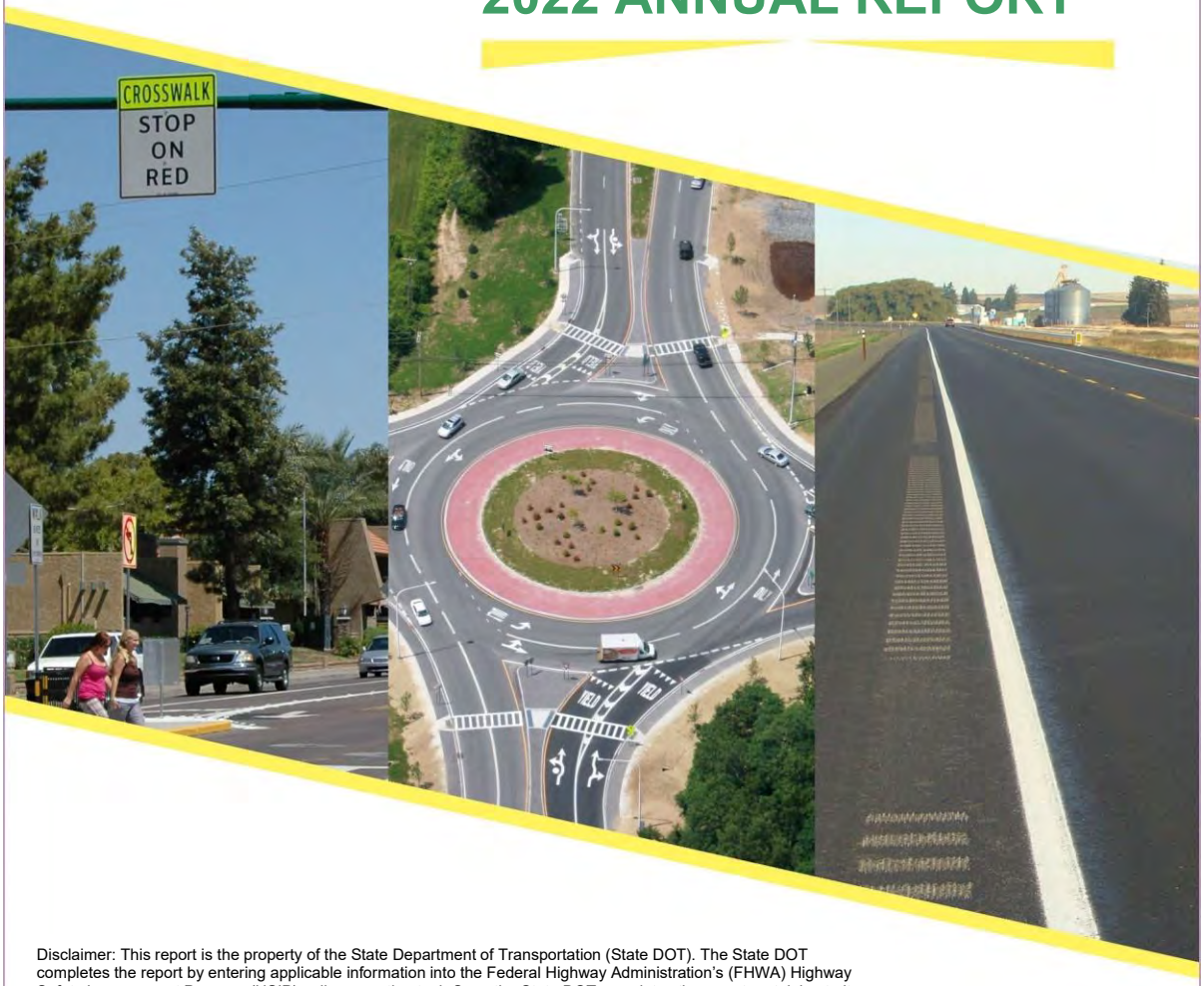
OHIO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



Disclaimer: This report is the property of the State Department of Transportation (State DOT). The State DOT completes the report by entering applicable information into the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) online reporting tool. Once the State DOT completes the report pertaining to its State, it coordinates with its respective FHWA Division Office to ensure the report meets all legislative and regulatory requirements. FHWA's Headquarters Office of Safety then downloads the State's finalized report and posts it to the website (https://highways.dot.gov/safety/hsip/reporting) as required by law (23 U.S.C. 148(h)(3)(A)).

Photo source: Federal Highway Administration

Table of Contents

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Traffic deaths and crashes across Ohio have been rising as the statewide economy continues to improve. In 2021, Ohio had 1,356 traffic deaths and 7,916 serious injuries, representing a 10.2% increase in fatalities and a 9.4% increase in serious injuries compared to 2020.

Ohio's safest year in history was 2013 when the state dropped below 1,000 traffic deaths for the first time since it began collecting records in 1935. However, traffic deaths rose 4% in 2017, saw a 9% decrease in 2018, rose 8% in 2019, 6.4% in 2020, and 10.4% in 2021. Although the top common factors in these crashes have long been roadway departure, speed, alcohol, seatbelts and young drivers, over the past four years the state has seen a rise in the number of deaths involving pedestrians, older and distracted drivers.

To respond to these trends, Ohio's Strategic Highway Safety Plan Steering Committee has moved from quarterly to bi-monthly meetings, and now communicates via email on a bi-weekly basis to share crash trend information and discuss strategies and investments. The committee includes members from 15 key safety organizations operating at the local, state and federal level including: Ohio County Engineers Association (CEAO); Ohio Association of Regional Councils (OARC); Ohio Department of Public Safety (ODPS); Federal Highway Administration; Ohio State Highway Patrol; Federal Motor Carrier Safety Administration; and the American Automobile Association (AAA).**These organizations then feed the information to a network of hundreds of other stakeholders who are getting more actively involved in the SHSP.**

Below is a summary of the state's enhanced and coordinated efforts to address the increase in crashes statewide.

Ohio Launches New Resources to Address Emerging Crash Trends

ODOT Active Transportation Plan Development Guide & Template

In June of 2020, ODOT published an Active Transportation Plan Development Guide, which is a resource for local and regional planning organizations developing standalone active transportation plans in Ohio. It encompasses national best practices in active transportation planning and guides communities through a seven-step process for creating their own active transportation plans. These steps include: Engage the Community, Develop a Vision & Goals, Assess Exisiting Conditions, Identify Proposed Projects and Programs, Prioritize Proposed Projects, and Implementation.

The ODOT AT Plan Guide seeks to assist local governments and regional agencies to develop plans dedicated to the unique needs of vulnerable roadway users and document priority projects that can be used to inform local capital budgets, leverage state funds, or seek discretionary grants through the USDOT. Understanding and meeting the needs of people travelling on foot and bike in communities across Ohio is critical for reducing injury and fatality on our roadways. As a home rule state, it's critical for local governments to have the support, guidance and resources needed to identify projects and implement safer, more connected bicycle and pedestrian networks.

Multimodal Design Guide (MDG)

In April of 2022, ODOT published a new, comprehensive guide for the design of bicycle and pedestrian facilities as part of ODOT right-of-way and as part of the Local Let Process. By providing comprehensive state-of-the-practice design guidance, the MDG aligns with ODOT's current vision, mission, and goals related to walking and bicycling. It advances the Department's overall mission of improving safety across the state; it aligns with ODOT's Statewide Bicycle and Pedestrian Plan's vision that walking and biking will be a safe,

convenient, and accessible transportation options for everyone; and it supports the Strategic Highway Safety Plan's goal of achieving zero deaths on Ohio's roadways.

Communities can apply this guidance to their local and regional transportation networks to create uniformity across the state's multimodal transportation system. The MDG will also be used by ODOT to review local agency designs for federally funded projects. The MDG can also be a reference for community members, advocates, elected officials, and other stakeholders interested in advancing multimodal transportation design practices in Ohio. The MDG provides information for planners, designers, and engineers to develop the physical infrastructure necessary to support walking and bicycling for people of all ages and abilities. This design guide includes information on developing connected bicycle and pedestrian networks and addresses topics such as comfort and safety of facilities in different contexts. This guide addresses safety-related issues, especially for interactions between vulnerable road users (e.g., pedestrians and bicyclists) and motor vehicles.

Ohio's State & US Bike Route System

Ohio is establishing a network of State and US and bicycle routes which will provide bicyclists with safe and convenient connections through and to population centers and destinations in Ohio. The system will serve as a backbone that local and regional bike networks can build on and connect to across the state. In 2021, Ohio formally designated four additional USBRs bringing the statewide total to over 1,500 miles of designated USBR and the most in the nation. ODOT has developed draft signage plans for these newly designated US Bike Routes to increase awareness for bicyclists along these routes and is seeking to deploy signage across the system in the short term. In 2019 ODOT conducted a facility inventory for bike route facilities along the 3,000 miles of State & US Bike Routes in Ohio and in 2020 used this information to analyze the Level of Traffic Stress to understand portions of the system that may need improved accommodations. Alignment with this system is incorporated into ODOT's Project Initiation Package, as an indication that bicycle accommodations should be considered.

Active Transportation Advisory Committee

ODOT's ATAC oversees the implementation of ODOT's strategic plans related to walking and biking (SHSP, Walk.Bike.Ohio). Rebranded (from the 2017-2019*Active Transportation Team*) and initiated in 2021, ODOT's ATAC is an ongoing forum to discuss active transportation with internal and external stakeholders, coordinate activities, and inform priorities as ODOT works to implement the strategies outlined in the SHSP and WBO.

Active Transportation Academy

ODOT continues to develop and deliver trainings and workshops available through the AT Academy. The goal of this academy is to provide technical assistance to practitioners including planners, engineers, law enforcement, and their partners on bicycle and pedestrian topics. Throughout 2021, 2 personalized workshop, 2 training, and 4 statewide webinars were hosted which reached over 250 trainees. The AT Academy currently offers workshop related to Developing AT Plans, School Travel Plans, Vision Zero Action Plans, and Conducting Walk and Bike Audits. Trainings are available related to First and Last Mile Connections, Complete Streets Policies. Walking School Busses, Crossing Guard Trainings, and Girls in Gear (girl empowerment bicycle training). Trainings are offered at no cost to local partners.

Pedestrian Safety Improvement Program

In fall 2019, ODOT launched its **Pedestrian Safety Improvement Program** using up to $10M in HSIP funds. This program provides municipalities within the state assistance and funding to systemically implement low-to-medium cost proven pedestrian safety countermeasures along high-risk facilities such as collectors and arterials. Countermeasures will include Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, Refugee Islands, Curb bump outs, high-visibility crosswalk markings, among others. This program utilizes a

combination of project bundling and consultant support to accelerate delivery across the state and streamline the delivery process of these proven, lifesaving countermeasures.

As of Summer 2021, 390 locations and over 2000 individual treatments were designed across the eight cities participating in this program.

Construction began April of 2021 and has been completed in three cities. Construction in the five remaining cities will be complete by late summer 2022.

Older Road User Action Team

Ohio's Older Road User Action Team is in its sixth year of action plan development and implementation. The team is continuing to work on implementation of several critical strategies including: expanding the safe routes to age in place program, promoting the use and installation of roadway improvements that compensate for the impacts of aging on safe driving, increasing the knowledge of medical providers, law enforcement and licensing personnel on the recognition, assessment, and reporting of older at-risk drivers. The team is working hard to engage the Ohio Bureau of Motor Vehicles (BMV) on this issue.

In 2018, the team successfully launched the Stay Fit to Drive statewide education campaign to raise awareness for how aging can affect our ability to drive. The goal is to educate older Ohioans, families, friends and caregivers about the signs of declining safe driving skills — either due to normal aging or a medical condition; resources available to evaluate safe driving skills; and how to plan for retirement from driving. In 2019, ODOT worked with AAA, AARP, Safe Communities and Ohio Occupational Therapists to promote the campaign through CarFit Events around the state. In 2020, the Strategic Highway Safety Plan was developed with new strategies to be implemented over the next 5 years. In 2022 and 2023, collaboration will continue with partners to move these strategies forward and combat older road user crashes.

Distracted Driving Task Force

Distracted Driving will continue to be a major initiative for the state. Traffic deaths in Ohio have risen six of the past seven years despite safer vehicle technology. This rise correlates with the widespread adoption of smart phone use, which we believe is a significant factor in traffic crashes – though underreported in Ohio crash data.

In 2021, Governor Mike DeWine worked with several members of the Ohio House to introduce House Bill (HB) 283. The legislation will modernize Ohio's texting law to require "Hands Free" use with primary enforcement. The bill would:

- Prohibit drivers from having physical contact with their phones or other wireless devices while driving or stopped in a lane of traffic.
- Prohibit drivers from surfing the internet and streaming video while driving – activities our phones couldn't do when Ohio passed legislation in 2012.
- Drivers must use voice commands or single-touch activation to make calls, text, use GPS or listen to music on mobile devices.
- Allows exceptions for emergency calls and emergency personnel, such as police and fire.
- Allows primary enforcement. An officer can pull you over, warn or cite drivers for violating the law.

Several hearings were held on the bill this year. The Governor's office and advocates for the bill are trying to secure passage of the bill before the legislative session ends in December.

ODOT District Offices are supporting the Governor's Distracted Driving Initiative and HB 283 by partnering with law enforcement agencies across the state to designate distracted driving corridors. There are 20 locations in the state with active enforcement. These corridors will be key in raising public awareness for distracted driving until the House reconvenes in the fall.

HSIP Scoring to Focus on Severity and Equity

In 2022, ODOT changed the scoring process for selecting projects to focus exclusively on severity. The department has modified the minimum threshold for applications from 10 crashes over three years to three crashes per year with 30% involving a fatality or injury. In addition, points for crash severity have been increased and points for crash frequency and congestion dramatically reduced.

ODOT has also added equity components to its application process. Projects in communities with higher levels of poverty will receive more points and more assistance in providing a local match. Equity scoring will be determined using census data. These communities typically have higher rates of fatalities and serious injuries than the population at large.

New Systemic Safety Program

In January 2022, ODOT launched a new systemic safety program focused on preventing pedestrian and roadway departure fatalities and serious injuries using FHWA identified proven safety countermeasures. Project sponsors requested up to $2 million for pedestrian and $5 million for roadway departure systemic improvements. The program is meant to encourage more safety applications focused on these two crash types, which are involved in about 60% of traffic deaths in Ohio each year.

The first round yielded a total of 44 applications, selecting 31 pedestrian and 13 roadway departure project totaling $81M.

Abbreviated Safety Applications to Focus on Severity

ODOT is changing the threshold for its low-cost, quick-hit abbreviated safety application process to focus exclusively on crashes with severity. Sponsors can submit applications for safety improvements that are $250,000 or less and construction only. ODOT will review the applications once every quarter.

Revising Statewide Speed and Design Setting Practices

ODOT is incorporating bicycles and pedestrians into the speed study process. This includes making the high presence of pedestrians and bicyclists criteria for lowering speeds and allowing agencies to use a 50th vs. 85th percentile speed to determine the posted speed limit.

ODOT is also finalizing a new multi-modal design guide that Ohio agencies can use. Designs that incorporate bike lanes, curb bump outs, reduced curb radii, and leading pedestrian intervals have been shown to reduce speed-related crashes and improve roadway safety for everyone.

Intersection-Related Revisions to the Traffic Engineering Manual

As part of the SHSP Intersection Action Plan, ODOT published a series of changes in the Traffic Engineering Manual (TEM) that could significantly improve intersection safety in the state. These changes include expanding the use of dilemma zone detection, supplemental signal heads and high-visibility crossings; and requiring lighting at any intersection with marked crossings to improve pedestrian conspicuity.

Increased Public and Stakeholder Engagement

<u>Freeway and Portable Message Signs</u>
Since 2015, Ohio has been using its Freeway and Portable Message Signs to post safety messages and the number of traffic deaths on Ohio roads. The state leverages the message boards with a bi-weekly email to SHSP stakeholders that encourages organizations to use and share the same coordinated message.

ODOT posts messages every other week, and the messages are synced to the communication calendar published by the National Highway Traffic Safety Administration. Messages are selected, and sometimes developed, by a committee from ODOT, the Ohio Department of Public Safety and Ohio State Highway Patrol.

In September 2017, Ohio launched a website to support this effort, which allows the public to develop and submit safety messages that support SHSP emphasis areas. The winners are selected by the statewide committee and publicized to further incentivize the effort and spread information. ODOT routinely works with the Public Information Office to promote the web site and solicit new ideas.

Increased Local Government Engagement

In late 2018, ODOT hired a full-time coordinator and kicked off a **Local Safety Assistance Program.** This program provides local governments and metropolitan planning organizations in the state the technical assistance and consultant support necessary for the development of County and Regional Safety Plans. These plans are helping local agencies identify and understand the safety issues occurring within their communities. They are helping identify priority safety locations to target investments. And they are outlining robust multi-disciplinary action plans aimed at addressing severe crashes and reducing fatalities.

So far, Ohio has initiated 75 safety studies or Road Safety Audits (RSAs), 12 regional or county safety plans, and 5 systemic safety improvement analyses for local governments.

Once a plan is completed, project sponsors can submit abbreviated, systemic, or formal safety applications for HSIP funds. Abbreviated safety applications can be submitted year-round for non-complex safety improvements that are $500,000 or less. Formal safety applications for higher dollar, more complex improvements can be submitted in April and September each year. Funding is available for all phases of project development. **So far, Ohio has funded more than 20 projects from the effort.**

Lastly, ODOT has received additional State Safety funds for State Fiscal Years 2020 and 2021. These additional funds were used along with the Federal HSIP funds to help advance more Safety programs and projects on Ohio's roadways.

The Pandemic’s Effect on Crash Trends

As Ohio emerges from the pandemic, we continue to see a troubling trend of risky behaviors that took root across the state during the pandemic when fewer drivers were on the road.

Last year, Ohio saw a decrease in seat belt use, and an increase in speeding, aggressive driving, distracted driving and the involvement of drugs and alcohol. These reckless behaviors were reflected in crash, telematics, observational and traffic count data.

While Ohioans drove about 7% less last year, statewide crash data shows that 1,356 people died, and 7,916 people were seriously injured representing a 10.2% increase in traffic deaths and 9.4% increase in serious injuries compared to 2020. Ohio’s fatality rate was 1.20, which was consistent with last year.

This rise in traffic deaths represents the seventh year out of eight that deaths have risen in Ohio, despite safer vehicle technology. While traditional factors such as seat belt use, alcohol and speed played a role, factors such as drugs, aggressive driving and electronic device distractions continue to compound these long-standing traffic safety problems to create a deadly mix.

While nearly every fatal crash type rose last year, some crash types rose higher than others. Traffic deaths involving Pedestrians (up 7%), Speed (up 13%), Unbelted Drivers and Passengers (up 14%), Intersections (up

28%), Commercial Motor Vehicles (up 51%), Work Zones (up 53%), and Bicycles (up 75%) were higher last year than the year before.

We have also documented higher speeds using observational data from Ohio's Traffic Management Center and speed information from more than 250 count locations statewide. Some of the data is illustrated in charts below.

In 2020, Ohio saw a 1% increase in motorists traveling over 85 MPH on freeways. While this increase seems small on the surface, it represents millions more drivers traveling at extreme speeds each month on Ohio freeways than before the pandemic.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

ODOT has established the Highway Safety Improvement Program to create a process which emphasizes safety of the traveling public by analyzing the crash statistics on Ohio's state and local highway system. The Department utilizes AASHTOWare Safety Analyst to identify intersections and highway sections with the potential for safety improvement. Each of the 12 District Safety Review Teams (DSRT) reviews these prioritized locations as part of a Safety Annual Work Plan (SAWP) and accepts the plan. In addition, the Districts perform safety studies to determine the contributing factors related to crashes at the locations. The DSRT strives to identify crash patterns and recommend countermeasures to reduce the severity and long-term average frequency of crashes.

Safety projects are not limited to the state highway system. Proposed local projects on public roads are also evaluated and prioritized to improve safety as outlined in the application and selection process. These projects are reviewed and approved by the DSRT.

Upon recommendation from the District Safety Review Teams, eligible projects are submitted to ODOT Central Office for funding consideration, and evaluated and prioritized based on uniform and objective criteria. Projects which contribute most to improving safety and reducing the severity and long-term average frequency of crashes are considered for funding and further development. Twice a year, a listing of all newly approved safety projects is produced.

The Highway Safety Improvement Program historically receives approximately $159 million annually of combined Federal and State funding. The actual level of funding designated for the program is determined by the Funds Management Committee and the Director, and is contingent on available state and federal revenues. The funding is used to implement countermeasures at identified crash locations on Ohio's roadways to ensure safety is the primary consideration in the design, development, and operation of this program.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- Other-Direct Sub-Allocation to CEAO
- Other-Pedestrian Safety Improvement Program
- Other-Ohio Township Sign Grant Program
- Other-Governor's Intersection Safety Program

- Other-Systemic Safety Improvements

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

Addressing Local Road Safety

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

Local governments can qualify for funding and technical assistance to address SHSP emphasis areas and prioritized safety locations through the HSIP programs administered by ODOT ($159M annually), the County Engineers Association ($12M annually) and the Ohio Local Technical Assistance Program (LTAP) ($2M).

Local Road Safety Initiative
To encourage local governments to apply for these funds and overcome capacity constraints at the local level, in 2018 ODOT's Highway Safety Program launched its Local Safety Assistance program. This program provides local governments and metropolitan planning organizations in the state the technical assistance and consultant support necessary for developing County and Regional Safety Plans, conducting safety studies/road safety audits, and developing systemic safety improvement projects

- **County & Regional Safety Plans** are helping local agencies identify and understand the safety issues occurring within their communities. They are helping identify priority safety locations to target investments and they are outlining robust multi-disciplinary action plans aimed at addressing severe crashes and reducing fatalities and identify available resources for implementation. ODOT's Local Safety Assistance Program is providing technical assistance to local agencies to complete plans in their respective region/county, and is also working on creating templates and tools for agencies to easily create their own scalable plans.
- **Safety Studies and Road Safety Audits** are almost always required to apply for HSIP funds within Ohio. Through ODOT's Local Safety Assistance Program, local agencies are provided with technical assistance to complete the studies necessary to apply for HSIP funds at no cost to them.
- **Systemic Safety Project Development** can be a challenge at the local level, whether that's conducting a systemic analysis to managing the construction process. ODOT's Highway Safety Program provides technical assistance on the development of these projects and is working to streamline the project delivery process.

CEAO Safety Program
ODOT also works with the Ohio County Engineers Association to administer a separate safety program ($12 million of HSIP funds) dedicated to making improvements on county-maintained roads. This funding can be used to make spot and systemic improvements tied to the SHSP. Applications are accepted once a year by CEAO and scored using criteria developed in conjunction with ODOT.

CEAO subdivides the $12 million in to several smaller funding categories. Each county is permitted to program eligible construction projects up to $5 million overall for spot safety improvements. In addition to spot safety improvements, CEAO provides up to $300,000 per county for each guardrail project, $150,000 per county for each pavement marking project, $75,000 per county for each raised pavement marker project, and $15,000 per county for curve signage upgrade projects.

Township Sign Grants
ODOT also sets aside $2M annually to upgrade safety-related signs on township roads. The grants are administered by LTAP.

This program was developed to address intersection and curve systematic signage upgrades for townships with a high number of severe crashes. The top 100 townships (for severe crashes) are invited to apply each

year. Funding is capped at $50,000 for any one township. Funding is provided at 100% so no local matching funds are required. Township or county forces install the signs at their own cost.

There are 1,308 townships in Ohio and 546 of these have participated and completed signage installations since 2015.

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

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Traffic Systems Management and Operations

Describe coordination with internal partners.

ODOT's Office of Program Management accepts applications – accompanied by safety studies – from ODOT District Offices and local governments twice a year. Applications must be submitted through the District Offices, which have a multi-disciplinary committee that reviews and approves them for Central Office consideration. Projects are then reviewed and selected for funding by the Safety Review Committee in Central Office, which includes expertise in safety, planning, geometric design, and traffic operations.

Priority is given to any project that improves safety at a roadway location with high frequency, severity and rate of crashes. Projects are scored based on:

- Expected Crash Frequency with a focus on Severity
- Ratio of Observed Fatal and Serious Injuries to Observed Total Crashes
- Relative Severity Index
- Equivalent Property Damage Only Index
- Location Equity Measure
- Highway Safety Improvement Program Funding Percentage

Funding awarded through the program is used to make traditional safety improvements at spot locations, such as intersections, and along sections or corridors throughout the state. Consideration is also given to lower-volume, lower-crash local roads with identified needs and cost-effective countermeasures.

Ohio's program also works collaboratively with other local, state and federal agencies to develop multi-agency safety initiatives through the Strategic Highway Safety Plan. These efforts allow ODOT to pair engineering expertise with education and enforcement initiatives that play a key role in reducing injuries and deaths.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Describe coordination with external partners.

SHSP Steering Committee
Ohio's SHSP Steering Committee represents the state's largest coordination effort with external partners. The committee includes members from 15 key safety organizations operating at the local, state and federal level including: Ohio County Engineers Association; Local Transportation Assistance Program, Ohio Association of Regional Councils (MPOs and RTPOs); Ohio Department of Public Safety; Ohio State Highway Patrol; Federal Highway Administration; Ohio State Highway Patrol; Federal Motor Carrier Administration; and Ohio Department of Health. These organizations then feed the information to a network of hundreds of other stakeholders who are getting more actively involved in the SHSP and helping to guide ODOT's HSIP efforts. In 2018, Ohio also added AAA to this committee's membership.

MPO/RTPO Safety Subcommittee
Ohio has developed a program with the state's MPOs and RTPOs to get more local governments involved in the HSIP. In 2017, Ohio formed a working group tasked with developing a process to provide more safety analysis assistance to local governments. Many MPOs and RTPOs publish prioritize safety lists, however, too few local governments use this analysis to conduct reviews, make recommendations and apply for HSIP funding. This collaborative project seeks to close that gap. In August 2018, the working group started the process of assigning consultants to MPOs and RTPOs to assist in this process and in 2021, the working group became a formal subcommittee of the Ohio Association of Regional Councils.

SHSP Task Forces and Committees
ODOT is currently managing three special task forces or committees that are reviewing, making recommendations and implementing strategies associated with preventing Pedestrian, Older Driver and Distracted Driving deaths. A fourth committee to review driver education curriculum and provide updated videos and training materials completed its work in February 2019. For the 2020 update of the SHSP, a CV/AV committee was formed to focus on…More detail can be found in the executive summary.

Local Safety Assistance Program

In late 2018, the Ohio Department of Transportation's Highway Safety Program kicked off its Local Safety Assistance program. This program provides local governments and metropolitan planning organizations in the state the technical assistance and consultant support around transportation safety issues and helps educate local governments on available HSIP resources and the SHSP. For more information on the Local Safety Assistance Program, see question 6.

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

In 2020, Ohio was first required to provide an HSIP Implementation Plan for not meeting federal safety targets. Ohio used this implementation plan to strive to meet these safety performance measure targets. Ohio was also required to complete a 2021 HSIP Implementation Plan.

Over the past year, ODOT has undertaken a comprehensive review of fatality and serious injury trends, historical HSIP expenditures and project performance, and we've identified gaps or deficiencies in our program to modify our Competitive Selection Process and develop a new set of Strategic Initiatives.

In addition, ODOT has identified several other actions for the HSIP:
1) Continue SHSP implementation of the action plans.
2) Continue to implement new HSIP scoring methodology for possible improvement, such as the incorporation of pedestrian and bicycle safety projects roadway departure projects focusing on systemic safety.
3) Continue to incorporate the results of the recently completed HSIP Project Evaluation study into the process

of evaluating HSIP projects and the HSIP at the program level.

These changes will set us on a path to reach our safety performance targets in subsequent years.

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

Program Administration: HSIP Administration Description

Ohio uses a focused approach to safety that targets resources based on the greatest need and greatest opportunity for improvements. We also promote the use of proven, cost-effective, systemic and systematic safety solutions that target critical, severe-crash types such roadway departure and intersections crashes. These focus areas are embodied in both the HSIP and the state's Strategic Highway Safety Plan.

We advanced the HSIP through the balanced deployment and implementation of a host of traditional spot safety investments and a host of systemic and systematic safety investments.

ODOT's Highway Safety Improvement Program and Safety Analyst Implementation

Each year, ODOT staff reviews the top safety locations in Ohio. Ohio was one of the first states in the country to fully implement AASHTOWare Safety Analyst and use it to prioritize safety locations across Ohio. Safety Analyst uses state-of-the-art statistical methodologies to identify roadway locations and safety improvements with the highest potential for reducing crashes. The software systems flag spot locations and road segments that have higher-than-predicted crash frequencies. It also flags locations for review based on crash severity. This methodology is more efficient and cost effective and will allow the department to study fewer locations yet address more crashes each year.

ODOT has developed eight priority lists based on rural and urban roadway types. The urban system covers all streets, roads, and highways located within incorporated areas with populations greater than 5,000. The suburban system is the network outside the incorporated area but still within the urban boundaries designated by the U.S. Census Bureau. The Bureau defines two types of urban areas based on population. Small urban areas are urban places with a population or 5,000 or more and not located within any urbanized area. An urbanized area is an area with a population of 50,000 or more. As might be expected, the rural functional classification system covers all other streets, roads, and highways that are not located within the boundaries of small urban and urbanized areas.

The priority lists are:

1. Rural Intersection Peak Searching Excess Locations: These locations were selected because they have a higher-than-predicted crash frequency for each intersection.
2. Rural Non-Freeway Peak Searching Excess Segment Locations: These locations were selected because they have a higher-than-predicted crash frequency for this roadway type. Only crashes indicated on the OH-1 crash report form as being non-intersection crashes were included in this analysis.
3. Rural Freeway Peak Searching Excess Locations: These locations were selected because they have a higher-than-predicted crash frequency for this roadway type or interchange location.
4. Urban Intersection Peak Searching Excess Locations: These locations were selected because they have a higher-than-predicted fatal and injury crash frequency for each intersection.
5. Urban Non-Freeway Peak Searching Excess Segment Locations: These locations were selected because they have a higher-than-predicted fatal and injury crash frequency for this roadway type. Only crashes indicated on the OH-1 crash report form as being non-intersection crashes were included in this analysis.

6. Urban Freeway Peak Searching Excess Locations: These locations were selected because they have a higher-than-predicted fatal and injury crash frequency for this roadway type or interchange location.
7. Suburban Intersection Peak Searching Excess Locations: These locations were selected because they have a higher-than-predicted fatal and injury crash frequency for each intersection.
8. Suburban Non-Freeway Peak Searching Excess Segment Locations: These locations were selected because they have a higher-than-predicted fatal and injury crash frequency for this roadway type. Only crashes indicated on the OH-1 crash report form as being non-intersection crashes were included in this analysis.

Highway Safety Improvement Program Abbreviated Application

In 2022, ODOT continued a process that was initialized in 2016 to implement low-cost safety improvements faster. These requests are less than $250,000 that are either standalone projects or existing projects located on a priority location. This is part of an initiative to make safety improvements on all programmed projects. Over the past two years, the number of abbreviated applications has doubled.

Systemic and Systematic Safety Program
ODOT spends approximately $15 million annually of its $159M program on systemic and systematic safety improvements. These are safety improvements that can be installed across hundreds of road miles for a relatively small public investment. Systematic safety improvements are low-cost improvements that are completed at similar locations to address a specific type of crash pattern. Systemic safety improvements are those improvements that are constructed system-wide to reduce the likelihood of a crash of occurring based on roadway features, traffic volumes or other features such as speed limit or land use type.

Examples of systemic and systematic project types are Curve Signing Upgrade, Edge Line Rumble Stripes, Cable Barrier, Signal Upgrade, Intersection Signing Upgrade, Wider Pavement Markings, and Guardrail End Treatment Upgrade Projects.

In 2022, ODOT's Highway Safety Program launched a Systemic Safety Application to focus on roadway departure and pedestrian safety improvements.

Safe Routes to School Program
ODOT uses $4 million from the Transportation Alternatives Program to fund Ohio's Safe Routes to School Program. Again, this is separate and in addition to the $159 million ODOT HSIP program. Funds can be used on any public roadway if the school has completed a School Travel Plan. The School Travel Plan outlines where investments should be made for a specific school district.

ODOT Sold $10M in Pedestrian Safety Improvements

Pedestrian deaths in Ohio have risen over 40% since 2013. To combat the problem, ODOT has dedicated $10M in funding this year to Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Toledo, and Youngstown to build pedestrian safety improvements at 390 locations statewide. The improvements include high visibility crosswalks, street lighting, signage, pedestrian signals and beacons, refuge median islands, curb ramps, and curb bump outs that shorten the walking distance for pedestrians.

ODOT chose these cities because they have the highest number of fatal and serious injury crashes involving pedestrians in the state. ODOT is also piloting a new project development process that bundles low-cost safety improvements and streamlines the environmental and construction process to design and begin construction within 18 months. Construction began in April 2021 in all eight cities. Three have been completed. This program has evolved into a formal application process where any local agency can apply for funding to implement similar systemic pedestrian safety projects.

Governor's Intersection Safety Program

Since the Governor's Intersection Safety Program was initiated in 2019, 61 projects have been completed, 44 are under construction this year, 35 are under development and 17 locations are being monitored.

The program was launched by the Governor in 2019 to prevent crashes at 150 rural, urban and suburban intersections. Each year, about 37% of all fatal and serious injuries occur at Ohio intersections.

Funding is being used to make a range of safety improvements including upgrading signals, pavement markings and signs, installing turn lanes and high visibility pedestrian crossings, and building roundabouts. In total, the program represents a $405M investment through 2024.

Other Programs
Small portions of ODOT's state funding are used for work zone enforcement, sobriety checkpoints, and other educational opportunities (Federal HSIP funding is no longer available for education or enforcement activities). Although money is not specifically set aside for the High-Risk Rural Roads Program (HRRR) in Ohio at this time, we still encourage agencies to apply for funding through our traditional application process. Any projects that are prioritized based on the HRRR Program are funded through the ODOT's HSIP Program ($159 million).

ODOT also combines HSIP funding with other funding sources (such as MPO and Ohio Rail Development Commission (ORDC)) to make safety improvements.

Program Methodology

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

Yes
See Program Methodology Attachments for HSIP Procedure Manual

Select the programs that are administered under the HSIP.

- Low-Cost Spot Improvements
- Pedestrian Safety
- Sign Replacement And Improvement
- Other-State HSIP Program
- Other-CEAO HSIP Program
- Other-Systemic Program

Program: Low-Cost Spot Improvements

Date of Program Methodology:5/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:3
Cost Effectiveness:2

Program: Pedestrian Safety

Date of Program Methodology:10/1/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- Fatal and serious injury crashes only
- Functional classification

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Priority Based

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Sign Replacement And Improvement

Date of Program Methodology:12/1/2012

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Population
- Lane miles

Roadway

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Priority Based

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

Rank of Priority Consideration

Available funding:1

Program: Other-State HSIP Program

Date of Program Methodology:3/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Traffic • Volume	

What project identification methodology was used for this program?

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

- Other-(Total Fatal and Serious Injuries) / Total Crashes
- Other-Volume to Capacity Ratio
- Relative severity index

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:3
Cost Effectiveness:2

Program: Other-CEAO HSIP Program

Date of Program Methodology:7/1/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Traffic	• Other-Rural County Highway System

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Equivalent property damage only (EPDO Crash frequency)
- Other-Amount of Funding Requested
- Relative severity index

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:3
Cost Effectiveness:2

Program: Other-Systemic Program

Date of Program Methodology:1/1/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Roadside features
- Other-Pedestrian Safety

What project identification methodology was used for this program?

- Other-FHWA Proven Safety Countermeasures

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:3
Cost Effectiveness:2
Other-Countermeasure Selection:1
In January 2022, ODOT's Highway Safety Program began accepting project applications that focus on preventing injuries resulting from pedestrian and roadway departure crashes through systemic infrastructure improvements. Systemic improvements are meant to be proactive and widely implemented based on roadway features that have been associated with specific crash types. FHWA has identified a range of proven countermeasures that prevent pedestrian and roadway departure crashes, and ODOT wants to encourage project applications that focus on the implementation of these improvements.

What percentage of HSIP funds address systemic improvements?

41.4

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

- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Rumble Strips
- Traffic Control Device Rehabilitation
- Upgrade Guard Rails
- Wrong way driving treatments

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

ODOT safety program staff participate in bi monthly meetings with the Autonomous Vehicle, Connected Vehicle and Transportation Systems Management & Operations (AV/CV TSMO) Group. Additionally, the Ohio HSIP Program has been supportive in ITS technologies and AV/CV is included in the 2020 SHSP. Example projects include the following: Freeway queue warning system with driver messages, freeway camera monitoring equipment, and ramp wrong way driver alert systems.

Safety program and DriveOhio met to discuss current crash trends and related vehicle and infrastructure technology. The safety program provided crash trends related to several technologies to aid in the prioritization for deployment.

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

Yes

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

Ohio uses AASHTOWare Safety Analyst (Safety Analyst) to prioritize the roadway network within the state. Safety Analyst faithfully implements Part B of the Highway Safety Manual (HSM).

All projects submitting for State HSIP Program funds are required to complete a Part C analysis included in the HSM. Additionally, ODOT has developed policy guidance to implement HSM for all projects. The level of analysis varies depending on the complexity of the project. For smaller projects, basic crash analysis is required. This includes identifying if the location is a priority location and reviewing general observed crash trends. For larger projects, Part C analysis is added as a requirement to understand the change in long term crash frequency.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$104,793,606	$104,312,106	99.54%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$28,835,398	$28,835,398	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$147,792,167	$83,023,451	56.18%
State and Local Funds	$103,491,064	$63,191,012	61.06%
Totals	$384,912,235	$279,361,967	72.58%

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

35%

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

35%

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

6%

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

6%

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

0%

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

0%

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

For FFY 2021, Ohio has obligated approximately 99.54%. ODOT's safety program is making great progress working with our SHSP partners to advance the HSIP and help reduce fatal and serious injury crashes in Ohio.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
111379 - HAN SR 15/CR 180 19.56/0.21	Access management	Change in access - close or restrict existing access	1	Intersections	$286200	$286200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,401	65	County Highway Agency	Spot	Intersections	Remove at grade intersection to reduce angle crashes
80192 - MAH 680/164 Interchange Part 1	Interchange design	Convert at-grade intersection to interchange	1	Interchanges	$175450	$175450	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	9,108	65	State Highway Agency	Spot	Intersections	Construct new interchange to reduce crashes related to turnpike traffic and trip generators
98585 - POR Tallmadge Rd (CR 18)	Interchange design	Interchange design - other	1	Interchanges	$60204	$461562	State and Local Funds	Urban	Principal Arterial-Interstate	59,899	65	County Highway Agency	Spot	Intersections	Interchange improvements to reduce angle and rear end crashes
101402 - SUM 76/77 Central Interchange	Interchange design	Interchange design - other	7	Ramps	$1490000	$1599196	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	131,637	60	State Highway Agency	Spot	Intersections	Improve interchange configuration to reduce rear end and sideswipe crashes
106411 - HAM IR 275 28.29 - Part 1	Interchange design	Interchange design - other	1	Interchanges	$340116	$340116	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	109,393	60	State Highway Agency	Spot	Intersections	Interchange improvements to reduce angle and rear end crashes
106471 - FRA/DEL-71-27.77/0.00	Interchange design	Acceleration / deceleration / merge lane	3	Miles	$5530000	$6446806	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	157,923	65	State Highway Agency	Spot	Intersections	Install auxiliary lane to reduce sideswipe passing and rear end crashes
106747 - RIC SR 0309 08.10	Interchange design	Interchange design - other	2	Ramps	$6752	$6752	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,387	50	City or Municipal Highway Agency	Spot	Intersections	Remove slip ramps and replace with right turn lanes to reduce rear end and angle crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
108480 - CUY IR 480 14.57 Auxiliary Lane	Interchange design	Acceleration / deceleration / merge lane	0.6	Miles	$1182798	$1193899	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	142,266	60	State Highway Agency	Spot	Intersections	Install auxiliary lane to reduce sideswipe passing and rear end crashes
109520 - TRU SR 0046 07.81	Interchange design	Interchange design - other	1	Interchanges	$372364	$487905	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,422	40	State Highway Agency	Spot	Intersections	Construct a diverging diamond interchange to reduce rear end and angle crashes
92789 - HIG CR 5 14.29 & SR 73 15.15	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$203882	$229146	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,117	55	County Highway Agency	Spot	Intersections	Widen intersection to reduce fixed object crashes
92953 - MED SR 0018 12.99	Intersection geometry	Add/modify auxiliary lanes	2.1	Miles	$17946	$3607131	State and Local Funds	Urban	Principal Arterial-Other	27,350	40	State Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes
94123 - SUM/WAY SR 21/585 0.00/VAR	Intersection geometry	Intersection geometry - other	1	Intersections	$1393776	$6092481	State and Local Funds	Urban	Principal Arterial-Interstate	62,621	65	State Highway Agency	Spot	Intersections	Install RCUT (among other improvements) to reduce rear end crashes
96346 - STA US 0062 24.90	Intersection geometry	Intersection realignment	1	Intersections	$192826	$192826	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	47,327	55	State Highway Agency	Spot	Intersections	Remove skewed intersection by constructing two separate intersections to reduce rear end crashes
99204 - PIK CR 66 4.36	Intersection geometry	Add/modify auxiliary lanes	0.89	Miles	$15926	$95823	HSIP (23 U.S.C. 148)	Rural	Minor Collector	947	0	County Highway Agency	Spot	Roadway Departure	Repair the slip lane to reduce fixed object crashes
100471 - STA SR 0241 09.71	Intersection geometry	Add/modify auxiliary lanes	4	Intersections	$877680	$877680	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,466	40	City or Municipal Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
102108 - ASD US 0030 00.11	Intersection geometry	Intersection geometry - other	1	Intersections	$190000	$215079	State and Local Funds	Urban	Principal Arterial-Other	16,195	60	State Highway Agency	Spot	Intersections	Construct restricted crossing u turns to reduce angle crashes
102204 - POR SR 0044 07.71	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$228475	$745414	State and Local Funds	Urban	Minor Arterial	15,042	40	State Highway Agency	Spot	Intersections	Construct right turn lanes to reduce rear end crashes
102234 - POR SR 0014 03.65	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$505534	$505534	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,033	50	City or Municipal Highway Agency	Spot	Intersections	Add TWLTL to reduce intersection crashes
102520 - LOR IR 0090 20.55	Intersection geometry	Add/modify auxiliary lanes	2	Intersections	$139113	$139113	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	82,565	65	State Highway Agency	Spot	Intersections	Construct left turn lanes to reduce rear end crashes and queuing onto the freeway
103718 - STA US 0030 32.12	Intersection geometry	Intersection geometry - other	1	Intersections	$909054	$923053	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,563	25	State Highway Agency	Spot	Intersections	Realignment of intersection approaches to reduce angle and left turn crashes
103744 - WOO US 20 8.87 Turn Lane Sfty	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$17842	$40261	State and Local Funds	Urban	Principal Arterial-Other	14,402	55	State Highway Agency	Spot	Intersections	Construct left turn lanes to reduce left turn, angle and rear end crashes
103754 - BUT IR 75 5.35	Intersection geometry	Add/modify auxiliary lanes	3	Intersections	$168789	$168789	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	135,667	65	County Highway Agency	Spot	Intersections	Construct an additional left turn lane to reduce rear end crashes and improve ramp storage capacity
106107 - CUY SR 175 13.31 Safety	Intersection geometry	Intersection geometry - other	3	Intersections	$110176	$114039	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	15,086	35	State Highway Agency	Spot	Intersections	Remove slip ramps and upgrade traffic signal to reduce rear end crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
106261 - GEA US 322 07.78 Safety	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$126000	$218442	State and Local Funds	Rural	Minor Arterial	9,400	45	State Highway Agency	Spot	Intersections	Construct left turn lanes to reduce left turn, angle and rear end crashes
106406 - FRA-104-4.43	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$55800	$144987	State and Local Funds	Urban	Minor Arterial	11,281	55	State Highway Agency	Spot	Intersections	Construct left turn lanes to reduce left turn, angle and rear end crashes
106416 - POR SR 0043 18.23	Intersection geometry	Add/modify auxiliary lanes	1.5	Miles	$100445	$100445	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,564	35	City or Municipal Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes
106981 - WAR US 22 7.12	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$100000	$100000	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	12,337	55	State Highway Agency	Spot	Intersections	Construct left turn lanes to reduce left turn, angle and rear end crashes
108084 - SUM Portage Trail Ext.	Intersection geometry	Add/modify auxiliary lanes	0.78	Miles	$485000	$655144	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,880	35	City or Municipal Highway Agency	Spot	Intersections	Add TWLTL to reduce intersection crashes
108470 - FAI TR 201 01.10	Intersection geometry	Add/modify auxiliary lanes	2	Intersections	$437890	$437890	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,253	35	City or Municipal Highway Agency	Spot	Intersections	Construct left turn lanes to reduce left turn, angle and rear end crashes
108640 - GRE US 42 3.15	Intersection geometry	Intersection geometry - other	1	Intersections	$1735047	$1896778	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	9,636	60	State Highway Agency	Spot	Intersections	Construct restricted crossing u turns to reduce speed related crashes
108742 - MAH CR32 18.11 (W Reserve TWLTL)	Intersection geometry	Add/modify auxiliary lanes	1.5	Miles	$682480	$682480	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,218	0	County Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes
109014 - FRA-70-21.33	Intersection geometry	Intersection geometry - other	1	Intersections	$150000	$408356	State and Local Funds	Urban	Principal Arterial-Other	36,283	50	State Highway Agency	Spot	Intersections	Removal of local street intersection with interstate ramp to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															angle and rear end crashes
109357 - CLE SR 28 1.76	Intersection geometry	Intersection geometry - other	1	Intersections	$323436	$489666	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	48,125	55	State Highway Agency	Spot	Intersections	Construct a superstreet intersection to reduce rear end and angle crashes
109362 - WYA US 23 0.04	Intersection geometry	Intersection geometry - other	7	Intersections	$279000	$355952	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,902	65	State Highway Agency	Spot	Intersections	Construct restricted crossing u turns to reduce angle crashes
109596 - LUC SR 2 22.51 Navr & Coy Int.	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$150476	$1251569	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,521	40	City or Municipal Highway Agency	Spot	Intersections	Add right turn lane to reduce intersection crashes
109917 - SCI US 23 5.49 Safety	Intersection geometry	Intersection geometry - other	1	Intersections	$98055	$98055	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,696	55	State Highway Agency	Spot	Intersections	Intersection improvements to reduce rear end crashes
110853 - ASD US 0030 10.28	Intersection geometry	Intersection geometry - other	1	Intersections	$10000	$10000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,287	60	State Highway Agency	Spot	Intersections	Construct restricted crossing u turns to reduce angle crashes
110861 - LIC US 62 03.64	Intersection geometry	Add/modify auxiliary lanes	0.3	Miles	$337500	$346449	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	16,759	35	State Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes
110876 - WAY US 0030 20.15	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$198000	$198000	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	22,773	55	State Highway Agency	Spot	Intersections	Construct right turn lanes to reduce rear end crashes
112179 - SHE-47-13.97	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$80322	$92047	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,923	35	City or Municipal Highway Agency	Spot	Intersections	Construct right turn lane to reduce angle and rear end crashes
112329 - SCI-SR 73-21.00 Safety	Intersection geometry	Add/modify auxiliary lanes	0.9	Miles	$258420	$287133	HSIP (23 U.S.C. 148)	Urban	Minor Collector	8,498	55	State Highway Agency	Spot	Intersections	Construct two way left turn lane to reduce rear end crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
99420 - FRA CR 505 02.65	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$39577	$39577	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,796	40	City or Municipal Highway Agency	Spot	Intersections	Modify lane assignments and reconstruct traffic signal to reduce rear end crashes
100327 - MAH TR 1698 Maple Ave YSRR	Intersection traffic control	Modify control – other	1	Intersections	$302353	$313528	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	Railroad	Spot	Intersections	Adapt intersection to railroad timing to reduce train crashes
101787 - FRA CR 15 (Livingston) at James	Intersection traffic control	Modify traffic signal –other	1	Intersections	$348627	$358159	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,755	0	City or Municipal Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce rear end crashes
102028 - MED SR 0018 15.99	Intersection traffic control	Modify traffic signal – modernization/replacement	6	Intersections	$612000	$1046344	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,917	55	State Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce rear end crashes
102059 - BUT SR 73 13.05	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3122788	$3559615	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	6,363	55	State Highway Agency	Spot	Intersections	Construct Roundabout to reduce angle crashes
102809 - COL US 30 8.860	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$35000	$35000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,056	35	State Highway Agency	Spot	Intersections	Update signal to reduce intersection crashes
103120 - MED SR 0003 14.95	Intersection traffic control	Modify traffic signal –other	1	Intersections	$43000	$43000	State and Local Funds	Urban	Minor Arterial	16,846	55	State Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce rear end crashes
103790 - MOT SR 725/741 14.85/2.93	Intersection traffic control	Intersection signing – add basic advance warning	1	Intersections	$414216	$492455	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,320	55	State Highway Agency	Spot	Intersections	Install overhead signage to reduce rear end crashes
104623 - DEL SR 61 4.71 (at Wilson Rd)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$292500	$424292	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,511	55	State Highway Agency	Spot	Intersections	Roundabout to reduce angle crashes
104739 - STA CR 0228 08.32 Portage St	Intersection traffic control	Modify traffic signal – modernization/replacement	7	Intersections	$329840	$583561	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,688	45	County Highway Agency	Spot	Intersections	Upgrade existing signal hardware to

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															reduce rear end crashes
106927 - BRO US 68 44.48 Safety	Intersection traffic control	Modify traffic signal –other	1	Intersections	$20483	$20483	State and Local Funds	Rural	Minor Arterial	3,007	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
107070 - MED SR 0003 09.04	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$236424	$384112	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,117	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce rear end crashes
107130 - HAM CR 284 1.33	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$99030	$119632	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,045	0	City or Municipal Highway Agency	Spot	Intersections	Construct roundabout to reduce angle crashes
107240 - FRA CR 14 (Refugee) 1.99	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$76802	$76802	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	11,080	0	City or Municipal Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce rear end crashes
107544 - PIK Market Street NS	Intersection traffic control	Intersection signing –other	1	Intersections	$9750	$155545	State and Local Funds	N/A	N/A	0	0	Railroad	Spot	Intersections	Intersection flashers to reduce intersection crashes
107578 - MED SR 0057 01.48	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$83958	$251544	State and Local Funds	Urban	Minor Arterial	12,272	55	City or Municipal Highway Agency	Spot	Intersections	Roundabout to reduce intersection crashes
108341 - WAS SR 7 7.250	Intersection traffic control	Modify traffic signal –other	3	Intersections	$210510	$244630	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,254	50	City or Municipal Highway Agency	Systemic	Intersections	Install advanced signal detection throughout corridor to reduce rear end crashes
108798 - JEF CR 2 2.54	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$266520	$266520	HSIP (23 U.S.C. 148)	Urban	Minor Collector	4,120	0	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments signal upgrade to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
109086 - WAR SR 48 Signal Retiming	Intersection traffic control	Modify traffic signal timing – general retiming	6	Intersections	$357	$28492	State and Local Funds	Urban	Principal Arterial-Other	18,056	55	State Highway Agency	Spot	Intersections	Studying and retiming intersection to reduce intersection crashes
109088 - CLE-28 Signal Retiming	Intersection traffic control	Modify traffic signal timing – general retiming	7	Intersections	$34174	$34174	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	36,305	45	State Highway Agency	Systemic	Intersections	Studying and retiming intersection to reduce intersection crashes
109436 - MOT IR 75 9.53	Intersection traffic control	Modify traffic signal – modernization/replacement	4	Intersections	$25241	$86035	State and Local Funds	Urban	Principal Arterial-Interstate	107,759	65	State Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce rear end crashes
109455 - LOR SR 0083 02.55	Intersection traffic control	Modify control – Modern Roundabout	2	Intersections	$89672	$110663	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,053	55	State Highway Agency	Spot	Intersections	Construct two roundabouts to reduce angle crashes
109550 - MAR-98-6.22 (at SR 529)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$225000	$372384	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,710	55	State Highway Agency	Spot	Intersections	Roundabout to reduce angle crashes
109637 - OTT SR 163 33.85 Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$130796	$130796	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	8,217	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
110219 - PIK US 23 & Market Street Signal	Intersection traffic control	Modify traffic signal –other	1	Intersections	$57896	$57896	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,746	60	Railroad	Spot	Intersections	Intersection improvments to reduce intersection crashes
110466 - BUT US 127 16.56	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$45700	$54120	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,287	55	State Highway Agency	Spot	Intersections	Roundabout to reduce intersection crashes
110473 - SCI US 23 11.43 Safety	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$18909	$19099	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,696	35	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110481 - HOL US 62 19.650	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$59517	$59517	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,694	35	State Highway Agency	Spot	Intersections	Upgrade existing signal hardware to

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															reduce rear end, sideswipe-passing, and angle crashes
110511 - MRG SR 60 11.720	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$178200	$232044	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,713	25	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110589 - TRU US 0062 07.47	Intersection traffic control	Intersection traffic control - other	1	Intersections	$30000	$75000	State and Local Funds	Urban	Principal Arterial-Other	10,649	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110898 - ERI SR 0004 04.65	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$319500	$319500	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	12,697	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce rear end crashes
111728 - SUM CR 0029 05.72 (Fishcreek)	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$58302	$152854	State and Local Funds	Urban	Minor Arterial	14,999	0	City or Municipal Highway Agency	Spot	Intersections	Upgrade existing signal hardware to reduce angle and rear end crashes
111842 - HAM CR 101 13.63	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$119886	$119886	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0	0	City or Municipal Highway Agency	Spot	Intersections	Construct roundabout to reduce angle crashes
112452 - VIN SR 56 3.020	Intersection traffic control	Intersection flashers –sign-mounted or overhead	1	Intersections	$174087	$174087	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,111	55	State Highway Agency	Spot	Intersections	Upgrade intersection flashers to reduce intersection crashes
113447 - MOT-Woodman-Burkhardt Signal	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$34850	$34850	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	City or Municipal Highway Agency	Spot	Intersections	Upgrade intersection signals to reduce intersection crashes
106570 - KNO Parrot St. CUOH	Lighting	Lighting - other	1	Interchanges	$28443	$52768	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Roadway Departure	Improve lighting to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
106287 - CLA SR 72 6.83	Miscellaneous	Transportation safety planning	1	Study	$245000	$260049	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,300	35	City or Municipal Highway Agency	Study	Data	Safety study to understand how to reduce intersection and pedestrian crashes
107520 - MOT SR 48 N Main Street Study	Miscellaneous	Road safety audits	1	Study	$75000	$76711	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,359	35	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
108072 - STW Safety Program Training	Miscellaneous	Training and workforce development	1	Training	$110000	$118126	HSIP (23 U.S.C. 148)	N/A	Multiple/Varies	0	0	State Highway Agency	Study	Data	Safety course development for career professionals
108841 - MUS CR 2004 00.00	Miscellaneous	Transportation safety planning	1	Study	$19726	$19726	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	10,154	25	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
109051 - LOR Safety Study	Miscellaneous	Transportation safety planning	1	Study	$2000	$54142	State and Local Funds	Urban	Principal Arterial-Other	25,347	65	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
109424 - COL CR 410 2.890	Miscellaneous	Transportation safety planning	1	Study	$28868	$28868	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	0	0	County Highway Agency	Study	Data	Safety study to understand how to reduce crashes
110515 - STW 2020 CEAO Safety Studies	Miscellaneous	Transportation safety planning	1	Study	$675000	$928899	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
110968 - HAM SR 561- Safety Study LSA	Miscellaneous	Transportation safety planning	1	Study	$26940	$29866	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,878	35	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
110972 - SUM CR 111 Safety Study LSA	Miscellaneous	Road safety audits	1	Study	$39715	$39715	HSIP (23 U.S.C. 148)	Urban	Minor Collector	14,307	0	State Highway Agency	Study	Data	Road Safety Audit to identify contributing factors leading to crashes
111114 - MOT-CR-74-6.05/7.39	Miscellaneous	Transportation safety planning	1	Study	$41997	$41997	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,400	45	State Highway Agency	Study	Data	Safety study to identify contributing

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															factors leading to crashes
111387 - HAM CR 457 Ped Safety Study	Miscellaneous	Transportation safety planning	1	Study	$35714	$35714	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,415	35	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
111658 - HAM IR 75 16.77	Miscellaneous	Transportation safety planning	1	Study	$270000	$270000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	150,454	65	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
113248 - STW Annual Safety Study 2	Miscellaneous	Transportation safety planning	1	Study	$450000	$569562	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	49,500	55	State Highway Agency	Study	Data	Safety study to identify contributing factors leading to crashes
90289 - MOT SR 741 3.62	Pedestrians and bicyclists	Install sidewalk	0.9	Miles	$222142	$3663975	State and Local Funds	Urban	Principal Arterial-Other	26,349	45	State Highway Agency	Systemic	Pedestrians	Install sidewalks and curb ramps.
100927 - FRA SR 317 12.96 (Hamilton)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$9953	$9953	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,313	50	City or Municipal Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
103776 - BRO-52-19.99	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.09	Miles	$141345	$142769	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,291	35	City or Municipal Highway Agency	Systemic	Bicyclists	Finish bike path to reduce bike related crashes
105034 - D03 SRTS Perkins Township Inf	Pedestrians and bicyclists	Install new crosswalk	0.738	Miles	$25000	$155441	State and Local Funds	Urban	Minor Collector	5,366	45	Town or Township Highway Agency	Spot	Pedestrians	Install sidewalk to reduce pedestrian crashes
106258 - RIC SR 0061 06.38 (Gamble St)	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$229418	$229418	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	5,756	35	City or Municipal Highway Agency	Spot	Pedestrians	Upgrage pedestrian crossing signals to reduce pedestrian crashes
106404 - HAM US 27 10.39	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$480618	$480618	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,372	35	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															pedestrian crashes
109347 - POR CR 0502 00.180 (N Water St)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$54972	$1295512	State and Local Funds	Urban	Minor Arterial	10,072	25	City or Municipal Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
109641 - HEN SR 109 21.06 RRFB Libry Cntr	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$42829	$42829	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,672	35	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
110840 - HAS Country Club Rd Sidewalks	Pedestrians and bicyclists	Install sidewalk	0.36	Miles	$96778	$96778	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0	0	City or Municipal Highway Agency	Spot	Pedestrians	Install sidewalks to reduce pedestrian crashes
113269 - LUC Toledo Ped Safety Impv	Pedestrians and bicyclists	Pedestrians and bicyclists – other	70	Intersections	$151852	$151852	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,554	45	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113274 - MOT-Dayton-PSIP-FY2021	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$117567	$117567	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	34,873	55	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113278 - D04 PSIP Phase 2	Pedestrians and bicyclists	Pedestrians and bicyclists – other	3	Intersections	$247716	$260682	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	26,939	65	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113293 - FRA-Columbus-PSIP-FY2021	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$187048	$187048	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,146	35	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113330 - CUY Cleveland PSIP	Pedestrians and bicyclists	Pedestrians and bicyclists – other	62	Intersections	$266911	$266911	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,500	35	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113528 - HAM Cincinnati PSIP FY21	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$231431	$243970	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,467	35	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
96929 - MAR SR 4 Main Street (main)CSX	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$41453	$41453	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Update signal to reduce to ruduce train crashes
103626 - DEL US 36 11.03	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$1690000	$1694313	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,544	55	City or Municipal Highway Agency	Spot	Railroad	Improve railroad overpass clearance height to reduce fixed object crashes
106422 - CUY W. Grace St NS/WLE/CCRL	Railroad grade crossings	Railroad grade crossings - other	1	Intersections	$416461	$416461	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve lighting to train object crashes
106855 - STA SR 225 Union Ave NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$156949	$156949	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Update RR crossing sign to reduce train crashes
110545 - LUC Hill Ave NS	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$303000	$432533	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Install warning devices to reduce train crashes
110976 - CLA Spgfld, N.Burnett/Columbus	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$286743	$286743	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,851	55	City or Municipal Highway Agency	Spot	Intersections	Install warning devices to reduce train crashes
111178 - HAN TR 25 Baker Rd CSX	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$124000	$330000	State and Local Funds	N/A	N/A	0	0	Railroad	Spot	Intersections	Install flashing lights to reduce train crashes
113599 - ATB Main & W 48th St Signal NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$52000	$83677	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,729	25	Railroad	Spot	Intersections	Upgrade intersection signals to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															intersection crashes
99878 - LIC CR VAR GR FY2019	Roadside	Barrier- metal	1.36	Miles	$292913	$292913	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,068	0	County Highway Agency	Systemic	Roadway Departure	Create guard rails to reduce fixed object crashes
104045 - HOL VAR GR Phase 9	Roadside	Barrier- metal	24.308	Miles	$388677	$388677	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,515	45	County Highway Agency	Systemic	Roadway Departure	Create/Improve guard rails to reduce fixed object crashes
104615 - SHE SR 47 14.51	Roadside	Barrier- metal	0.82	Miles	$847872	$2230171	State and Local Funds	Urban	Minor Arterial	18,923	35	City or Municipal Highway Agency	Spot	Roadway Departure	Signal upgrade and guardrail replacements to reduce cross-median crashes
106419 - D03 GR FY2019 NHS	Roadside	Barrier end treatments (crash cushions, terminals)	2.926	Miles	$600	$237655	State and Local Funds	Urban	Principal Arterial-Other	33,768	65	State Highway Agency	Systemic	Roadway Departure	Replacement of Type A guardrail end treatments to reduce fixed object crashes
107377 - COL VAR GR Phase 3	Roadside	Barrier- metal	8.6	Miles	$282282	$300000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,979	0	County Highway Agency	Systemic	Roadway Departure	Create/Improve guard rails to reduce fixed object crashes
110864 - LIC/KNO FY 20 Guardrail	Roadside	Barrier end treatments (crash cushions, terminals)	32	Numbers	$138006	$139402	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other Freeways & Expressways	37,603	60	State Highway Agency	Systemic	Roadway Departure	Replacement of Type A guardrail end treatments to reduce fixed object crashes
111157 - CUY/LAK GR FY2020 Safety	Roadside	Barrier- metal	34	Locations	$541830	$541830	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,331	45	State Highway Agency	Systemic	Roadway Departure	Create/Improve guard rails to reduce fixed object crashes
112968 - FRA-161-18.63 Cable Barrier	Roadside	Barrier – cable	4.51	Miles	$24231	$24231	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	City or Municipal Highway Agency	Systemic	Roadway Departure	Install cable barrier to reduce fixed object crashes
92012 - LAW 52, 7, & 527	Roadway	Pavement surface - other	7.24	Miles	$2000	$4373558	State and Local Funds	Urban	Principal Arterial-Other Freeways & Expressways	30,659	55	State Highway Agency	Systemic	Roadway Departure	Improve roadway surface to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
94401 - RIC SR 0039 05.86	Roadway	Pavement surface – high friction surface	7.29	Miles	$4283	$221170	State and Local Funds	Urban	Principal Arterial-Other	13,242	55	State Highway Agency	Spot	Roadway Departure	Install high friction resurface treatment to reduce fixed object crashes
95722 - WOO SR 25 15.82 Resurf	Roadway	Rumble strips – center	4.43	Miles	$58491	$1988310	State and Local Funds	Urban	Minor Arterial	14,587	60	State Highway Agency	Systemic	Roadway Departure	Install centerline rumble strips to reduce head on crashes
95801 - WOO US 6 5.04 Resurf	Roadway	Pavement surface - other	6.688	Miles	$67914	$3008877	State and Local Funds	Urban	Principal Arterial-Other	7,517	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing roadway to reduce fixed object crashes
96533 - BUT/PRE GPS FY2019	Roadway	Rumble strips – center	7.18	Miles	$2000	$1498052	State and Local Funds	Urban	Principal Arterial-Other	4,717	55	State Highway Agency	Systemic	Roadway Departure	Install centerline rumble strips to reduce head on crashes
98383 - STA SR 43/VAR 12.70/VAR	Roadway	Rumble strips – center	6.66	Miles	$10300	$2368645	State and Local Funds	Urban	Principal Arterial-Interstate	93,915	55	State Highway Agency	Systemic	Roadway Departure	Install centerline rumble strips to reduce head on crashes
98469 - PUT/HAN/HAR US 224/SR 31/65-Var.	Roadway	Rumble strips – center	24.5	Miles	$52029	$2138897	State and Local Funds	Urban	Minor Arterial	6,616	55	State Highway Agency	Systemic	Roadway Departure	Install centerline rumble stripes to reduce head on crashes
99681 - GEA SR 044 13.15	Roadway	Rumble strips – center	3.42	Miles	$48441	$842706	State and Local Funds	Urban	Principal Arterial-Other	10,004	55	State Highway Agency	Systemic	Roadway Departure	Install centerline rumble stripes to reduce head on crashes
100504 - HIG US 62 10.38	Roadway	Pavement surface - other	2.94	Miles	$13284	$989813	State and Local Funds	Urban	Minor Arterial	4,624	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing overlay roadway to reduce fixed object crashes
101359 - LOR US 0020 19.40	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Lanes	$55089	$1335554	State and Local Funds	Urban	Principal Arterial-Other	31,334	50	State Highway Agency	Spot	Bicyclists	Perform a road diet to reduce bicycle crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
103703 - CRA SR 0019 00.00	Roadway	Pavement surface - other	4.477	Miles	$4860	$1499464	State and Local Funds	Urban	Principal Arterial-Other	4,734	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing roadway to reduce fixed object crashes
104428 - WOO CR 107 1.73 Oregon Rd	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	2.9	Miles	$311203	$311203	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,438	45	County Highway Agency	Spot	Bicyclists	Perform a road diet to reduce bicycle crashes
107118 - DEL US 23 11.43	Roadway	Pavement surface - other	1.25	Miles	$15483	$15483	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	37,650	55	City or Municipal Highway Agency	Systemic	Roadway Departure	Resurfacing roadway to reduce fixed object crashes
107431 - MER CR 10 7.26 (Watkins Road)	Roadway	Roadway widening - add lane(s) along segment	1.082	Miles	$3803	$8274	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	269	45	County Highway Agency	Systemic	Roadway Departure	Widening the roadway to reduce fixed object crashes
109232 - MED SR 0003 15.05	Roadway	Pavement surface - other	2.79	Miles	$4891441	$4891441	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	20,941	55	State Highway Agency	Systemic	Roadway Departure	Pavement replacement and lane modifications to reduce fixed object crashes.
112038 - GRE SR 72 8.71	Roadway	Rumble strips – edge or shoulder	5.77	Miles	$540000	$540000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,806	55	State Highway Agency	Systemic	Roadway Departure	Install centerline and edgeline rumble stripes to reduce fixed object crashes
97947 - MUS PM FY 2019	Roadway delineation	Longitudinal pavement markings – new	27.671	Miles	$147790	$147790	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	2,595	55	County Highway Agency	Systemic	Lane Departure	Create/Improve pavement markings to reduce sideswipe crashes
100543 - CHP CR VAR PM FY19	Roadway delineation	Longitudinal pavement markings - remarking	79.495	Miles	$91506	$91506	HSIP (23 U.S.C. 148)	Urban	Minor Collector	5,812	45	County Highway Agency	Systemic	Roadway Departure	Improve roadway surface to reduce fixed object crashes
101829 - MEG CR VAR PM FY2019	Roadway delineation	Longitudinal pavement markings – new	1.14	Miles	$2609	$2609	HSIP (23 U.S.C. 148)	Rural	Minor Collector	166	0	County Highway Agency	Systemic	Roadway Departure	Improve roadway surface to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
107076 - PIK CR4/VAR PM FY20	Roadway delineation	Longitudinal pavement markings - remarking	38.67	Miles	$52780	$52780	HSIP (23 U.S.C. 148)	Urban	Minor Collector	1,400	0	County Highway Agency	Systemic	Roadway Departure	Improve roadway surface to reduce fixed object crashes
108804 - WAS IR 77 0.000	Roadway delineation	Improve retroreflectivity	6.63	Miles	$173709	$309947	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	20,757	70	State Highway Agency	Systemic	Roadway Departure	Install wet reflective pavement markings to reduce rear end crashes
109180 - PUT - 2019 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Locations	$26400	$26400	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	County Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
109181 - ROS - 2019 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.19	Miles	$35200	$35200	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	2,969	0	County Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
110605 - ERI Vermilion TWP Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$10000	$10000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	11,676	45	Town or Township Highway Agency	Systemic	Roadway Departure	Township sign grant program to reduce roadway departure and intersection crashes along roadway
110657 - POR Nelson Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$9124	$12335	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	45	Town or Township Highway Agency	Systemic	Roadway Departure	Township sign grant program to reduce roadway departure and intersection crashes along roadway
110688 - WAS Adams Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$2267	$2267	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	319	45	Town or Township Highway Agency	Systemic	Roadway Departure	Township sign grant program to reduce roadway departure and intersection crashes along roadway
110747 - DEL Scioto Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$43600	$43600	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	235	45	Town or Township Highway Agency	Systemic	Roadway Departure	Township sign grant program to reduce roadway departure and

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															intersection crashes along roadway
110750 - CLE Monroe Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$13000	$13000	State and Local Funds	Urban	Multiple/Varies	62	55	Town or Township Highway Agency	Systemic	Roadway Departure	Township sign grant program to reduce roadway departure and intersection crashes along roadway
111031 - ATH 2020 Sign UPgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Locations	$20000	$20000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,919	55	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111045 - LOG 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Locations	$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	522	50	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111046 - LOR 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.12	Miles	$16528	$16528	HSIP (23 U.S.C. 148)	Rural	Major Collector	0	0	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111055 - NOB 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.66	Miles	$24000	$24000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111056 - OTT Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.163	Miles	$10696	$10696	HSIP (23 U.S.C. 148)	Urban	Minor Collector	1,963	40	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111061 - MOE Curve Sign Upgrade	Roadway signs and traffic control	Curve-related warning signs and flashers	6.53	Miles	$1375	$1375	HSIP (23 U.S.C. 148)	Rural	Major Collector	470	0	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
111062 - OTT Curve Sign Upgrade	Roadway signs and traffic control	Curve-related warning signs and flashers	6	Locations	$2700	$2700	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,501	40	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
94393 - ERI SR 0113 06.84	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1.05	Miles	$155277	$309317	State and Local Funds	Urban	Minor Collector	7,296	55	State Highway Agency	Spot	Bicyclists	Widen shoulders to provide bike lanes
100907 - CLE WAR Culverts FY20 (A)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	0.15	Miles	$125937	$1695597	State and Local Funds	Rural	Minor Arterial	9,001	55	State Highway Agency	Spot	Roadway Departure	
115195 - STW 2021 PSIP Admin	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Study	$13454	$14949	Other Federal-aid Funds (i.e.	N/A	N/A	0	0	State Highway Agency	Study	Pedestrians	PCIP to reduce pedestrian crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								
115106 - SFY22 Streetlight Purchase	Miscellaneous	Data collection	1	Data	$671400	$1846000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	State Highway Agency	data	Data	Collecting Streetlight data to reduce crashes
115089 - ASD Sullivan Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Township	$6085	$17227	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	112	45	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes
115044 - GRE-72-14.85 Safety Study	Miscellaneous	Data collection	1	Study	$14959	$16621	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	3,502	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
115043 - WAR-123-33.46 Safety Study	Miscellaneous	Data collection	1	Study	$13592	$15102	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	7,204	55	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
115042 - MED SR 0083 Signal Timing	Intersection traffic control	Modify traffic signal timing – general retiming	3	Locations	$19200	$19200	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	7,837	40	State Highway Agency	Spot	Intersections	Signal retiming to reduce intersection crashes
114910 - FRA-62-7.18 to 8.34 Safety Study	Miscellaneous	Data collection	1	Study	$32175	$35750	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	16,868	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114863 - STW Signal Timing Admin DGL	Intersection traffic control	Modify traffic signal timing – general retiming	1	State	$27000	$30000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	State Highway Agency	Study	Intersections	Study of signal timing for the state to reduce intersection crashes
114824 - HAS 22 18.91	Roadway	Pavement surface – high friction surface	2	Interchanges	$25884	$25884	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	6,723	55	State Highway Agency	Systemic	Lane Departure	Install centerline rumble strips to reduce head on crashes
114791 - LAK SR 306 04.24 Signal Timing	Intersection traffic control	Modify traffic signal timing – general retiming	1.24	Miles	$27216	$27216	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	13,125	45	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
114790 - LAK SR 306 06.10 Signal Timing	Intersection traffic control	Modify traffic signal timing – general retiming	1	Locations	$39062	$39062	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	18,702	35	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes
114774 - LAK SR 084 16.07 Signal Timing	Intersection traffic control	Modify traffic signal timing – general retiming	1	Locations	$16073	$16073	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	11,134	35	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes
114773 - LIC CR 125 01.55 Safety Study	Miscellaneous	Transportation safety planning	1	Study	$55184	$61315	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	26,884	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114736 - MAH SR 0007 10.25	Intersection traffic control	Systemic improvements – signal-controlled	1	Locations	$207630	$207630	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	18,613	40	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
114682 - STW Safety Study Admin TDG	Miscellaneous	Transportation safety planning	1	Study	$16200	$18000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114647 - STW Safety Analysis 2021 Admin	Miscellaneous	Transportation safety planning	1	Study	$47038	$52265	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114620 - GUE IR 70 08.80	Interchange design	Installation of new lane on ramp	1	Locations	$108380	$163998	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	32,786	70	State Highway Agency	Spot	Intersections	Add a lane to reduce intersection crashes
114430 - Blanchester Broadway St. Study	Miscellaneous	Transportation safety planning	1	Study	$33145	$36828	Penalty Funds (23 U.S.C. 164)	Rural	Minor Collector	3,485	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114379 - HOL CR 77 2.37	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2	Locations	$25000	$25000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	2,389	45	State Highway Agency	Systemic	Roadway Departure	Install signage to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
114370 - PAU/VAN US 30 0.00/0.00 Signs	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	18	Intersections	$10000	$263643	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,439	65	State Highway Agency	Spot	Intersections	Install signage to reduce intersection crashes
114360 - HOL-62/557 Safety Study	Miscellaneous	Transportation safety planning	1	Study	$52942	$58825	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	7,736	55	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114322 - Maple Ave. Safety Study	Miscellaneous	Data collection	1	Study	$44352	$49280	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	21,010	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114317 - D03 Studies Lorain & Sandusky	Miscellaneous	Transportation safety planning	1	Study	$48616	$54018	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	20,637	40	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114267 - Norwood US-22 Pedestrian Study	Miscellaneous	Data collection	1	Study	$90389	$100432	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	14,313	30	State Highway Agency	Study	Pedestrians	Safety study to understand how to reduce pedestrian crashes
114266 - Fostoria Systemic Study	Miscellaneous	Transportation safety planning	1	Study	$64106	$71229	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	10,326	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114265 - West Unity US-20A Safety Study	Miscellaneous	Transportation safety planning	1	Study	$24702	$27447	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	3,471	55	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114238 - STW Safety Design Admin LJB	Miscellaneous	Transportation safety planning	1	Study	$45203	$50226	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114210 - FRA-270-(8.29(17.28)	Interchange design	Acceleration / deceleration / merge lane	2	Locations	$585000	$1619373	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	102,842	65	State Highway Agency	Spot	Intersections	Install rumblestrip to reduce fixed object crashes
114206 - CUY SR 176 07.40 Signal Timing	Intersection traffic control	Modify traffic signal timing – general retiming	4.32	Miles	$92267	$111439	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	18,508	25	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
114205 - D12 Studies Rocky River & Mentor	Miscellaneous	Transportation safety planning	1	Study	$41234	$45816	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,664	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114162 - WAS-50 Little Hocking Study	Miscellaneous	Transportation safety planning	1	Study	$45643	$50714	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	16,950	60	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114151 - HUR US 0224 05.15 (Willard)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$68000	$76240	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	7,867	35	City or Municipal Highway Agency	Systemic	Pedestrians	Improve corridor with pedestrian facilities to reduce pedestrian crashes
114150 - ALL-CR-152 Shawnee Rd Roundabout	Intersection traffic control	Intersection signing – add basic advance warning	1	Intersections	$125000	$258344	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,317	45	County Highway Agency	Spot	Intersections	Increasing signing at intersection to reduce intersection crashes
114149 - ASD SR 0089 13.36	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$384840	$384840	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	2,453	55	State Highway Agency	Spot	Intersections	Convert to a roundabout to reduce intersection crashes
114118 - WOO TR 438 Dunbridge Rd CSX	Railroad grade crossings	Visibility improvements	1	Intersections	$50000	$330000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve lighting to reduce fixed object crashes
114115 - PRE-503 Lewisburg RRFBs	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$19580	$19580	HSIP (23 U.S.C. 148)	Rural	Minor Collector	4,177	30	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
114107 - ALL SR 309 6.33	Intersection traffic control	Modify traffic signal –other	1	Intersections	$22230	$22230	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,861	45	Other Local Agency	Spot	Intersections	Improve signals to reduce intersection crashes
114077 - HAM-22 (Norwood) Signal Timing	Intersection traffic control	Modify traffic signal –other	1	Locations	$64289	$64289	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,313	30	State Highway Agency	Systemic	Intersections	Improve signals to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															intersection crashes
114074 - PRE SR 503 13.24/13.35	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$19580	$19580	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,392	35	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
114065 - ASD US 0042 14.77	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$399980	$399980	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	2,558	55	State Highway Agency	Spot	Intersections	Convert to a roundabout to reduce intersection crashes
114043 - D08 DDC FY21	Roadway signs and traffic control	Roadway signs and traffic control - other	13.27	Miles	$50000	$50000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	34,314	55	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce distracted driving
114036 - ATH-50-34.11	Miscellaneous	Transportation safety planning	1	Study	$30203	$33559	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	10,921	60	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114033 - D2 Safety Studies 2020	Miscellaneous	Transportation safety planning	1	Study	$261315	$290350	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	84,147	60	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
114006 - MED SR 0083 03.43	Intersection traffic control	Modify traffic signal –other	1	Intersections	$66179	$73532	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	4,745	35	Other Local Agency	Spot	Intersections	Improve intersection controls to reduce intersection crashes
113989 - JAC SR 93 13th St OSCR	Railroad grade crossings	Visibility improvements	1	Intersections	$20000	$200000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve lighting to reduce fixed object crashes
113971 - East Market St. Safety Study	Miscellaneous	Transportation safety planning	1	Study	$40694	$45216	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,789	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113970 - Glenwood Ave. Safety Study	Miscellaneous	Transportation safety planning	1	Study	$47902	$53225	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,246	0	State Highway Agency	Study	Data	Safety study to understand

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															how to reduce crashes
113969 - ROS CR 222 Safety Study	Miscellaneous	Transportation safety planning	1	Study	$33469	$37188	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,096	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113962 - STW Safety Study 2021-2 ADMIN	Miscellaneous	Transportation safety planning	1	Study	$45000	$50000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113956 - WAS Marietta Pedestrian Improve	Pedestrians and bicyclists	Pedestrian signal	8	Intersections	$19409	$19409	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,297	25	State Highway Agency	Systemic	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113953 - STW Safety Study Admin Barge	Miscellaneous	Transportation safety planning	1	Study	$18000	$30892	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113952 - STW Safety Study Admin MH	Miscellaneous	Transportation safety planning	1	Study	$18222	$20247	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113951 - ERI SR 0002 08.07	Roadway signs and traffic control	Roadway signs and traffic control - other	21.43	Miles	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	28,055	70	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce distracted driving
113949 - FRA-CR122-1.82 (Alum Cr/Bixby)	Intersection geometry	Intersection geometry - other	1	Intersections	$51100	$51100	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	29,646	45	County Highway Agency		Intersections	Closing median to configure intersection to right in/right out.
113947 - STW Signal Timing Admin 21-1	Intersection traffic control	Modify traffic signal timing – general retiming	1	Locations	$22500	$25000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes
113937 - STW AT Academy 2021-2022	Miscellaneous	Training and workforce development	1	Training	$180000	$200000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Training	Data	Training
113934 - ATH SR 13 11.330	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.32	Miles	$93790	$116962	Other Federal-aid Funds (i.e.	Rural	Minor Arterial	5,254	35	State Highway Agency	Spot	Pedestrians	Intersection improvments to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								pedestrian crashes
113920 - LOR-57 Signal Timing 2020	Intersection traffic control	Modify traffic signal timing – general retiming	1	Locations	$31639	$31639	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,575	50	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes
113919 - GRE-CR-84; 5.426 to 6.603	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$20440	$20440	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,965	25	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113897 - MOT-Austin Blvd. Signal Timing	Intersection traffic control	Modify traffic signal –other	1	Locations	$38292	$45661	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	27,386	0	State Highway Agency	Systemic	Intersections	Improve signals to reduce intersection crashes
113877 - CLE 2021 Curve Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$45000	$45000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	0	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113875 - SEN 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$18080	$18080	Penalty Funds (23 U.S.C. 164)	Urban	Local Road or Street	119	45	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113874 - SCI 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$39600	$39600	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,507	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113871 - PIC 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$50000	$50000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	968	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113869 - MED 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$50000	$50000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	1,930	45	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113867 - LOG 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$24000	$24000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	4,334	45	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113866 - LIC 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$19664	$19664	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,298	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113865 - HIG 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$32000	$32000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	1,654	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113864 - KNO CR 508 00.48	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$9998	$9998	HSIP (23 U.S.C. 148)	Urban	Minor Collector	9,343	0	City or Municipal Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113863 - KNO CR 14 14.40	Roadway	Roadway widening - add lane(s) along segment	2.63	Miles	$142665	$142665	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	1,562	0	County Highway Agency	Systemic	Roadway Departure	Widen shoulders to reduce fixed object crashes
113861 - FUL 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$15195	$15195	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	879	45	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113860 - DAR 2021 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$38200	$38200	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Major Collector	939	0	State Highway Agency	Systemic	Roadway Departure	Purchase signs to reduce fixed object crashes
113792 - CLA SR 72 6.83	Access management	Raised island - install new	5	Lanes	$242300	$455898	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	13,403	35	City or Municipal Highway Agency	Spot	Intersections	Construct raised median to restrict access and reduce intersection crashes
113782 - MOT-75-VAR	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Locations	$128624	$142916	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	117,120	65	State Highway Agency	Systemic	Intersections	Wrong way signes to reduce head on crashes
113769 - DEL-23-9.74	Intersection geometry	Intersection realignment	1	Intersections	$42176	$42176	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,204	55	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113754 - D08 R-WR Pavement Marking FY21	Roadway delineation	Improve retroreflectivity	1	Locations	$301159	$485526	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	65,265	65	State Highway Agency	Systemic	Lane Departure	Increase reflectivity to increase visability
113753 - SHE SR 47 15.36	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	1	Intersections	$173080	$417451	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,026	35	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
113749 - HAM CR 303 0.12	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	$9950	$9950	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	State Highway Agency	Spot	Pedestrians	Improve pedestrian facilities to reduce pedestrian crashes
113743 - MOT-48 Signal Timing Analysis	Intersection traffic control	Modify traffic signal timing – general retiming	1	Locations	$34508	$34508	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,283	45	State Highway Agency	Systemic	Intersections	Signal retiming to reduce intersection crashes
113741 - LUC CR 22 8.0 Bancrft & Mcord	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$320799	$380438	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	14,204	45	County Highway Agency	Spot	Intersections	Convert to a roundabout to reduce intersection crashes
113725 - BUT CR 19 5.88	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.55	Miles	$106380	$215684	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,916	0	Town or Township Highway Agency	Systemic	Bicyclists	Construct a Shared use path to reduce bike crashes
113724 - GRE Yellow Spgs Multi-Modal FY23	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.76	Miles	$125831	$137449	HSIP (23 U.S.C. 148)	Rural	Minor Collector	6,159	25	Other Local Agency	Systemic	Bicyclists	Construct a Shared use path to reduce bike crashes
113723 - HAM CR 457 1.52	Intersection traffic control	Modify control – other	0.74	Miles	$62721	$64287	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	12,285	35	City or Municipal Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
113722 - WAR CR 38 1.15	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$226144	$226144	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	0	0	County Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
113721 - WAR SR 741 17.21	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$136281	$152910	Other Federal-aid Funds (i.e.	Urban	Principal Arterial-Other	16,867	50	County Highway Agency	Spot	Intersections	Intersection improvments to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								intersection crashes
113720 - CLE SR 132 12.49	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$434305	$439434	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,942	45	Other Local Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
113719 - WOO SR 199 9.46 Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$50000	$59820	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	2,685	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
113718 - FRA-CR75-0.97	Intersection geometry	Intersection geometry - other	0.74	Miles	$161000	$161000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	16,181	35	County Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
113717 - WAR SR 73 3.66	Interchange design	Installation of new lane on ramp	3	Lanes	$445314	$460325	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	20,974	45	County Highway Agency	Spot	Intersections	Add lanes to ruduce roadway departure crashes
113715 - BUT CR 18 6.87	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$282162	$282162	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	9,387	45	County Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
113713 - HAM CR 90 3.89	Pedestrians and bicyclists	Install sidewalk	0.6	Miles	$81180	$81180	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	13,631	0	Town or Township Highway Agency	Systemic	Pedestrians	Install sidewalks to reduce pedestrian crashes
113712 - HAM CR 23 1.42	Pedestrians and bicyclists	Install sidewalk	1.03	Miles	$214716	$244342	Penalty Funds (23 U.S.C. 164)	Urban	Local Road or Street	0	0	City or Municipal Highway Agency	Systemic	Pedestrians	Install sidewalks to reduce pedestrian crashes
113706 - BUT SR 130 2.16	Miscellaneous	Transportation safety planning	1	Study	$49912	$55458	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,413	55	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
113688 - HAN SR 15 25.30/27.17	Intersection geometry	Intersection geometry - other	2	Intersections	$32336	$588218	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,472	65	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113685 - D02 Micro FY 2022	Roadway	Pavement surface – high friction surface	0.84	Miles	$21471	$623011	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	80,780	65	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113662 - DEL-315-5.66 at Hyatts Rd	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$210638	$210638	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,892	45	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
113655 - FRA-270-12.50 (at Cemetery Rd)	Interchange design	Interchange improvements	1	Interchanges	$172364	$200453	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,906	0	State Highway Agency	Spot	Intersections	Interchange improvements to reduce intersection crashes
113645 - MUS CR 2004 00.54	Intersection traffic control	Systemic improvements – signal-controlled	3	Intersections	$10000	$250699	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	12,798	25	City or Municipal Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
113644 - WOO Plain Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$19850	$19850	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113643 - WOO Grand Rapids Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$11850	$11850	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113642 - WIL Northwest Township Sign Gran	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$19680	$19680	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113641 - WAY Greene Township SIgn Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$24153	$24153	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113640 - PUT Jennings Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$18501	$18501	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113639 - PRE Gasper Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$15300	$15300	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113638 - GEA Thompson Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$8300	$8300	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113637 - GEA Russell Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$15025	$15025	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113635 - GEA Burton Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$18450	$18450	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	548	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113633 - CUY PM FY2021 Safety	Roadway	Pavement surface – high friction surface	2.12	Miles	$1416302	$2068684	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	104,194	60	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113630 - WIL Madison Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$5160	$5160	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113624 - MOT-Trotwood SRTS-Infras-FY23	Pedestrians and bicyclists	Install new crosswalk	1	Locations	$6400	$11400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,716	0	City or Municipal Highway Agency	Systemic	Pedestrians	Crosswalk improvments to reduce pedestrian crashes
113610 - WAR Springboro Radar Detect FY21	Intersection traffic control	Enforcement/Signal Confirmation Lights	9	Intersections	$436480	$436480	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	20,974	50	City or Municipal Highway Agency	Systemic	Intersections	Enhanced vehicle detection at intersections to reduce crashes.
113608 - LOG-68-0.52	Pedestrians and bicyclists	Install new crosswalk	2	Intersections	$33900	$35825	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,856	25	State Highway Agency	Spot	Pedestrians	Crosswalk improvments to reduce pedestrian crashes
113581 - ATB Plymouth Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$14845	$14845	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113575 - PRE Washington Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$7700	$7700	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113543 - HAR Liberty Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$4200	$4200	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	52	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113541 - HAM Anderson Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$7000	$7000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113540 - ATB Jefferson Township Sign Gran	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$3146	$7188	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	426	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113531 - HUR Fitchville Township Sign Gra	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$12500	$12500	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113526 - SEN Venice Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$17740	$17740	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113525 - MRW Harmony Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$13270	$13270	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113524 - HUR Norwich Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$20900	$20900	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	68	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113523 - HOL Killbuck Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$20500	$20500	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113519 - PAU Crane Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$15200	$15200	Penalty Funds (23 U.S.C. 164)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113518 - GEA Chardon Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$10000	$10000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	603	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113516 - STW 2021 CEAO Safety Studies	Miscellaneous	Transportation safety planning	1	Study	$750000	$750650	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113501 - MRW South Bloomfield Twp Sign Gr	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$14800	$14800	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113478 - RIC Weller Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$15030	$15030	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113462 - MED Spencer Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$10000	$10000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113459 - HUR Greenfield Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$5900	$5900	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113444 - D05 PM FY2022 (C) R-WR	Roadway	Pavement surface – high friction surface	1	Locations	$49390	$744900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	32,039	70	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113441 - D02 R-WR & WR FY21	Roadway	Pavement surface – high friction surface	2	Locations	$1516431	$1948607	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	41,428	70	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113437 - OTT Portage Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$6200	$6200	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113435 - FRA-Hilliard-Main St Ped Improve	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	2	Locations	$955923	$969560	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	19,633	35	City or Municipal Highway Agency	Spot	Pedestrians	Crosswalk installations to reduce pedestrian crashes
113433 - SUM Fairview Ave CSX	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	Intersections	$55000	$259000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve signage to reduce train crashes
113424 - D09-RWRPM-FY2021	Roadway	Pavement surface – high friction surface	1	Locations	$1075538	$1075538	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	20,812	70	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113410 - D10 R-WR Pavement Marking CY21	Roadway	Pavement surface – high friction surface	1	Locations	$590000	$648048	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	11,721	60	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113383 - LUC Swanton Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$10000	$10000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113380 - MRW Washington Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$5800	$5800	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113379 - ASD Mifflin Twp SIgn Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$9580	$9580	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113378 - SCI Jefferson Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$5900	$5900	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	385	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113377 - LOR Huntington Twp Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$9400	$9400	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113375 - MUS Brush Creek Township Sign Gr	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$25000	$25000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113374 - OTT Bay Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$2000	$2000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
113373 - MOT-48-4.28	Intersection traffic control	Modify traffic signal – modernization/replacement	0.1	Miles	$36125	$382500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,179	35	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
113372 - SAN Jackson Township Sign Grant	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$17475	$17475	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
113363 - BUT Middletown Bike Lanes FY21	Pedestrians and bicyclists	On road bicycle lane	1.42	Miles	$200000	$574284	HSIP (23 U.S.C. 148)	Urban	Minor Collector	1,072	25	City or Municipal Highway Agency	Systemic	Bicyclists	Connecting existing bikepaths to reduce bike crashes
113339 - D04 PM R-WR FY2021	Roadway	Pavement surface – high friction surface	1	Locations	$700000	$956800	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	90,508	65	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce wet pavement carshes
113266 - MOT-SR-741-8.61	Intersection traffic control	Modify traffic signal –other	1	Intersections	$23205	$25417	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,364	35	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
113196 - PAU/VAN US 30 0.00/0.00	Miscellaneous	Transportation safety planning	1	Study	$660600	$660600	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	13,439	65	State Highway Agency	Study	Data	Safety study to reduce intersection crashes
113102 - WOO SR 795 3.26 Intrsect Upgrade	Intersection traffic control	Modify traffic signal –other	1	Intersections	$113890	$113890	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,666	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
113072 - STW Wet Reflective Perf Eval	Miscellaneous	Data collection	1	Study	$160000	$354986	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	93,811	70	State Highway Agency	Study	Data	Collecting data on past projects to evaulate feasibility
113035 - WAY US 0030 19.64	Miscellaneous	Transportation safety planning	5.74	Miles	$144000	$148866	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,856	60	State Highway Agency	Study	Data	Safety study to reduce intersection crashes
112920 - ADA-52/247-8.29/0.00	Pedestrians and bicyclists	ADA curb ramps	8.2	Miles	$78534	$1564705	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	2,582	55	State Highway Agency	Systemic	Pedestrians	ADA curb ramps to reduce pedestrian crashes
112888 - WAS SR 60 19.940	Intersection traffic control	Modify traffic signal –other	4	Intersections	$17031	$350534	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,978	35	State Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
112869 - SUM East Ave (Tallmadge)	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$1619552	$1799502	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,195	0	City or Municipal Highway Agency	Spot	Intersections	Expand lanes to reduce intersection crashes
112668 - MAH SR 0007 00.00	Roadway	Pavement surface – high friction surface	3.58	Miles	$146992	$933018	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	12,007	55	State Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce fixed objest carshes
112504 - MIA-US36-11.56	Intersection traffic control	Intersection traffic control - other	0.8	Miles	$178660	$217420	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	12,811	40	City or Municipal Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection and pedestrian crashes
112412 - HAM Cincinnati Friction FY21	Roadway	Pavement surface – high friction surface	1	Locations	$296100	$329000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	13,035	35	City or Municipal Highway Agency	Systemic	Roadway Departure	Surface treatment to reduce fixed objest carshes
112327 - JAC-SR 93-14.29 Signal Upgrade	Intersection traffic control	Modify traffic signal – modernization/replacement	3.17	Miles	$193467	$193467	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	6,313	45	State Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
111659 - PRE US 127 4.50	Access management	Change in access - close or restrict existing access	2	Intersections	$10000	$101260	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	6,992	50	Other Local Agency	Spot	Intersections	Change access to reduce intersection crashes
111649 - CLE VAR Pavement Markings FY 20	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	20	Miles	$137438	$137438	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	11,845	45	County Highway Agency	Systemic	Lane Departure	Restriping lanes to reduce lane departure crashes
111645 - STA/TRU TSG FY2021	Intersection traffic control	Modify traffic signal – modernization/replacement	4	Intersections	$13280	$301307	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	20,882	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
111568 - LOR CR 0623 00.00 East Broad	Roadway	Roadway widening - add lane(s) along segment	1	Lanes	$1000000	$1000000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	12,911	35	City or Municipal Highway Agency	Spot	Intersections	Add a 2 way left turn lane to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
111482 - D08 GR Type A Replacement	Roadside	Barrier end treatments (crash cushions, terminals)	1	Locations	$501240	$501240	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other Freeways & Expressways	47,362	55	State Highway Agency	Systemic	Roadway Departure	Replace guardrail type A anchor assemblies to reduce crashes.
111424 - CUY US 422 01.42 Safety	Miscellaneous	Transportation safety planning	1	Study	$384150	$437638	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	18,696	35	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
111380 - STW Bike Ped Admin Design (B&N)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	MGMT	$13461	$14957	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	State Highway Agency	Project MGMT	Pedestrians	Pedestrian improvement contract MGMT to reduce pedestrian crashes
111375 - ALL US 30 16.19	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$614144	$2304181	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,887	65	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
111262 - D02 Local NHS Type A FY-21	Roadside	Barrier end treatments (crash cushions, terminals)	1	Locations	$212650	$212650	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	24,786	55	State Highway Agency	Systemic	Roadway Departure	Replace guardrail type A anchor assemblies to reduce crashes.
111202 - HAM US 127 9.67	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Locations	$186030	$193170	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	20,896	25	City or Municipal Highway Agency	Systemic	Pedestrians	Various pedestrian improvments to reduce pedestrian crashes
111195 - D06 City NHS Guardrail Upgrade	Roadside	Barrier- metal	1	Locations	$51910	$792648	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	38,933	70	State Highway Agency	Systemic	Roadway Departure	End guardrail improvements to reduce fixed object crashes
111187 - BRO TR 26 Stieman Rd CCET	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$130000	$226735	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
111147 - WAS Farson St CSX	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$100000	$330000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
111140 - MUS CR 408 Pleasant Valley CUOH	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$59000	$290110	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
111138 - TUS CR Wolfes Crossing CUOH	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$50000	$184000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
111134 - HUR CR 39 Monroe St NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$205519	$397519	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
111063 - WAY Curve Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$3113	$3113	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,261	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
111060 - FAI Curve Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$12000	$12000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,063	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
111057 - WAS 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$13901	$13901	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,490	45	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
111052 - MEG 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$4016	$4016	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	201	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
111044 - JAC 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	128	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
111037 - FRA 2020 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$2772	$2772	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0	0	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
111022 - LUC US 24 26.41 Det Rndabt Grp B	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1143846	$1200427	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	8,771	35	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
111007 - POR SR 0082 05.84	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$87738	$2289692	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,378	45	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
110996 - CLI US 22 11.75 - Pt. 1	Intersection traffic control	Modify traffic signal – modernization/replacement	2	Intersections	$312127	$9321119	State and Local Funds	Urban	Minor Arterial	9,771	50	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110992 - CLE SR 125 4.11	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$10000	$21000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	27,112	50	State Highway Agency	Spot	Intersections	Add right turn lane to reduce intersection crashes
110986 - LOR CR 0658 00.00 Cleveland St	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	3	Locations	$50000	$302703	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	10,924	0	City or Municipal Highway Agency	Systemic	Roadway Departure	Road diet to reduce intersection crashes
110959 - WYA US 23 9.60	Roadside	Barrier – cable	1	Locations	$1083210	$1083210	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	25,507	65	State Highway Agency	Spot	Roadway Departure	Add cable median barrior to reduce fixed object crashes
110852 - CUY US 322 15.59 Safety	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$536301	$541715	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	15,007	45	Other Local Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110834 - OTT CR 52 0.620 Pt Clinton SRTS	Pedestrians and bicyclists	Install sidewalk	0.355	Miles	$242685	$242685	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	6,673	40	City or Municipal Highway Agency	Systemic	Pedestrians	Add sidewalk to reduce pedestrian crashes
110775 - AUG CR 25A Wapakoneta	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$182700	$189000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
110763 - LOR CR 0121 00.00 (Capel Rd)	Roadway	Pavement surface – high friction surface	1.03	Miles	$3030	$3030	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	High friction surface treatment to

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															reduce roadway departure crashes
110585 - UNI/DEL/MAR-4-Var Parts 1&2	Roadway	Pavement surface – high friction surface	10	Miles	$17982	$1637134	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	5,395	55	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
110534 - FUL Fulton St NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$37918	$37918	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
110510 - GAL SR 160 9.570	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1015919	$2014701	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	4,849	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
110500 - LUC US 20 16.47 Safety Grp A	Intersection traffic control	Modify control – other	2	Locations	$56154	$1643572	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,629	45	State Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
110496 - STA TR 18 Gaskill Rd NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$2180	$204973	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
110495 - LUC SR 184 6.5 Safety Grp A	Intersection geometry	Add/modify auxiliary lanes	4	Intersections	$125194	$2586827	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,258	45	State Highway Agency	Systemic	Intersections	Add 2 way left turn lanes to reduce intersection crashes
110492 - COS TR 255 CUOH	Railroad grade crossings	Visibility improvements	1	Intersections	$100000	$100000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
110490 - LUC US 20 13.40 Safety Grp A	Access management	Change in access - close or restrict existing access	4	Locations	$1022816	$1039266	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	26,374	45	State Highway Agency	Systemic	Intersections	Change access to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
110486 - LUC US20 9.10 @McCord Sfty Grp A	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$386973	$395880	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	39,511	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110484 - MOT-201-4.18	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$22500	$25000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,304	50	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110476 - BEL SR 147 4.900	Pedestrians and bicyclists	Pedestrian signal - other	1	Intersections	$371106	$454016	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,877	25	State Highway Agency	Spot	Pedestrians	Intersection improvments to reduce pedestrian crashes
110469 - CLE-131-2.09	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$288082	$290524	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	11,184	40	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110460 - PRE SR 177 0.70	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Curve	$32740	$592038	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	1,412	55	State Highway Agency	Spot	Roadway Departure	Improve sight distance to reduce fixed object crashes
110459 - BUT SR 122 10.33	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$43489	$979642	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	18,504	45	State Highway Agency	Spot	Intersections	Add lane to increase sight distance and reduce intersection crashes
110458 - BUT SR 4 13.90	Intersection geometry	Add/modify auxiliary lanes	3	Locations	$41493	$691953	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,063	55	State Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
110445 - DEL-36-4.97 (at SR 257)	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$206550	$208632	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	6,772	55	State Highway Agency	Spot	Intersections	Install a traffic signal to increase safety and reduce congestion.
110426 - CUY US 422 04.34 Safety	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$127095	$2703447	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,684	35	State Highway Agency	Spot	Intersections	Intersection improvments to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															intersection crashes
110423 - BUT SR 4 10.83	Intersection geometry	Intersection realignment	1	Intersections	$78840	$1889519	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	22,305	55	State Highway Agency	Spot	Intersections	Widening intersection to reduce intersection crashes
110393 - CAR SR 43 24.050	Roadway	Pavement surface - other	1	Locations	$21735	$562450	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	6,542	50	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
110379 - FRA-40-20.10 (at S-Hamilton Rd)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$22500	$116808	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,428	35	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110376 - FRA-161-12.83 (at Maple Canyon)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$360000	$400000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	25,831	50	City or Municipal Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
110375 - MAD-29-5.87 (at SR 38)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$85500	$128879	Penalty Funds (23 U.S.C. 164)	Rural	Minor Collector	3,342	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
110357 - HUR US 0020 17.82	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$79992	$1778844	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,859	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
110164 - GEA County-wide Safety Projects	Roadway	Roadway widening - add lane(s) along segment	1	Township	$113224	$12112808	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	8,661	55	County Highway Agency	Systemic	Roadway Departure	Widening the roadway to reduce roadway departure crashes
109957 - CLI CR 16 7.96 Center Road	Roadway	Roadway widening - curve	0.77	Miles	$16536	$16536	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,900	45	County Highway Agency	Systemic	Roadway Departure	Widening the roadway to reduce roadway departure crashes
109845 - SCI/LAW-US 52-33.82/0.00	Roadway	Pavement surface - other	7.98	Miles	$413710	$4230000	Other Federal-aid Funds (i.e.	Rural	Principal Arterial-Other Freeways & Expressways	9,896	70	State Highway Agency	Systemic	Roadway Departure	Smooth seal roads and reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								roadway departure crashes
109843 - ROS SR 104 18.68	Roadway	Pavement surface - other	7.06	Miles	$17433	$1181023	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	4,006	55	State Highway Agency	Systemic	Roadway Departure	Roadway pavement overlay to reduce crashes.
109737 - RIC US 0030 17.11	Roadway	Roadway widening - add lane(s) along segment	0.15	Miles	$425349	$431678	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other Freeways & Expressways	16,151	60	State Highway Agency	Spot	Roadway Departure	Add a deceleration lane to reduce fixed object crashes
109669 - PIC Circleville Consolidation NS	Railroad grade crossings	Grade crossing elimination	3	Intersections	$18000	$18000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Remove grade crossings to reduce train related crashes
109589 - D05 Guardrail FY2021	Roadside	Barrier- metal	1	Locations	$200000	$957525	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	14,775	70	State Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
109523 - ERI SR 0004 10.66 Hayes Ave	Intersection traffic control	Intersection traffic control - other	18	Intersections	$206505	$206505	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,987	35	City or Municipal Highway Agency	Systemic	Intersections	Intersection improvments to reduce intersection crashes
109421 - GEA CR-GR FY2020	Roadside	Barrier- metal	1	Locations	$744947	$744947	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,325	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
109351 - BUT US 27 1.85	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	3	Intersections	$121500	$152888	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,474	45	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
109350 - CLI SR 73 2.66	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$23000	$347896	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,185	55	State Highway Agency	Spot	Intersections	Add lane to reduce intersection crashes
109146 - FRA - 2019 Sign Upgrade	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$448	$448	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,625	0	County Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
108902 - MEG Middleport/Pomeroy Path Ph 3	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.71	Miles	$48497	$53901	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,464	0	County Highway Agency	Systemic	Bicyclists	Create a SUP to reduce bicycle related crashes
108878 - UNI CR PM FY2020	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,777	45	County Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
108862 - VIN CR VAR GR FY21	Roadside	Barrier- metal	1	Locations	$205050	$205050	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	351	0	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
108754 - HEN CR 17D Jewell Rd NDW	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$22000	$297969	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
108736 - CRA SR 0598 00.46 (Galion)	Roadway	Roadway widening - add lane(s) along segment	1	Intersections	$58695	$4235064	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,000	55	City or Municipal Highway Agency	Spot	Intersections	Widen road to reduce fixed object crashes
108631 - SAN NCIT Fremont	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Path	$150803	$150803	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	1,589	0	City or Municipal Highway Agency	Systemic	Bicyclists	Create a SUP to reduce bicycle related crashes
108465 - LUC SR 2 13.77 Intr Widen Grp A	Intersection geometry	Modify lane assignment	1	Intersections	$135000	$1663889	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,151	50	City or Municipal Highway Agency	Spot	Intersections	Modify lane assignments to reduce rear end crashes
108373 - ALL/VAN SR 66/190 12.02/0.00/0.0	Roadway	Pavement surface - other	1	Locations	$30000	$3570955	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	5,454	55	City or Municipal Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
107751 - PIK Mill Street NS	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Intersections	$201251	$201251	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal to reduce train crashes
107739 - WOO 25/64 Intrsctn Signal Tmng	Intersection traffic control	Modify traffic signal timing – general retiming	1	Intersections	$35	$35	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	14,249	25	City or Municipal Highway Agency	Spot	Intersections	Signal retiming to reduce intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
107676 - HAN/ALL/HAR US 224/SR235/309 VAR	Roadway	Pavement surface - other	1	Locations	$119160	$1350605	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	6,522	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing and rumble strips to redue fixed object crashes
107413 - MIA IR 75 10.84	Roadway	Pavement surface - other	2.88	Miles	$115581	$1509439	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	48,077	70	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
107387 - D10 Extrusheet Sign FY2021	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$22120	$778507	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	22,428	60	State Highway Agency	Systemic	Roadway Departure	Sign installation to reduce fixed object crashes
107132 - BRO-41-3.34 Safety	Roadside	Roadside - other	0.26	Miles	$221382	$223617	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,370	55	State Highway Agency	Systemic	Roadway Departure	Roadside improvments to reduce fixed object crashes
107131 - BUT/WAR CR 11 1.75	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1081540	$1081540	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	0	0	County Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
106861 - STW CEAO Safety Studies 4HJ7	Miscellaneous	Transportation safety planning	1	Study	$64560	$64560	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
106717 - LUC CR 86 1.48 Albon Rndbt	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$629872	$636785	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	5,173	0	County Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
106622 - STA SR 0183 09.84	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$828531	$1139272	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	5,414	50	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
106339 - CLI CR 10 3.15 Clarksville Road	Roadside	Roadside - other	0.3	Miles	$14167	$14167	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,065	45	County Highway Agency	Systemic	Roadway Departure	Roadside improvments to reduce fixed object crashes
106338 - CLI CR 12 7.96 Antioch Road	Roadside	Roadside - other	0.63	Miles	$59173	$1052955	Other Federal-aid Funds (i.e.	Rural	Minor Collector	1,880	45	County Highway Agency	Systemic	Roadway Departure	Roadside improvments to

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								reduce fixed object crashes
106331 - HUR US 0020 07.35	Roadway	Pavement surface - other	3.41	Miles	$111532	$2490175	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	9,941	60	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
105725 - CUY Warrensville Center Road	Roadway	Pavement surface - other	0.67	Miles	$374000	$2017226	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	19,928	25	City or Municipal Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
105602 - MER CR 80 9.21	Roadway	Pavement surface - other	3.02	Miles	$996244	$996244	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	429	45	County Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
105278 - JEF SR 43 11.070	Roadway	Pavement surface - other	1	Locations	$24111	$2683588	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	8,516	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
105042 - COL Elizabeth Street Bridge	Roadway	Roadway - other	1	Locations	$196539	$2457655	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	City or Municipal Highway Agency	Spot	Roadway Departure	Bridge replacement to increase safety
104686 - ROS CR VAR PM FY22	Roadway	Pavement surface - other	1	Locations	$126750	$126750	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	4,611	45	County Highway Agency	Systemic	Roadway Departure	Pavement replacement to reduce fixed object crashes.
104267 - TRU GR FY2021	Roadside	Barrier- metal	1	Locations	$300000	$314202	Penalty Funds (23 U.S.C. 164)	Urban	Major Collector	2,470	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
104047 - HOL VAR GR Phase 10	Roadside	Barrier- metal	1	Locations	$286468	$286468	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,720	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
104010 - PRE VAR Pavement Markings FY21	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Major Collector	403	45	County Highway Agency	Systemic	Roadway Departure	Restriping lanes to reduce fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
103753 - WAR SR 741 2.19	Roadway	Roadway - other	1	Miles	$500000	$6625281	State and Local Funds	Urban	Minor Arterial	14,659	50	City or Municipal Highway Agency	Systemic	Roadway Departure	Lane widening and traffic control improvements to reduce fixed object and rear end crashes.
103692 - CLI VAR Pavement Markings FY 21	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$277365	$277365	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Collector	1,781	45	County Highway Agency	Systemic	Roadway Departure	Restriping lanes to reduce fixed object crashes
103691 - CLI VAR Guardrail FY 21	Roadside	Barrier- metal	1	Locations	$300000	$300000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	972	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
103674 - MAH Guardrail CEAO FY2021	Roadside	Barrier- metal	1	Locations	$100000	$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	1,070	0	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
103526 - BUT US 27 15.25 - Pt. 1	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Corridor	$949770	$1208324	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	4,132	45	City or Municipal Highway Agency	Systemic	Pedestrians	Various pedestrian improvments to reduce pedestrian crashes
103470 - STW CEAO Safety Studies FY 2017	Miscellaneous	Transportation safety planning	1	Study	$77032	$77032	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Study	Data	Safety study to understand how to reduce crashes
103416 - HAM Plainfield Rd Roundabouts	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$200000	$8142502	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	20,054	0	City or Municipal Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
102957 - RIC US 0042 13.13	Roadway	Pavement surface - other	8.72	Miles	$18132	$79851	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	9,785	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
102903 - RIC-CR VAR PM FY2021	Roadway	Restripe roadway to revise separation between	1	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,228	55	County Highway Agency	Systemic	Roadway Departure	Restriping lanes to reduce

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
		opposing lanes and/or shoulder widths													fixed object crashes
102901 - RIC-CR VAR GR FY2021	Roadside	Barrier- metal	1	Locations	$186991	$186991	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	8,228	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
102891 - ASD CR VAR GR FY2021	Roadside	Barrier- metal	1	Locations	$266975	$266975	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	1,265	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
102690 - LOR CR 0051 08.90 (Baumhart Rd)	Roadway	Pavement surface - other	0.8	Miles	$305275	$305275	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	0	0	County Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
102687 - LOR CR 0060 03.54 (Columbia W)	Alignment	Horizontal and vertical alignment	1.52	Miles	$998595	$998595	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Alignment to reduce fixed object crashes
102478 - TUS US 250 0.000	Roadway	Pavement surface - other	1	Locations	$55782	$2108917	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	9,017	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
102439 - D11-GR-FY2021	Roadside	Barrier- metal	1	Locations	$176970	$1741659	State and Local Funds	Urban	Principal Arterial-Other Freeways & Expressways	25,047	70	State Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
102411 - BUT VAR Guardrail FY 21	Roadside	Barrier- metal	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	30,383	55	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
102333 - MIA-CR25A VAR FY 2021	Roadside	Barrier- metal	2	Locations	$179026	$179062	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	9,655	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
102332 - MAR US 23 1.85/2.04	Roadway	Pavement surface - other	4	Locations	$6340	$5361476	Other Federal-aid Funds (i.e.	Rural	Principal Arterial-Other	26,399	65	State Highway Agency	Spot	Roadway Departure	Replace concrete decks

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								to reduce fixed object crashes
102329 - SUM IR 76/77/88.24/09.74/00.00	Roadway	Pavement surface – high friction surface	5.8	Miles	$4500000	$164988972	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	108,916	60	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
102325 - MER-CR VAR PM FY 2021	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$190528	$190528	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,427	45	County Highway Agency	Systemic	Lane Departure	Restriping lanes to reduce fixed object crashes
102319 - LOG-CR VAR PM FY2021	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,313	55	County Highway Agency	Systemic	Lane Departure	Restriping lanes to reduce fixed object crashes
102032 - LUC SR 51 9.01 Sfty / Resurf	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	1.96	Miles	$152216	$152216	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,786	40	City or Municipal Highway Agency	Systemic	Intersections	Intersection upgrades to reduce intersection crashes
101979 - ALL CR VAR GR FY21	Roadside	Barrier- metal	1	Locations	$300000	$300000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	7,443	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
101974 - PUT CR VAR PM FY21	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$100000	$100000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	County Highway Agency	Systemic	Lane Departure	Restriping lanes to reduce fixed object crashes
101961 - LIC CR VAR GR FY 2021	Roadside	Barrier- metal	1	Locations	$269675	$269675	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	3,347	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
101880 - SCI CR VAR Guardrail FY 2021	Roadside	Barrier- metal	1	Locations	$382882	$382882	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,010	35	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
101874 - ROS CR213A/VAR Guardrail FY 2021	Roadside	Barrier- metal	1	Locations	$16670	$305983	Other Federal-aid Funds (i.e.	Rural	Minor Collector	265	35	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								reduce fixed object crashes
101867 - ADA CR 9/VAR Guardrail FY21	Roadside	Barrier- metal	1	Locations	$265897	$265897	Penalty Funds (23 U.S.C. 164)	Rural	Local Road or Street	42	45	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
101518 - GAL SR 7 5.220	Roadway	Pavement surface - other	2	Lanes	$36162	$8552831	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	1,902	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
101309 - HAM US 50 30.22	Roadway	Pavement surface - other	3.92	Miles	$10856	$90612	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	14,707	50	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
101301 - GRE CR 17 2.23	Intersection geometry	Modify lane assignment	2	Intersections	$54000	$54000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,225	25	City or Municipal Highway Agency	Spot	Intersections	Modify intersection ramps to reduce rear end crashes
101295 - FUL US20A/SR109 18.23/5.85 Resrf	Roadway	Pavement surface – high friction surface	2	Locations	$1549	$3164245	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	7,058	55	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
101175 - LOG US 33 15.66	Roadway	Pavement surface - other	1	Locations	$153063	$1624664	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	19,519	70	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
101005 - D01 PM FY21	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$15708	$1539899	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	42,418	70	State Highway Agency	Systemic	Lane Departure	Restripe roadway to reduce fixed object chrashes
101004 - MUS SR 60 00.00	Roadway	Pavement surface - other	8.03	Miles	$342000	$19772735	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	6,951	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
100967 - MOT IR 675 4.11	Roadway	Pavement surface - other	3.33	Miles	$173959	$4449083	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	64,380	65	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
100961 - MOT IR 70 6.71	Roadway	Pavement surface - other	3.7	Miles	$354440	$3806481	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	48,127	65	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
100919 - GAL US 35 3.800	Roadway	Pavement surface - other	15.02	Miles	$32658	$7312793	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	13,497	70	State Highway Agency	Systemic	Roadway Departure	Resurfacing to redue fixed object crashes
100883 - D09 Guardrail Project 2021	Roadside	Barrier- metal	1	Locations	$2055170	$3199875	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	25,999	65	State Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
100835 - D08 Bridge Maintenance FY2021	Roadway	Roadway - other	1	Locations	$364437	$2271253	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	63,974	65	State Highway Agency	Spot	Roadway Departure	Bridge improvments to reduce fixed object crashes
100824 - STA US 0062 24.14	Intersection traffic control	Intersection traffic control - other	5	Lanes	$1450000	$1450000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	43,672	55	State Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
100233 - HAN Western & Sandusky NS	Railroad grade crossings	Visibility improvements	1	Intersections	$92000	$92000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Railroad	Spot	Intersections	Improve RR signal and lighting to reduce train crashes
100087 - AUG US 33 16.72	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$875245	$1228874	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	5,104	55	County Highway Agency	Spot	Intersections	Reconstruct intersection to reduce intersection crashes
99628 - GEA SR 608 07.53	Roadway	Rumble strips – center	2	Locations	$6300	$675814	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	3,457	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing and rumble strips to redue fixed object crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
99577 - TRU North Rd/Reeves Rd	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$315000	$398926	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,215	45	County Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
99572 - HUR CR VAR PM FY2020	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$157297	$157297	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,193	0	County Highway Agency	Systemic	Lane Departure	Restripe roadway to reduce fixed object chrashes
99503 - LIC GR 2020	Roadside	Barrier- metal	1	Locations	$244626	$244626	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,023	0	County Highway Agency	Systemic	Roadway Departure	Guardrail upgrades and installation to reduce fixed object crashes
99498 - FAI CR 154 00.70	Roadside	Barrier- metal	1	Bridge	$225000	$233475	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	5,126	0	County Highway Agency	Spot	Roadway Departure	Guard rail and bridge repair to reduce fixed object crashes
99208 - DEF CR VAR PM FY20	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	1	Locations	$100000	$100000	Penalty Funds (23 U.S.C. 164)	Urban	Minor Collector	2,060	55	County Highway Agency	Systemic	Lane Departure	Restripe roadway to reduce fixed object chrashes
99197 - HIG-SR73/CR7-0.50/12.11 Safety	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$10000	$108500	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	5,116	55	County Highway Agency	Spot	Intersections	Intersection improvments to reduce intersection crashes
98570 - MED SR 0018 00.00	Roadway	Pavement surface - other	9.69	Miles	$36792	$2264124	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	9,823	55	State Highway Agency	Systemic	Roadway Departure	Resurfacing and bridge maintance to redue fixed object crashes
98462 - HUR US 0250 05.10	Roadway	Rumble strips – center	14.74	Miles	$6558	$3793609	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	8,713	65	State Highway Agency	Systemic	Roadway Departure	Various roadway improvments to reduce fixed object crashes
98408 - MAH SR 0007 03.58	Roadway	Pavement surface - other	7.68	Miles	$20000	$315458	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	18,613	45	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															departure crashes
98395 - MED SR 0003 03.80	Roadway	Pavement surface – high friction surface	5.9	Miles	$27990	$2321699	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	11,220	55	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
97178 - ROS US 50 21.91 Safety	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$200000	$212063	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,415	35	State Highway Agency	Spot	Intersections	Add left turn lane to reduce intersection crashes
95998 - WIL US 20A 0.00 Resuf/Bridge Reh	Roadway	Pavement surface - other	1	Bridge	$3843	$1638131	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	5,958	55	State Highway Agency	Spot	Roadway Departure	Resurfacing and bridge maintance to redue fixed object crashes
95603 - ADA-32-6.73	Roadway	Pavement surface - other	13.12	Miles	$33470	$5993664	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	5,754	60	State Highway Agency	Systemic	Lane Departure	Smooth seal roads and reduce roadway departure crashes
94688 - MED SR 0094 11.91	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$159	$20483	Penalty Funds (23 U.S.C. 164)	Rural	Minor Collector	6,168	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
94676 - MIA IR 75 19.01 L/R	Roadway	Pavement surface - other	1.14	Miles	$126066	$5963003	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	43,220	70	State Highway Agency	Spot	Roadway Departure	Resurfacing and bridge maintance to redue fixed object crashes
94234 - VAN/PUT/ALL US 30 21.18	Roadway	Pavement surface - other	1	Locations	$20330	$4549762	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	13,900	65	State Highway Agency	Spot	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
94231 - DEF US 24 3.47	Roadway	Pavement surface - other	1	Locations	$49172	$6876737	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	21,151	65	State Highway Agency	Spot	Roadway Departure	High friction surface treatment to reduce roadway

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															departure crashes
93173 - FRA US 40 7.00	Roadway	Roadway - other	0.5	Miles	$2588007	$2588007	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,531	45	State Highway Agency	Systemic	Roadway Departure	Roadway widening and resurfacing to reduce fixed object crashes.
93139 - KNO SR 3 17.82	Roadway	Pavement surface – high friction surface	1	Locations	$33174	$4244661	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	5,803	55	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
93013 - LIC IR 70 19.47	Roadway	Pavement surface – high friction surface	1	Locations	$211158	$9271131	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Interstate	30,392	70	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
93006 - MUS IR 70 10.49	Roadway	Roadway - other	1	Locations	$340574	$87772598	State and Local Funds	Urban	Principal Arterial-Interstate	41,675	70	State Highway Agency	Systemic	Roadway Departure	Pavement replacement to reduce fixed object crashes.
92361 - FUL SR 108 0.00 Resurf	Roadway	Pavement surface – high friction surface	4.5	Miles	$6696	$2411480	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	8,525	55	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
91095 - WAY SR 0083 10.81	Roadway	Roadway - other	4.78	Miles	$17305	$31007485	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	15,075	55	State Highway Agency	Systemic	Roadway Departure	Pavement replacement to reduce fixed object crashes.
91093 - MED IR 0076 07.34 PM	Roadway	Pavement surface - other	4.42	Miles	$211899	$2483800	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	43,234	65	State Highway Agency	Systemic	Lane Departure	Smooth seal roads and reduce roadway departure crashes

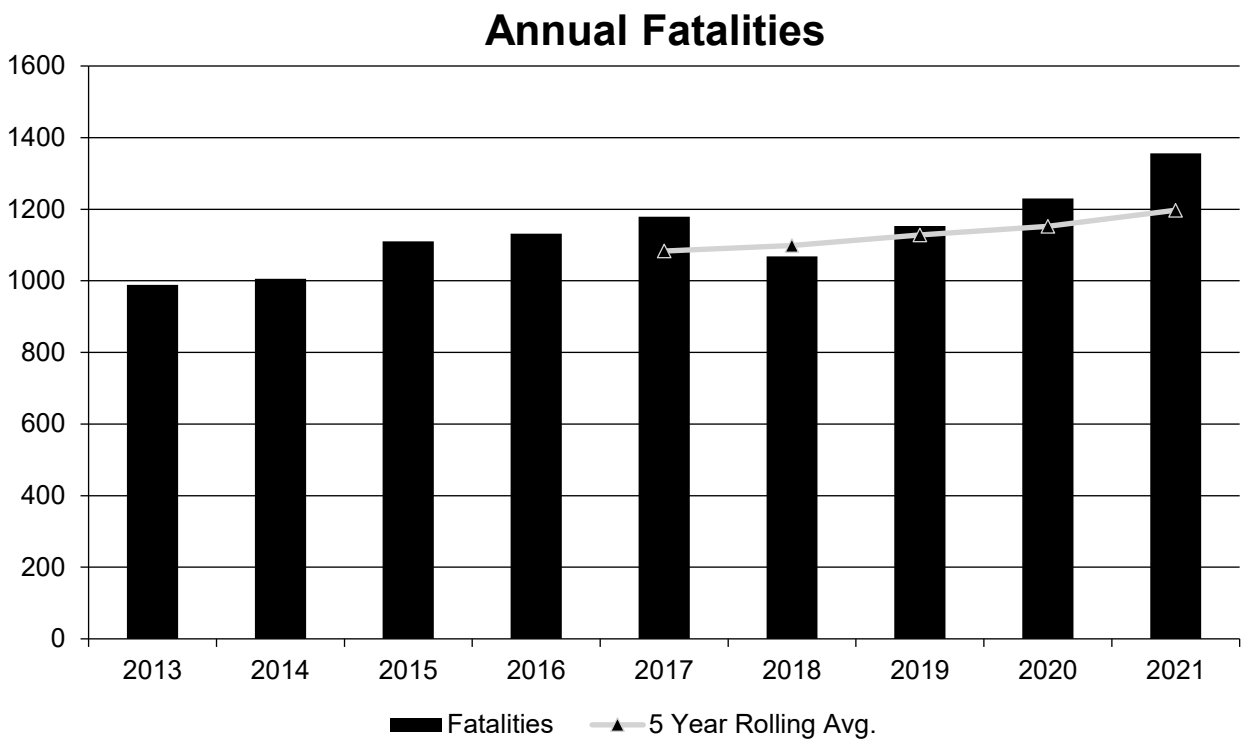
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
88970 - PIK-SR 32-3.04	Roadway	Pavement surface - other	6.88	Miles	$244280	$2429362	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	5,382	60	State Highway Agency	Systemic	Lane Departure	Smooth seal roads and reduce roadway departure crashes
87729 - ASD US 0030 00.27	Roadway	Pavement surface – high friction surface	3.58	Miles	$58222	$4147061	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	13,469	60	State Highway Agency	Systemic	Roadway Departure	High friction surface treatment to reduce roadway departure crashes
87123 - WAS SR 7 14.030	Roadway	Pavement surface – high friction surface	2	Lanes	$142550	$3512567	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	11,129	60	State Highway Agency	Systemic	Lane Departure	High friction surface treatment to reduce roadway departure crashes
85264 - SEN US 23 0.00 Resurf	Roadway	Pavement surface – high friction surface	2.13	Miles	$9621	$4191059	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	3,362	55	State Highway Agency	Systemic	Lane Departure	High friction surface treatment to reduce roadway departure crashes
85198 - STA SR 0619 13.15	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1395008	$1731215	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	2,781	55	State Highway Agency	Spot	Intersections	Construct roundabout to reduce fixed object crashes
79759 - LOR IR 0480 00.97	Roadside	Barrier- metal	1.21	Miles	$82866	$3039268	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	43,347	65	State Highway Agency	Systemic	Roadway Departure	Construct guardrail to reduce fixed object crashes

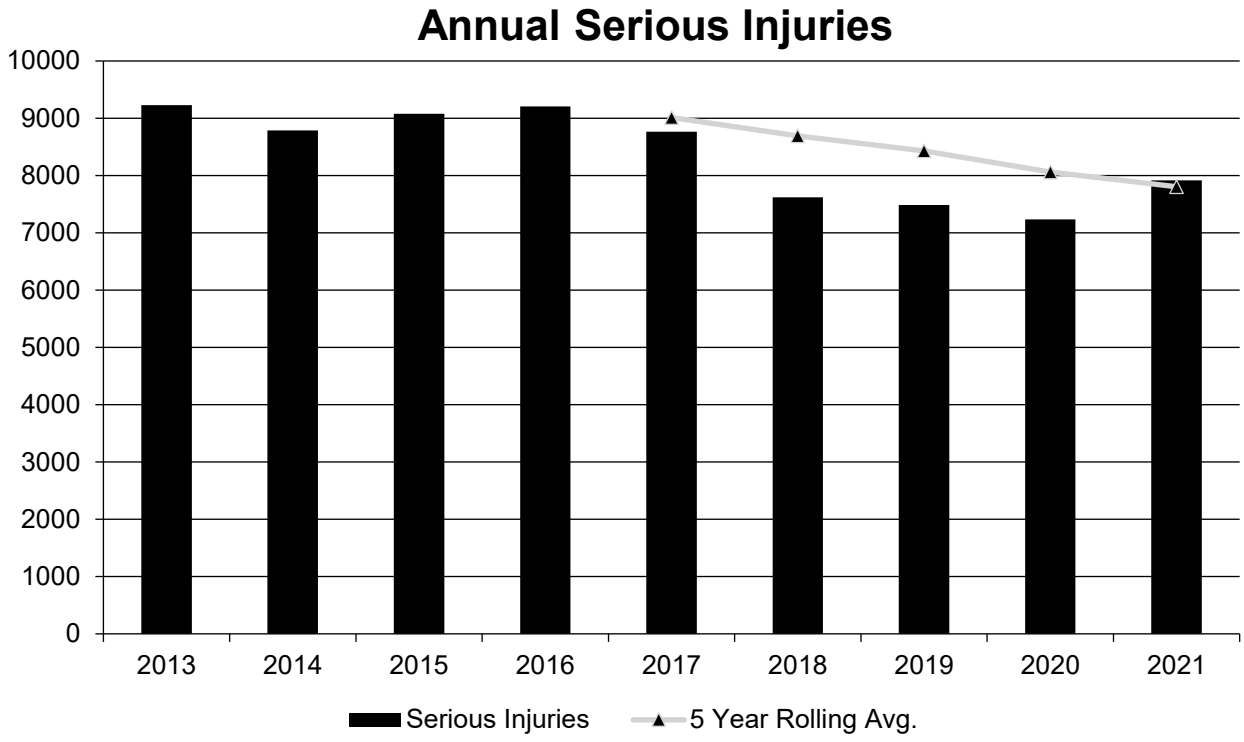
Safety Performance

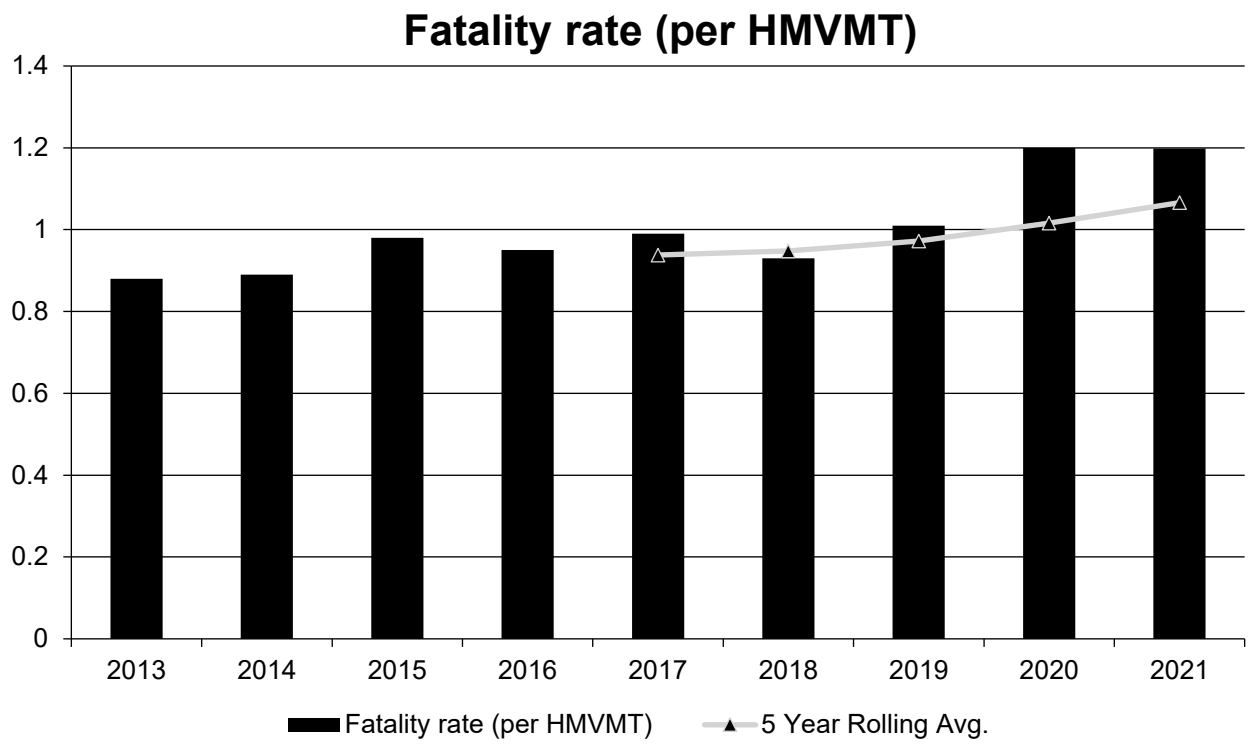
General Highway Safety Trends

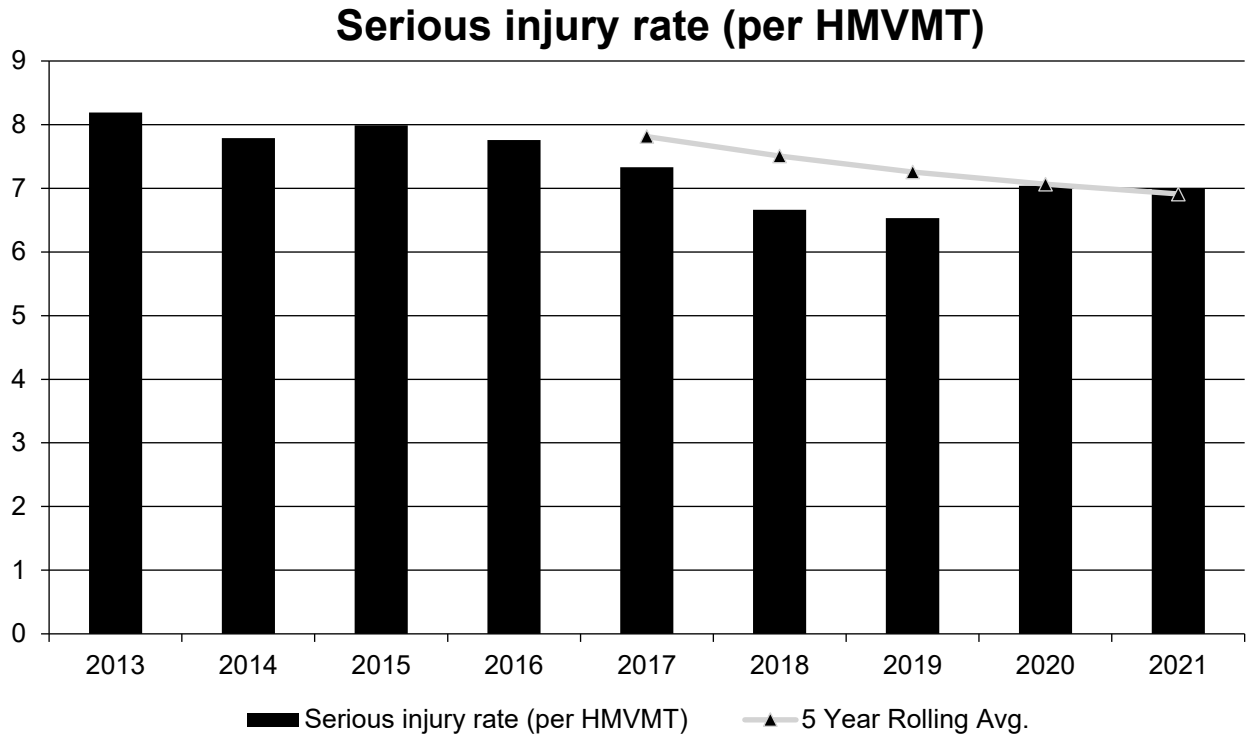
Present data showing the general highway safety trends in the State for the past five years.

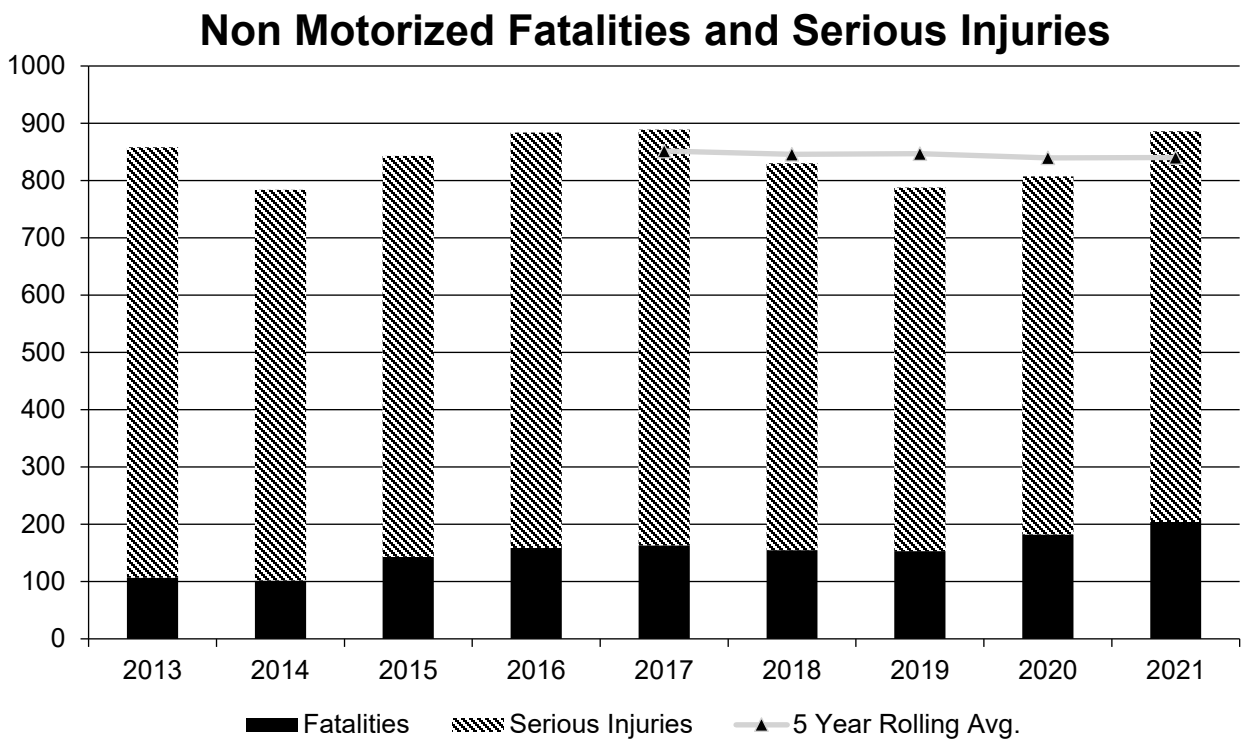
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	989	1,006	1,110	1,132	1,179	1,068	1,153	1,230	1,356
Serious Injuries	9,231	8,785	9,079	9,207	8,763	7,623	7,487	7,237	7,916
Fatality rate (per HMVMT)	0.880	0.890	0.980	0.950	0.990	0.930	1.010	1.200	1.198
Serious injury rate (per HMVMT)	8.190	7.790	7.990	7.760	7.330	6.660	6.530	7.040	6.995
Number non-motorized fatalities	107	102	143	159	163	155	153	182	204
Number of non-motorized serious injuries	751	682	700	725	726	675	635	625	682


Annual Fatalities
1600
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2021

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	31.8	133.2	0.37	1.54
Rural Principal Arterial (RPA) - Other Freeways and Expressways	9.2	40.6	0.47	2.06
Rural Principal Arterial (RPA) - Other	65	283	1.46	6.33
Rural Minor Arterial	77	393.4	1.84	9.43
Rural Minor Collector	67.6	367.8	2.45	13.8
Rural Major Collector	147	795.6	2.38	12.45

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	102.4	571.8	1.84	10.24
Urban Principal Arterial (UPA) - Interstate	99.8	603	0.42	2.48
Urban Principal Arterial (UPA) - Other Freeways and Expressways	31.6	184.6	0.5	2.91
Urban Principal Arterial (UPA) - Other	169.6	1,304.6	1.26	9.7
Urban Minor Arterial	171.4	1,373.2	1.29	10.28
Urban Minor Collector	32	204.2	1.34	9.02
Urban Major Collector	86.8	665	1.17	7.92
Urban Local Road or Street	87.8	690	0.77	6.02

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	507	2,757		
County Highway Agency	205.8	1,153.8		
Town or Township Highway Agency	69.6	414.6		
City or Municipal Highway Agency	393.2	3,298.2		
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority	10.6	37.6		
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:1150.0

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

See additional comments.

Number of Serious Injuries:7496.0

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

See additional comments.

Fatality Rate:1.040

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

See additional comments.

Serious Injury Rate:6.630

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

See additional comments.

Total Number of Non-Motorized Fatalities and Serious Injuries:808.0

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

See additional comments.

After reviewing historical crash trends, external factors and through consultation with ODOT's partners, the Strategic Highway Safety Plan Steering Committee recommended that Ohio move to a 2 percent annual reduction target across all five categories.

Although the 2% annual target will be difficult to achieve across all five categories, the SHSP Steering Committee feels it's an aspirational target, but achievable. Therefore, the target that Ohio has set forth for each of the performance measures a 2% reduction from the 2017-2021 baseline.

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

ODOT has established a replicable annual process to review the previous year’s targets and establish new targets. This process is outlined in an annual letter to our partners, which includes the SHSP Steering Committee, The Ohio Department of Public Safety (HSP), MPOs and RTPOs. We also conduct meetings and discussions with various partners to set both state and regional targets for the year. ODOT has developed an automated spreadsheet tool that allows MPO’s and RTPO’s to analyze regional crash data and explore their own performance targets.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State’s 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1084.0	1197.2
Number of Serious Injuries	8101.0	7805.2
Fatality Rate	0.930	1.066
Serious Injury Rate	6.970	6.911
Non-Motorized Fatalities and Serious Injuries	811.0	840.0

Goals and Targets below are based on the five-year rolling average.

Number of Fatalities
2020 Target: 1,084.0
2020 Actual: 1,197.2

State did not meet target.

Number of Serious Injuries
2020 Target: 8,101.0
2020 Actual: 7,805.2

State met target.

Fatality Rate
2020 Target: 0.930
2020 Actual: 1.066

State did not meet target.

Serious Injury Rate
2020 Target: 6.970
2020 Actual: 6.911

State met target.

Number of non-motorized fatalities and serious injuries

2020 Target: 811.0
2020 Actual: 840.0

State did not meet target.

Applicability of Special Rules

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

No

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

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	177	166	178	158	181	184	220
Number of Older Driver and Pedestrian Serious Injuries	790	861	821	772	711	652	733

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

Ohio routinely evaluates crash trends, quarterly and annually, to determine the effectiveness of its Highway Safety Improvement Program. In 2021, Ohio had 1,356 traffic deaths, representing a 10.6% increase and 7,916 serious injuries, representing a 9.4% increase respectively compared to 2020.

Based on the project evaluations in 2017 our estimated safety benefits are $197 Million with a cost of $78.5 Million. The ratio of the safety benefits and project cost equates to a benefit-cost ratio of 2.51, thus showing a net benefit in safety projects.

We also track our statewide progress in implementing systematic safety treatments that target serious crash types and roadway features that can potentially increase the likelihood of crashes. This program element has been successful in reducing crashes based on the naïve before-and-after results for the different systematic treatments. In addition, we have increased our efforts to complete systematic projects on locally maintained roads by working with MPOs, County Engineers and LTAP to provide technical assistance and funding for local road safety improvements.

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

- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs

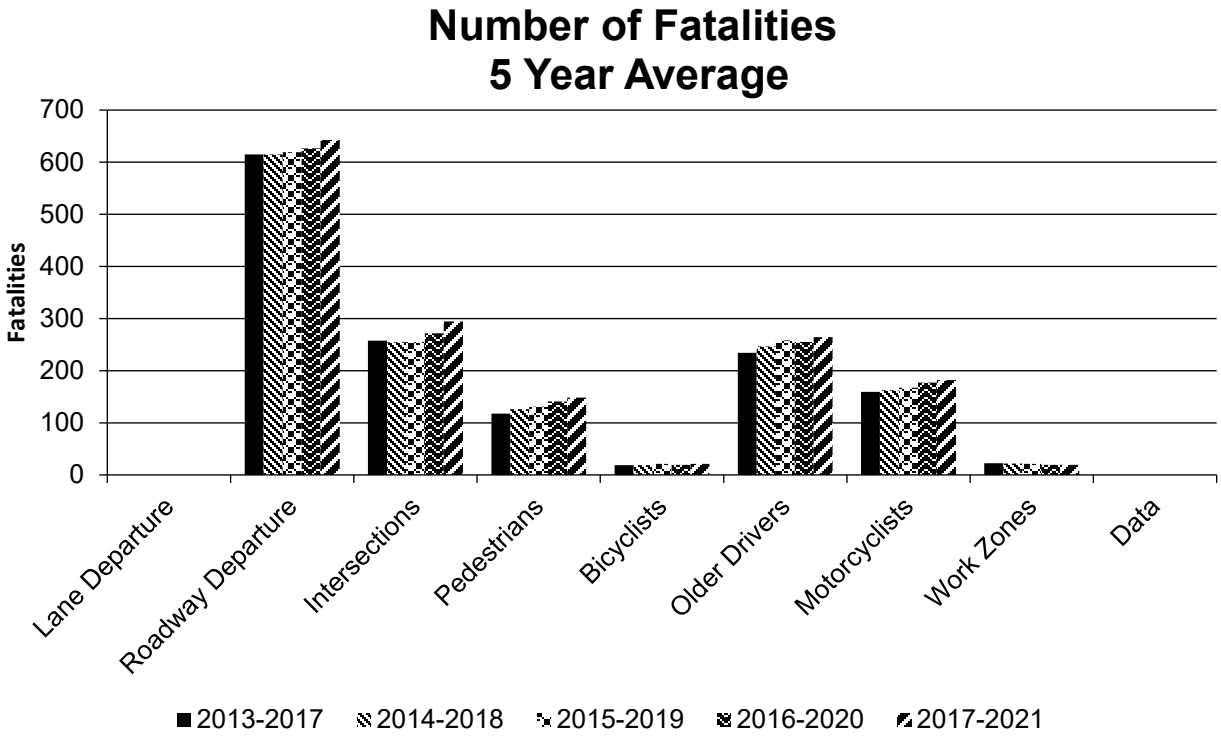
Effectiveness of Groupings or Similar Types of Improvements

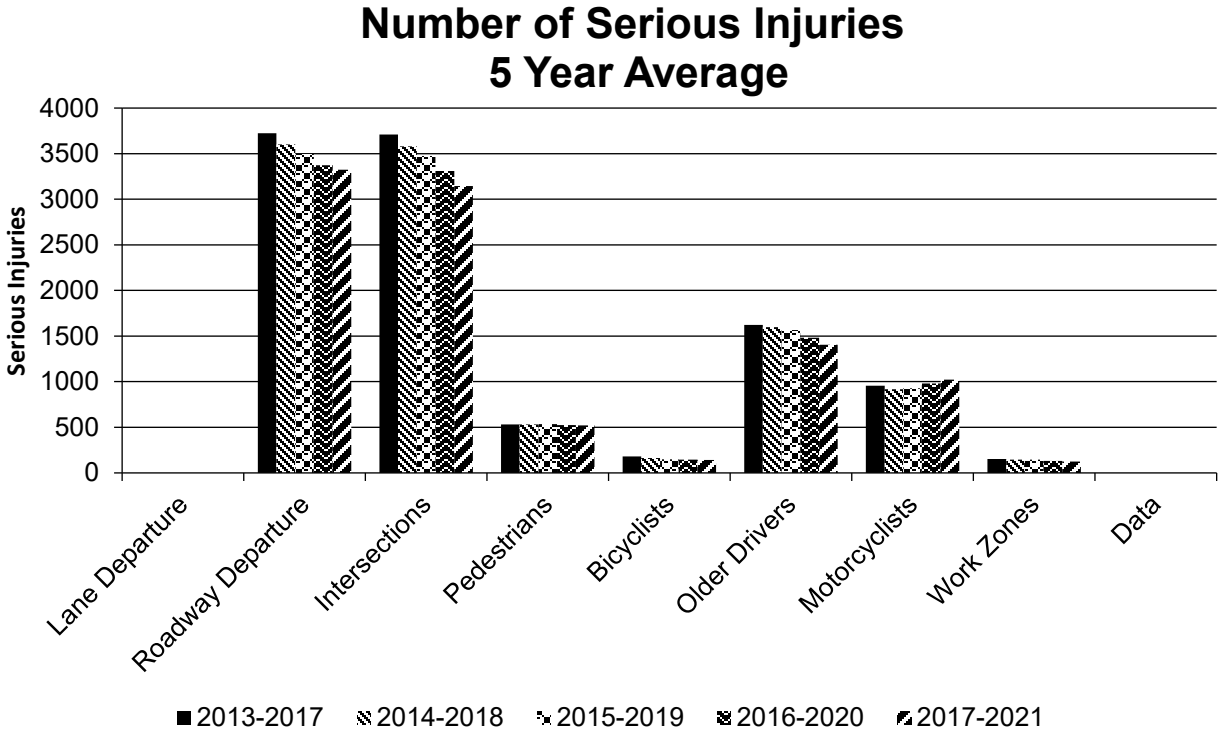
Present and describe trends in SHSP emphasis area performance measures.

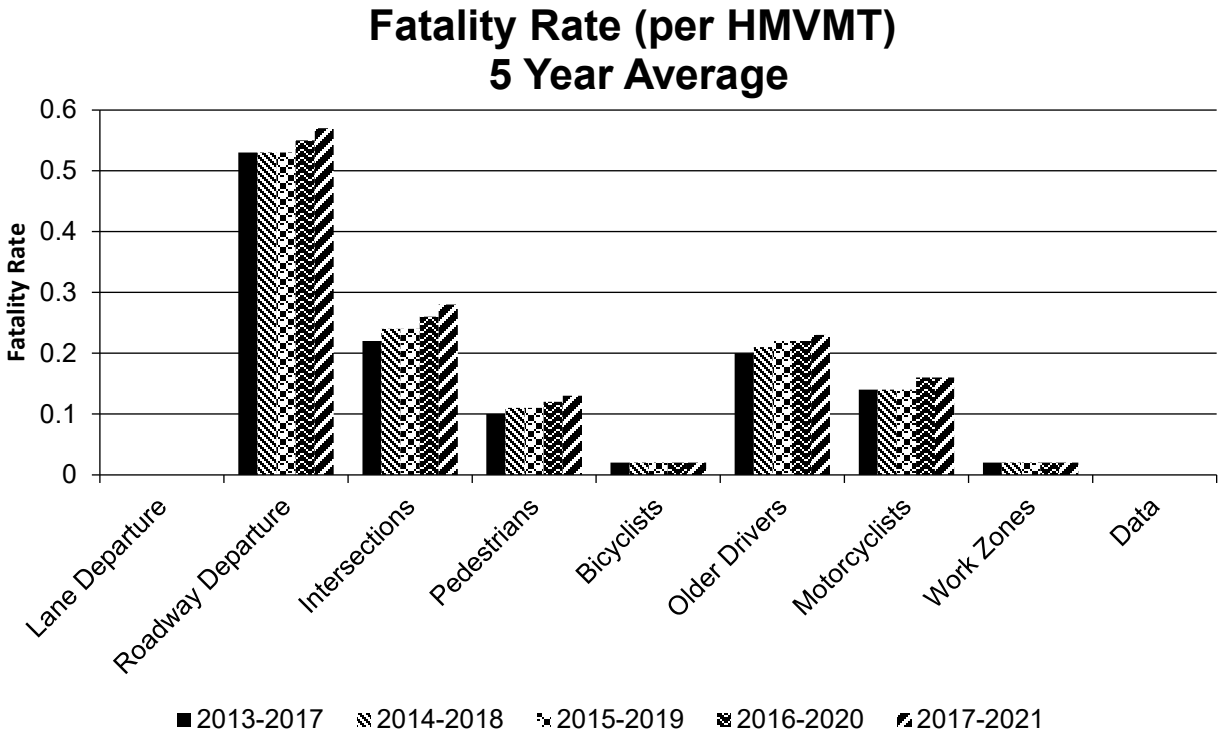
Year 2021

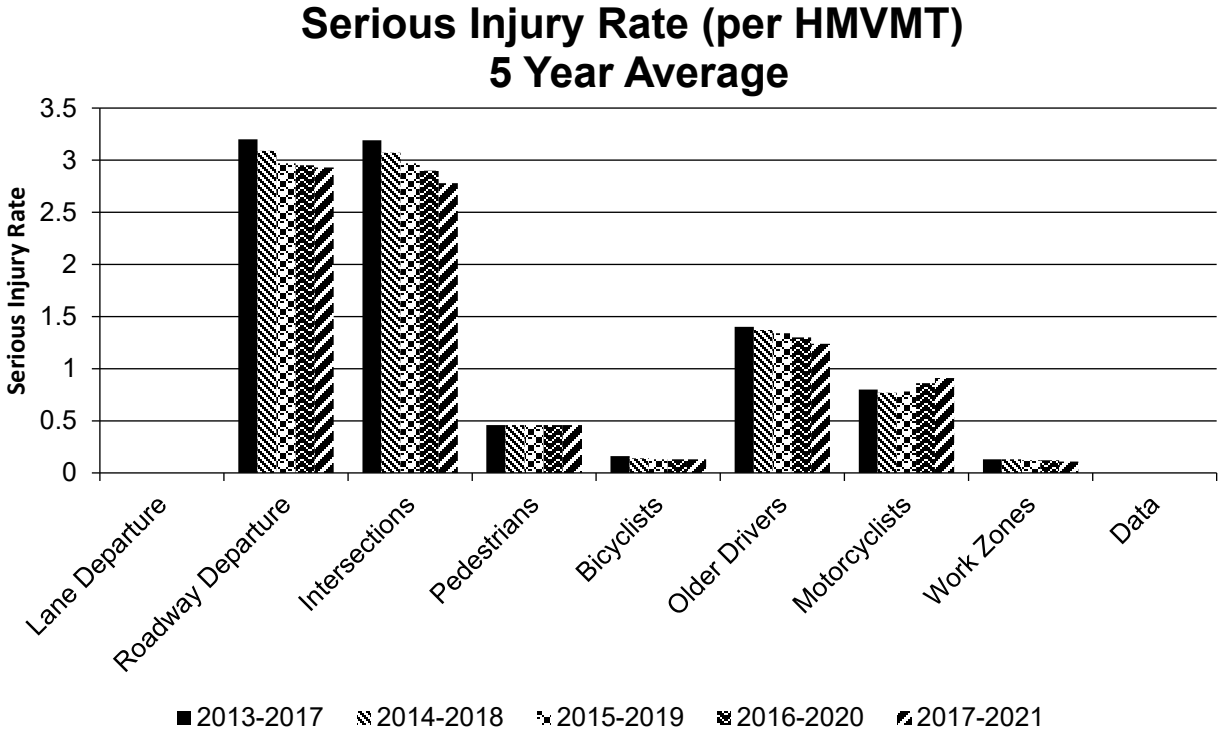
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		0	0	0	0
Roadway Departure		642.2	3,325	0.57	2.93
Intersections		294.4	3,144.2	0.28	2.78

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Pedestrians		148	520.4	0.13	0.46
Bicyclists		21.4	142.6	0.02	0.13
Older Drivers		264.4	1,406.2	0.23	1.24
Motorcyclists		181.8	1,021.4	0.16	0.91
Work Zones		19.4	125.4	0.02	0.11
Data		0	0	0	0


Number of Fatalities
5 Year Average
Fatalities
700
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021





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

No

In 2018, ODOT selected a contractor to identify, develop, and implement an appropriate approach to before-after safety project evaluation that can be applied to ODOT's Highway Safety Improvement Program (HSIP) projects or any other completed project(s) of interest to ODOT. The evaluation approach will quantify project effectiveness in terms of crash frequency reduction and percentage crash frequency reduction overall, by crash severity level, and by crash type. The recommended project evaluation approach will be:

- Scientifically sound
- Applicable to evaluation of individual projects and to crash modification factor (CMF) development
- Consistent with HSM guidance, FHWA HSIP requirements, and ODOT needs and preferences

The project has completed a literature review and surveyed other states for best practices. Results have been posted here:

http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/HSIPEval.aspx

Four (4) projects were piloted with the following methods to determine project safety performance:

- Simple Before-and-After Method
- Before-and-After Study with Traffic Volume Correction
- Empirical Bayes Method
    - AASHTOWare Safety Analyst
    - Ohio's Economic Crash Analysis Tool (ECAT)
    - IHSDM

The project team is currently reviewing the results of the pilot projects to identify the method best suited for Ohio in the future. It is believed the Before and After Study with Traffic Volume Correction will be best suited for Ohio's effectiveness, but it will become more evident with more data collection.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
97202 - COL SR 164 20.080	Urban Minor Arterial	Alignment	Horizontal and vertical alignment	6.00	1.00			2.00		2.00	6.00	10.00	7.00	3.18
93565 - LUC US20A 5.56 Roundabt @ Eber	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	7.00	10.00			1.00		2.00	3.00	10.00	13.00	0.63
92127 - LUC US 20 0.00 Resurf	Urban Principal Arterial (UPA) - Interstate	Intersection geometry	Add/modify auxiliary lanes	78.00	97.00	4.00	3.00	8.00	4.00	29.00	30.00	119.00	134.00	1.83
91927 - LAW SR 243 17.83	Urban Principal Arterial (UPA) - Interstate	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.00						3.00		6.00		0.66
77563 - ATB US 0020 13.78	Urban Principal Arterial (UPA) - Other	Intersection geometry	Add/modify auxiliary lanes	92.00	68.00			6.00	5.00	47.00	36.00	145.00	109.00	0.48
86661 - FRA US 23 10.83 Part 1&2	Urban Major Collector	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	783.00	471.00	2.00	2.00	15.00	6.00	184.00	178.00	984.00	657.00	4.89
79662 - FRA US 33 26.120	Urban Principal Arterial (UPA) - Other Freeways and Expressways	Intersection geometry	Intersection geometry - other	165.00	191.00	2.00		2.00	2.00	61.00	50.00	230.00	243.00	8.11
92458 - FAI SR 256 00.00 Part 1 & 2	Urban Principal Arterial (UPA) - Interstate	Intersection traffic control	Modify traffic signal – modernization/replacement	753.00	668.00		1.00	8.00	9.00	128.00	118.00	889.00	796.00	0.12
91530 - CUY IR 090 14.08 Safety	Urban Principal Arterial (UPA) - Interstate	Roadway	Roadway widening - add lane(s) along segment	163.00	108.00			2.00	4.00	68.00	52.00	233.00	164.00	2.72
95244 - SHE SR 47 13.74	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	173.00	160.00		2.00	1.00	3.00	50.00	29.00	224.00	194.00	-8.7
97097 - TUS US 250 5.16	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	3.00	11.00					1.00	4.00	4.00	15.00	-0.61

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
87407 - DEL SR 750 1.230	Urban Major Collector	Roadway	Roadway widening - add lane(s) along segment	32.00	33.00					8.00	13.00	40.00	46.00	-0.14
84063 - ALL SR 117/501-10.76/4.34	Urban Major Collector	Intersection geometry	Intersection geometry - other	14.00	6.00			2.00	3.00	9.00	9.00	25.00	18.00	-0.2
98818 - D06 Regional Signals	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	1.00	2.00					1.00		2.00	2.00	0.51
94668 - WAY SR 0083 15.86	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout		2.00								2.00	-0.04
98592 - VIN US 50 17.440	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	5.00	3.00					2.00	1.00	7.00	4.00	0.38
86923 - SUM 31st Street (CR17)	Urban Major Collector	Intersection geometry	Add/modify auxiliary lanes	24.00	13.00			6.00		4.00	2.00	34.00	15.00	1.16
97033 - WAS SR 32 9.41	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	48.00	31.00			1.00		14.00	3.00	63.00	34.00	1.34
81656 - SUM SR 0082 04.65	Urban Minor Arterial	Roadway	Roadway widening - add lane(s) along segment	81.00	62.00			2.00	2.00	25.00	11.00	108.00	75.00	1.17
76462 - PIC US 23 0.00 Part 1 & 2	Rural Principal Arterial (RPA) - Other	Roadside	Barrier- metal	305.00	328.00	4.00	4.00	19.00	17.00	89.00	111.00	417.00	460.00	1.05
93601 - LAK US 020 25.52 Intersection	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	20.00	6.00	1.00		1.00	1.00	7.00	7.00	29.00	14.00	4.18
100702 - SUM 77/21 22.20/4.88/VAR	Urban Principal Arterial (UPA) - Interstate	Intersection geometry	Intersection geometry - other	34.00	14.00					9.00	2.00	43.00	16.00	1.63
88008 - CLA CR 316 1.71 Lower Valley Pk	Urban Major Collector	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	27.00	25.00	1.00		1.00	1.00	18.00	10.00	47.00	36.00	0.84
97656 - FRA-Pedestrian Hybrid Beacons	Urban Minor Arterial	Pedestrians and bicyclists	Pedestrian hybrid beacon	12.00	5.00					6.00	3.00	18.00	8.00	1.85
96355 - WOO SR 199 27.97 Roundabout	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	10.00	8.00			4.00		8.00		22.00	8.00	3.55
99087 - BEL SR 7 18.070	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	11.00	14.00				1.00	4.00	3.00	15.00	18.00	-0.37

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
96394 - TRU Howland Township SRTS	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	17.00	19.00			1.00		5.00		23.00	19.00	1.7
90771 - MOT SR 741 5.80	Urban Major Collector	Pedestrians and bicyclists	Install sidewalk	67.00	67.00	1.00	1.00	7.00	4.00	37.00	32.00	112.00	104.00	1.52
94724 - LUC SR 2 10.67/11.71 Intersecton	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	148.00	54.00			4.00		61.00	21.00	213.00	75.00	2.81
84556 - ERI US 0250 01.14	Urban Major Collector	Access management	Change in access - close or restrict existing access	65.00	30.00	1.00		3.00		15.00	8.00	84.00	38.00	2.91
78278 - POR SR 0014 12.55	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	69.00	75.00			2.00		24.00	32.00	95.00	107.00	-0.24
92556 - HAM US 127 10.07	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	47.00	53.00			1.00	1.00	20.00	8.00	68.00	62.00	4.19
92552 - BUT SR 4 3.00	Urban Principal Arterial (UPA) - Interstate	Intersection geometry	Add/modify auxiliary lanes	109.00	109.00			5.00	4.00	34.00	40.00	148.00	153.00	-1.04
92647 - ERI SR 0004 08.60	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	31.00	25.00			1.00	1.00	13.00	12.00	45.00	38.00	-0.19
98304 - HOL US 62 18.640	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	18.00	14.00			1.00	1.00	12.00	5.00	31.00	20.00	3.25
76439 - STA SR 0800 07.05	Urban Principal Arterial (UPA) - Other	Intersection geometry	Add/modify auxiliary lanes	26.00	28.00					28.00	10.00	54.00	38.00	0.23
100244 - D08 Wet Crash Locations	Urban Minor Arterial	Roadway	Pavement surface – high friction surface	142.00	93.00			1.00	1.00	40.00	18.00	183.00	112.00	3.7
86292 - FRA SR 710 3.760	Urban Major Collector	Intersection traffic control	Modify traffic signal – modernization/replacement	36.00	23.00			1.00		12.00		49.00	23.00	0.3
103677 - MUS PM 2016	Urban Principal Arterial (UPA) - Interstate	Roadway delineation	Longitudinal pavement markings – new	74.00	46.00				2.00	37.00	20.00	111.00	68.00	42.32
92555 - HAM US 27 14.15	Urban Principal	Roadway	Roadway widening - add lane(s) along segment	140.00	110.00			4.00	6.00	29.00	25.00	173.00	141.00	2.28

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
	Arterial (UPA) - Other													
96344 - LUC SR 25 7.01 Reconstr/Sfty	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	136.00	169.00	1.00	1.00	3.00		55.00	53.00	195.00	223.00	0.16
97128 - LOR SR 0018 06.41 (Signal)	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	7.00	5.00						1.00	7.00	6.00	-0.22
100664 - LIC US 62 14.72	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	8.00	4.00	1.00		3.00		4.00	1.00	16.00	5.00	8.22
79366 - DEL US 23 8.770	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection realignment	30.00	28.00					10.00	17.00	40.00	45.00	-0.12
22198 - CUY IR 090 00.00	Urban Principal Arterial (UPA) - Interstate	Roadway	Pavement surface - other	188.00	124.00			8.00	9.00	70.00	45.00	266.00	178.00	2.01
88739 - ASD US 0042 07.75	Urban Major Collector	Intersection geometry	Intersection geometry - other	56.00	59.00			3.00	5.00	24.00	19.00	83.00	83.00	-0.02

Compliance Assessment

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

10/27/2020

What are the years being covered by the current SHSP?

From: 2021 To: 2025

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

2025

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	97					100	97	100	97
	Route Number (8) [8]	100	97								
	Route/Street Name (9) [9]	100	97								
	Federal Aid/Route Type (21) [21]	100	97								
	Rural/Urban Designation (20) [20]	100	97					100	97		
	Surface Type (23) [24]	100	97					100	97		
	Begin Point Segment Descriptor (10) [10]	100	97					100	97	100	97
	End Point Segment Descriptor (11) [11]	100	97					100	97	100	97
	Segment Length (13) [13]	100	97								
	Direction of Inventory (18) [18]	100	97								
	Functional Class (19) [19]	100	97					100	97	100	97

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	97								
	Access Control (22) [23]	100	97								
	One/Two Way Operations (91) [93]	100	97								
	Number of Through Lanes (31) [32]	100	97					100	97		
	Average Annual Daily Traffic (79) [81]	100	97					100	97		
	AADT Year (80) [82]	100	97								
	Type of Governmental Ownership (4) [4]	100	97					100	97	100	97
INTERSECTION	Unique Junction Identifier (120) [110]			100	97						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	97						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	97						
	Intersection/Junction Geometry (126) [116]			100	97						
	Intersection/Junction Traffic Control (131) [131]			100	97						
	AADT for Each Intersecting Road (79) [81]			100	97						
	AADT Year (80) [82]			100	97						
	Unique Approach Identifier (139) [129]			100	97						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**97.00**	**100.00**	**97.00**	**100.00**	**100.00**	**100.00**	**97.00**	**100.00**	**97.00**

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

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

Compliance Assessment: 50. MIRE fundamental data elements

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

The Location Based Response System (LBRS) is an initiative of the Geographically Referenced Information Program (OGRIP). The LBRS establishes partnerships between State and County government for the creation of spatially accurate street centerlines with address ranges and field verified site specific address locations. A project is underway to collect missing LBRS data, verify/update current LBRS datasets and incorporate LBRS data into the official ODOT Road Inventory (RIMS).

With the ultimate goal of reducing fatalities, injuries and traffic crashes statewide, the LBRS projects' accurate, timely, reliable road inventory data as well as seamless integration among all highway safety stakeholders will make traffic crash analysis and emergency response more effective and efficient.

With the nearing completion of the LBRS data collection, ODOT has began a project to more accurately identify intersection traffic control by approach. This will improve the AADT estimate on all public roadways by integrating this information into ODOT's transportation demand model. This project is funded by a grant through Ohio's Traffic Records Coordinating Committee (TRCC). Intersection safety is a priority of the Ohio Governor, and the improved data will enable ODOT to better prioritize safety investments. The project is now at about 86% complete.

Optional Attachments

Program Structure:

Highway Safety Improvement Program Guidance.pdf
HSIP Procedures Manual.pdf
Safety_Analysis_Guidelines.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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