO IMPROVE 10 MILES FROM LEXINGTON TO NOBLE.(EC-1157A,B,&C, FOR 20997(04)(07)&(10))	LS30	$ 1,000,000	$ 1,000,000	$ -	$ -	Project Not in Traffic Engineering Division												
1996904	OKLAHOMA	STP -155B (343) RR	RR	N/A	RAILROAD SIGNALS	4	2008											RAILROAD SIGNAL PROJECT AT NORTH ROCKWELL AVENUE WITH UP # 556972R.	LS30	$ 181,306	$ 163,176	$ -	$ -	Project Not in Traffic Engineering Division												
2302604	TULSA	STP -172D (309) RR	RR	N/A	RAILROAD SIGNALS	8	2008											TULSA: SIGNAL PROJ. AT LEWIS AVE. W/ THE SOUTH KANSAS AND OKLAHOMA RAILROAD CO. (AARIDOT# 0086565E)	LS30	$ 207,947	$ 187,152	$ -	$ -	Project Not in Traffic Engineering Division												
2302704	TULSA	STP -172D (310) RR	RR	N/A	RAILROAD SIGNALS	8	2008											TULSA: SIGNAL PROJ. AT APACHE AVE. W/ TH-E SOUTH KANSAS AND OKLAHOMARAILROAD CO. (AARIDOT# 0086563R)	LS30	$ 205,484	$ 184,936	$ -	$ -	Project Not in Traffic Engineering Division												
2539207	TULSA	STPG -172A (403) TR	TR	US-64	STRIPING & PAVEMENT MARKING	8	2008							06	0.00	4.00	4.00	US-64: FROM 111TH ST., S. 4.0 MI. TO 151ST. THIS WILL BE EPOXY STRIPINGPROJECT	LS30	$ 70,282	$ 70,282	$ -	$ -	No Construction Date Available For Crash Analysis												
2571604	SEQUOYAH	NHG -033N (013) TR	TR	US059	STRIPING & PAVEMENT MARKING	1	2008	5-12-09						002	8.310		2.040	US-59: INSTALL THERMOPLASTIC PAVMNT MRKGS, BEGIN 0.10 MI S. OF I-40, EXT. N. & E. 2.04 MI. TO JCT. US-64 E.	---	$ 35,000				No Construction Date Available For Crash Analysis												
2571904	ADAIR	STPG -101A (093) TR	TR	US-59	STRIPING & PAVEMENT MARKING	1	2008							02	12.17	14.80	2.63	US-59: INSTALL THERMOPLASTIC PAVMNT MRKGS, BEGIN 0.24 MI. S. OF JCT. SH-100EXT. N. 2.63 MI.	LS30	$ 41,000	$ 41,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2572004	BECKHAM	STPG -105B (167) TR	TR	SH-6	STRIPING & PAVEMENT MARKING	5	2008							14	6.86	8.36	1.50	SH-6: INSTALL THERMOPLASTIC MRKGS, BEGIN JCT. I-40B, EXT. S. 1.50 MI. TO0.10 S. OF JCT. SH-6I-40	LS30	$ 39,000	$ 39,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2572204	GRADY	STPG -126A (170) TR	TR	US-62	STRIPING & PAVEMENT MARKING	7	2008							02	0.00	1.58	1.58	US-62: INSTALL THERMOPLASTIC PVMNT MRKGS, BEGIN I-44 EXT. W. 1.58 MI. E. OF3RD ST.	LS30	$ 34,000	$ 34,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2572304	GRADY	STPG -126C (171) TR	TR	US-81B	STRIPING & PAVEMENT MARKING	7	2008							46	0.00	2.82	2.82	US-81B: INSTALL THERMOPLASTIC PAVMNT MRKGS, THRU RUSH SPRINGS 2.82 MI.	LS30	$ 34,000	$ 34,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2572404	CARTER	STPG -110A (214) TR	TR	US-77	STRIPING & PAVEMENT MARKING	7	2008							06	4.64	7.14	2.50	US-77: THERMO PVMNT MRKGS. @ US-70 E. EXT. N. 2.5 MI. TO JCT. SH-199 &SH-199 @ MAIN & WASHIGTON EXT. N. 0.10 MI. TO BROADWAY EXT. W. 1.0 MI.	LS30	$ 74,000	$ 74,000	$ -	$ -	No Construction Date Available For Crash Analysis												
2579904	TULSA	STPG -172B (425) TR	TR	SH011	STRIPING & PAVEMENT MARKING	8	2008	6-23-09						036	1.940		13.600	SH-11: INSTALL PAVMNT MRKGS. & RAISED REPLACE LENSES FROM 56TH ST. N. EXT. N. 13.6 MI. TO WASHINGTON C/L (AGENDA 66B)	---	$ 134,000				No Construction Date Available For Crash Analysis												
2580004	TULSA	STPG -172B (426) TR	TR	SH151	STRIPING & PAVEMENT MARKING	8	2008	6-23-09						097	0.000		1.800	SH-151: INSTALL PAVMNT MRKGS. FROM US-412 INTERCHG., S. EXT. N. 1.8 MI. TO JCT. SH-51 (AGENDA 66C)	---	$ 33,000				No Construction Date Available For Crash Analysis												
2580104	TULSA	STPG -172A (427) TR	TR	US064	STRIPING & PAVEMENT MARKING	8	2008	6-23-09						006	8.010		6.600	US-64: INSTALL PAVMNT MRKGS FROM MINGO RD. EXT. E. 6.60 MI. TO WAGONER C/L (AGENDA #66D)	---	$ 60,000				No Construction Date Available For Crash Analysis												

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Listing of HSIP Projects for August 2013 Report - FFY 2005 to FFY 2012

Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepoint[1]	End Milepoint[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat. After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Umis / year	EUAB	EUAC	Actual B/C
2580204	TULSA	STPG -172A (429) TR	TR	US064	STRIPING & PAVEMENT MARKING	8	2008	6-23-08						086	0.000		0.100	INSTALL PAVMNT MRKGS, ON/OFF RAMPS US-64/412 @ QUANAH AVE. RAMPS EXT. W. TO E.B. EXIT RAMP @ 81ST. W. AVE. (AGENDA #66E)	---	$ 28,000				No Construction Date Available For Crash Analysis												
2580304	TULSA	STPG -172A (429) TR	TR	US064	STRIPING & PAVEMENT MARKING	8	2008	6-23-08						086	0.000		1.600	INSTALL PAVMNT MRKGS ALONG US-64/412, W. OF 209TH ST. EXT. TO OSAGE C/L (AGENDA #66F)	---	$ 61,000				No Construction Date Available For Crash Analysis												
2587504	MCCURTAIN	NHY -022N (180) TR	TR	US070	STRIPING & PAVEMENT MARKING	2	2008	6-13-08						004	6.000		3.000	US-70 FROM US-70/US-259/SH-3 EXT. 3.0 MI. (AGENDA# 62A) (PAVEMENT MARKING)	---	$ 40,000				No Construction Date Available For Crash Analysis												
2598004	PITTSBURG	NHY -013N (119) TR	TR	US069	STRIPING & PAVEMENT MARKING	2	2008	6-13-08						004	0.000		16.980	US-69 FROM JCT US-69B /SH-113 EXT. 17.60 MI. TO MCINTOSH C/L (AGENDA 62B) (PAVEMENT MARKING)	---	$ 120,000				No Construction Date Available For Crash Analysis												
0924704	CARTER	STPY -010B (302)		US-70	GRADE, DRAIN & SURFACE	7	2009		12-1-08	11-20-09	12-30-08	4-6-09	12-16-11	02	2.90	5.00	2.10	US-70 BEG APPROX 2.1 MILE WEST OF JCT I-35/SH-76 & EXT EAST 2.1 MILE(PHSE 1 CONST) (DEL FR 08-08, ADD TO 11-09, UTILITY ISSUES)**AUTH**	LS30	$ 6,091,710	$ 6,091,710	$ -	$ -	Project Not in Traffic Engineering Division												
2023304	GRADY	STPY -126B (057)		SH-39	GRADE,DRAINING, BRIDGE & SURFACE	7	2009		12-1-09	11-20-09	12-30-08	1-16-09	4-12-10	30	0.67	3.62	2.95	SH-39: FROM APPROX 0.67 MILE EAST OF US-62, EAST 2.95 MILE(WIDEN & RESURFACE) ((DEL FR 07-08, ADD TO 11-09, BID REJECT) **AUTH**	LS30	$ 6,665,541	$ 6,665,541	$ -	$ -	Project Not in Traffic Engineering Division												
2599704	OSAGE	HSIPY -157B (156) TR	TR	US-99	SAFETY IMPROVEMENT	8	2009		12-1-09	11-20-09	12-31-08	3-26-09	6-11-09					US-99: INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/ FLASHING BEACONS,HOMINY HIGH SCHOOL(DEL FR 1-09, ADD TO 11-09, PRIORITY CHG) **AUTH**	LS30	$ 22,525	$ 22,525	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2413004 (tied to 2025705)	CADDO	IMG -0040-4(416) 095 TR	TR	IS040	CABLE BARRIER	7	2009	1-14-09	1-1-09			3-16-09	10-30-09	048	8.800		3.000	I-40: MEDIAN BARRIER PROJECT, FROM MP 95.0 TO 98.0 (DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**	---	$ 235,672				Analysis Pending Availability of 5 Years of After Crash Data												
2413504 (tied to 2025705)	CADDO	IMG -0040-4(417) 098 TR	TR	IS040	CABLE BARRIER	7	2009	1-22-09	1-22-09	2-2-09	2-12-09	3-16-09	10-30-09	048	11.800		3.010	I-40: MEDIAN BARRIER PROJECT, FROM MP 98.0 TO 101.0 (DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**	---	$ 415,769				Analysis Pending Availability of 5 Years of After Crash Data												
0517312	CANADIAN	NHY -011N (009)		US-81	GRADE, DRAIN & SURFACE	4	2009		2-1-09	1-22-09	2-11-09	3-16-09	6-7-10	09	2.37	4.80	2.43	US-81: FR THE NORTH EDGE OF UNION CITY, NORTH 2.43 MI (PARALNS & RECONEXISTING)(LATE ADD TO 01-09)**AUTH**	LS30	$ 8,569,173	$ 2,956,992	$ -	$ -	Project Not in Traffic Engineering Division												
2589104	POTTAWATOMIE	HSIPY -163B (324) TR	TR	US-177	SAFETY IMPROVEMENT	3	2009		2-1-09	1-22-09	2-27-09	6-9-09	10-31-09					INSTALL TRAFFIC SIGNAL SYS. @ INTERSEC. US-177 & BENSON PARK ROAD INTECUMSEH (AGENDA# 82C) 75/25 SMC	LS30	$ 117,974	$ 117,974	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2624404	MUSKOGEE	HSIPY -151B (194) TR	TR	Multiple	SAFETY IMPROVEMENT	1	2009		3-1-09	2-19-09	3-13-09	3-18-09	7-15-09					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 1, APPROX 110.0 MILES (90% FED/10% SMC)	LS30	$ 93,439	$ 93,439	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2624604	CUSTER	HSIPY -120B (172) TR	TR	Multiple	SAFETY IMPROVEMENT	5	2009		3-1-09	2-19-09	3-16-09	5-4-09	6-26-09					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 5, APPROX 170.0 MI (90% FED/10% SMC)	LS30	$ 164,895	$ 164,895	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2557104	BRYAN	NHY -022N (179) TR	TR	US070	SAFETY IMPROVEMENT	2	2009	2-10-09	3-12-09	3-30-09	4-24-09	7-31-09	11-12-09	006	0.000		0.100	US-70: INTERSECTION MODIFICATION AT US-70 & US-69/US-75 ON RAMPS (DEL FR 02-09, ADD TO 03-09, NO ROW CERT)	---	$ 108,867				Analysis Pending Availability of 5 Years of After Crash Data												
2607604 (tied to 2053904)	CANADIAN	IMG -0040-4(421) 125 TR	TR	IS040	CABLE BARRIER	4	2009	3-12-09	3-19-09	3-30-09	4-7-09	6-1-09	10-25-11	005	21.000		2.000	I-40 FROM MP 125 TO MP 127 (CABLE BARRIER)	NA	$ 481,774				Analysis Pending Availability of 5 Years of After Crash Data												
2414404	BECKHAM	IMG -0040-1 (080) 018 TR	TR	IS040	CABLE BARRIER	5	2009	3-20-09	3-24-09	3-30-09	4-14-09	8-3-09	8-13-10	001	18.000		5.000	I-40: MEDIAN BARRIER PROJECT, FROM MP 18.0 TO 23.0	---	$ 957,596				Analysis Pending Availability of 5 Years of After Crash Data												
2579604	JOHNSTON	HSIPY -135B (112) TR	TR	US-377	INTERSECTION MOD. & TRAF SIGNALS	3	2009		4-1-09	4-23-09	5-16-09	8-15-09	11-10-09					INSTALL TRAFF. SIG. SYS. @ INTERSEC US-377/SH-99 KEMP AVE & 22NDMAIN ST IN TISHOMINGO (AGENDA #66A)	LS30	$ 86,253	$ 86,253	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2605504	BECKHAM	HSIPY -105A (175) TR	TR	I-40B	TRAFFIC SIGNALS	5	2009		4-1-09	4-23-09	5-16-09	7-7-09	9-22-09	06	2.90	3.00	0.10	I-40B: TRAFFIC SIGNALS AT MERRIT ROAD IN ELK CITY	LS30	$ 230,831	$ 230,831	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2653804	JOHNSTON	HSIPY -135C (118) TR	TR	SH-7	SIGNING	3	2009		5-1-09	5-14-09	6-1-09	9-9-09	11-18-09	04	8.00	8.20	0.20	SH-7: SCHOOL ZONE BEACONS AT MILL CREEK HIGH SCHOOL	LS30	$ 14,539	$ 14,539	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2653904	BECKHAM	HSIPIG -0040-2(140) 040 TR	TR	I-40	STRIPING & PAVEMENT MARKING	5	2009		6-1-09	6-18-09	7-13-09	8-3-09	9-17-09	04	14.88	16.88	2.00	I-40: FROM MP 40 TO 45: PAVEMENT MARKING & REPLACEMENT OF RAISED MARKER LENSES	LS30	$ 106,609	$ 106,609	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												

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2410606	SEQUOYAH	IMG-0040-6(353) 293 TR	TR	I-40	CABLE BARRIER	1	2009		8-1-09	7-23-09	8-12-09	10-5-09	5-6-10	22	2.71	7.71	5.00	I-40 MEDIAN BARRIER BEG AT MILEPOST 293 & EXTEND EAST TO MILEPOST 298	Q280	$ 608,368	$ 468,443	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2624304	OKMULGEE	HSIPG -156A (167) TR	TR	US-75	SAFETY IMPROVEMENT	1	2009		8-1-09	7-23-09	10-27-09	12-3-09	8-6-10					INSTALL TRAFF. SIG. SYS. @ US-75/20TH ST. & US-75/US-62 (21ST.) IN OKMULGEE;(DEL FR 06-09, ADD TO 07-09, BID REJECT) **AUTH**	LS30	$ 697,271	$ 697,271	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2624504	PITTSBURG	HSIPY -161B (225) TR	TR	Multiple	SAFETY IMPROVEMENT	2	2009		8-1-09	7-23-09	8-12-09	11-4-09	1-28-10					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 2, APPROX 420.00 MI (90% FED/10% SMC) (DEL FR 06-09, ADD TO 07-09, BID REJECT)	LS30	$ 331,863	$ 331,863	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2633604	HARPER	HSIPY -130B (140) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2009		8-1-09	7-23-09	8-12-09	8-19-09	12-2-09					RUMBLE STRIPS: VARIOUS LOCATIONS IN DIVIS ON VI(DEL FR 06-09, ADD TO 07-09, AS PER TRAFF)**AUTH**	LS30	$ 114,325	$ 14,962	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2666304	LEFLORE	HSIPG -140A (176) TR	TR	US-59	STRIPING & PAVEMENT MARKING	2	2009		8-1-09	7-23-09	9-15-09	10-8-09	6-3-10	59	0.00	4.29	4.29	US-59/POTEAU BYPASS: FROM US-59 SOUTH, EXTEND NORTH 6.0 MI(MULTI-POLYMER PAVE MARK)	LS30	$ 114,194	$ 10,279	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2679704	CARTER	HSIPG -110N (221) TR	TR	I-35	STRIPING & PAVEMENT MARKING	7	2009		8-1-09	7-23-09	9-15-09	12-7-09	7-22-10	36	7.00	21.00	14.00	I-35 CARTER CO: FROM MILE MARKER 31 NORTH 14.0 MI(MULTI-POLMER PAVEMENT MARKING & LENS)	LS30	$ 245,433	$ 17,180	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2643904	OKLAHOMA	HSIPG -155A (714) TR	TR	SH074	SIGNING	4	2009	7-9-09	8-20-09	9-8-09	9-23-09	2-9-10	5-19-10	063	0.000		7.250	HWY SIGN REPLACEMENT ALONG SH-74 IN OK. CO. FROM 39TH ST. N. 7.25 MI. TO KILPATRICK TURNPIKE (AGENDA 4C)	---	$ 224,497				Relevant Crash Data Cannot Be Isolated											
2627604	BECKHAM	HSIPG -0040-2(139) 032 TR	TR	I-40	CABLE BARRIER	5	2009		9-1-09	8-20-09	9-23-09	10-13-09	5-5-10	04	7.69	16.22	8.33	I-40 CABLE MEDIAN BARRIER, MP 33 TO MP 41.33	H280	$ 1,184,192	$ 1,172,350	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2679104	PONTOTOC	HSIPG -162H (198) TR	TR	Multiple	SAFETY IMPROVEMENT	3	2009		9-1-09	8-20-09	9-23-09	10-6-09	4-10-10					DIVIS ON 3: RUMBLE STRIPS: MULITPLE LOCATIONS:	LS30	$ 233,155	$ 101,352	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2694404	STEPHENS	STPG -169F (172) TR	TR	Multiple	SAFETY IMPROVEMENT	7	2009		9-17-09	10-5-09	10-28-09	2-15-10	7-30-10					MULTIPLE LOCATIONS IN DIVISION 7(MILLED RUMBLE STRIPS)	H280	$ 223,099	$ 223,099	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2694504	TULSA	STPG -172F (479) TR	TR	Multiple	SAFETY IMPROVEMENT	8	2009		9-18-09	10-5-09	10-23-09	3-15-10	5-17-11					DIVIS ON 8: MULTIPLE LOCATIONS(MILLED RUMBLE STRIPS)	H280	$ 656,417	$ 656,417	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2679204	NOBLE	HSIPG -153H (175) TR	TR	Multiple	SAFETY IMPROVEMENT	4	2009		10-1-09	9-17-09	10-27-09	12-7-09	2-19-10					DIVIS ON 4: RUMBLE STRIPS: MULTIPLE LOCATIONS	LS30	$ 92,553	$ 9,256	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2643804	OKLAHOMA	HSIPG -159N (713) TR	TR	I-40	SIGNING	4	2009		10-1-09	9-17-09	10-27-09	11-17-09	6-1-10	68	0.00	19.20	19.20	HWY SIGN REPLACEMENT ALONG I-40 IN OK. CO. FROM FT. SMITH JCT. E 19.20MI TO OK/POTTAWATOMIE CO.	LS30	$ 644,115	$ 644,115	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2644104	TULSA	HSIPG -172A (456) TR	TR	SH-11	SIGNING	8	2009		10-1-09	9-17-09	11-2-09	3-1-10	2-20-11	90	0.00	5.45	5.45	HWY SIGN REPLACEMENT ALONG SH-11 IN TULSA CO. FROM JCT. I-244 W. 5.45 MI TO JCT. US-75 (AGENDA 4E)	LS30	$ 260,381	$ 260,381	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2371504	ROGERS	HSIPY -166C (186) TR	TR	SH-66	TRAFFIC SIGNALS	8	2009		10-1-09	9-17-09	10-28-09	2-11-10	7-21-10	04	0.00	0.10	0.10	TRAF SIGS: SH-66/WEST ROGERS BLVD., SH-66/WEST PATTI PAGE BLVD., & SH-66/WEST 1ST. ST. IN CLAREMORE (75/25 SMC)	LS30	$ 494,192	$ 494,192	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2633504	OKLAHOMA	STPG -155C (708) TR	TR		STRIPING & PAVEMENT MARKING	4	2009	4-13-09						999	0.000		0.100	SH-66: INSTALL PAVMNT MRKGS, At DEPCT BLVD. E. 4.0 MI. TO POST RD., IN EDMOND (AGENDA 197A)	---	$ 30,000				No Construction Date Available For Crash Analysis											
2644204	TULSA	HSIPG -172A (459) TR	TR	US-169	SIGNING	8	2009							81	0.00	9.25	9.25	HWY SIGN REPLACEMENT ALONG US-169 IN TULSA CO. FROM 66TH ST. N INOWASSO, N. 9.25 MI. TO 146TH ST. N	LS30	$ 267,501	$ 25,930	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2666404	PITTSBURG	HSIPG -161N (229) TR	TR	US-69	STRIPING & PAVEMENT MARKING	2	2009							04	0.00	16.98	16.98	US-69 SOUTHBOUND: FROM SH-113 NORTH 17.0 MI(MULTI-POLYMER PAVE MARK)	LS30	$ 152,628	$ 22,894	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2679304	OKLAHOMA	HSIPG -155A (739) TR	TR	SH-66	STRIPING & PAVEMENT MARKING	4	2009							06	0.00	5.60	5.60	SH-66 FROM THE CANADIAN CO. LINE EAST TO I-44(THERMOPLASTIC PAVEMENT MARKINGS)	LS30	$ 103,000	$ 3,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2679404	OKLAHOMA	HSIPG -159N (740) TR	TR	I-40	STRIPING & PAVEMENT MARKING	4	2009							68	6.00	19.00	13.00	I-40 FROM MILE MARKER 159 EAST 13.0 MI (THERMOPLASTIC PAVEMENTMARKING LENS)	LS30	$ 245,000	$ 15,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2679504	CUSTER	HSIPG -120A (177) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2009											DIVIS ON 5: VARIOUS LOCATIONS IN CLINTON (THERMOPLASTIC PAVEMENTMARKINGS)	LS30	$ 101,000	$ 11,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2679604	JACKSON	HSIPG -133A (108) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2009											US-62 & US-283: JACKSON CO. THERMOPLASTIC PAVEMENT MARKING	LS30	$ 60,000	$ 5,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2679804	COMANCHE	HSIPG -116N (191) TR	TR	I-44	STRIPING & PAVEMENT MARKING	7	2009							49	0.00	8.25	8.25	I-44: FROM SH-36 NORTH 8.25 MI (MULTI-POLYMER PAVEMENT MARKING & LENS)	LS30	$ 126,653	$ 18,352	$ -	$ -	Relevant Crash Data Cannot Be Isolated											

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2675904	TULSA	HSIPG -172B (470) TR	TR	SH-51	STRIPING & PAVEMENT MARKING	8	2009							95	5.20	10.40	5.20	SH-51: FROM SH-97 WEST 5.2 MILES (THERMOPLASTIC PAVEMENT MARKING)	LS30	$ 136,000	$ 11,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2422904	ADAIR	STPY -101A (072)		US-59	GRADE, DRAIN & SURFACE	1	2010		10-15-09	11-2-09	12-2-09	3-15-10	2-23-12	06	9.80	11.80	2.00	US-59: NORTH BOUND LANES (ILLINOIS RVR) NORTH OF WATTS	LS30	$ 9,836,238	$ 2,202,786	$ -	$ -	Project Not in Traffic Engineering Division												
2644004	OKLAHOMA	HSIPG -155N (715) TR	TR	I-235	SIGNING	4	2010		10-15-09	11-2-09	11-20-09	2-7-10	8-31-10	42	0.00	2.84	2.84	SIGN REPLACEMENT ALONG I-235 IN OK CO. FROM DALLAS JCT NORTH 2.84 MI TO N.E. 23RD. ST.	LS30	$ 203,665	$ 203,665	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2622604	DELAWARE	HSIPG -121A (136)		US-59	CABLE BARRIER	8	2010		12-17-09	1-11-10	1-15-10	2-22-10	8-9-10	04	6.50	10.00	3.50	CABLE BARRIER- SH-59; FR 6.5 MI. N. OF US412 ALT. N. 3.5 MI. & US-412 ALT FR 9 MI. W. OF ADAIR CO. W. TO SH 10 INT. & SH20. FR: SH59/SH10 E. 2 MI *AUTH*	LS30	$ 1,105,035	$ 1,105,035	$ -	$ -	Project Not in Traffic Engineering Division												
2660904	OTTAWA	HSIPG -158C (168)		SH-10	CABLE BARRIER	8	2010		12-17-09	1-11-10	2-8-10	2-23-10	10-5-10	20	0.90	8.90	8.00	CABLE BARRIER-FROM 0.9 MI NORTH OF DELAWARE C/L, NORTH 8.0 MI & FROMSH10/SH10C JCT. WEST 0.5 MI (DEL FR 11-09, ADD TO 12-09, FUNDING) **AUTH**	LS30	$ 1,039,573	$ 1,039,573	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2633004	MCCURTAIN	HSIPY -145A (184) TR	TR	US-70	SAFETY IMPROVEMENT	2	2010		12-17-09	1-11-10	2-8-10	5-9-10	8-3-10					INSTALL TRAFF. SIG. @ INTERSEC. US-70/US-259 WITH MEMORIAL & MAIN ST. EXT IN BROKEN BOW	LS30	$ 160,104	$ 160,104	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2653704	CHOCTAW	HSIPG -022N (190) TR	TR	US-70	SIGNING	2	2010		12-17-09	1-11-10	2-8-10	7-15-10	11-17-10	42	0.00	2.71	2.71	US-70 (HUGO BYPASS): REPLACEMENT OF SIGNS FR US-271 EXT NORTH TO INDIANNATIONS TIP (DEL FR 11-09, ADD TO 12-09, FUNDING ISSUES) **AUTH**	LS30	$ 290,864	$ 290,864	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2292604	GARVIN	STPG -125C (179) TR	TR	SH076	GUARDRAIL	3	2010	12-23-09	1-1-10	2-1-10	2-24-10	6-17-10	9-30-10	032	0.010		8.000	GUARDRAIL INSTALLATION ALONG SH-76 BEGIN GARVIN/CARTER C/L EXTEND NORTH 8 MI TO SH-76/SH-29 JCT	---	$ 334,916				Analysis Pending Availability of 5 Years of After Crash Data												
2623704	LOGAN	IMG -0035-4(232) 160 TR	TR	I0035	CABLE BARRIER	4	2010	1-11-10	1-29-10	2-1-10	2-24-10	7-1-10	2-28-11	030	13.230		10.000	I-35: CABLE BARRIER: FROM MP 160 TO MP 170	---	$ 1,309,597				Analysis Pending Availability of 5 Years of After Crash Data												
2633404	ROGERS	HSIPY -166A (236) TR	TR	SH-167	SAFETY IMPROVEMENT	8	2010		2-18-10	3-1-10	3-16-10	4-26-10	10-18-10					INSTALL TRAFF. SIG. @ INTERSEC. SH-167 & ROLLINS ST. IN CATOOSA	LS3E	$ 784,782	$ 784,782	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2423004	NOBLE	IMG -0035-4(217) 182 TR	TR	I0035	CABLE BARRIER	4	2010	2-22-10	3-18-10	4-12-10	4-29-10	6-7-10	12-9-10	033	4.360		5.000	I-35 CABLE MEDIAN BARRIER, MP 182 TO MP 187	---	$ 555,160				Analysis Pending Availability of 5 Years of After Crash Data												
2704104	TULSA	NHG -030N (066) TR	TR	US169	CABLE BARRIER	8	2010	2-12-10	3-18-10	4-12-10	4-29-10	7-5-10	9-29-10	091	11.000		5.000	US-169: FROM 106TH ST. NORTH EXTEND NORTH 5 MILES TO 156TH ST. NORTH (50% NON-TR)	---	$ 509,375				Analysis Pending Availability of 5 Years of After Crash Data												
1066904	BRYAN	STP -107N (161) TR	TR	US069	INTERSECTION MOD. & TRAF SIGNALS	2	2010	3-22-10	4-1-10	5-3-10	5-14-10	10-4-10	6-13-11	002	10.500		0.200	SIGNALS & INTERSECTION MOD IN CALERA ON US-69/75 AT MAIN STREET & NORTH MCKINLEY STREET	---	$ 228,820				Analysis Pending Availability of 5 Years of After Crash Data												
2292704	CREEK	STPY -119A (201) TR	TR	SH097	INTERSECTION MOD. & TRAF SIGNALS	8	2010	2-19-10	4-1-10	5-3-10	5-19-10	8-19-10	1-5-11	026	0.700		0.100	TRAFFIC SIGNAL & INTERSECTION IMPROVEMENTS SH-97 & TURNER TURNPIKE GATE DEL FR 03-10, ADD TO 04-10, CONST TIMING ISSUES) **AUTH**	---	$ 164,579				Analysis Pending Availability of 5 Years of After Crash Data												
2732504	BRYAN	HSIPG -107N (167) TR	TR	US-70	GUARDRAIL	2	2010		4-15-10	5-3-10	5-26-10	9-22-10	12-29-10	06	0.00	0.50	0.50	US-70: INSTALLATION OF GUARDRAIL & IMPACT ATTENUATORS AT ROOSEVELT BRIDGE AT LAKE TEXOMA	LS30	$ 515,393	$ 515,393	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2732604	BECKHAM	HSIPG -105C (195) TR	TR	Multiple	GUARDRAIL	5	2010		4-15-10	5-3-10	5-20-10	6-7-10	8-2-10					SH-152 IN BECKHAM CO. & US-62B IN KIOWA CO. GUARDRAIL & PARAPET WALL	LS30	$ 183,797	$ 183,797	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2423005	NOBLE	IMG -0035-4(218) 200 TR	TR	I0035	CABLE BARRIER	4	2010	4-14-10	5-20-10	6-7-10	7-2-10	10-5-10	5-31-11	033	22.590		9.000	I-35: CABLE MEDIAN BARRIER FROM MILEPOST 200 NORTH TO MILEPOST 209 (PART OF PROJ IN KAY CO.)	---	$ 566,850				Analysis Pending Availability of 5 Years of After Crash Data												
2626404	PAYNE	IMG -0035-4(233) 174 TR	TR	I-35	CABLE BARRIER	4	2010		5-20-10	6-7-10	7-2-10	8-9-10	4-14-11	29	7.11	12.11	5.00	I-35: CABLE MEDIAN BARRIER, MP 174 TO THE PAYNE/NOBLE C/L (60% NON-TRAFFIC)	LS30	$ 643,289	$ 321,644	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2732704	GARVIN	HSIPG -129N (182) TR	TR	I-35	LIGHTING	3	2010		5-20-10	6-7-10	7-2-10	10-8-10	5-16-11	46	4.00	4.10	0.10	I-35 REST AREAS: LIGHTING	LS30	$ 246,399	$ 246,399	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2626904	MCINTOSH	HSIPG -013N (123) TR	TR	US-69	CABLE BARRIER	1	2010		6-17-10	7-6-10	7-29-10	11-15-10	5-2-11	03	0.00	3.75	3.75	US-69: CABLE MEDIAN BARRIER, FROM THE PITTSBURG C/L NORTH TO US69-B	LS3E	$ 699,527	$ 699,527	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2745404	COMANCHE	IMG -0044-1(116) 030 TR	TR	I0044	SIGNING	7	2010	6-2-10	7-22-10	8-10-10	10-19-10	5-3-11	11-14-11	049	4.000		11.660	I-44: FROM SH-36 NORTH TO SH-49 (SIGN REPLACEMENT)	---	$ 404,124				Relevant Crash Data Cannot Be Isolated												
2745104	GARFIELD	STPY -124C (133) TR	TR	SH-74	BRIDGE IMPR	4	2010		8-19-10	9-7-10	9-27-10	2-18-11	10-12-11	20	7.40	15.00	7.60	SH-74: FROM 7.4 MI NORTH OF THE LOGAN C/L, NORTH 7.7 MI (VARIOUS LOCATIONS) (INSTALLATION OF GUARDRAIL & PARAPET WALL)	LS3E	$ 253,055	$ 253,055	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2626704 (tied to 1362607)	SEMINOLE	HSIPIG -0040-5(405) 203 TR	TR	I-40	CABLE BARRIER	3	2010		8-19-10	9-7-10	9-27-10	11-15-10	4-30-12	37	9.04	19.04	10.00	I-40: CABLE MEDIAN BARRIER, MP 203 TO MP 213 (ADD TO 08-10, LATE ADD)	LS3E	$ 683,394	$ 683,394	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												

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Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepost[1]	End Milepost[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I.I. Before (5 yrs)	N.I. Before (5 yrs)	Fat. After (5 yrs)	I.I. After (5 yrs)	N.I. After (5 yrs)	Study Period	Service Life (yrs)	Maint./ Unit	Unit s / year	EUAB	EUAC	Actual B/C
2764104	CANADIAN	HSIPY -109F (171) TR	TR	Multiple	GUARDRAIL	4	2010		8-19-10	9-7-10	9-27-10	1-3-11	7-22-11					INSTALLATION OF GUARDRAIL & PARAPET WALL ON EXISTING BRIDGES &RCBS, (MULTIPLE LOCATIONS IN CANADIAN COUNTY)	LS3E	$ 296,480	$ 296,480	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2733204	ROGERS	HSIPY -166B (248) TR	TR	SH-20	INTERSECTION MOD. & TRAF SIGNALS	8	2010		9-16-10	10-4-10	10-19-10	1-18-11	5-9-11	10	2.30	2.40	0.10	SH-20 @ THE WILL ROGERS T/P GATE EAST OF CLAREMORE(FEDE=75%/OTA=25%)(DEL FR 05-10, ADD TO 09-10, AS PER O.E (UTILITY ISSUES))	LS3D	$ 298,905	$ 224,178	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
1000410	WAGONER	STPY -173B (019)		SH-51	BRIDGE & APPROACHES	1	2010							14	7.30	9.90	2.60	SH-51 FR APPROX 7.3 MIS EAST OF COWETA EXT. EAST 2.6 MILE (EXISTING 8R VERDIGRIS RV)(DEL FR 05-09, ADD TO 10-09, COAST GUARD PERMIT)	LS3D	$ 9,276,647	$ 4,132,802	$ -	$ -	Project Not in Traffic Engineering Division											
1868705	ROGERS	STPY -166C (072)		SH-88	GRADE, DRAIN & SURFACE	8	2010							22	3.50	8.10	4.60	SH-88 FROM 3.5 MI NORTHWEST OF US-412, EXTEND NORTH 4.6 MILES(DEL FR 09-09, ADD TO 10-09)	LS3D	$ 9,531,281	$ 3,462,715	$ -	$ -	Project Not in Traffic Engineering Division											
2023307	GRADY	STPY -126B (113)		SH-39	GRADE,DRAINING, BRIDGE & SURFACE	7	2010							30	0.30	0.87	0.57	SH-39 FROM APPROX 0.3 MILE EAST OF US-62, EAST 0.57 MILE(WIDEN, RESURFACE & BRIDGE)	LS3D	$ 1,057,629	$ 1,057,629	$ -	$ -	Project Not in Traffic Engineering Division											
2739504	GRANT	BRFY -127B (178) EC	EC	US-60	PRELIMINARY ENGINEERING	4	2010							04	15.03	15.13	0.10	US-60 OVER POND CR, US-60 OVER BOGGEY CR & US-81 OVER POLE CAT &UNNAMED CR (P.E. FOR 21843(04), 21851(04) & 24177(04) EC-1260A	LS3E	$ 1,109,600	$ 1,079,600	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2739505	CREEK	BRFY -119B (204) EC	EC	SH-66	PRELIMINARY ENGINEERING	8	2010							04	1.60	1.90	0.10	PREL M ENGR FOR BRIDGE ON US-66 IN CREEK CO, US-60 IN CRAIG CO & I-44 INROGERS CO. (PE FOR 24122(04), 24123(04), 24220(04) & 21858(04) EC-1260B	LS3E	$ 1,450,800	$ 1,420,800	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2411405	COTTON	STPY -117C (058) RW	RW	SH-36	RIGHT OF WAY	7	2010							22	0.00	3.80	3.80	SH-36: RECONSTRUCT ON OFFSET ALIGN, FROM THE RAMPS OF I-44, NORTHTO US-70W. (ROW FOR 24114(04)	LS3D	$ 1,595,470	$ 1,595,470	$ -	$ -	Project Not in Traffic Engineering Division											
2745204	CIMARRON	STPG -113F (081) TR	TR	US056	STRIPING & PAVEMENT MARKING	6	2010	2-22-10						002	31.250		2.370	CIMARRON, MAJOR, TEXAS, WOODS & WOODWARD COUNTIES (MULTI-POLYMER PAVE MARK, VARIOUS LOCATIONS)	---	$ 182,000				Relevant Crash Data Cannot Be Isolated											
2745304	CIMARRON	STPG -113F (092) TR	TR	SH325	STRIPING & PAVEMENT MARKING	6	2010	2-24-10						020	36.870		1.200	CIMARRON, MAJOR & WOODWARD COUNTIES (THERMOPLASTIC PAVE MARK, VARIOUS LOCATIONS)	---	$ 59,000				Relevant Crash Data Cannot Be Isolated											
2764204	BECKHAM	HSIPG -105B (189) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2010											PAVEMENT MARKING: I-40 MM 33 EAST TO MM 40, SH-6 FROM 100 FT SOUTHOF I-40 SCUTH 2.3 MI	LS3E	$ 148,000	$ 148,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2774604	CARTER	HSIPG -110C (230) TR	TR	SH-76	STRIPING & PAVEMENT MARKING	7	2010							22	3.00	4.20	1.20	THERMOPLASTIC PAVEMENT MARKING ALONG SH-76 BEGIN AT LINCOLN ST EXTE\DINORTH & WEST 1.2 MI TO ROCHLAND ST IN HEALDTON (WORK ORDER)	LS3E	$ 25,000	$ 25,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2774704	MURRAY	HSIPG -150C (097) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	7	2010											MULTI-POLYMER PAVEMENT MARKINGS SH-7 SULPHER IN MURRAY CO & US-77ARDMORE IN CARTER CO	LS3E	$ 87,000	$ 87,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2784204	OKLAHOMA	HSIPG -155H (602) TR	TR	N/A	STRIPING & PAVEMENT MARKING	4	2010											DIVIS ON 4: DIVISION WIDE STRIPING	LS3E	$ 900,000	$ 900,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786104	SEQUOYAH	HSIPG -169H (209) TR	TR	N/A	STRIPING & PAVEMENT MARKING	1	2010											DIVIS ON 1: DIVISION WIDE STRIPING	LS3E	$ 900,000	$ 900,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786204	ATOKA	HSIPG -103H (134) TR	TR	N/A	STRIPING & PAVEMENT MARKING	2	2010											DIVIS ON 2: DIVISION WIDE STRIPING	LS3E	$ 200,000	$ 200,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786304	CLEVELAND	HSIPG -114H (295) TR	TR	N/A	STRIPING & PAVEMENT MARKING	3	2010											DIVIS ON 3: DIVISION WIDE STRIPING	LS3E	$ 300,000	$ 300,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786404	BECKHAM	HSIPG -105H (192) TR	TR	N/A	STRIPING & PAVEMENT MARKING	5	2010											DIVIS ON 5: DIVISION WIDE STRIPING	LS3E	$ 200,000	$ 200,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786504	CIMARRON	HSIPG -113H (094) TR	TR	N/A	STRIPING & PAVEMENT MARKING	6	2010											DIVIS ON 6: DIVISION WIDE STRIPING	LS3E	$ 200,000	$ 200,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2786604	LOVE	HSIPG -143H (100) TR	TR	N/A	STRIPING & PAVEMENT MARKING	7	2010											DIVIS ON 7: DIVISION WIDE STRIPING	LS3E	$ 300,000	$ 300,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											

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Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,2]	Start Milepost[1]	End Milepost[2]	Length[2]	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat. Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat. After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Umis Lyear	EUAB	EUAC	Actual B/C
2786704	MAYES	HSIPG -149H (145)		N/A	STRIPING & PAVEMENT MARKING	8	2010											DIVIS ON 8 DIVISION WIDE STRIPING	LS3E	$ 500,000	$ 500,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2626604	MCCLAIN	HSIPIG -0035-2(309) 091 TR	TR	I-35	CABLE BARRIER	3	2011		10-21-10	11-8-10	12-1-10	1-4-11	9-29-11	05	0.00	5.25	5.25	I-35 MEDIAN BARRIER, BEG @ THE GARVIN C/L & EXTEND NORTH APPROX 5.25 MILE	LS3E	$ 649,899	$ 649,899	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2626604	OKFUSKEE	HSIPIG -0040-5(406) 216 TR	TR	I-40	CABLE BARRIER	3	2011		10-21-10	11-8-10	12-2-10	5-25-11	6-29-12	22	3.00	17.00	14.00	I-40 CABLE MEDIAN BARRIER, MP 216 TO MP 230	LS3E	$ 2,474,527	$ 2,474,527	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2627004	SEQUOYAH	HSIPIG -0040-6(359) 299 TR	TR	I-40	CABLE BARRIER	1	2011		10-21-10	11-8-10	12-1-10	2-7-11	8-19-11	23	8.00	14.00	6.00	I-40 CABLE MEDIAN BARRIER, MP 299 TO MP 305	LS3E	$ 1,465,847	$ 1,135,665	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2705204	COMANCHE	IMG -0044-1(115) 037 TR	TR	I-44	CABLE BARRIER	7	2011		10-21-10	11-8-10	11-18-10	3-7-11	6-4-12	49	2.62	5.64	2.82	I-44 BEGIN AT WOLF CREEK BR 0.53 MIS S. OF 11TH STREET, EXTEND N. 2.82 MIS(TIED TO J.P. 27164(04))	LS30	$ 417,399	$ 208,699	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2782304	CLEVELAND	STPY -114A (280) TR	TR	US-77	TRAFFIC SIGNALS	3	2011		11-18-10	12-6-10	1-4-11	3-7-11	7-13-11					TRAFFIC SIGNAL AT US-77 AND FRANKLIN RD IN NORMAN	LS3E	$ 198,712	$ 197,652	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2838604	MCCURTAIN	HSIPY -145A (194) TR	TR	SH-3	SCHOOL SIGNS	2	2011		3-17-11	4-4-11	4-26-11	8-30-11	9-21-11	12	0.00	0.10	0.10	SCHOOL ZONE ADVANCE WARNING SIGN WITH FLASHING BEACONS ON SH-3 NEAR IDABEL (DEL FR 02-11, ADD TO 03-11, AS PER TRAFFIC)	LS3E	$ 18,197	$ 14,558	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2848104	CADDO	STPY -108B (296) TR	TR		SCHOOL SIGNS	7	2011		4-14-11	5-2-11	5-26-11	8-24-11	9-26-11	14	10.00	10.10	0.10	US-281 INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/BEACONS IN HINTON	L24R	$ 17,303	$ 13,842	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2851904	MCCLAIN	STP -144A (166) TR	TR		SCHOOL SIGNS	3	2011		4-14-11	5-2-11	5-26-11	8-29-11	9-15-11	04	12.00	12.10	0.10	US-77/SH-74 IN PURCELL SCHOOL ZONE ADVANCE WARNING SIGNS WITH FLASHINGBEACONS (ADD TO 04-11; LATE ADD BY TRAFFIC)	L24R	$ 15,033	$ 12,026	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2846004	COMANCHE	STPY -116C (203) TR	TR		SCHOOL SIGNS	7	2011		6-16-11	7-11-11	7-29-11	8-22-11	9-16-11	22	0.98	0.99	0.01	SH-281A INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/BEACONS IN GERONIMO(DEL FR 04-11, ADD TO 06-11; BID REJECT) **AUTH**	L24R	$ 15,481	$ 12,385	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2848304	LOVE	STPY -143C (103) TR	TR		SCHOOL SIGNS	7	2011		6-16-11	7-11-11	8-1-11	8-16-11	8-31-11	02	14.38	14.39	0.01	US-77 INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/BEACONS IN MARIETTA(DEL FR 04-11; ADD TO 06-11; BID REJECT) **AUTH**	L24R	$ 16,882	$ 13,505	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2622404	CANADIAN	IMG -0040-4(424) 111 TR	TR		CABLE BARRIER	4	2011		6-30-11	7-11-11	7-29-11	9-26-11	4-13-12	05	6.80	11.80	5.00	I-40 CABLE BARRIER FROM MP 111 TO MP 116(DEL FR 05-11, ADD TO 06-30-11 LET; BID REJECT)	L01E	$ 1,043,809	$ 1,043,809	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2799704	CARTER	IMG -0035-1(159) 027 TR	TR		CABLE BARRIER	7	2011		6-30-11	7-11-11	8-1-11	8-18-11	8-17-12	36	2.56	19.26	16.70	I-35 CABLE BARRIER BEG APPROX 2.56 MI N. OF LOVE C/L EXT N APPROX 16.7 MI TO APPROX 1.0 MI N OF SH-53 (DEL FR 05-11, ADD "O 06-30-11; BID REJECT)	L01E	$ 1,224,839	$ 1,224,839	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2799004	LOVE	IMG -0035-1(160) 001 TR	TR		TRAFFIC SIGNALS	7	2011		6-30-11	7-11-11	8-1-11	8-18-11	8-17-12	17	1.00	1.10	0.10	I-35 SIGNAL LIGHTS AT MILE 1 INTERCHANGE FOR NB OFF-RAMP**AUTH**	H020, L010, LY10, LY20	$ 206,891	$ 206,891	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2627304	OKLAHOMA	IMG -0035-3(298) 129 TR	TR	I-35	CABLE BARRIER	4	2011		7-21-11	8-1-11	8-19-11	1-3-12	10-15-12	15	9.00	12.00	3.00	I-35 CABLE MEDIAN BARRIER, MP 130 TO MP 133(50% NON-TRAFFIC)	LS3E	$ 691,603	$ 231,761	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2804104	POTTAWATOMIE	STPY -163B (357) SG	SG		INTERSECT MODIF	3	2011		7-21-11	8-1-11	8-25-11	10-17-11	6-15-12	12	1.47	1.49	0.02	SH-9 INTERSECTION SAFETY IMPROVEMENT AT JCT NS343 AND NS 345 (DK068) (LATE ADD TO 07-11, AS PER PROJ.MGMT) * AUTH*	LS3E	$ 1,307,099	$ 323,161	$ -	$ -	Project Not in Traffic Engineering Division												
2846404	POTTAWATOMIE	HSIPIG -0040-5(418) 186 TR	TR		SAFETY IMPROVEMENT	3	2011		7-21-11	8-1-11	8-22-11	9-12-11	6-14-12	41	0.00	7.72	7.72	I-40 INSTALL GUARDRAIL TERMINAL ENDS & PARAPET WALLS ON EXISTING BRIDGES BEGIN AT SH-18 JCT EXTEND EAST 7.87 MI	H210	$ 1,060,626	$ 1,060,626	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2801204	CANADIAN	IMG -0040-4(434) 120 TR	TR	I-40	CABLE BARRIER	4	2011		8-18-11	9-12-11	10-7-11	12-5-11	4-4-13	05	15.88	20.88	5.00	I-40 CABLE BARRIER FROM MM 120.10 TO MM 125.10(DEL FR 05-11, ADD TO 08-11; FUNDING ISSUES)	LS3E	$ 1,619,000	$ 1,554,240	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2810004	WAGONER	NHG -013N (143) TR	TR		CABLE BARRIER	1	2011		8-18-11	9-12-11	9-29-11	12-5-11	11-16-12	09	4.84	8.34	3.50	US-69 CABLE BARRIER BEGIN 3.5 MI SOUTH OF MAYES C/L EXTEND NORTH 3.5 MI	H210, L05E	$ 570,600	$ 570,600	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2810104	BRYAN	NHG -013N (144) TR	TR		CABLE BARRIER	2	2011		8-18-11	9-12-11	9-28-11	12-6-11	11-8-12	03	0.00	8.50	8.50	US-69 BEGIN AT CHOCTAW RD EXTEND NORTH 8.5 MI TO BLUE RIVER BRIDGE(CABLE BARRIER)	H210, L05R	$ 1,557,430	$ 1,557,430	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2846604	BECKHAM	HSIPG -105C (201) TR	TR	Multiple	SAFETY IMPROVEMENT	5	2011		8-18-11	9-12-11	10-25-11	10-31-11	11-20-11					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN BLAINE & BECKHAM COS=51 SH59 US283 SH152	LS3E	$ 99,534	$ 9,059	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												
2846704	TULSA	HSIPG -172B (524) TR	TR	Multiple	SAFETY IMPROVEMENT	8	2011		8-18-11	9-12-11	10-11-11	11-16-11	3-27-12					SH-51/SH-151 JCT INSTALL GUARDRAIL & CHEVRONS	LS3E	$ 143,492	$ 143,492	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data												

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2801404	OKLAHOMA	IMG -0240-1(355) 011 TR	TR	I-240	CABLE BARRIER	4	2011		9-15-11	10-3-11	10-20-11	1-2-12	2-15-13	71	11.50	16.50	5.00	I-240: CABLE BARRIER FROM DOUGLAS BLVD E. 5.0 MILES TO I-40(DEL FR 04-11, ADD TO 09-11; FUNDING ISSUES)	L21R	$ 1,219,231	$ 929,934	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2805904	SEQUOYAH	IMG -0040-6(371) 322 TR	TR	I-40	CABLE BARRIER	1	2011		9-15-11	10-3-11	10-20-11	1-2-12	6-6-12	23	4.50	7.50	3.00	CABLE BARRIER ALONG I-40 BEGIN AT MILE MARKER 322 EXTEND EAST 3 MI TO MILEMARKER 325	L21R	$ 508,676	$ 491,448	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2810304	MCCLAIN	IMG -0035-2(312) 096 TR	TR	I-35	CABLE BARRIER	3	2011		9-15-11	10-3-11	10-22-11	1-2-12	10-16-12	05	4.00	7.50	3.50	I-35 BEGIN AT SH-59 OVERPASS MI MARKER 66 EXTEND NORTH 3.5 MI TOMI MARKER 69.5 (CABLE BARRIER)	L21R	$ 963,678	$ 606,126	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2647404	CLEVELAND	HSIPY -114A (242) TR	TR	US-77	INTERSECTION MOD. & TRAF SIGNALS	3	2011		9-15-11	10-3-11	10-20-11	2-6-12		44	0.42	0.42	0.00	US-77/IMHOFF ROAD INTERSECTION IN NORMAN	LS30,LL21R	$ 1,598,457	$ 1,598,457	$ -	$ -	No Construction Date Available For Crash Analysis											
2846304	SEMINOLE	HSIPG -167C (187) TR	TR	SH-59A	SAFETY IMPROVEMENT	3	2011		9-15-11	10-3-11	10-20-11	1-16-12	6-30-12	33	0.00	6.49	6.49	SH-59A INSTALL GUARDRAIL, TERMINAL ENDS & PARAPET WALL ON EXISTING BRIDGES& BRIDGE BOXES BEGIN AT SEMINOLE/POTTAWATOMIE C/L EXTEND EAST 19 MI	LS3E	$ 513,595	$ 20,184	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2876004	CHEROKEE	HSIP -111A (136) TR	TR	SH-51	TRAFFIC SIGNALS	1	2011		9-15-11	10-3-11	10-22-11	1-22-12	5-14-12	12	17.80	17.90	0.10	TAHLEQUAH INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF SH-51& WEST 4TH ST (LATE ADD TO 09-11, AS PER TRAFFIC)	LS3E	$ 129,231	$ 96,923	$ -	$ -	Analysis Pending Availability of 5 Years of After Crash Data											
2619104	NOBLE	IMG -0035-4(231) 190 TR	TR	IS035	CABLE BARRIER	4	2011	9-6-11	10-20-11	11-7-11	11-29-11	3-1-12	12-10-12	033	12.200		8.000	I-35: CABLE BARRIER, MP 190 TO MP 198	---	$ 1,073,654				Analysis Pending Availability of 5 Years of After Crash Data											
2896004	BECKHAM	HSIP -105C (205) TR	TR	ISD40B	SCHOOL SIGNS	5	2011	9-21-11	10-20-11	11-7-11	11-29-11	3-12-12	3-12-12	054	3.500		0.200	INSTALLATION OF SCHOOL ZONE ADVANCE WARNING SIGNS WITH FLASHING BEACONS ON I-40B IN SAYRE (LATE ADD TO 10-11, AS PER TRAFFIC)	---	$ 18,753				Analysis Pending Availability of 5 Years of After Crash Data											
2705604	COMANCHE	IMG -0044-1(114) 042 TR	TR	I-44	CABLE BARRIER	7	2011							49	12.42	15.88	3.46	I-44 CABLE BARRIER BEGIN 2.73 MIS S OF SH-49 EXT N 3.46 MIS TO EXIT 46 ATH E BAILEY TURNPIKE	LS3E	$ 740,321	$ 32,130	$ -	$ -	No Construction Date Available For Crash Analysis											
2801304	CANADIAN	NHG -011N (098) TR	TR	US-81	CABLE BARRIER	4	2011							09	4.84	9.84	5.00	US 81: CABLE BARRIER FROM 5.0 MIS. S. OF SH-66 ON THE E. SIDE OF EL RENO N 5.0 MIS. (DEL FR 04-11, ADD TO 08-11, FUNDING ISSUES)	LS3E	$ 1,109,479	$ 1,103,932	$ -	$ -	No Construction Date Available For Crash Analysis											
2710907	WAGONER	STPG -173A (174)			CROSSING IMPR. & RR SIGNALS	1	2011							12	5.10	5.17	0.07	UPRR PREEMPTION AT SH-51/257 E AVE (MIDWAY RD)	LS3E	$ 45,991	$ 45,991	$ -	$ -	Project Not in Traffic Engineering Division											
2810204	BRYAN	NHG -013N (145) TR	TR		GUARDRAIL	2	2011							02	0.00	11.03	11.03	US-69 BEGIN AT OKLAHOMA/TEXAS S/L EXTEND NORTH 29 MI TO ATOKA/BRYAN C/L (GUARDRAIL)	I-210, L05E	$ 563,837	$ 563,837	$ -	$ -	No Construction Date Available For Crash Analysis											
2855304	SEMINOLE	SEC117 -167B (199) SG	SG		INTERSECT MODIF	3	2011							02	6.91	7.73	0.82	US-270 @ JCT WITH NS-360(LIMA/SPORTSMAN LAKE RD) (OK070)	LS3E	$ 1,057,500	$ 319,554	$ -	$ -	Project Not in Traffic Engineering Division											
1114307	TULSA	STPY -172C (509)			PAVEMENT REHABILITATION	8	2011							85	0.30	6.25	5.95	SH-51 FROM 0.3 MI EAST OF THE CREEK C/L, EAST 5.94 MILES RECON EXIST LANES (DEL FR 10-10, ADD TO 11-10, PLAN REVISIONS)	LS3E	$ 8,455,384	$ 2,586,086	$ -	$ -	Project Not in Traffic Engineering Division											
2310710	SEQUOYAH	STPY -168B (224) EC	EC		PRELIMINARY ENGINEERING	1	2011							04	0.00	3.50	3.50	US-59 FROM US-64 NORTH 3.5 MI (INCLUDES HOG CR BR) (PE FOR 23107(07)CRAFTON TULL & ASSOCIATES)	LS3E	$ 575,000	$ 575,000	$ -	$ -	Project Not in Traffic Engineering Division											
2421907	MCCURTAIN	STPY -145A (195) EC	EC		PRELIMINARY ENGINEERING	2	2011							06	22.05	27.14	5.09	SH-3 FROM JCT US-259 EXTEND WEST 5.09 MILES(2 BRIDGES (PE FOR 24219(04) EC1329 BWR CORP) OK021	LS3E	$ 1,075,100	$ 1,039,411	$ -	$ -	Project Not in Traffic Engineering Division											
2838007	OKLAHOMA	STPY -155E (855) EC	EC		PRELIMINARY ENGINEERING	4	2011							999	0.00	0.00	0.00	ON DEMAND ENGINEERING SERVICES (EC-1307D) THE BENHAM COMPANIES LLC	LS3E	$ 250,000	$ 250,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2820905	POTTAWATOMIE	STPY -163B (351) 3P	3P		RESURFACE	3	2011							20	8.29	14.29	6.00	US-177: FROM 7.01 MI NORTH OF SH-39, NORTH 6.0 MI	LS3E	$ 761,692	$ 160,031	$ -	$ -	Project Not in Traffic Engineering Division											
2436605	WAGONER	STPY -173C (133) RW	RW		RIGHT OF WAY	1	2011							23	5.05	11.10	6.05	SH-16 BEGINNING JUST NORTH OF OKAY & EXTENDING NORTH 7.5 MILE (RW FOR 2436E(04))	LS3E	$ 2,987,000	$ 2,990,000	$ -	$ -	Project Not in Traffic Engineering Division											
2700504	MAJOR	STPG -147B (171)			SAFETY IMPROVEMENT	6	2011							16	15.03	15.13	0.10	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN DIVISION 6	L21R	$ 246,939	$ 246,939	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2851004	OKLAHOMA	HSIPG -155F (965) IT	IT		SAFETY IMPROVEMENT	4	2011							09	5.00	5.01	0.01	DYNAMIC MESSAGE SIGNS AT VARIOUS LOCATIONS(52% FED FUNDS/48% TURNPIKE FUNDS)	LS3E	$ 774,243	$ 402,606	$ -	$ -	Relevant Crash Data Cannot Be Isolated											
2851104	TULSA	HSIPG -173F (530) IT	IT		SAFETY IMPROVEMENT	8	2011							83	1.50	1.51	0.01	DYNAMIC MESSAGE SIGN TULSA AT VARIOUS LOCATIONS (52% FED FUNDS/36% TURNPIKE FUNDS)	LS3E	$ 1,157,446	$ 717,616	$ -	$ -	Relevant Crash Data Cannot Be Isolated											

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2848404	CHEROKEE	HSIPG -111F (139) TR	TR	N/A	STRIPING & PAVEMENT MARKING	1	2011											DIV 1: DIVISION WIDE PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$ 954,000	$ 954,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2848604	BECKHAM	HSIPG -105F (202) TR	TR	N/A	STRIPING & PAVEMENT MARKING	5	2011											DIV 5: DIVISION WIDE PAVEMENT MARKING AT VARIOUS LOCATIONS	LS3E	$ 370,000	$ 370,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2849104	COMANCHE	HSIPG -116F (204) TR	TR	N/A	STRIPING & PAVEMENT MARKING	7	2011											DIV 7: DIVISION WIDE PAVEMENT MARKING AT VARIOUS LOCATIONS	LS3E	$ 175,000	$ 175,000	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2868404	CLEVELAND	IMG -0035-2(319) 114 TR	TR		STRIPING & PAVEMENT MARKING	3	2011							06	5.20	9.41	4.21	INSTALLATION OF PAVEMENT MARKINGS ALONG I-35 FROM MM 114 EXTEND NORTHTO MM 118 (LATE ADD TO 07-11; AS PER TRAFFIC)	L01E	$ 137,651	$ 137,651	$ -	$ -	Relevant Crash Data Cannot Be Isolated												
2033106	PAYNE	STPY -160B (166)			SURFACE	4	2011							06	0.87	3.72	2.85	SH-33: FROM THE NEW ALIGNMENT OVER THE CIMARRON RIVER EXT EAST APPROX 2.85 MILE (SURFACE FOR 06351(08))	LS3E	$ 4,613,134	$ 4,612,134	$ -	$ -	Project Not in Traffic Engineering Division												
2033108	PAYNE	STPY -160B (171)			SURFACE	4	2011							06	3.72	7.90	4.18	SH-33 BEG APPROX 3.72 MILE EAST OF LOGAN C/L & EXT EAST APPROX. 4.0 MILE. (SURFACE FOR 20331(07))	LS3E	$ 5,804,020	$ 5,623,525	$ -	$ -	Project Not in Traffic Engineering Division												
2436606	WAGONER	STPY -173C (134) UT	UT		UTILITIES	1	2011							23	5.05	11.10	6.05	SH-16 BEGINNING JUST NORTH OF OKAY & EXTENDING NORTH 7.5 MILE (UT FOR 2436E(04))	LS3E	$ 2,031,800	$ 2,000,000	$ -	$ -	Project Not in Traffic Engineering Division												
986910	POTTAWATOMIE	STPY -063C (372)			WIDEN & RESURFACE	3	2011							26	10.53	11.56	1.03	SH-18: FROM COUNTY ROAD (EW-108), NORTH TO SH-62 IN MEEKER	H240	$ 7,164,441	$ 1,499,727	$ -	$ -	Project Not in Traffic Engineering Division												
2060004	BECKHAM	STPY -105A (090)			WIDEN & RESURFACE	5	2011							06	4.85	6.75	1.90	I-40B BEG APPROX 0.25 MILE WEST OF PIONEER ST & EXT EAST APPROX 1.9 MILE TOMAIN ST. IN ELK CITY. (5 LANE SEC)(DEL FR 07-10, ADD TO 11-10, REV PROFOSL)	LS3E	$ 5,864,091	$ 37,055	$ -	$ -	Project Not in Traffic Engineering Division												
2647504	CLEVELAND	HSIPY -114A (243) TR	TR	SH077H	INTERSECTION MOD. & TRAF. SIGNALS	3	2012	1-17-12	2-1-12					039	2.670		0.000	SH-77HROBINSON STREET INTERSECTION IN NORMAN	LS3E	$ 1,091,182	$ 974,831			No Construction Date Available For Crash Analysis												
2896404	COMANCHE	HSIPG -116A (210) TR	TR	US062	SIGNING	7	2012	2-7-12	3-1-12					003	0.000		25.420	REPLACE SIGNS ALONG US-62 BEGIN AT IOWA C/L EXTEND EAST 25 MI TO JCT I-44 IN COMANCHE CO	LS3E	$ 251,501	$ 251,501			Relevant Crash Data Cannot Be Isolated												
2896504	MAYES	HSIPG -149A (150) TR	TR	US412	SIGNING	8	2012	2-23-12	3-1-12					018	0.000		10.020	REPLACE SIGNS ALONG US-412 BEGIN AT ROGERS C/L EXTEND EAST 10MI TO CHEROKEE TURNPIKE	LS3E	$ 183,832	$ 183,832			Relevant Crash Data Cannot Be Isolated												
2896604	ROGERS	HSIPG -266A (004) TR	TR	US412	SIGNING	8	2012	2-15-12	3-1-12					018	0.000		15.370	REPLACE SIGNS ALONG US-412 BEGIN AT CREEK TURNPIKE EXTEND EAST 16.5 MI	LS3E	$ 117,729	$ 117,729			Relevant Crash Data Cannot Be Isolated												
2846204	CHOCTAW	HSIPY -112A (097) TR	TR	US271	INTERSECT MODIF	2	2012	2-14-12	3-15-12	4-2-12	4-23-12	5-7-12	8-8-12	006	5.300		0.100	US-271 INTERSECTION MODIFICATION AT COX RD WITH DECELERATION RIGHT & LEFT TURN LANES	LS3E	$ 411,309	$ 398,832			Analysis Pending Availability of 5 Years of After Crash Data												
2926304	SEQUOYAH	HSIPG -268F (001) TR	TR		STRIPING & PAVEMENT MARKING	1	2012	3-28-12	5-1-12					999	0.000		0.000	DIVIS ON I INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VAIROUS LOCATIONS	LS3E	$ 821,500	$ 821,500			Relevant Crash Data Cannot Be Isolated												
2907604	SEQUOYAH	HSIPIG -0040-6(377) 308 TR	TR	IS040	CABLE BARRIER	1	2012	4-12-12	5-17-12	6-4-12	6-18-12	9-4-12	5-6-13	023	8.000		2.500	CABLE BARRIER ALONG I-40 BEGIN AT EXISTING CABLE BARRIER EAST OF US59 EXTEND EAST 2.5 MI TO CREEK BRIDGE WEST OF US64	LS3E	$ 507,712	$ 507,712			Analysis Pending Availability of 5 Years of After Crash Data												
2916704	MUSKOGEE	HSIPIG -0040-6(379) 292 TR	TR	IS040	CABLE BARRIER	1	2012	4-12-12	5-17-12	6-4-12	6-28-12	9-4-12		015	6.060		8.000	CABLE BARRIER ALONG I-40 BEGIN AT MILE MARKER 282 EXTEND EAST 8 MI (DEL FR 06-12, ADD TO 05-12, AS PER PROJMGMT)	LS3E	$ 929,199	$ 929,199			No Construction Date Available For Crash Analysis												
2918604	OKLAHOMA	HSIPIG -0240-1(357) 009 TR	TR	IS240	CABLE BARRIER	4	2012	4-11-12	5-17-12	6-4-12	6-28-12	8-20-12	3-31-13	071	10.500		3.000	CABLE BARRIER ALONG I-240 BEGIN AT MILE MARKER 8 EXTEND EAST 3 MI (ADD TO 05-12, LATE ADD)	LS3E	$ 692,948	$ 692,948			Analysis Pending Availability of 5 Years of After Crash Data												
2908004	BRYAN	HSIPG -013N (157) TR	TR	US069	CABLE BARRIER	2	2012	6-25-12	7-1-12					002	4.300		6.700	CABLE BARRIER ALONG US69 NORTH OF LEMON HILL RD EXTEND NORTH 6.7 MI TO CHOCTAW RD (DEL FR 05-12, ADD TO 07-12, NO NEPA)	LS3E, L28R	$ 1,475,100	$ 1,475,100			No Construction Date Available For Crash Analysis												
2930604	ATOKA	HSIPG -203F (008) TR	TR		STRIPING & PAVEMENT MARKING	2	2012	6-25-12	7-1-12					999	0.000		0.000	DIVIS ON II INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$ 314,820	$ 314,820			Relevant Crash Data Cannot Be Isolated												
2931004	KAY	HSIPG -236F (003) TR	TR		STRIPING & PAVEMENT MARKING	4	2012	6-6-12	7-1-12					999	0.000		0.000	DIVIS ON IV INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$ 166,695	$ 166,695			Relevant Crash Data Cannot Be Isolated												
2931104	BECKHAM	HSIPG -205F (014) TR	TR		STRIPING & PAVEMENT MARKING	5	2012	6-27-12	7-1-12					999	0.000		0.000	DIVIS ON V INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$ 318,000	$ 318,000			Relevant Crash Data Cannot Be Isolated												

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2907504	BRYAN	HSIPG -013N (156) TR	TR	US069	CABLE BARRIER	2	2012	6-25-12	7-19-12	8-6-12	8-24-12	11-8-12		003	10.500		6.400	CABLE BARRIER ALONG US69 BEGIN AT BLUE RIVER EXTEND NORTH 6.4 MI TO SH-22 (DEL FR 05-12, ADD TO 07-12; NO INEPA)	LS3E, L28R	$ 766,508	$ 766,508			No Construction Date Available For Crash Analysis												
2919004	PAYNE	HSIPIG-0035-4(246)170		IS035	CABLE BARRIER	4	2012	6-6-12	7-19-12	8-6-12	8-24-12	10-17-12						CABLE BARRIER ALONG I-35 BEGIN AT MILE MARKER 170 EXTEND NORTH 4 MI INPAYNE CO. NOBLE CO BEGIN AT MILE MARKER 180 EXTEND EAST 1.7	LS3E	$ 41,849	$ 41,849			No Construction Date Available For Crash Analysis												
2919104	TULSA	HSIPIG -0244-1(009) 000 TR	TR	IS244	CABLE BARRIER	8	2012	6-12-12	7-19-12	8-6-12	8-24-12	2-6-13		009	0.000		6.300	CABLE BARRIER ALONG I-244 BEGIN AT MILE MARKER 0 EXTEND NORTH 2 MI, ALONG SH-11 BEGIN EAST OF HARVARD OVERPASS EXTEND SOUTHEAST 4.3 MI	LS3E, L28R	$ 1,191,713	$ 1,191,713			No Construction Date Available For Crash Analysis												
2845404	LEFLORE	STPG -140A (211) TR	TR	US259	CONCRETE BARRIER	###	2012	6-27-12	7-19-12	8-6-12	8-24-12	10-1-12		043	11.000		0.200	US-259 3.36 MI SOUTH OF SH-63/US-259 JCT INSTALLATION OF BARRIER WALL AND ADJMNT OF SUPERELEVATION(DEL FR 05-12, ADD TO 07-12; NO NEPA)	L28R	$ 1,095,577	$ 1,095,577			No Construction Date Available For Crash Analysis												
2931804	POTTAWATOMIE	HSIP -2638 (005) TR	TR	US270	TRAFFIC SIGNALS	3	2012	6-25-12	7-19-12	8-6-12	8-24-12	12-3-12	2-4-13	023	2.100		0.100	SHAWNEE INSTALLATION OF TRAFFIC SIGNAL SYSTEM US-177/270 JCT ACME RD (ADD TO 07-12; LATE ADDITION)	LS3E	$ 139,918	$ 69,959			Analysis Pending Availability of 5 Years of After Crash Data												
2927304	MURRAY	HSIPG -250A (001) TR	TR	SH007	GUARDRAIL	7	2012	7-2-12	8-16-12	9-10-12	10-2-12	1-7-13		008	1.400		0.100	I-35 AT SH-7 GUARDRAIL & FLASHING WARNING SIGNS	LS3E	$ 167,777	$ 167,777			No Construction Date Available For Crash Analysis												
2918604	MCINTOSH	HSIPIG -0040-6(376) 256 TR	TR	IS040	CABLE BARRIER	1	2012	8-15-12	9-1-12					007	10.000		5.200	CABLE BARRIER ALONG I-40 BEGIN AT MIL MARKER 256 EXTEND 5.2MI EAST	LS3E	$ 835,069	$ 235,069			No Construction Date Available For Crash Analysis												
2955604	MCINTOSH	IMG -0040-6(375) 262 TR	TR	IS040	CABLE BARRIER	1	2012	8-8-12	9-20-12	10-8-12	10-31-12	1-7-13		007	16.000		8.000	CABLE BARRIER INSTALLATION ALONG I-40 BEGIN AT MILE MARKER 262 EAST SIDE OF EUFAULA BRIDGE EXT 8 MI TO MM 270	---	$ 1,995,947				No Construction Date Available For Crash Analysis												
2927104	BRYAN	HSIPG -207C (004) TR	TR	SH078	GUARDRAIL	2	2012	7-30-12	9-20-12	10-8-12	10-24-12	11-26-12	2-13-13	024	6.110		9.990	DIVIS ON II GUARDRAIL INSTALL SH78 BEGIN SH48 JCT EXTEND WEST 3MI SH48 BEGIN SH78 JCT EXTEND NORTH 10MI US70 3MI EAST OF C/L EXTEND 1MI EAST	LS3E	$ 353,393	$ 103,393			Analysis Pending Availability of 5 Years of After Crash Data												
2927204	COMANCHE	HSIPG -216C (004) TR	TR	SH058	GUARDRAIL	7	2012	8-8-12	9-20-12	10-8-12	10-30-12	12-4-12	3-28-13	048	0.000		10.000	INSTALL GUARDRAIL ON SH-58 BEGIN AT SH-45 & EXTEND WEST APPROX 10.0 MILE	LS3E	$ 332,246	$ 332,246			Analysis Pending Availability of 5 Years of After Crash Data												
2694204	COAL	STPG -017N (226) TR	TR	US075	STRIPING & PAVEMENT MARKING	3	2012	8-17-12	/					002	0.000		9.000	US-75: FROM THE ATOKA C/LINE, NORTH TO SH-31 (THERMOPLASTIC PAVEMENT MARKING)	---	$ 84,000				Relevant Crash Data Cannot Be Isolated												
2694304	HUGHES	STPG -132C (136) TR	TR	SH009	STRIPING & PAVEMENT MARKING	3	2012	8-17-12	/					014	0.000		16.000	SH-9: FROM US-75 IN WETUMKA, EAST TO THE MCINTOSH C.L (THERMOPLASTIC PAVEMENT MARKING)	---	$ 141,000				Relevant Crash Data Cannot Be Isolated												
2170304	BECKHAM	BRFY-105C(059)SS	SS	SH-152	BRIDGE & APPROACHES	5	2012											SH-152: OVER SWEETWATER CREEK & OVRFLOW APPROX 1.9 MILE EAST OF THE TEXAS S/L (ALSO ROGER MILLS COUNTY)	LS3E	$ 4,303,129	$ 4,203,129			Project Not in Traffic Engineering Division												
2191304	OSAGE	HSIPY-157C(061)		SH-18	BRIDGE & APPROACHES	8	2012											SH-18: OVER LOST MAN CREEK, APPROX 2.0 MILES NORTH OF JCT. OF SH-18/US-60	LS3E	$ 862,119	$ 862,117			Project Not in Traffic Engineering Division												
2191604	OTTAWA	BRFY-158B(071)		US-69	BRIDGE & APPROACHES	8	2012											US-69: OVER TAR CREEK, APPROX. 7.7 MILES NORTH OF JCT. US-69/US-59	LS3E	$ 2,913,351	$ 2,913,351			Project Not in Traffic Engineering Division												
2312604	NOWATA	BRFY-153C(140)		SH-28	BRIDGE REHABILITATION	8	2012											SH-28: OVER BIG CREEK APPROX. 4.5 MILES NORTH OF JCT. OF SH-28/US-60	LS3E	$ 2,342,301	$ 2,342,301			Project Not in Traffic Engineering Division												
2411404	COTTON	STPY-117C(057)		SH-36	GRADE, DRAIN & SURFACE	7	2012											SH-36: RECONSTRUCT ON OFFSET ALIGN, FROM THE RAMPS OF I-44, NORTHTO US-70W (RR FUNDS INCLUDED)(DEL 06-12, ADD 09-12; UTILITY IS	LS2E	$ 2,000,000	$ 2,000,000			Project Not in Traffic Engineering Division												
2418015	LINCOLN	BRFY-147C(121)		US-177	BRIDGE & APPROACHES	3	2012											STILLWATER CENTRAL RR FORCE ACCOUNT WORK FOR RR SIG/SURF PROJ ON US-177/NEAR WARWICK. AARDOT NO 668-848L, MP 503.1(W)N LIMITS OF	LS3E	$ 415,000	$ 415,000			Project Not in Traffic Engineering Division												
2423004	MAJOR	BRFY-147C(121)		SH-58	BRIDGE & APPROACHES	6	2012											SH-58 OVER INDIAN CREEK APPROX. 5.7 MILE NORTH OF JCT SH-58/SH-8 (DEL FR 06-12, ADD TO 05-12; AS PER PROJ MGM")	LS3E	$ 1,200,000	$ 1,200,000			Project Not in Traffic Engineering Division												

HSIP Report FFY 2003 - 2010

Listing of HSIP Projects for August 2013 Report - FFY 2005 to FFY 2012

Job Piece #	County	Project No.	Proj. Suffix	Highway[1]	Work Type	Division	FFY	FHWA Auth	Let Date[2]	Award Date[2]	Work Order Date[2]	Work Start Date[2]	Actual Comp Date[2]	Control Section[1,3]	Start Milepoint[3]	End Milepoint[3]	Length[3]
2555207	OKLAHOMA	HSIPY-255E(023)IT	IT		SAFETY IMPROVEMENT	4	2012										
2700205	WOODS	SSP-276C(004)SS	SS	US-281	INTERSECTION MODIFICATION	6	2012										
2830104	GRADY	STP-126B(190)RR	RR		CROSSING IMPR. & R/R SIGNALS	7	2012										
2838304	ADAIR	STP-101D(095)RR	RR		RAILROAD SIGNALS	1	2012										
2875904	STEPHENS	STP-169D(194)RR	RR		RAILROAD SIGNALS	7	2012										
2878404	CANADIAN	MX-125C(211)		SH-19	CHIP SEAL	4	2012										
2926004	OKLAHOMA	STP-255E(061)RR	RR		CROSSING IMPR. & R/R SIGNALS	4	2012										
2926804	ATOKA	STP-203D(004)RR	RR		CROSSING IMPR. & R/R SIGNALS	2	2012										
2926904	GRADY	STP-226C(002)RR	RR		CROSSING IMPR. & R/R SIGNALS	7	2012										
2928004	STEPHENS	STP-269D(004)RR	RR		CROSSING IMPR. & R/R SIGNALS	7	2012										
2928104	NOWATA	STP-253D(004)RR	RR		CROSSING IMPR. & R/R SIGNALS	8	2012										
2928204	TULSA	STP-272D(022)RR	RR		CROSSING IMPR. & R/R SIGNALS	8	2012										

Job Piece #	Description	Safety Fund Code[4]	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I I Before (5 yrs)	N I I Before (5 yrs)	Fat After (5 yrs)	I I After (5 yrs)	N I I After (5 yrs)	Study Period	Service Life [yrs]	Maint / Unit	Units / year	EUAB	EUAC	Actual B/C
2555207	STATEWIDE ITS OPERATIONS & MAINTENANCE INCLUDING UTILI"IES(2012)	LS3E	$ 500,000	$ 500,000			Project Not in Traffic Engineering Division												
2700205	US-281 @ SH-14 IN THE CITY OF WAYNOKA(INTERSECTION MOD)	LS3E	$ -	$ -			Project Not in Traffic Engineering Division												
2830104	NORTH 4TH IN CHICKASHA SIGNAL/SURFACE WITH UNION PACIFIC RAILROAD CO	LS4E	$ 322,216	$ 289,994			Project Not in Traffic Engineering Division												
2838304	RAILROAD SIGNAL PROJECT IN STILLWELL AT SOUTH 3RD ST WITH KANSAS CITYSOUTHERN RAILWAY CO	LS4E	$ 241,582	$ 217,424			Project Not in Traffic Engineering Division												
2875904	SIGNAL PROJECT IN DUNCAN FLASHING LIGHT WITH GATE ARMS ON MARTIN LUTHERKING BLVD WITH UNION PACIFIC RAILROAD COMPANY	LS5E	$ 212,730	$ 191,457			Project Not in Traffic Engineering Division												
2878404	RAILROAD SIGNAL/SURFACE IN EL RENO AT 27TH ST, E WOODSON ST, RADIO RD &PERMANENT CROSSING CLOSURE AT EVANS RD	LS5E	$ 1,212,199	$ 1,090,979			Project Not in Traffic Engineering Division												
2926004	CONTINUED OPERATION OF THE STATEWIDE OKLAHOMA RAIL ASSESSMENT,INVENTORY AND LOCATION SYSTEM (100% FED)	LS4E	$ 160,272	$ 160,272			Relevant Crash Data Cannot Be Isolated												
2926804	RAILROAD SIGNAL/SURFACE AT VENITA ALLEN RD NEAR ATOKA WITH UNION PACIFICRAILROAD CO	LS4E	$ 355,840	$ 320,256			Project Not in Traffic Engineering Division												
2926904	NINNEKAH RR SIGNAL/SURFACE PROJECT AT DELL ST WITH UNION PACIFIC RAILROAD	LS4E	$ 213,015	$ 191,713			Project Not in Traffic Engineering Division												
2928004	IN DUNCAN CROSSING IMP & RR SIGNAL INSTALL & PREDICTION CIRCUITRY AT PLATORD, BOIS D'ARC & SPRUCE W/UNION PACIFIC RAILROAD CO	LS5E	$ 728,518	$ 655,666			Project Not in Traffic Engineering Division												
2928104	NEAR NOWATA INSTALL SIGNALS W/GATE ARMS UTILIZING PREDICTION CIRCUITRY AT EW19 NORTH OF NOWATA W/UNION PACIFIC RAILROAD CO	H260	$ 279,670	$ 251,704			Project Not in Traffic Engineering Division												
2928204	IN TULSA 93RD EAST AVE SIGNAL SURFACE PROJECT SIGNALS W/GATE ARMS &PREDICITION CIRCUITRY W/UNION PACIFIC RAILROAD CO	LS4E	$ 373,779	$ 336,400			Project Not in Traffic Engineering Division												

Interest Rate 4.000%

I I = Incapacitating Injury
N I I = Non Incapacitating Injury
EUAB = Equivalent Uniform Annual Bennefit
EUAC = Equivalent Uniform Annual Cost
B/C = Benefit to Cost Ratio
CRF = Capitol Recovery Factor
Fat = Fatality
FFY = Federal Fiscal Year

Injury and Fatality Costs used for B/C ratios calculated in 2012-2013

	Injury Types	Fraction of VSL	Nominal Cost
	Minor	0.0030	$18,600
(N.I.I.)	Moderate	0.0470	$291,400
	Serious	0.1050	$651,000
(I.I.)	Severe	0.2660	$1,649,200
(Fat)	Critical	0.5930	$3,676,600
	Fatal	1.0000	$6,200,000
	VSL	$6,200,000	

[1] N/A = Not tied to any definite ODOT highway location(s).
[2] Missing dates are either unknown or have not yet occurred
[3] Location data on projects completed prior to 2007 are unverified and subject to significant error.
[4] Only funding codes for HSIP and other safety programs are shown.

C. Assessment of the Effectiveness of the Improvements (Program Evaluation)

1. Graphs of General Highway Safety Trends

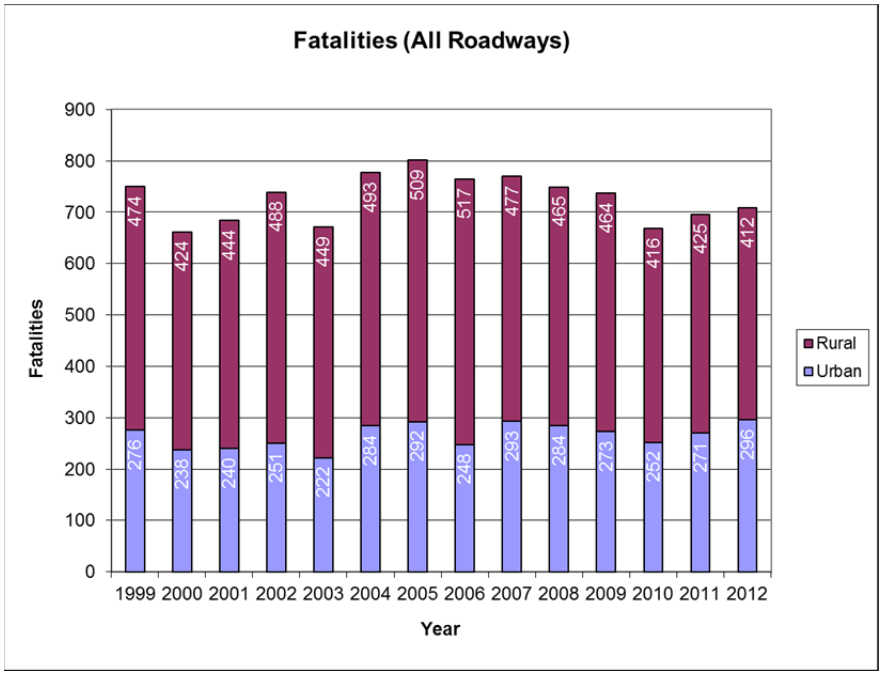


Fig. 1

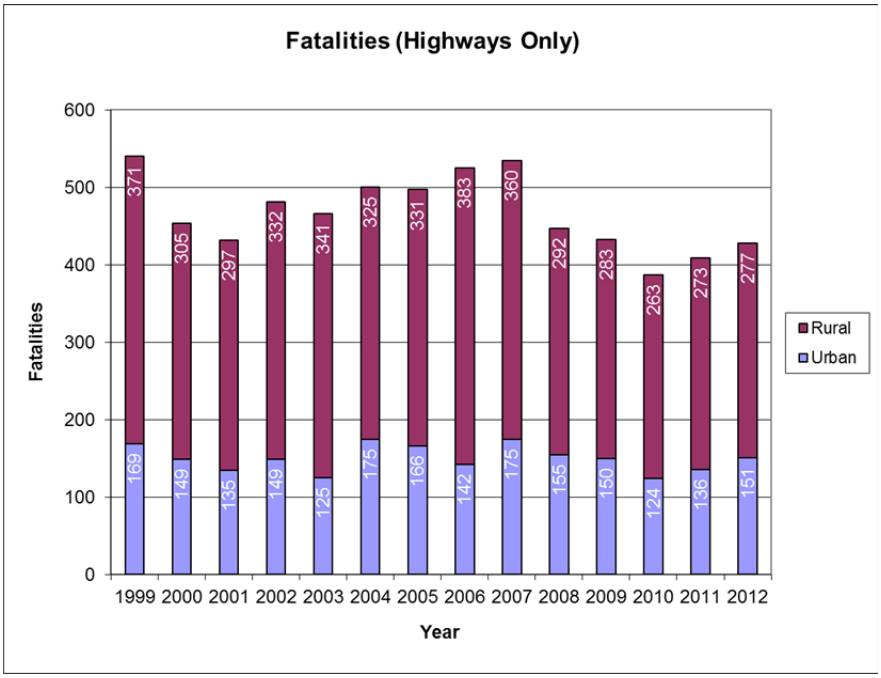

Fatalities (Highways Only)
Fatalities
Year
Rural
Urban
600
500
400
300
200
100
0
1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012
371 305 297 332 341 325 331 383 360 292 283 263 273 277
169 149 135 149 125 175 166 142 175 155 150 124 136 151

Fig. 2

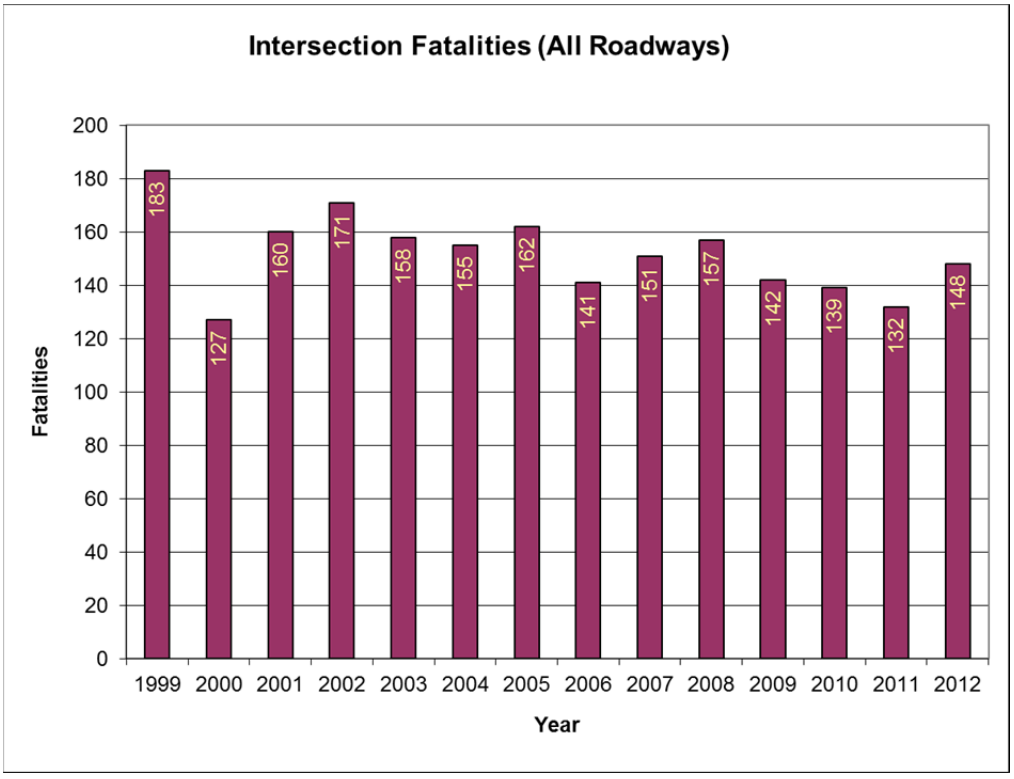

Intersection Fatalities (All Roadways)
Fatalities
Year
200
180
160
140
120
100
80
60
40
20
0
1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012
183 127 160 171 158 155 162 141 151 157 142 139 132 148

Fig. 3

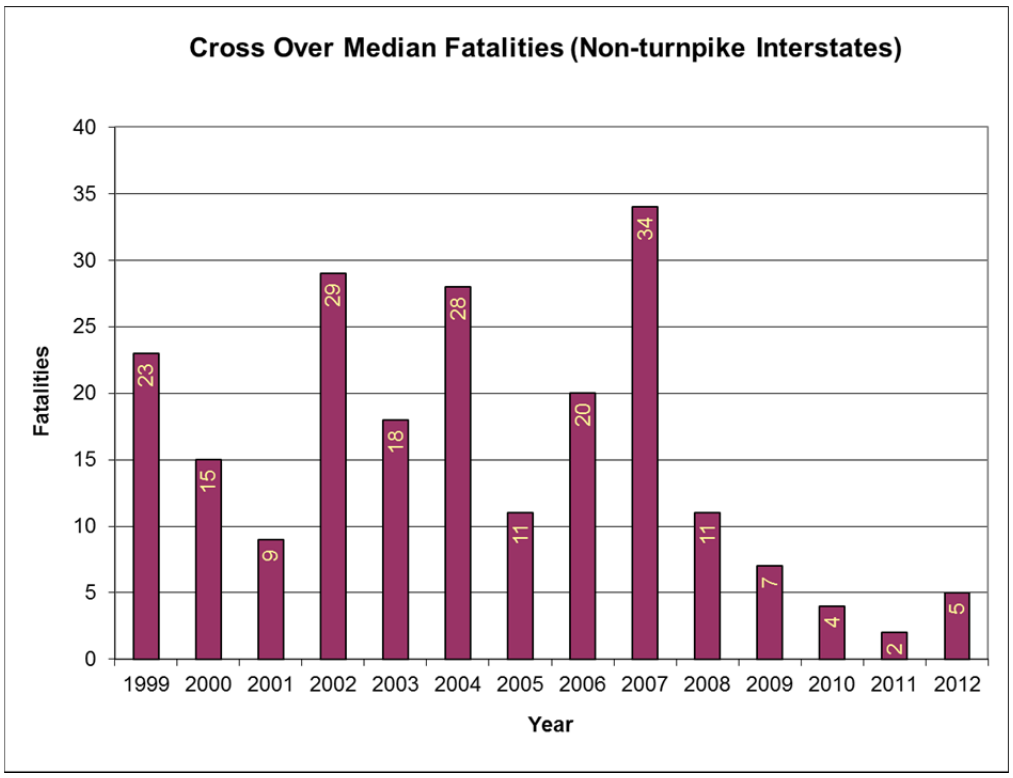

Cross Over Median Fatalities (Non-turnpike Interstates)
Fatalities
Year
0
5
10
15
20
25
30
35
40
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
23
15
9
29
18
28
11
20
34
11
7
4
2
5

Fig. 4

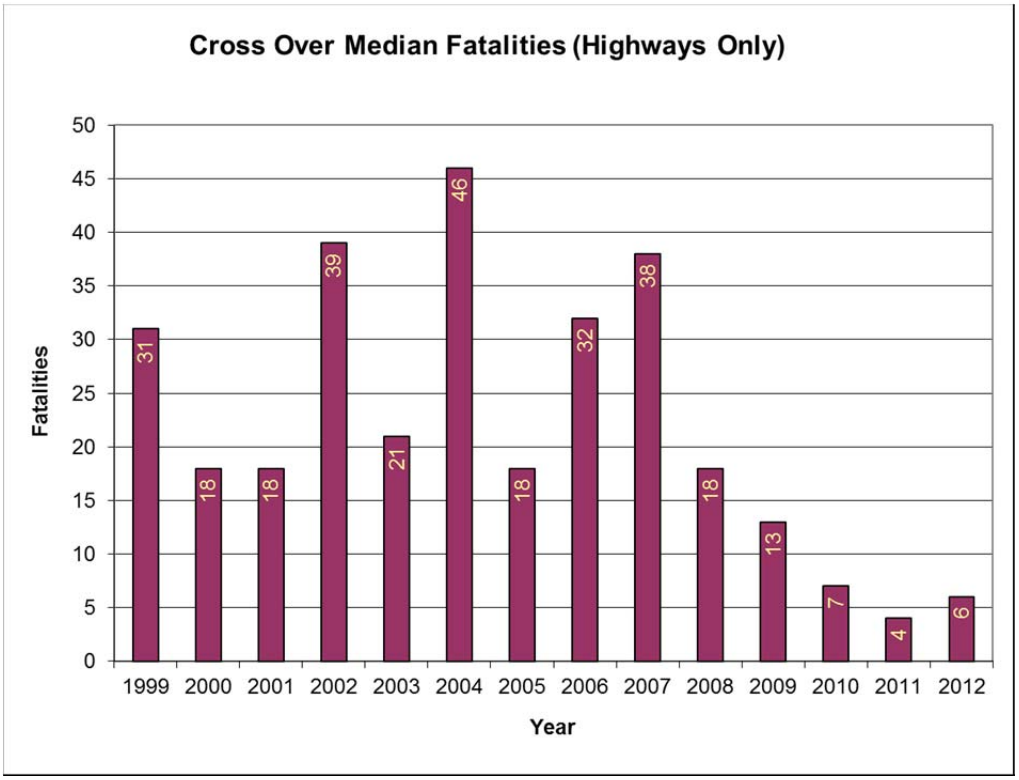

Cross Over Median Fatalities (Highways Only)
Fatalities
Year
0
5
10
15
20
25
30
35
40
45
50
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
31
18
18
39
21
46
18
32
38
18
13
7
4
6

Fig. 5

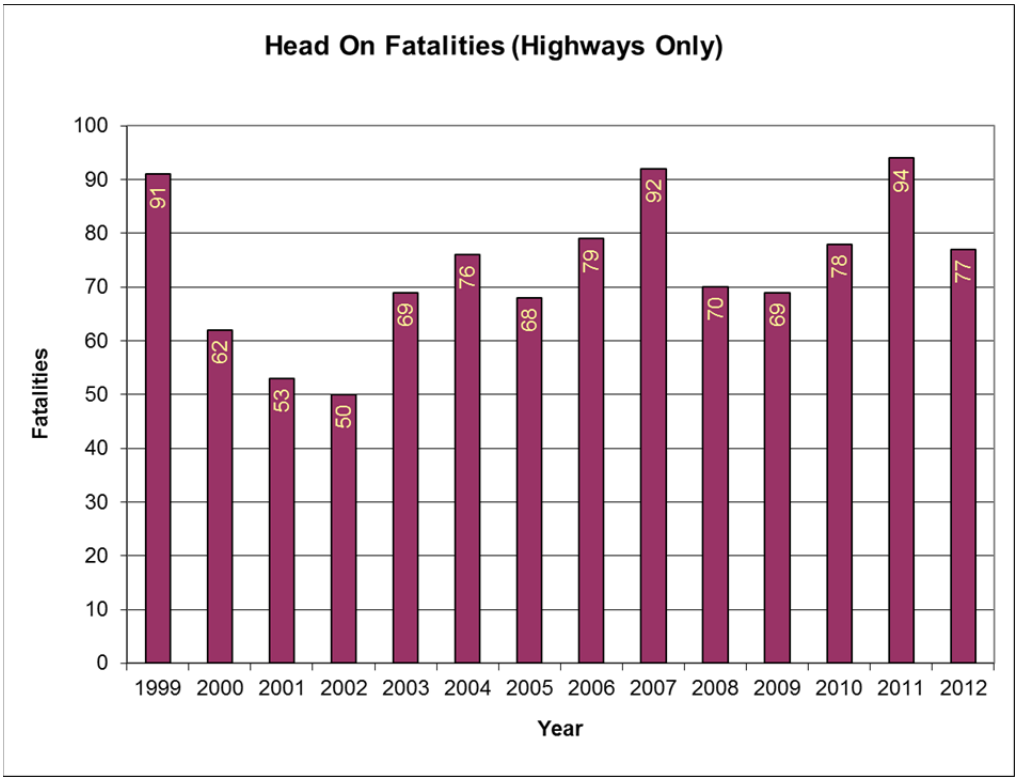

Head On Fatalities (Highways Only)
Fatalities
Year
100
90
80
70
60
50
40
30
20
10
0
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
91
62
53
50
69
76
68
79
92
70
69
78
94
77

Fig. 6

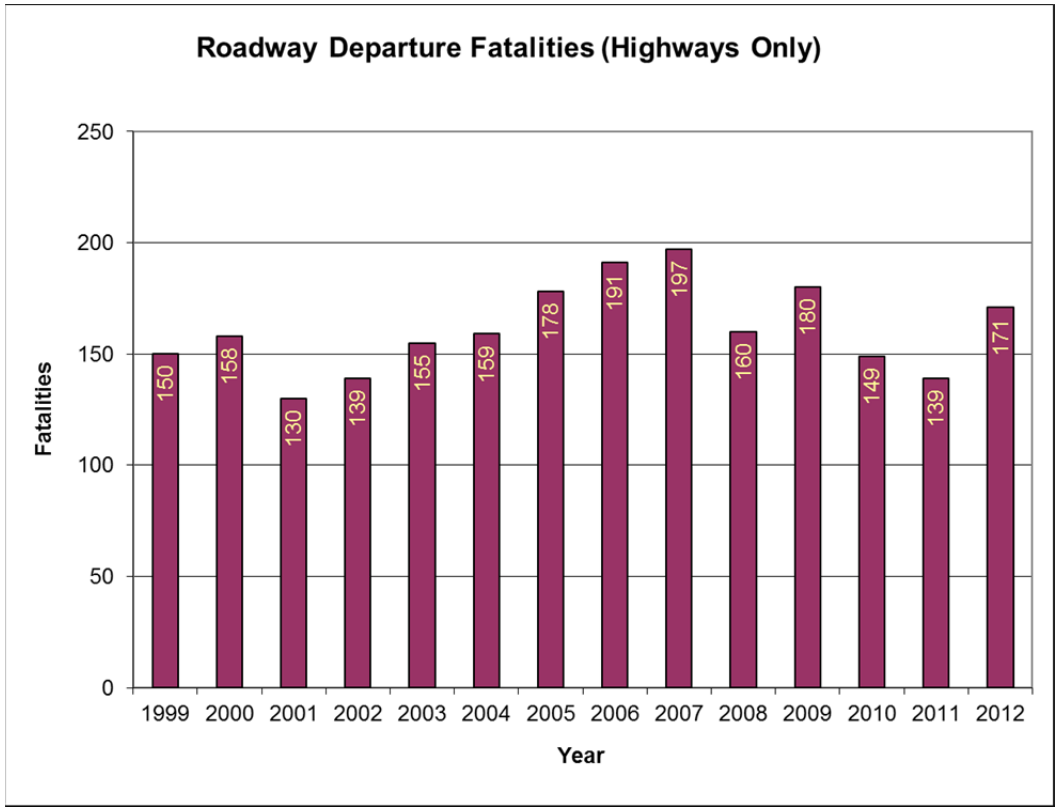

Roadway Departure Fatalities (Highways Only)
Fatalities
250
200
150
100
50
0
150
158
130
139
155
159
178
191
197
160
180
149
139
171
1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012
Year

Fig. 7

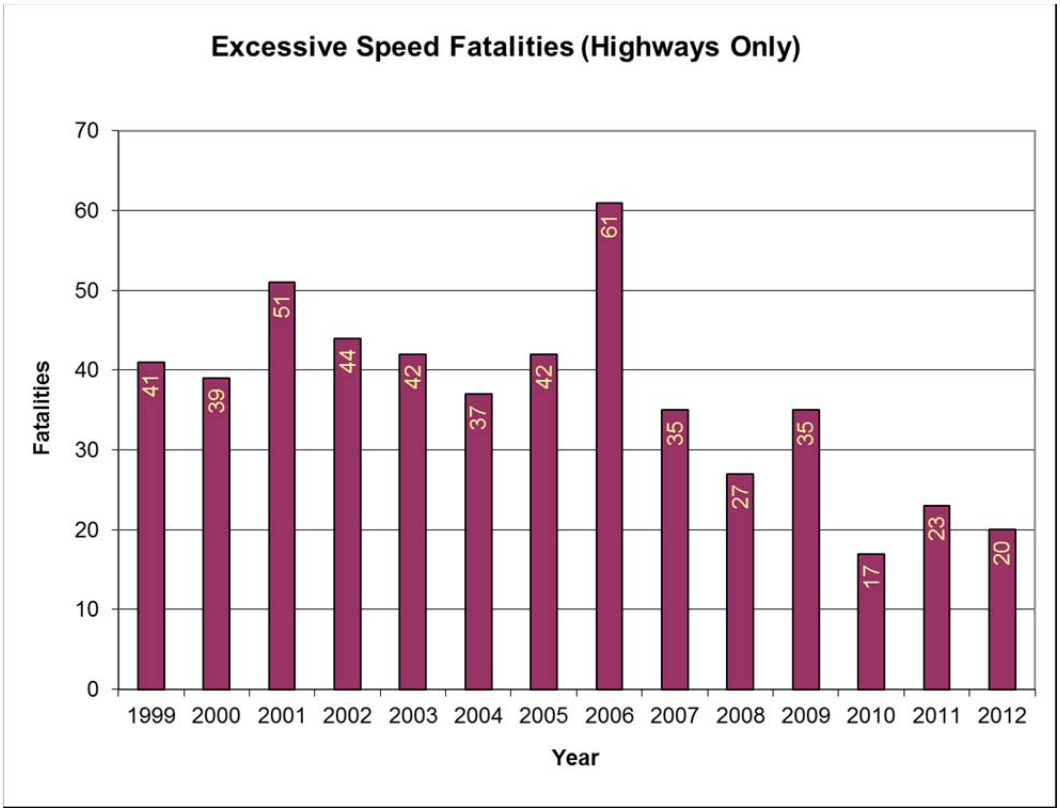

Excessive Speed Fatalities (Highways Only)
Fatalities
70
60
50
40
30
20
10
0
41
39
51
44
42
37
42
61
35
27
35
17
23
20
1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012
Year

Fig. 8

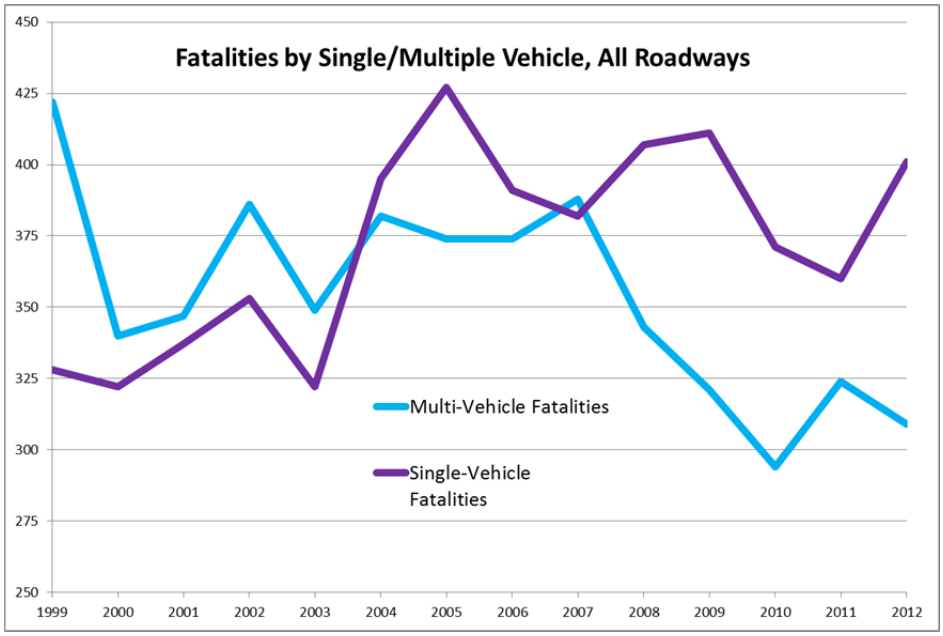


Fig. 9

See reference information in Appendix D for more trends and crash facts for Oklahoma.

2. Description of Overall HSIP Effectiveness

Improved site ranking methodologies include using only injury/fatal crash history (to better concentrate on reducing these crash types), introduction of Bayesian methods, specialized reports for prioritization of specific systemic mitigations, and rate-based rather than frequency-based methods in order to emphasize higher risk rural locations. Key systemic improvements (e.g. cable barrier and shoulder rumble strips) are being implemented on all relevant construction projects.

a. SHSP Emphasis Areas

Crossover fatalities and injuries have diminished drastically on highways treated with cable median barrier. Because of this success, installation of cable median barrier is now being considered even for highways with narrow medians. The overall fatality trend for 2012 is upward, with the increase dominated by single vehicle crashes, roadway departures, intersection crashes, and urban crashes.

b. Subprogram types

Distinct subprograms exist for cable barrier, guard rail, shoulder rumble strip, low cost intersection safety improvement, retroreflective backplates, curve mitigation, and intersection signalization. The cable barrier program has been the longest running and has the most obvious success to date.

c. System Wide Treatments

Most SHSP targeted areas are, or are planned to become, system wide. Systemic intersection treatment is moving toward implementation with site screening in progress and a small number of sites already treated.

D. High Risk Rural Roads Program (HRRRP)

ODOT awarded one realignment project in FFY 2012 using $2,000,000 in HRRRP funds. Traffic Engineering has not utilized any HRRRP funds.

Under Special Rule of MAP 21, Oklahoma is identified as a focus state for high-risk rural roads. The department is working to identify potential projects that are on rural major or minor collectors. These projects will be given prior consideration. Currently, Oklahoma is required to set aside $3,798,818 to address high-risk rural road locations.

E: References

Lindeburg, Michael R., P.E. Engineering-In-Training Reference Manual, 8th Ed. Professional Publications, Inc. Belmont, 1998.

Toole, Joseph S., Associate Administrator for Safety. Memorandum. Subject: INFORMATION: Highway Safety Improvement Program (HSIP) Reporting Guidance. USDOT / FHWA. May 14, 2009.

Furst, Tony, Associate Administrator for Safety. Memorandum. Subject: Highway Safety Improvement Program – Map021 Interim Eligibility Guidance. USDOT / FHWA. October 4, 2012.

Szabat, Joel, Deputy Assistant Secretary for Transportation Policy. Memorandum. Subject: Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2009 Annual Revision. Office of the Secretary of Transportation. March 18, 2009.

Trottenberg, Polly, Assistant Secretary for Transportation Policy. Memorandum. Subject: Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2011 Interim Adjustment. Office of the Secretary of Transportation. July 29, 2011.

Appendix A: Initial Request with HSIP Project Categories (Toole Memorandum)

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

June 3, 2009

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

In Reply Refer To:
HDA-OK

Gary Ridley
Director
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Attention: Messrs. Harold Smart, Joe Kyle and Ms. Ginger Miller

Dear Mr. Ridley:

Enclosed is the guidance package for reporting requirements under Title 23 U.S.C. Section 148(g) and 23 CFR 924. The Department needs to submit its annual reporting on Highway Safety Improvement Program (HSIP), "5 Percent" Report, and the Railway-Highway Crossing Report. The HSIP report shall also contain information regarding the High Risk Rural Roads Program (HRRRP), which is a component of the HSIP.

The guidance for the annual Railway-Highway Crossing and "5 Percent" reports remain the same and are available on the web at http://safety.fhwa.dot.gov/safetealu/usc130.htm and http://safety.fhwa.dot.gov/safetealu/fiveguidance.htm. However, the HSIP reporting guidance has been updated to reflect the recent revision of 23 CFR Part 924 which was effective January 23, 2009.

The State should submit all three reports together to FHWA Division Office **no later than August 31** of each year. If you have any questions, please contact me at 405-254-3345, or huy.nguyen@dot.gov.

Sincerely,

Huy Nguyen, P.E.
Safety Engineer

Enclosure
Cc: David Streb, ODOT

U.S. Department of Transportation
Federal Highway Administration

Memorandum

SENT VIA ELECTRONIC MAIL

Subject: INFORMATION: Highway Safety Improvement Program (HSIP) Reporting Guidance

Date: May 14, 2009

From: Joseph S. Toole
Associate Administrator for Safety

In Reply Refer To: HSSP

To: Division Administrators

The FHWA Office of Safety has updated the Highway Safety Improvement Program (HSIP) Reporting Guidance to reflect the recent revisions to the HSIP regulation (23 CFR Part 924), which was effective January 23, 2009. This guidance supersedes the April 4, 2006, guidance entitled "Highway Safety Improvement Program Reporting Requirements 23 USC 148(g)".

The guidance for the annual Railway-Highway Crossing and "5 Percent" reports remains the same and is available on the Office of Safety's Web site, as follows:

- Railway Highway Crossing Report (May 5, 2006)
  http://safety.fhwa.dot.gov/safetealu/usc130.htm
- The "5 Percent" Report (April 5, 2006)
  http://safety.fhwa.dot.gov/safetealu/fiveguidance.htm

These reports are due to the FHWA Division Office by August 31, 2009, and to the FHWA Office of Safety by September 30, 2009. If you have any questions or need additional information, please contact Ms. Karen Yunk at (609) 637-4207.

Thank you for your continued support in ensuring successful implementation of the HSIP.

Attachment

cc: Director of Field Services
Safety Field

HIGHWAY SAFETY IMPROVEMENT PROGRAM
REPORTING GUIDANCE
May 15, 2009

The Highway Safety Improvement Program (HSIP) Reporting Guidance is being revised to reflect the reporting requirements of Title 23 of the Code of Federal Regulations, Part 924 (23 CFR 924). This guidance supersedes the April 4, 2006 "Guidance for Highway Safety Improvement Program Reporting Requirements 23 U.S.C. 148(g)."

Table of Contents

1. Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program (HSIP) as an FHWA core program and provided a significant increase in the funding available for infrastructure-related highway safety improvement projects. This program is established as section 148 of Title 23, United States Code (23 U.S.C. 148) and regulated under 23 CFR 924.

Given the emphasis on this program, it is important that FHWA be able to demonstrate that the program is being effectively carried out, and that the projects being implemented are achieving results. The ultimate measure of the success of this program is a significant nationwide decline, in real terms, in the number of fatalities and serious injuries. To ensure that the program is being implemented as intended and that it is achieving its purpose, an annual report on the HSIP implementation and effectiveness is required by 23 U.S.C. §148(g) and 23 CFR 924. Furthermore, State Departments of Transportation (SDOT) that can clearly demonstrate the success of the safety program, through regular reporting, can use the report to communicate to others within their State about the importance of continuing to focus on improving highway safety.

The following guidance will assist the States in meeting the HSIP reporting requirements of 23 U.S.C. §148(g) and 23 CFR 924. Pursuant to 23 CFR 924.15, the HSIP report shall also contain information regarding the High Risk Rural Roads Program (HRRRP), which is a component of the HSIP.

While 23 U.S.C. §148(g) also includes a requirement to address railway-highway crossings, this information should be collected in a separate report required under 23 U.S.C. § 130(g). At the option of the State, the three reports required under Section 148 (the HSIP report, the railway-highway crossing report and the transparency (5%) report (Section 148(c)(1)(D)) may be submitted separately, or combined into one report with three distinct sections. *(See guidance for the Railway-Highway Crossing Reporting requirements dated May 5, 2006, and guidance for the "5% of most hazardous locations" dated April 5, 2006, for additional information on those reports.)*

2. Reporting Frequency and Schedule

Pursuant to 23 CFR 924.15, States reports shall be submitted to the FHWA Division Administrator no later than August 31st of each year. The report should be no more than 10 pages in length, excluding general listing of projects.

Pursuant to 23 CFR 924.15, the report shall be for a defined one year reporting period. It is at the discretion of the SDOT, in consultation with the FHWA Division Office, to define the reporting period. The States have the flexibility to report based on calendar year, federal fiscal year or State fiscal year. However, the reporting period must be clearly indicated at the beginning of the report and be consistent from year to year.

The Division Offices will forward the reports electronically to the FHWA Office of Safety by September 30th each year. These dates coincide with the other HSIP-related reports required under SAFETEA-LU (e.g., the report describing at least 5% of the locations exhibiting the most severe safety needs and the railway-highway crossing report).

3. Content and Structure of the HSIP Report

The report should address ALL projects implemented with HSIP and HRRRP funds, including local projects and non-infrastructure projects (i.e. implemented with HSIP flex funds). In addition, States should also report on projects identified through the HSIP but implemented with other funding sources. States are encouraged to coordinate with their planning organizations and local government agencies to obtain all relevant information to ensure complete HSIP reporting.

The HSIP report should consist of four sections: program structure, progress in implementing HSIP projects, assessment of the effectiveness of the improvements, and the HRRRP. The content and structure of each section is described below.

A. Program Structure

The report should briefly describe the structure of the State's HSIP, including the HRRRP, and any significant program changes that have been implemented since the beginning of SAFETEA-LU. This should include, but not be limited to, the following:

i. Program Administration
ii. Program Methodology

i. Program Administration

Briefly describe how the HSIP funds are administered in the State (i.e. centrally or via districts). If the HSIP is administered at the district level, describe the funding allocation process (i.e. formula, crash data). Describe any innovative practices (i.e. road safety audits) used to implement the HSIP. Describe how local roads are addressed as part of the HSIP. For example, are local road (non-State owned and operated) projects identified using the same methodology as State roads? If not, describe how local road projects are identified under A.2) below. Describe how highway safety improvement projects are selected for implementation (i.e. competitive application process). Lastly, describe overall coordination and collaboration with internal (i.e. planning) and external (i.e. regional planning organizations) partners as it relates to the HSIP.

ii. Program Methodology

The program and project identification processes must be developed in consultation with the FHWA Division Administrator. Since these processes will not likely change on an annual basis, it is recommended that they be submitted to the Division Administrator under separate cover from the annual HSIP report. The Division Administrator should maintain a copy of current program and project identification processes. For the purposes of the annual HSIP report, States should indicate the date the program methodology was last updated and submit a brief summary of the following key elements:

- Data used
  - Crash (i.e. all crashes, fatal only, fatal plus serious injury, fatal plus all injuries)
  - Exposure (i.e. traffic volume, population)
  - Roadway (i.e. geometry, pavement condition)
- Project Identification Methodology (i.e. frequency, equivalent property damage only, critical rate, safety performance functions, empirical bayes)
- Summary of targeted programs being implemented under the HSIP (i.e. median crossover, intersection, safe corridor, horizontal curve)
- Extent to which systemwide improvements are implemented as part of the HSIP (i.e. proportion of spot location vs. systemwide improvements)
- Extent to which highway safety improvement projects align with the State's SHSP
- Project prioritization process (i.e. incremental benefit cost ratio, ranking based on net benefit, etc.)

B. Progress in Implementing the HSIP projects

States should describe the progress in implementing HSIP projects during the specified reporting period. This description should include the following:

i. HSIP funds available (programmed)
ii. Number and general listing of the types of projects initiated
  - Identify how the projects relate to the State SHSP and the State's safety goals and objectives

i. HSIP Funds Available (Programmed):

For the purpose of this report, the term "HSIP funds" includes those funds that are available (programmed) to implement highway safety improvement projects that have been identified as part of the State's HSIP. At a minimum, this would include projects obligated using HSIP funds (Section 148), Hazard Elimination funds (Section 152), Optional Safety funds, penalty transfer funds (from Sections 154 and 164), safety belt performance grant funds (Section 406),and incentive grant funds (from sections 157 and 163). In addition, the report should include other non-safety funds (i.e. STP, ARRA, State, local) that were available (programmed) to implement highway safety improvement projects. HRRRP funds are addressed in Part D below and Railway-Highway Crossing Program funds are addressed under separate reporting requirements.

"Available" (Programmed) funds are those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) for the reporting period and can be expended on highway safety improvement projects. States should not only report available (programmed) funds, but also the amount of available (programmed) funds that were obligated for the specified reporting period.

This information could be presented in a format similar to that illustrated below. If this format is used, it should be supplemented with a narrative briefly describing the information presented. The report should also discuss any impediments to obligating HSIP funds and plans to overcome this challenge in the future.

HSIP Project Funding		
Reporting Period: MM/DD/YYYY to MM/DD/YYYY		
Funding Category	**Programmed***	**Obligated**
HSIP (Section 148)		
Hazard Elimination (Section 152)		
Optional Safety		
Penalty Transfer (154 and 164)		
Safety Belt Performance Grants (Section 406)		
Incentive Grants (i.e. Sections 157, 163)		
Other Federal-aid funds (i.e. STP, ARRA)		
State and Local Funds		
Total		

** "Available"(Programmed) funds refer to those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) and can be expended on highway safety improvement projects.*

Lastly, briefly describe the amount of HSIP funds, either dollar amounts or percentage basis that were available (programmed) and obligated to local safety projects for the specified reporting period. Local safety projects are those projects implemented on non-State owned and operated roadways.

ii. General Listing of Projects:
Pursuant to 23 CFR 924.15, States shall provide the number and general listing of the types of projects obligated using HSIP funds for the reporting period. The general listing of the projects obligated shall be structured to identify how the projects relate to the State Strategic Highway Safety Plan (SHSP) and the State's safety goals and objectives. For each project obligated with HSIP funds, the following information should be provided:

- Improvement Category
- Project output (i.e. miles of rumbles strips)
- Project cost
- Relationship to the State's SHSP

Attachment 1 illustrates how this information can be presented in a tabular format. This table should be supplemented with a narrative briefly describing the information presented.

The improvement category should align with the list of highway safety improvement projects in 23 CFR 924, as shown in Attachment 2. While a single project may consist of multiple project types, each project should be assigned to only one category. The category chosen should align with the primary purpose of the project. For example, the State recently completed a pavement overlay at intersection A to improve the skid resistance on the approaches to the intersection. This project could be categorized as (1) intersection safety improvement, (4) installation of skid resistant surface and (11) improvement of highway signage and pavement markings. The State

chose improvement category (4) installation of skid resistant surface since that was the primary purpose of the project.

The project output will vary depending on the type of projects implemented. For example, if the State recently completed a rumble strip project, the project output would be the miles of rumble strips installed for that project. On the other hand, if the county had a project to improve pedestrian accommodations at ten intersections in their region, the project output would be 10 intersections.

The cost should reflect the total cost of each project.

For each HSIP project, the State must demonstrate the relationship to the SHSP. States should not only link each project to the appropriate SHSP emphasis area (i.e. intersection, roadway departure), but also the strategy that most closely aligns with the primary purpose of the project.

C. Assessment of the Effectiveness of the Improvements (Program Evaluation)

This section should provide a demonstration of the effectiveness of the HSIP in two parts:

i. Overview of general highway safety trends
ii. Description of the *overall* effectiveness of the HSIP

i. Overview of general highway safety trends
Present and describe figures showing the general highway safety trends (for the past five years) in the State (crashes, serious injuries and fatalities and any other information the State deems useful) by number and by rate.

ii. Description of overall HSIP effectiveness
As appropriate, the summary of program effectiveness should consist of three components, as noted below. Provide any other information that demonstrates the effectiveness and success of the HSIP. For example, in some instances, successful implementation of programs, strategies and/or treatments may lead to policy level changes, whereas safety treatments are being applied across all projects and not just safety specific projects. Such changes should be noted in the annual report as they represent a shift in safety culture.

Also, briefly describe significant program changes that have occurred since the beginning of SAFETEA-LU. For example, some States have begun targeting fatal and serious injury crashes in their HSIP, rather than all crashes. Other States have taken steps to address local roads as part of the HSIP. This information will help FHWA qualitatively assess the effects SAFETEA-LU has had on the HSIP.

SHSP Emphasis Areas
Present information regarding SHSP emphasis areas that relate to the HSIP. Present and describe trends in emphasis area performance measures (i.e. fatalities and serious injuries, all crashes).

Subprogram Types
Many States have subprograms that are administered under the HSIP. These subprograms may target subsets of the SHSP emphasis areas or specific strategies (i.e. median barrier program). States should report on the overall effectiveness of these subprograms. Continuing with the example, if a State has been implementing a median barrier program for the past several years, trends in cross median crashes could be presented.

Systemwide Treatments
Many States are beginning to implement treatments on a systemwide basis. States should also report on the effectiveness of these treatments in reducing the target crash type. For example, the State has been targeting horizontal curve crashes by implementing chevron warning signs on a systemwide basis for the past several years. The State should report on the effectiveness (i.e. percent reduction of targeted crash type) of this treatment.

D. High Risk Rural Roads Program (HRRRP)

This section of the HSIP report should provide information on the progress of HRRRP implementation. The content of the HRRRP portion of the report should mirror that of the HSIP, as outlined in sections B and C above, except that it is specific to the HRRRP. HRRRP funds are set aside for construction and/or operational improvements to improve safety on roadways functionally classified as rural major or minor collectors, or rural local roads.

The HRRRP portion of the HSIP report should consist of three parts:

i. Basic program implementation information
ii. Methods used to identify HRRR
iii. Overall HRRRP effectiveness

i. Program Implementation
Based on the specified reporting period, the following should be addressed:

- HRRRP funds available (programmed)
- Number and type of HRRRP projects initiated

HRRRP Funds Available (Programmed)

This section of the report should only address the funds set aside for the HRRRP. Other funds (i.e. STP, ARRA, Rural Safety Innovation Program, State, local) used to obligate projects identified through the HRRRP should also be identified in the report. If additional HSIP funds are used to support the HRRRP, that information should be captured in the HSIP portion of the report. **"Available"** (Programmed) refers to the HRRRP funds that have been programmed in the Statewide Transportation Improvement Program (STIP) for the reporting period and can be expended on HRRR projects. In addition to the amount of HRRRP funds available

(programmed), States should also report the amount of HRRRP funds obligated for the specified reporting period.

This information could be presented in a format similar to that illustrated below. If this format is used, it should be supplemented with narrative briefly describing the information presented. The report should also discuss any impediments to obligating HRRR funds and plans to overcome this challenge in the future.

HRRRP Project Funding		
Reporting Period: MM/DD/YYYY to MM/DD/YYYY		
Funding Category	**Programmed***	**Obligated**
HRRRP		
Other Federal-aid funds (i.e. STP, ARRA, Rural Safety Innovation Program)		
State and Local funds		
Total		

** "Available" (Programmed) refers to the HRRRP funds that have been programmed in the Statewide Transportation Improvement Program (STIP) and can be expended on HRRR projects.*

HRRRP Projects Initiated

States should provide the number and general listing of the types of projects obligated using HRRRP funds for the reporting period. The general listing of the projects obligated should be structured to identify how the projects relate to the State Strategic Highway Safety Plan (SHSP) and the State's safety goals and objectives. For each project obligated with HRRR funds, the following information should be provided:

- Improvement Category
- Project output (i.e. miles of rumbles strips)
- Project cost
- Relationship to the State's SHSP

Attachment 1 illustrates how this information can be presented in a tabular format. This table should be supplemented with narrative briefly describing the information presented.

The improvement category should align with the list of highway safety improvement projects in 23 CFR 924, as shown in Attachment 2. However, those items designated with a caret (^) are not eligible for HRRRP funds and should not be used to categorize HRRRP projects. In addition, while all HRRRP projects would be considered "construction and operational improvements on high risk rural roads," this project category should not be used to define the project type for HRRRP reporting purposes. Also, while a single project may consist of multiple project types, each project should be assigned to only one category. The category chosen should align with the primary purpose of the project.

The project output will vary depending on the type of projects implemented.

The cost should reflect the total cost of each project.

For each HRRR project, the State should demonstrate the relationship to the SHSP. States should not only link each project to the appropriate SHSP emphasis area (i.e. intersection, roadway departure), but also the strategy that most closely aligns with the primary purpose of the project.

ii. <u>Methodology used to identify HRRR locations</u>

States should briefly describe methods and data used to identify HRRR locations, if it is different than the program methodology described under the HSIP Program Structure (A). This description should include, but not be limited to, a description of the crash and volume data used to calculate the statewide and location specific fatality and incapacitating injury crash rates for each applicable roadway classification.

If the State does not currently have the capability of locating crashes (or determining volumes) on all public roadways, this section should clearly describe:

- the data-based methods that were used to select projects for HRRRP and
- the steps underway to improve the data systems to permit the required analysis.

If applicable, States should also clearly describe the methods and data used to determine projected increases in fatalities and incapacitating *injuries based on projected traffic volumes.* The report should briefly describe the extent to which projects identified using this methodology are implemented under the HRRRP.

iii. <u>Narrative summarizing the overall HRRRP effectiveness</u>

States should present and describe figures showing the general highway safety trends related to the HRRRP. For example, this could include the number of fatalities and serious injuries occurring on roadways functionally classified as a rural major, minor collector and rural local roads in the State for the past five years.

4. Protection of Data from Discovery & Admission into Evidence

Section 148(g)(4) stipulates that data compiled or collected for the preparation of the HSIP Report "…shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in an action for damages arising from any occurrence at a location identified or addressed in such reports…" This information is also protected by 23 USC 409 (discovery and admission as evidence of certain reports and surveys).

Attachment 1: General Listing of Projects

Project	Improvement Category *(see Attachment 2)*	Output *(i.e. ft, miles)*	Cost	Relationship to SHSP	
				Emphasis Area	Strategy
			Total		

Attachment 2: Highway Safety Improvement Categories

Highway Safety Improvement Project Categories
(Source: 23 CFR 924)

While a single project may consist of multiple project types, each project should be assigned to only one category. The category chosen should align with the primary purpose of the project.

(1) An intersection safety improvement project
(2) Pavement and shoulder widening
(3) Installation of rumble strips or other warning devices
(4) Installation of skid resistant surface at an intersection or other location with a high frequency of crashes
(5) An improvement for pedestrian or bicyclist safety or for the safety of persons with disabilities
*(6) Construction of any project for the elimination of hazards at a railway-highway crossing that is eligible for funding under 23 U.S.C. 130, including the separation or protection of grades at railway-highway crossings.
*(7) Construction of railway-highway crossing safety feature, including installation of highway-railway grade crossing protective devices
*(8) The conduct of an effective traffic enforcement activity at a railway-highway crossing
(9) Construction of a traffic calming feature
(10) Elimination of a roadside obstacle or roadside hazard
(11) Improvement of highway signage and pavement markings
(12) Installation of a priority control system for emergency vehicles at signalized intersections
(13) Installation of a traffic control or other warning device at a location with high crash potential
^+(14) Transportation safety planning
^+(15) Improvement in the collection and analysis of data
(16) Planning integrated interoperable emergency communications equipment, operational activities or traffic enforcement activities (including law enforcement assistance) relating to work zone safety.
(17) Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.
(18) The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife
(19) Installation and maintenance of signs (including fluorescent yellow-green signs) at pedestrian-bicycle crossings and in school zones.
*(21) Construction and operational improvements on high risk rural roads. [Do not use for the HRRRP portion of the report.]
^(22) Conducting road safety audits.

* Include only if railway-highway or high risk rural roads projects are funded with HSIP-type funds, NOT the set-aside funds for these programs. Projects implemented using the set-aside funds for these programs have separate reporting requirements.

^ These project categories should not be included in the HRRRP portion of the report. They are not considered construction or operational improvements and therefore are not eligible for HRRR funds.

+ Describe in narrative

Appendix B: B/C Ratio and EUAC (Lindeburg 13-7, 13-15, 13-16)

Table 13.1
Discount Factors for Discrete Compounding

factor name	converts	symbol	formula
single payment compound amount	P to F	$(F/P, i\%, n)$	$(1+i)^n$
single payment present worth	F to P	$(P/F, i\%, n)$	$(1+i)^{-n}$
uniform series sinking fund	F to A	$(A/F, i\%, n)$	$\frac{i}{(1+i)^n-1}$
capital recovery	P to A	$(A/P, i\%, n)$	$\frac{i(1+i)^n}{(1+i)^n-1}$
uniform series compound amount	A to F	$(F/A, i\%, n)$	$\frac{(1+i)^n-1}{i}$
uniform series present worth	A to P	$(P/A, i\%, n)$	$\frac{(1+i)^n-1}{i(1+i)^n}$
uniform gradient present worth	G to P	$(P/G, i\%, n)$	$\frac{(1+i)^n-1}{i^2(1+i)^n}-\frac{n}{i(1+i)^n}$
uniform gradient future worth	G to F	$(F/G, i\%, n)$	$\frac{(1+i)^n-1}{i^2}-\frac{n}{i}$
uniform gradient uniform series	G to A	$(A/G, i\%, n)$	$\frac{1}{i}-\frac{n}{(1+i)^n-1}$

ECONOMICS

13 CALCULATING UNIFORM SERIES EQUIVALENCE

A cash flow that repeats each year for n years without change in amount is known as an *annual amount* and is given the symbol A. As an example, a piece of equipment may require annual maintenance, and the maintenance cost will be an annual amount. Although the equivalent value for each of the n annual amounts could be calculated and then summed, it is more expedient to use one of the uniform series factors. For example, it is possible to convert from an annual amount to a future amount by use of the (F/A) factor.

$$F = A(F/A, i\%, n) \qquad 13.8$$

A *sinking fund* is a fund or account into which annual deposits of A are made in order to accumulate F at $t = n$ in the future. Since the annual deposit is calculated as $A = F(A/F, i\%, n)$, the (A/F) factor is known as the *sinking fund factor*.

An *annuity* is a series of equal payments (A) made over a period of time.[10] Usually, it is necessary to "buy into" an investment (e.g., a bond, an insurance policy, etc.) in order to ensure the annuity. In the simplest case of an annuity that starts at the end of the first year and continues for n years, the purchase price (P) is

$$P = A(P/A, i\%, n) \qquad 13.9$$

The present worth of an *infinite (perpetual) series* of annual amounts is known as a *capitalized cost*. There is no $(P/A, i\%, \infty)$ factor in the tables, but the capitalized cost can be calculated simply as

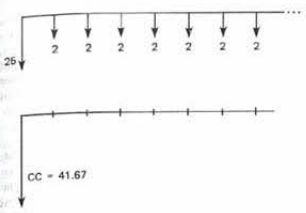
$$P = \frac{A}{i} \quad (i \text{ in decimal form}) \qquad 13.10$$

Alternatives with different lives will generally be compared by way of *equivalent uniform annual cost*, or EUAC. An EUAC is the annual amount that is equivalent to all of the cash flows in the alternative. The EUAC differs in sign from all of the other cash flows. Costs and expenses expressed as EUACs, which would normally be considered negative, are actually positive. The term *cost* in the designation EUAC serves to make clear the meaning of a positive number.

Example 13.4

Maintenance costs for a machine are \$250 each year. What is the present worth of these maintenance costs over a 12-year period if the interest rate is 8%?

[10] An annuity may also consist of a lump sum payment made at some future time. However, this rare interpretation is not considered in this chapter.



C. Annual Cost Method

Alternatives that accomplish the same purpose but that have unequal lives must be compared by the *annual cost method*.[16] The annual cost method assumes that each alternative will be replaced by an identical twin at the end of its useful life (infinite renewal). This method, which may also be used to rank alternatives according to their desirability, is also called the *annual return method* or *capital recovery method*.

Restrictions are that the alternatives must be mutually exclusive and repeatedly renewed up to the duration of the longest-lived alternative. The calculated annual cost is known as the *equivalent uniform annual cost* (EUAC) or just *equivalent annual cost*. Cost is a positive number when expenses exceed income.

Example 13.13

Which of the following alternatives is superior over a 30-year period if the interest rate is 7%?

	alternative A	alternative B
type	brick	wood
life	30 years	10 years
initial cost	\$1800	\$450
maintenance	\$5/year	\$20/year

(solution)

$$\begin{aligned}\text{EUAC(A)} &= 1800(A/P, 7\%, 30) + 5\\ &= (1800)(0.0806) + 5\\ &= \$150\end{aligned}$$

$$\begin{aligned}\text{EUAC(B)} &= 450(A/P, 7\%, 10) + 20\\ &= (450)(0.1424) + 20\\ &= \$84\end{aligned}$$

Alternative B is superior since its annual cost of operation is the lowest. It is assumed that three wood facilities, each with a life of ten years and a cost of \$450, will be built to span the 30-year period.

25 CHOICE OF ALTERNATIVES: COMPARING AN ALTERNATIVE WITH A STANDARD

With specific economic performance criteria, it is possible to qualify an investment as acceptable or unacceptable without having to compare it with another investment. Two such performance criteria are the *benefit-cost ratio* and the *minimum attractive rate of return*.

A. Benefit-Cost Ratio Method

The benefit-cost ratio method is often used in municipal project evaluations where benefits and costs accrue to different segments of the community. With this method, the present worth of all benefits (irrespective of the beneficiaries) is divided by the present worth of all costs. The project is considered acceptable if the ratio equals or exceeds 1.0, that is, if $B/C \geq 1.0$.

When the benefit-cost ratio method is used, disbursements by the initiators or sponsors are *costs*. Disbursements by the users of the project are known as *disbenefits*. It is often difficult to determine whether a cash flow is a cost or a disbenefit (whether to place it in the numerator or denominator of the benefit-cost ratio calculation).

Regardless of where the cash flow is placed, an acceptable project will always have a benefit-cost ratio greater than or equal to 1.0, although the actual numerical result will depend on the placement. For this reason, the benefit-cost ratio method should not be used to rank competing projects.

The benefit-cost ratio method of comparing alternatives has seen extensive use in transportation engineering where the ratio is often (but not necessarily) written in terms of annual benefits and annual costs instead of present worths. Another characteristic of highway benefit-cost ratios is that the route (road, highway, etc.) is usually already in place and that various alternative upgrades are being considered. There will be existing benefits and costs associated with the current route. Therefore, the *change* (usually an increase) in benefits and costs is used to calculate the benefit-cost ratio.[17]

$$B/C = \frac{\Delta \text{ user benefits}}{\Delta \text{ investment cost} + \Delta \text{ maintenance} - \Delta \text{ residual value}} \qquad 13.21$$

[16] Of course, the annual cost method can be used to determine the superiority of assets with identical lives as well.

[17] This discussion of highway benefit-cost ratios is not meant to imply that everyone agrees with Eq. 13.21. In *Economic Analysis for Highways* (International Textbook Company, Scranton, PA, 1969), author Robley Winfrey takes a strong stand on one aspect of the benefits versus disbenefits issue: highway maintenance. Regular highway maintenance costs (according to Winfrey) should be placed in the numerator as a subtraction from the user benefits. This mandate has been called the *Winfrey method* by some.

Notice that the change in *residual value (terminal value)* appears in the denominator as a negative item. An increase in the residual value would decrease the denominator.

Example 13.14

By building a bridge over a ravine, a state department of transportation can shorten the time it takes to drive through a mountainous area. Estimates of costs and benefits (due to decreased travel time, fewer accidents, reduced gas usage, etc.) have been prepared. Should the bridge be built? Use the benefit-cost ratio method of comparison.

	millions
initial cost	40
capitalized cost of perpetual annual maintenance	12
capitalized value of annual user benefits	49
residual value	0

(solution)

If Eq. 13.21 is used, the benefit-cost ratio is

$$B/C = \frac{49}{40 + 12 + 0} = 0.942$$

Since the benefit-cost ratio is less than 1.00, the bridge should not be built.

If the maintenance costs are placed in the numerator, the benefit-cost ratio value will be different, but the conclusion will not change.

$$B/C_{\text{alternate method}} = \frac{49 - 12}{40} = 0.925$$

B. Rate of Return Method

The minimum attractive rate of return (MARR) has already been introduced as a standard of performance against which an investment's actual rate of return (ROR) is compared. If the rate of return is equal to or exceeds the minimum attractive rate of return, the investment is qualified. This is the basis for the *rate of return method* of alternative selection.

Finding the rate of return can be a long, iterative process. Usually, the actual numerical value of rate of return is not needed; it is sufficient to know whether or not the rate of return exceeds the minimum attractive rate of return. This *comparative analysis* can be accomplished without calculating the rate of return simply by finding the present worth of the investment using the minimum attractive rate of return as the effective interest rate (i.e., i = MARR). If the present worth is zero or positive, the investment is qualified. If the present worth is negative, the rate of return is less than the minimum attractive rate of return.

26 RANKING MUTUALLY EXCLUSIVE MULTIPLE PROJECTS

Ranking of multiple investment alternatives is required when there is sufficient funding for more than one investment. Since the best investments should be selected first, it is necessary to be able to place all investments into an ordered list.

Ranking is relatively easy if the present worths, future worths, capitalized costs, or equivalent uniform annual costs have been calculated for all the investments. The highest-ranked investment will be the one with the largest present or future worth, or the smallest capitalized or annual cost. Present worth, future worth, capitalized cost, and equivalent uniform annual cost can all be used to rank multiple investment alternatives.

However, neither rates of return nor benefit-cost ratios should be used to rank multiple investment alternatives. Specifically, if two alternatives both have rates of return exceeding the minimum acceptable rate of return, it is not sufficient to select the alternative with the highest rate of return.

An *incremental analysis*, also known as a *rate of return on added investment study*, should be performed if rate of return is used to select between investments. An incremental analysis starts by ranking the alternatives in order of increasing initial investment. Then, the cash flows for the investment with the lower initial cost are subtracted from the cash flows for the higher-priced alternative on a year-by-year basis. This produces, in effect, a third alternative representing the costs and benefits of the added investment. The added expense of the higher-priced investment is not warranted unless the rate of return of this third alternative exceeds the minimum attractive rate of return as well. The choice criterion is to select the alternative with the higher initial investment if the incremental rate of return exceeds the minimum attractive rate of return.

An incremental analysis is also required if ranking is to be done by the benefit-cost ratio method. The incremental analysis is accomplished by calculating the ratio of differences in benefit to differences in costs for each possible pair of alternatives. If the ratio exceeds 1.0, alternative 2 is superior to alternative 1. Otherwise, alternative 1 is superior.[18]

$$\frac{B_2 - B_1}{C_2 - C_1} \geq 1 \quad \text{[alternative 2 superior]} \qquad 13.22$$

27 ALTERNATIVES WITH DIFFERENT LIVES

Comparison of two alternatives is relatively simple when both alternatives have the same life. For example, a problem might be stated: "Which would you rather have: car A with a life of five years, or car B with a life of five years?"

[18] It goes without saying that the benefit-cost ratios for all investment alternatives by themselves must also be equal to or greater than 1.0.

Appendix C: Discount Rates

Discount Rates

* Discount Rate = [(1 + Market Interest Rate) / (1 + Inflation Rate)]-1.

  The discount rate (commonly called an interest rate in business investments) represents the time value of money. It is usually expressed as an annual compounded rate that represents the rate of interest money will earn over a future period. The **AASHTO Pavement Design Guide** explains the discount rate in the following way:

  > "A governmental unit that decides to spend money improving a highway, for example, loses the opportunity to "invest" this money elsewhere. That rate at which money could be invested elsewhere is sometimes known as the "Opportunity Cost Of Capital" and is the appropriate discount rate from performing the present value calculations on public projects should represent the opportunity cost of capital to the taxpayer as reflected by the average market rate of return. However, the market ... rate of interest includes an allowance for expected inflation as well as a return that represents the real cost of capital."

* The **Oklahoma Turnpike Authority** uses approximately 5% to 6% bonds. (Should receive more information from OTA, 1/15/97.)

* **Oklahoma State Treasury**'s office has availability to invest in US Treasury

Bills (0-12 months)	varies	
Notes (1-20 years)	6.94 %	(20 year Note)
Bonds (30 years)	6.85 %	

  They currently invest in bills and notes.

* **FHWA** considers "Best Practice" to use a 3% to 5% discount rate.

* **Corps of Engineers**, use a discount rate based on interest-bearing securities. Currently, all projects having terms exceeding 15 years have a discount rate of 7-3/8%.

* **American Concrete Paving Association**, Frank Cunningham recommends 3% for government projects.

* **Asphalt Institute**, Gary Fitts says it varies from 2% to 6%. Most states settle on 3% or 4% with 4% being the most common.

* **"PONTIS"** a National Bridge Management tool for AASHTO contributing states comes with the default value of 2.5% discount rate.

Further Life-Cycle Analysis of Proj No.: **BHF-186(176)**

I have reevaluated the study using a constant-dollar analysis (discount rate adjust for inflation). Below list a summary of the sensitivity.

	Uniform Equivalent Annual Cost		
Discount Rate	Widen w/ Exist. Steel	Replace Steel	Difference
2.00%	$124,803	$105,793	$19,010
3.00%	$151,122	$137,866	$13,256
4.00%	$177,804	$173,084	$4,720
4.46%	$190,074	$190,075	- $1
5.00%	$204,479	$210,506	- $6,027
6.00%	$231,252	$249,377	- $18,125
7.00%	$258,283	$289,155	- $30,872
15.00%	$485,100	$616,008	- $130,908
20.00%	$630,751	$821,325	- $190,574

+ A survey* of commonly used discount rates indicate a 15% discount rate is unjustified. Discount rates should be in the 2% to 4% or 4% to 7.5% range depending on whether "Constant Dollars" or "Nominal Discount Rate" is used.

+ This study was perform using "Constant Dollars" and the discount rate of 2 to 4% should be used.

+ Both options are equal using a 4.46% discount rate.

+ At 15% discount rate, it will be very difficult justifying anything beyond maintain existing situation. Future accidents, delays due to congestion and detours due to failed roadways will not greatly impact the present cost. To rebuild the superstructure 75 years in the future with today's dollars at $4,106,621 will have the present cost of $100.

* See Attachment

* **1995 Federal Register** (12/21/95)
  applies to the Department of Interior's "**Bureau of Reclamation**"
  for all 1996 Water Resource Projects use 7.625% discount rate.

* **Michigan DOT** uses 4% discount rate.

* **South Carolina DOT** - BMS uses 4% and PMS uses 3 - 3.5%.

* **South Dakota DOT** - While we have no official policy on this figure, we have used figures in the 3 to 5% range and never above 5%.

* Executive Office of the President - The **Office of Management & Budget** Circular No. A-94 recommends the following discount rates. Programs with durations longer than 30 years may use the 30-year interest rate.

  Effective Dates: March 96 through February 97

  Nominal Discount Rates

3-Year	5-Year	7-Year	10-Year	30-Year
5.4 %	5.5 %	5.5 %	5.6 %	5.7 %

  Real Discount Rates (No Inflation)

3-Year	5-Year	7-Year	10-Year	30-Year
2.7 %	2.7 %	2.8 %	2.8 %	3.0 %

  When government expenses provide a mix of cost savings and external social benefits, the OMB recommends the net present value of such investment should be evaluated with a **7 %** real discount rate.

Appendix D: Oklahoma Highway Safety Office Crash Facts

2012
OKLAHOMA
Crash Facts

Oklahoma Department of Public Safety
Highway Safety Office
3223 N. Lincoln Blvd.
Okla. City, OK 73105-5403
Telephone (405) 523-1570
Fax (405) 523-1586
Web Site: www.ohso.ok.gov

Document Location:

http://www.ok.gov/ohso/Data/Crash_Data_and_Statistics/Crash_Facts_2012.html

This publication is issued by the Oklahoma Department of Public Safety as authorized by the Commissioner of Public Safety. The Oklahoma Department of Libraries has been notified of the posting of the 2012 Crash Fact Book to the Department of Public Safety web site: www.dps.state.ok.us.

Appendix E: Treatment of the Economic Value of a Statistical Life in Departmental Analysis – 2011 Interim Adjustment

MEMORANDUM TO: SECRETARIAL OFFICERS [SIGNED July 29, 2011]
MODAL ADMINISTRATORS
From: Polly Trottenberg, Assistant Secretary for Transportation Policy
x64540
Robert Rivkin, General Counsel
x64702
Re: Treatment of the Economic Value of a Statistical Life in
Departmental Analyses – 2011 Interim Adjustment

Departmental guidance on valuing reduction of fatalities and injuries by regulations or investments was first published in the 1993 memorandum "Treatment of Value of Life and Injuries in Preparing Economic Evaluations." This guidance was revised in 2008 on the basis of later research, yielding a value of statistical life (VSL) of $5.8 million. The last time our guidance was adjusted was in 2009, when we announced the current value of $6.0 million. Using the 2009 value as the baseline, we now find that changes in prices and incomes over the last two years imply an increased VSL of $6.2 million for analyses prepared in 2011. However, since our last formal examination of the professional literature about VSL occurred three years ago, we have decided to conduct a further review, so that we can ensure the value used by Department analysts reflects the best and most recent academic research. While analysts should, for now, base analyses on a VSL of $6.2 million, we may further revise that guidance after completion of the review.

Note also that we are adopting three changes in methodology in addition to the current interim VSL adjustment. First, although we have previously updated VSL estimates to current values by using an income elasticity of 0.55, we will now forecast higher future VSL in response to expected income growth. Second, consistently with the increasing VSL so derived, we replace standard deviations specified in dollars with ones defined in proportion to the value of benefits. Third, we update the relative values of injuries of varying severity on the basis of a recent study.

This guidance and other relevant documents will be posted on the Reports page of the Office of Transportation Policy website, http://ostpxweb.dot.gov/policy and on the General Counsel's Regulatory Information Website, http://regs.dot.gov. Questions should be addressed to Peter Belenky, (202) 366-5421 or peter.belenky@dot.gov.

cc: Regulations officers and liaison officers

Revised Departmental Guidance:
Treatment of the Value of Preventing Fatalities and Injuries in Preparing Economic Analyses – 2011 Revision

The 1993 guidance memorandum "Treatment of Value of Life and Injuries in Preparing Economic Evaluations" established recommended values to be used in regulatory and investment analyses by all administrations within the U.S. Department of Transportation. Revised guidance published in 2008 and based on more recent research yielded a value of statistical life (VSL) of $5.8 million, which was adjusted to $6.0 million in 2009 in response to growth in the consumer price index and the employment cost index. No revision was published in 2010, but the value would have remained unchanged. In this revision, we find that changes in prices and incomes over the last two years imply that the VSL to be used in analyses prepared in 2011 should now be increased to $6.2 million.[1]

[1] $VSL_{2011} = VSL_{2008} * (CPI_{2010}/CPI_{2007}) * (ECI_{2010}/ECI_{2007})^{0.55}$
6.1508 = 5.8008 * (218.056/207.342) * (101.275/99.775) ^ 0.55
[2] Environmental Protection Agency "Guidelines for Preparing Economic Analyses." p. B-5.
http://yosemite.epa.gov/ee/epa/eed.nsf/webpages/Guidelines.html#download
"The Benefits and Costs of the Clean Air Act 1990 to 2010: EPA Report to Congress," p. H-39
http://yosemite.epa.gov/ee/epa/eerm.nsf/vwRepNumLookup/EE-0295A?OpenDocument
[3] 1.016^0.55 = 1.00877 (annual income growth factor of 1.016, raised to the power of the income elasticity, 0.55, yields annual VSL growth factor of 1.00877.)

In the revised guidance published on February 5, 2008, we adopted an income elasticity of 0.55 for adjusting past VSL to current values, but we did not use it to estimate anticipated VSL resulting from expected growth in real income levels. Since higher incomes should be reflected in willingness to pay for reduced risk, logical consistency requires that this income adjustment be incorporated in estimates of future as well as past and present VSL. EPA has also adopted this principle in its analyses.[2]

The procedure we now recommend uses the Congressional Budget Office's estimate of the long-term annual growth rate of labor productivity, 1.6 percent, to project future real income levels. Analysts should augment the base-year VSL by 0.877 percent per year to estimate VSL of any future year in base-year dollars before discounting to present value.[3]

This growth rate should be used as a single value, although it, too, can be estimated only approximately. While EPA uses a slightly different elasticity estimate as the central value and has assumed high and low figures for development of alternative projections, that procedure is unduly cumbersome for our purposes. Instead, we will adopt a single measure of variation to reflect uncertainty in the benefit of reducing present and future risks of fatalities and injuries.

As noted in our previous guidance, the values of preventing injuries of varying severity prescribed in 1993 have been under review. Recent research provides a basis for updating 3 these values.[4] Unlike the VSL estimate itself, the benefits of preventing injuries are not derived from estimates of public willingness to pay to reduce risk. Empirical research cannot yield a credible and specific value of guarding against every potential injury. Instead, each type of injury experienced in transportation accidents is rated (in terms of severity and duration) on a scale of quality-adjusted life years (QALYs), which compares it to the alternative of perfect health. These scores are grouped, according to the Abbreviated Injury Scale (AIS), yielding coefficients that can be applied to VSL to assign each injury class a value corresponding to a fraction of a fatality.

[4] Rebecca S. Spicer and Ted R. Miller. "Final Report to the National Highway Traffic Safety Administration: Uncertainty Analysis of Quality Adjusted Life Years Lost." Pacific Institute for Research and Evaluation. February 5, 2010.
http://ostpxweb.dot.gov/policy/reports/QALY Injury Revision_PDF Final Report 02-05-10.pdf

The measure adopted here is the quality-adjusted percentage of remaining life lost for median utility weights, based on QALY research considered "best" as presented in Table 9 of the cited study by Spicer and Miller. The rate at which disability is discounted over a victim's lifespan causes these percentages to vary slightly, and the study shows estimates for 0, 3, 4, 7, and 10 percent discount rates. These differences are minor in comparison with other sources of variation and uncertainty, which we recognize by sensitivity analysis. Since OMB recommends the use of alternative discount rates of 3 and 7 percent, we present the scale corresponding

to an intermediate rate of 4 percent for use in all analyses. The fractions shown should be multiplied by the current VSL to obtain the values of preventing injuries of the types affected by the government action being analyzed.

Relative Disutility Factors by Injury Severity Level (AIS)

For Use with 3% or 7% Discount Rate AIS Level	Severity	Fraction of VSL
AIS 1	Minor	0.003
AIS 2	Moderate	0.047
AIS 3	Serious	0.105
AIS 4	Severe	0.266
AIS 5	Critical	0.593
AIS 6	Unsurvivable	1.000

Appendix F: Highway Safety Improvement Program – Map021 Interim Eligibility Guidance

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Highway Safety Improvement Program - MAP-21 Interim Eligibility Guidance

Date: October 4, 2012

From: Tony Furst
Associate Administrator for Safety

In Reply Refer To:
HSSP

To: Division Administrators

Moving Ahead for Progress in the 21st Century Act (Public Law 112-141), or MAP-21, made some subtle but significant changes to the Highway Safety Improvement Program (HSIP). The significant change to HSIP in MAP-21 is that the types of projects eligible for HSIP funds are no longer constrained by an inclusionary list. MAP-21 continues to focus the HSIP on significantly reducing traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP also continues to require a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Under MAP-21, a highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. MAP-21 did not continue the 10% flexibility provision established in SAFETEA-LU. States are no longer required to certify they have met various safety infrastructure needs in order to fund non-infrastructure projects. Further, there is no longer a limit to how much a state can spend on any project types. The use of HSIP funds must be compliant with Title 23 and can be used for both infrastructure and non-infrastructure projects that are consistent with the State's SHSP, correct or improve a hazardous road location of feature, or address a highway safety problem.

The attached guidance, which clarifies the new HSIP eligibility guidance, was posted on the FHWA MAP-21 Website on September 25, 2012 (http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm). This guidance provides clarification on project consistency with the SHSP; project selection through a data driven process; project relationship to performance goals, measures and targets; general project eligibility; and highway safety improvement projects that may warrant additional consideration, such as exceptions to the eligibility of projects to maintain minimum levels

2013 Railway-Highway Crossings Project Metrics
23 USC 130
OKLAHOMA

Project Number	Location (County / Municipality, Highway)	USDOT Crossing Number	FHWA Roadway Functional Classification (see Note 1)	Project Type and Description (using the suggested groupings provided in guidance)	Crossing Protection (active, passive)	Crossing type (vehicle, pedestrian, etc.)	Total Project Cost	Funding Type	Before Crash Data (5 years)				After Crash Data (5 years)				Effectiveness (see Note 2)
									Fatal	Serious Injury	Other Injury	PDO	Fatal	Serious Injury	Other Injury	PDO	
STP-240D(002)RR	LeFlore/Howe, Lassiter Rd.	330739V	7	Active Grade Xing Improvement	Active	Veh	315,085.00	130	0	0	0	1	0	0	0	0	yes
STP-255E(149)RR	Statewide Inventory Maintenance			Crossing Inventory Update			160,272.00	130									yes
STP-240E(004)RR	LeFlore/Shady Point, Wheelus Rd.	330720D	7	Active Grade Xing Improvement	Active	Veh	360,350.00	130	0	0	3	0	0	0	0	0	yes
STP-266E(010)RR	Rogers, EW0340	668518F	5	Active Grade Xing Improvement	Active	Veh	170,473.00	130	0	0	0	1	0	0	0	0	yes
STP-266E(011)RR	Rogers, NS0424	668525R	7	Active Grade Xing Improvement	Active	Veh	311,477.00	130	0	0	0	0	0	0	0	0	yes
STP-252B(008)RR	Noble/Perry, SH-77	673767W	4	Active Grade Xing Improvement	Active	Veh	371,961.00	130	0	0	0	0	0	0	0	0	yes
STP-255F(127)RR	Statewide Stop/Yield Sign	Various		Crossing Warning Sign Improvements	Passive	Veh	49,189.00	130									yes
STP-206C(005)RR	Blaine/Okeene, SH-51	671415J	5	Roadway Geometry Improvements	Active	Veh	57,945.00	130	0	0	0	0	0	0	0	0	yes
STP-268D(008)RR	Sequoyah/Sallisaw, Farm Rd.	434148G	7	Active Grade Xing Improvement	Active	Veh	223,162.00	130	0	0	1	0	0	0	0	0	yes
STP-251D(012)RR	Muskogee/Braggs, E Davis Rd.	434106V	6	Active Grade Xing Improvement	Active	Veh	381,679.00	130	0	0	0	1	0	0	0	0	yes
STP-209D(007)RR	Canadian/El Reno, Darlington Rd.	595451W	7	Active Grade Xing Improvement	Active	Veh	270,362.00	130	0	0	0	1	0	0	0	0	yes
STP-237D(006)RR	Kingfisher, EW0870	595434F	7	Active Grade Xing Improvement	Active	Veh	224,478.00	130	0	0	0	1	0	0	0	0	yes
STP-253D(022)RR	Nowata, EW0260	433981P	7	Active Grade Xing Improvement	Active	Veh	295,627.00	130	0	0	1	0	0	0	0	0	yes
STP-209D(009)RR	Canadian/El Reno, Alfadale Rd.	596833V	7	Active Grade Xing Improvement	Active	Veh	284,228.00	130	0	0	0	1	0	0	0	0	yes
STP-208D(007)RR	Caddo, EW1450	596582D	7	Active Grade Xing Improvement	Active	Veh	295,386.00	130	0	0	1	0	0	0	0	0	yes
STP-208B(008)RR	Caddo, NS2620	596577G	7	Active Grade Xing Improvement	Active	Veh	285,341.00	130	0	0	0	1	0	0	0	0	yes
STP-218D(030)RR	Craig, EW0290	413532V	7	Active Grade Xing Improvement	Active	Veh	326,405.00	130	0	0	0	1	0	0	0	0	yes
STP-253D(023)RR	Nowata, EW0270	433982W	7	Active Grade Xing Improvement	Active	Veh	438,356.00	130	0	0	0	0	0	0	0	0	yes
STP-273E(007)RR	Wagoner, EW0760	413594T	5	Active Grade Xing Improvement	Active	Veh	302,757.00	130	0	0	0	1	0	0	0	0	yes
STP-251E(016)RR	Muskogee, NS4310	595434F	7	Active Grade Xing Improvement	Active	Veh	538,499.00	130	0	0	0	1	0	0	0	0	yes
					Total		5,663,032.00										

Notes:

1 - See FHWA Functional Classification Guidelines at http://www.fhwa.dot.gov/planning/fcsec2_1.htm

2 - Show whether the project achieved its purpose using benefit-cost or other methodology developed by the State. These analyses may include all crashes, or targeted crash types, depending on the nature of the improvement that was implemented.