WEST VIRGINIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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

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

Executive Summary

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 consists of five sections: program structure, project implementation, safety performance, evaluation, and compliance assessment.

This report details West Virginia's Highway Safety Improvement Program for the time period of July 1, 2016 through June 30, 2017. During the time period, West Virginia completed 28 projects, totaling $178,889,913 dollars or $23,498,131 in federal safety funds. West Virginia has 126 projects currently programmed.

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.

West Virginia's Highway Safety Improvement Program is coordinated by the Mobility and Safety Section of the WVDOH's Traffic Engineering Division. The Section is responsible for reviewing and evaluating any project that is a candidate for highway safety funds. The initial review and evaluation of a potential project will include the analysis of crash data for the location, a field review of the site, and the collection of any other information found appropriate to evaluate the proposed project.

Once a positive safety benefit is determined to exist for a project, the methodology discussed later is used to select the prioritize projects for the State's HSIP. Once a project is selected for the HSIP, the Section is responsible for selecting an HSIP funding category for the project, submitting appropriate programming documents where HSIP funds are encumbered and projects are assigned the State's Statewide Transportation Improvement Program (STIP). The Mobility and Safety Section remains responsible for monitoring and balancing the use of HSIP funds, and evaluating the effectiveness of a project following its completion.

Where is HSIP staff located within the State DOT?

Other-Traffic Engineering

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

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process
SHSP Emphasis Area Data

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

2017 West Virginia Highway Safety Improvement Program
West Virginia receives approximately $26 million in safety funds each year. All potential safety funds are reviewed and evaluated by the Mobility and Safety Section of the WVDOH"s Traffic Engineering Division.

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

West Virginia Department of Transportation maintains approximately ninety-five percent (95%) of the roads in the State, including all secondary or county routes. As such, all HSIP funds are typically used for highway safety projects on the State Highway System. Very few of the State's municipalities own city streets. These are typically lower volume and do not have significant numbers of fatal or serious injury crashes occurring on them; however, should a safety concern exist on a municipal street, the project would be eligible to compete for available HSIP funds.

If a city request safety funds for a project, they would need to contact the Mobility and Safety Section of the WVDOH's Traffic Engineering Division. They would need to provide what the proposed improvement would be and the estimated cost. They would be notified if safety funds are awarded to them.

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations

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

Describe coordination with internal partners.

The Mobility and Safety Section coordinate with every division within WVDOT. Any division or district within DOH, as well as safety partners, legislators or the public can recommend a location for safety improvements. The Mobility and Safety Section will review crash data and determine whether a safety concern exists. This review may include performing a Road Safety Audit (RSA) that can be performed either at district level or a full scale RSA involving multiple disciplines. Once the concern is identified, and countermeasures are determined, an estimate to implement the countermeasures is prepared. The Mobility and Safety Section shall perform a benefit/cost ratio to see if project is eligible for HSIP funding. All projects utilizing HSIP funds must be reviewed, approved and programmed by Mobility and Safety. The Mobility and Safety Section will provide Design Division with all recommendations, and will coordinate with all divisions throughout the multiple phases of a project.

Identify which external partners are involved with HSIP planning.

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

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

Describe coordination with external partners.

Metropolitan Planning Organizations identify potential projects throughout their urban areas. They contact the Mobility and Safety Section to see if safety funds can be used to fund the proposed projects. Often during road safety assessments, their expertise and knowledge of the area is often sought. They help coordinate with local enforcement and officials.

The Governor's Highway Safety Office also help identify potential projects throughout the state, mainly projects that encompass the entire state.

Additional agencies assist with RSA's and review of projects once initiated.

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

No

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

No

Program Methodology

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

No

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

Select the programs that are administered under the HSIP.

Median Barrier
Skid Hazard
HSIP (no subprograms)
Roadway Departure
Low-Cost Spot Improvements
HRRR

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

Program: HRRR

Date of Program Methodology: 9/1/2014

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

Program: HSIP (no subprograms)

Date of Program Methodology: 9/1/2014

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

Program: Low-Cost Spot Improvements

Date of Program Methodology: 10/1/2016

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

Program: Median Barrier

Date of Program Methodology: 10/1/2016

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

Program: Roadway Departure

Date of Program Methodology: 9/1/2014

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

Program: Skid Hazard

Date of Program Methodology: 10/1/2016

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

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

What percentage of HSIP funds address systemic improvements?

40

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

Cable Median Barriers
Rumble Strips
Traffic Control Device Rehabilitation
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation

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Upgrade Guard Rails
Safety Edge
Install/Improve Lighting
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs
High friction surface treatment

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

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

Engineering Study
Road Safety Assessment
Crash data analysis
SHSP/Local road safety plan
Stakeholder input

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

The WVDOH currently has seven safety projects programmed dealing with ITS technologies. The first six projects provides funds to install dynamic message signs along US 50, I-64, I-68, and I-81. The seventh project provides funds to upgrade ITS and traffic control devices throughout the state.

The total cost for the seven projects is $8,867,446 which uses $4,724,383 in safety funds.

No funding has been programmed for CV/AV Technologies.

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.

In cases when the WVDOH is considering several solutions to a safety concern, the WVDOH will use the Highway Safety Manual to see what solution should give the best reduction in fatalities and injury crashes.

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

No

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

Yes

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

The overall purpose of the HSIP is to achieve a significant reduction in traffic fatalities and incapacitating injuries through the implementation of infrastructure related highway safety improvements. Components of West Virginia's HSIP include the Strategic Highway Safety Program (SHSP), the Highway Safety Improvement Program (HSIP), the High Risk Rural Roads Program (HRRRP), the Railway-Highway Grade Crossing Program (HRGX), and the Penalty Transfer (Section 154).

The High Risk Rural Road Program (HRRRP) no longer has a set aside amount, and was absorbed by the larger HSIP. In West Virginia, the HRRRP is manage though the Traffic Engineering Division's Traffic Mobility and Safety Section, as a part of the overall HSIP. Rural collectors or rural local roads generally correlate to the county route highway class and WVDOH maintains all of the State's more than 28,000 miles in county routes. The State has been able to allocate HSIP funds to some of the routes; however, as County Routes are the most rural and low-volume of the highway classes, they often lose out when competing for funding against projects on routes in highway classifications. The availability of HRRRP funding has provided WVDOH with the ability to combat this problem by utilizing HRRRP funding to implement safety improvements on routes with the system which have fatal and/or injury crash rates above the statewide average for county routes.

In the past, West Virginia received Open Container / Repeat Offenders funds because the state did not have an open container law. These funds were used for various safety projects. West Virginia finally passed the Open Container law. But because of this, we no longer receive OCRO funds.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$117,161,992	$7,433,192	6.34%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,297,294	$45,000	1.36%
Penalty Funds (23 U.S.C. 154)	$10,991,977	$35,609	0.32%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$131,451,263	$7,513,801	5.72%

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

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

0%

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

0%

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

West Virginia Department of Transportation maintains approximately ninety-five percent (95%) of the roads in the State, including all secondary or county routes. As such, all HSIP funds are typically used for highway safety projects on the State Highway System. Very few of the State's municipalities own city streets. These are typically lower volume and do not have significant numbers of fatal or serious injury crashes occurring on

them; however, should a safety concern exist on a municipal street, the project would be eligible to compete for available HSIP funds.

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

$20,494,720

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

$20,494,720

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

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

$0

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

$0

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

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

West Virginia has observed several impediments to obligating Highway Safety Improvement Program funds. First, many throughout the DOH organization are not familiar with the safety program. Often they are unaware that there are potential funds to correct a safety problem. Second, even though the Mobility and Safety Section is responsible for monitoring and balancing the use of HSIP funds, they do not handle the design of the project. We have found that people who are responsible for the design of the project have too much work. Often these people have other projects from other core programs.

To overcome this, members of the Mobility and Safety Section are attempting to reach out to the districts and other divisions to familiarize them with the safety program. They are also keeping contact with people who are responsible for the design during the entire process and checking with their workload before assigning the design of the project to them.

In 2016, West Virginia became a focus state for run off the road accidents. FHWA will make available resources to try to reduce the number of run off the road accidents. FHWA contracted TTI to review West Virginia's crash data and develop a plan for 2018-2019 funding.

In 2017, West Virginia initiated an accelerated safety program. With this program, West Virginia plans to use available safety funds to upgrade existing cable guardrail to high tension four strand, install new cable guardrail,

fund guardrail IDIQ projects, install high friction throughout the state, fund ITS, and install new lighting at interchanges and intersections. Additionally West Virginia has identified US and West Virginia routes that have a roadway departure rate higher than the statewide average. West Virginia has hired several consultants to assess these roads and propose various improvements to these routes. Safety funds will then be used to fund these improvements.

The WVDOH made a commitment to be able to do system analysis and evaluation encompassing the entire state-owned highway network. When this commitment was made, it was under the assumption that the ERP system would be fully functional and operating at full capacity. While the ERP did go live in 2014 and was functioning properly, it was discovered that there was some major crash mapping and data quality issues that needed to be remedied. At launch, there were approximately 60% of the crashes statewide that were able to be mapped. This means that all of the data analysis as well as network screening (sliding window analysis) were inlay able to utilize 60% of the total crashes.

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

Yes

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

At the present time, the WVDOH has rectified that data quality issue to where the percentage is up to 85% of the crashes are able to be mapped. As such the network screening analysis can be run against 85% of the total crashes, It is anticipated that this percentage will continue to climb into the 90%+ range within the next 5 years.

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Develop and Implement	Non-infrastructure	Non-infrastructure - other	1	Numbers	$438500	$1502294	HRRR Special Rule (23 U.S.C. 148(g)(1))	Statewide	0		State Highway Agency	Spot	Project Development	
State Crash Records	Non-infrastructure	Data/traffic records	1	Numbers	$153000	$1620000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Statewide	0		State Highway Agency	Spot	Data	
WV 28 / WV 956 (ROW)	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$157500	$175000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Minor Arterial	7,454	40	State Highway Agency	Spot	Intersections	
Traffic Incident Management	Non-infrastructure	Educational efforts	1	Numbers	$900000	$1400000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Education	
Statewide Safety Campaign	Non-infrastructure	Educational efforts	1	Numbers	$4523342	$5026000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Education	
Safety Culture Assessment	Non-infrastructure	Outreach	1	Numbers	$200000	$200000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Assessment	
WVSP Cad System Feasibility	Non-infrastructure	Non-infrastructure - other	1	Numbers	$100000	$100000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Study	
WV Graduated Driver License	Non-infrastructure	Non-infrastructure - other	1	Numbers	$80000	$80000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Study	
GSHP Highway Safety Plan Coordination	Non-infrastructure	Non-infrastructure - other	1	Numbers	$80000	$80000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Program Development	
Evaluation of School Zone	Non-infrastructure	Non-infrastructure - other	1	Numbers	$90000	$90000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Assessment	
Continuum of Care Server	Non-infrastructure	Data/traffic records	1	Numbers	$70000	$70000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Data	
Tucker US 219 Survey	Alignment	Horizontal and vertical alignment	28	Miles	$10000	$10000	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	2,372	55	State Highway Agency	Spot	Data	
US 119 Survey	Alignment	Horizontal and vertical alignment	2	Miles	$10000	$10000	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	10,818	65	State Highway Agency	Spot	Data	
Saturation Patrols for Law Enforcement	Non-infrastructure	Enforcement	1	Numbers	$2020000	$2070000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Enforcement	
Access Management Study	Access management	Access management - other	1	Numbers	$250000	$250000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Systemic	Study	
HSIP Data Analysis	Non-infrastructure	Data/traffic records	1	Numbers	$695200	$1500000	Penalty Funds (23 U.S.C. 154)	Statewide	0		State Highway Agency	Spot	Data	
Grand Central Avenue Luminaires	Roadway delineation	Roadway delineation - other	2	Numbers	$105977	$105977	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial - Other	9,211	40	State Highway Agency	Spot	Roadway Departure	

2017 West Virginia Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
West Run Road (ENG)	Roadway	Roadway widening - travel lanes	2	Miles	$80100	$89000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,450	25	State Highway Agency	Spot	Roadway Departure	
Skid Testing	Non-infrastructure	Transportation safety planning	1	Numbers	$162441	$250417	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Data	
Strategic Highway Safety Plan	Non-infrastructure	Transportation safety planning	1	Numbers	$315000	$400000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Data	
Road Safety Audits	Non-infrastructure	Road safety audits	1	Numbers	$90000	$100000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Study	
Highway Safety Improvement Program	Non-infrastructure	Non-infrastructure - other	1	Numbers	$607500	$1502294	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Development	
Statewide Crash Records	Non-infrastructure	Data/traffic records	1	Numbers	$855000	$1620000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Data	
US 250 TWLTL (ENG)	Roadway	Roadway widening - travel lanes	1	Miles	$22500	$25000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,055	40	State Highway Agency	Spot	Intersections	
Advance Intersection	Intersection traffic control	Modify traffic signal - add closed loop system	1	Numbers	$720000	$800000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Intersections	
Incident Management	Non-infrastructure	Enforcement	1	Numbers	$247500	$275000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Systemic	Incident Management	
WVSP ATMS Integration	Non-infrastructure	Enforcement	1	Numbers	$2125000	$2125000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Enforcement	
West Run Road (ROW)	Roadway	Roadway widening - travel lanes	2	Miles	$270000	$300000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,450	25	State Highway Agency	Spot	Roadway Departure	
East Huntington Signal System	Intersection traffic control	Modify traffic signal - modernization/replacement	8	Intersections	$1624543	$1964579	HSIP (23 U.S.C. 148)	Various	0		State Highway Agency	Spot	Intersections	
Cantley Street Lighting	Lighting	Intersection lighting	1	Intersections	$264825	$1260060	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	45,631	55	State Highway Agency	Spot	Intersections	
US 250 TWLTL (CON)	Roadway	Roadway widening - travel lanes	1	Miles	$990000	$1100000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,055	40	State Highway Agency	Spot	Intersections	
RWIS Install	Non-infrastructure	Transportation safety planning	1	Numbers	$616500	$685000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Data	
I/S Morgan Street and Union	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$108000	$120000	HSIP (23 U.S.C. 148)	Rural Minor Collector	870	55	State Highway Agency	Spot	Roadway Departure	
ADA Traffic Signal Upgrade - 2018	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$315000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	
ADA Traffic Signal Upgrade - 2017	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$315000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	
ADA Traffic Signal Upgrade - 2016	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$350000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	

2017 West Virginia Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
WV 7 / CR 857 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$800000	$1000000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	18,269	35	State Highway Agency	Spot	Intersections	
WV 28 / WV 956 (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$472500	$525000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,454	40	State Highway Agency	Spot	Intersections	
WV 100 and Dents Run Improvement	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Intersections	$135000	$150000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,510	25	State Highway Agency	Spot	Intersections	
WV 45 / North High Street Traffic Signal	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$300000	$500000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,419	25	State Highway Agency	Spot	Intersections	
West Run Road (CON)	Roadway	Roadway widening - travel lanes	2	Miles	$2160000	$2400000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,450	25	State Highway Agency	Spot	Roadway Departure	
ADA Traffic Signal Upgrade - 2019	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$315000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	
ADA Traffic Signal Upgrade - 2020	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$315000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	
ADA Traffic Signal Upgrades - 2021	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$315000	$350000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Pedestrians	
Statewide Median Guardrail - Design Report	Roadside	Barrier - cable	1	Numbers	$225000	$250000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
Patteson Drive Lighting (ENG)	Lighting	Continuous roadway lighting	1	Miles	$80000	$100000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,181	35	State Highway Agency	Spot	Lighting	
I-77 Mink Shoals	Roadway	Rumble strips - edge or shoulder	4	Miles	$199500	$5754013	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	24,769	70	State Highway Agency	Spot	Roadway Departure	
East Beckley Lighting Upgrade (ENG)	Lighting	Site lighting - interchange	2	Miles	$135000	$150000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	15,424	70	State Highway Agency	Spot	Lighting	
Corridor G Bullnose Med Treatment	Roadside	Barrier end treatments (crash cushions, terminals)	3	Numbers	$13500	$15000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	16,602	65	State Highway Agency	Spot	Roadway Departure	
D-10 Recall Striping	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$158513	$226418	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Teays Valley Intersection Studies	Non-infrastructure	Transportation safety planning	1	Numbers	$211500	$235000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,300	35	State Highway Agency	Spot	Data	
Teays Valley TWLTL Study	Non-infrastructure	Transportation safety planning	1	Miles	$211500	$235000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,300	45	State Highway Agency	Spot	Data	
Patteson Drive Lighting (ROW)	Lighting	Continuous roadway lighting	1	Miles	$40000	$50000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,181	35	State Highway Agency	Spot	Lighting	
Airport Road - Easton	Roadway	Roadway widening - add lane(s) along segment	0.40	Miles	$1000000	$6159234	HSIP (23 U.S.C. 148)	Urban Minor Arterial	21,615	40	State Highway Agency	Spot	Roadway Departure	

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Roadway Striping (District 2)	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$296100	$1446344	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Roadway Striping (District 3)	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$225300	$1166782	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Roadway Striping (District 4)	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$168200	$1633427	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
2016 RPM	Roadway delineation	Raised pavement markers	1	Numbers	$876430	$973810	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Corbiltt Hill Road Turn Lane (ENG)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$16000	$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,175	55	State Highway Agency	Spot	Intersections	
D-2 Recall Striping	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	$146330	$182913	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
US 340 Flashers	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted	2	Intersections	$53523	$59470	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	39,507	45	State Highway Agency	Spot	Intersections	
Corbiltt Hill Road Turn Lane (ROW)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$48000	$60000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,175	55	State Highway Agency	Spot	Intersections	
US 50 Doddridge DMS	Advanced technology and ITS	Dynamic message signs	1	Numbers	$428383	$475981	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,907	65	State Highway Agency	Spot	ITS	
East Beckley Lighting Upgrade (CON)	Lighting	Site lighting - interchange	2	Miles	$1400000	$1400000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	15,424	70	State Highway Agency	Spot	Lighting	
Skid Testing 2017	Non-infrastructure	Transportation safety planning	1	Numbers	$180000	$200000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
TIMS Training	Non-infrastructure	Educational efforts	1	Numbers	$225000	$250000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Systemic	Training	
Institute HFST	Roadway	Pavement surface - high friction surface	0.93	Miles	$426069	$473410	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	66,610	70	State Highway Agency	Spot	Roadway Departure	
2018 RPM	Roadway delineation	Raised pavement markers	1	Numbers	$743400	$826000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Patteson Drive Lighting (CON)	Lighting	Continuous roadway lighting	1	Miles	$696150	$773500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,181	35	State Highway Agency	Spot	Lighting	
Corridor G Bullnose Med Treatment (CON)	Roadside	Barrier end treatments (crash cushions, terminals)	3	Numbers	$135000	$150000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	16,602	65	State Highway Agency	Spot	Roadway Departure	
Huntington Area Roadway	Lighting	Continuous roadway lighting	19	Miles	$1300000	$4992135	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	80,000	65	State Highway Agency	Spot	Lighting	
2017 RPM	Roadway delineation	Raised pavement markers	1	Numbers	$504000	$560000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Spot	Roadway Departure	
Charleston Bicycle Signs	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Numbers	$14423	$16025	HSIP (23 U.S.C. 148)	Citywide	0		State Highway Agency	Spot	Bicyclists	

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
River Road Guardrail	Roadside	Barrier- metal	0.57	Miles	$95000	$95000	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,618	55	State Highway Agency	Spot	Lane Departure	
Morgantown I-68 SB HFST	Roadway	Pavement surface - high friction surface	0.26	Miles	$234000	$260000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	11,205	70	State Highway Agency	Spot	Roadway Departure	
Leetown Road Flasher	Intersection traffic control	Intersection flashers - add overhead (continuous)	1	Intersections	$81000	$90000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,898	45	State Highway Agency	Spot	Intersections	
Corbiltt Hill Road Turn Lane (CON)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$480000	$600000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,175	55	State Highway Agency	Spot	Intersections	
Interstate Median Survey North	Non-infrastructure	Transportation safety planning	1	Numbers	$229500	$255000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
Interstate Median Survey South	Non-infrastructure	Transportation safety planning	1	Numbers	$164700	$183000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
Interstate Median Survey West	Non-infrastructure	Transportation safety planning	1	Numbers	$90000	$100000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
Interstate Median Survey Statewide	Non-infrastructure	Transportation safety planning	1	Numbers	$200000	$250000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Roadway Departure	
Roadway Departure Assessment A	Non-infrastructure	Transportation safety planning	293.40	Miles	$204036	$226707	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Roadway Departure Assessment B	Non-infrastructure	Transportation safety planning	212.91	Miles	$205070	$227856	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Roadway Departure Assessment C	Non-infrastructure	Transportation safety planning	258.55	Miles	$228428	$253809	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Roadway Departure Assessment D	Non-infrastructure	Transportation safety planning	263	Miles	$162157	$180174	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Morgantown Maryland Lighting (CON)	Lighting	Site lighting - interchange	1	Interchanges	$2000000	$2000000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	32,727	70	State Highway Agency	Spot	Lighting	
Dunbar DMS (ENG)	Advanced technology and ITS	Dynamic message signs	1	Numbers	$18000	$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	72,979	60	State Highway Agency	Spot	ITS	
Dunbar DMS (CON)	Advanced technology and ITS	Dynamic message signs	1	Numbers	$630000	$700000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	72,979	60	State Highway Agency	Spot	ITS	
Virginia State Line DMS (ENG)	Advanced technology and ITS	Dynamic message signs	1	Numbers	$18000	$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	51,604	70	State Highway Agency	Spot	ITS	
Virginia State Line DMS (CON)	Advanced technology and ITS	Dynamic message signs	1	Numbers	$630000	$700000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	51,604	60	State Highway Agency	Spot	ITS	
Lost Creek / Burnsville (ENG)	Roadside	Barrier - cable	16.19	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	29,290	70	State Highway Agency	Spot	Roadway Departure	

2017 West Virginia Highway Safety Improvement Program

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Lost Creek / Burnsville (CON)	Roadside	Barrier - cable	16.19	Miles	$4274000	$4274000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	29,290	70	State Highway Agency	Spot	Roadway Departure	
Cooper Rock / Goshen (ENG)	Roadside	Barrier - cable	14.16	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	48,537	70	State Highway Agency	Spot	Roadway Departure	
Cooper Rock / Goshen (CON)	Roadside	Barrier - cable	14.16	Miles	$5360400	$5956000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	48,537	70	State Highway Agency	Spot	Roadway Departure	
Harts Run / Princeton (ENG)	Roadside	Barrier - cable	8.22	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	27,669	70	State Highway Agency	Spot	Roadway Departure	
Harts Run / Princeton (CON)	Roadside	Barrier - cable	8.22	Miles	$5074000	$5074000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	27,669	70	State Highway Agency	Spot	Roadway Departure	
Huntington Guardrail (ENG)	Roadside	Barrier - cable	26.38	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	24,685	65	State Highway Agency	Spot	Roadway Departure	
Huntington Guardrail (CON)	Roadside	Barrier - cable	26.38	Miles	$6964000	$6964000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	24,685	65	State Highway Agency	Spot	Roadway Departure	
Medina Guardrail (ENG)	Roadside	Barrier - cable	27.88	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	17,894	70	State Highway Agency	Spot	Roadway Departure	
Medina Guardrail (CON)	Roadside	Barrier - cable	27.88	Miles	$7360000	$7360000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	17,894	70	State Highway Agency	Spot	Roadway Departure	
Piedmont / Scary Guardrail (ENG)	Roadside	Barrier - cable	15.21	Miles	$225000	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	12,362	70	State Highway Agency	Spot	Roadway Departure	
Piedmont / Scary Guardrail (CON)	Roadside	Barrier - cable	15.21	Miles	$4015000	$4015000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	12,362	70	State Highway Agency	Spot	Roadway Departure	
Roadway Departure Assessment E	Non-infrastructure	Transportation safety planning	226.06	Miles	$171809	$190899	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Roadway Departure Assessment F	Non-infrastructure	Transportation safety planning	186.79	Miles	$212643	$236270	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D1 Guardrail (ENG)	Roadside	Barrier - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D1 Guardrail (CON)	Roadside	Barrier - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D2 Guardrail (ENG)	Roadside	Barrier - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D2 Guardrail (CON)	Roadside	Barrier - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D3 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D3 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D4 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	

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2017 D4 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D5 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D5 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D6 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D6 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D7 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D7 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D8 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D8 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D9 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D9 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D10 Guardrail (ENG)	Roadside	Roadside - other	1	Numbers	$20000	$20000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
2017 D10 Guardrail (CON)	Roadside	Roadside - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Roadway Departure	
Kanawha HFST (CON)	Roadway	Pavement surface - high friction surface	1.06	Miles	$1937700	$2153000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	81,308	60	State Highway Agency	Spot	Roadway Departure	
ITS - IDIQ	Advanced technology and ITS	Advanced technology and ITS - other	1	Numbers	$1000000	$4951465	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	ITS	

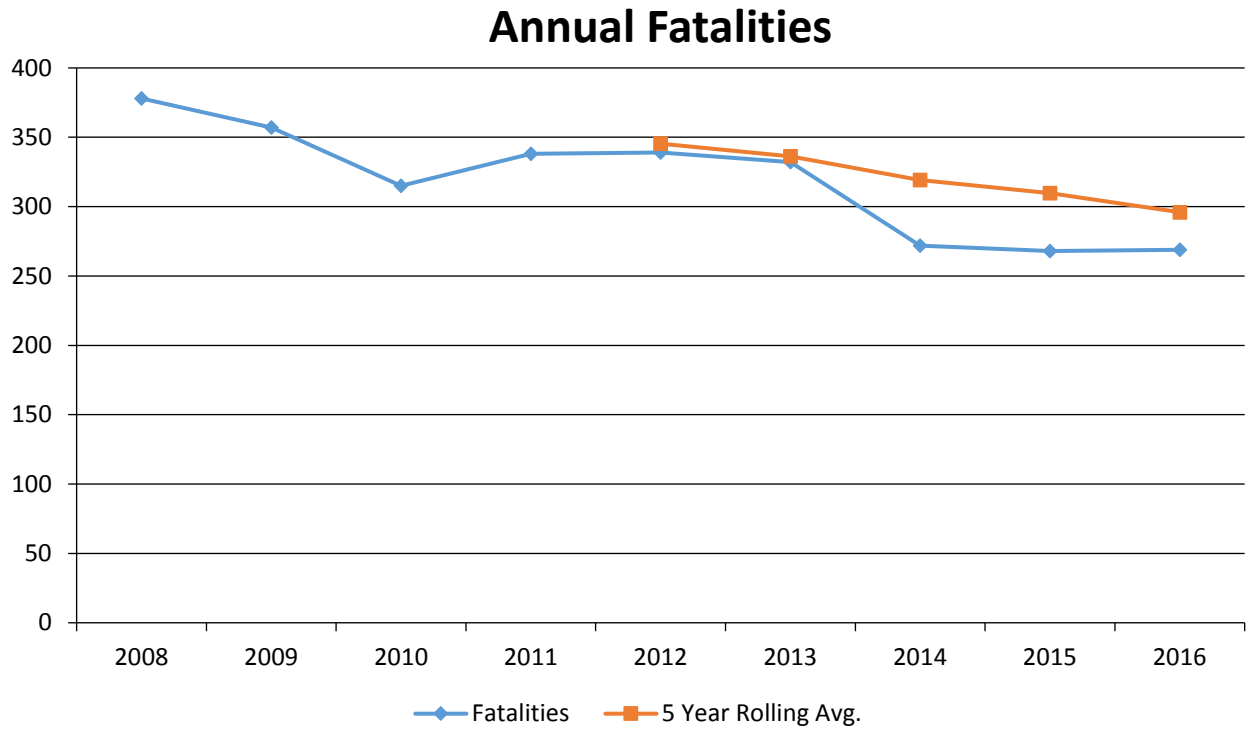
Enter additional comments here to clarify your response for this question or add supporting information.

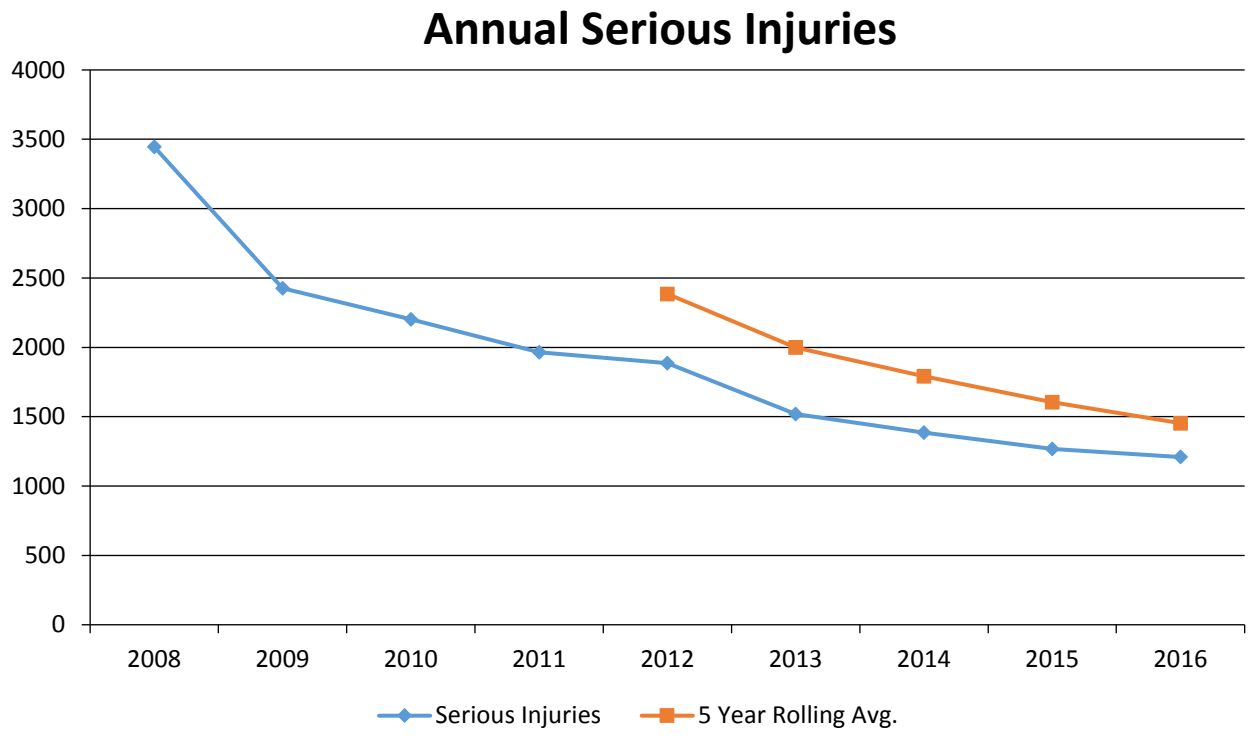
Safety Performance

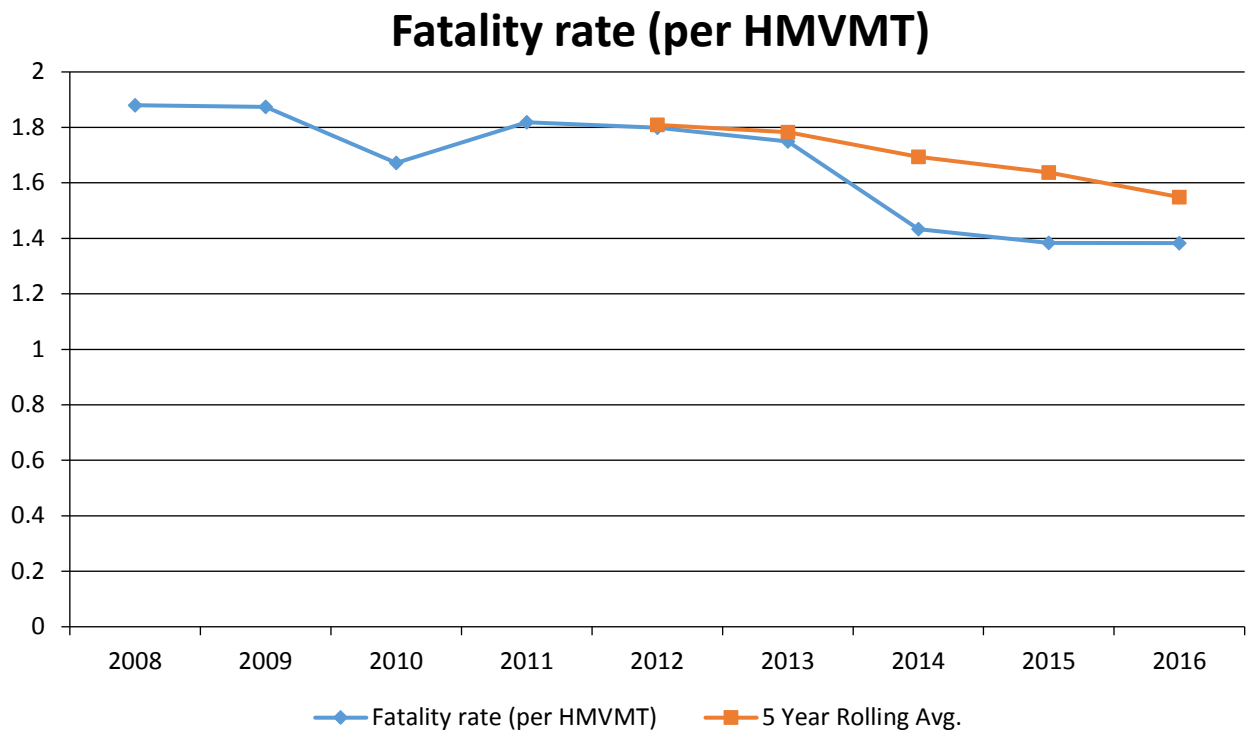
General Highway Safety Trends

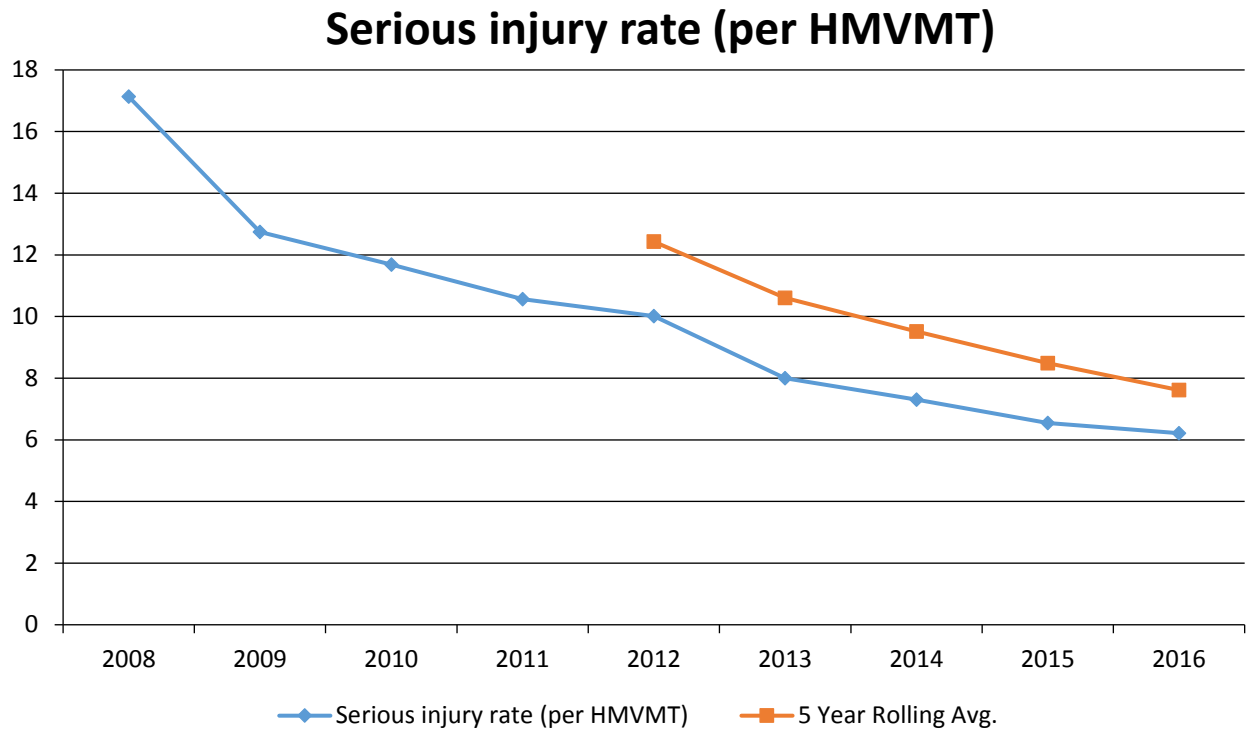
Present data showing the general highway safety trends in the State for the past five years.

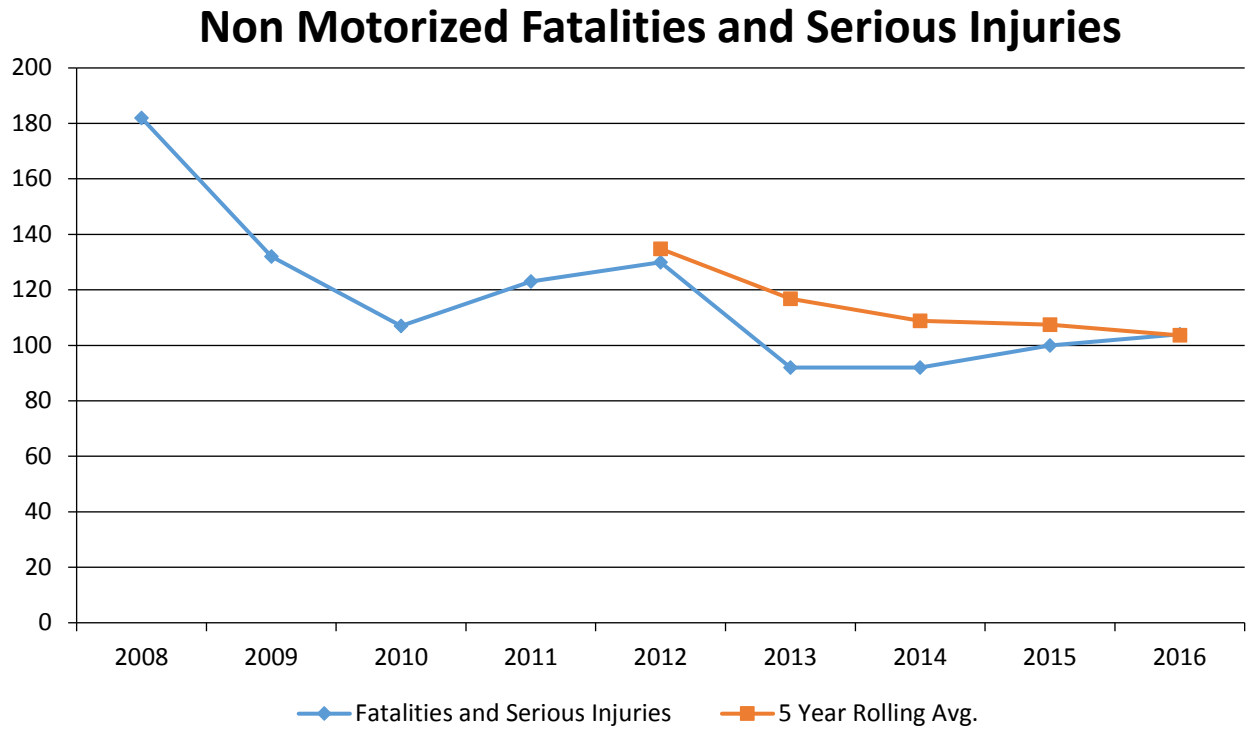
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	378	357	315	338	339	332	272	268	269
Serious Injuries	3,445	2,427	2,202	1,964	1,887	1,519	1,385	1,267	1,209
Fatality rate (per HMVMT)	1.880	1.874	1.672	1.819	1.799	1.749	1.433	1.384	1.383
Serious injury rate (per HMVMT)	17.131	12.740	11.690	10.567	10.012	8.000	7.299	6.542	6.215
Number non-motorized fatalities	15	21	16	20	32	28	21	20	27
Number of non-motorized serious injuries	167	111	91	103	98	64	71	80	77


Annual Fatalities
400
350
300
250
200
150
100
50
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
18
16
14
12
10
8
6
4
2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



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

Describe fatality data source.

FARS

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

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

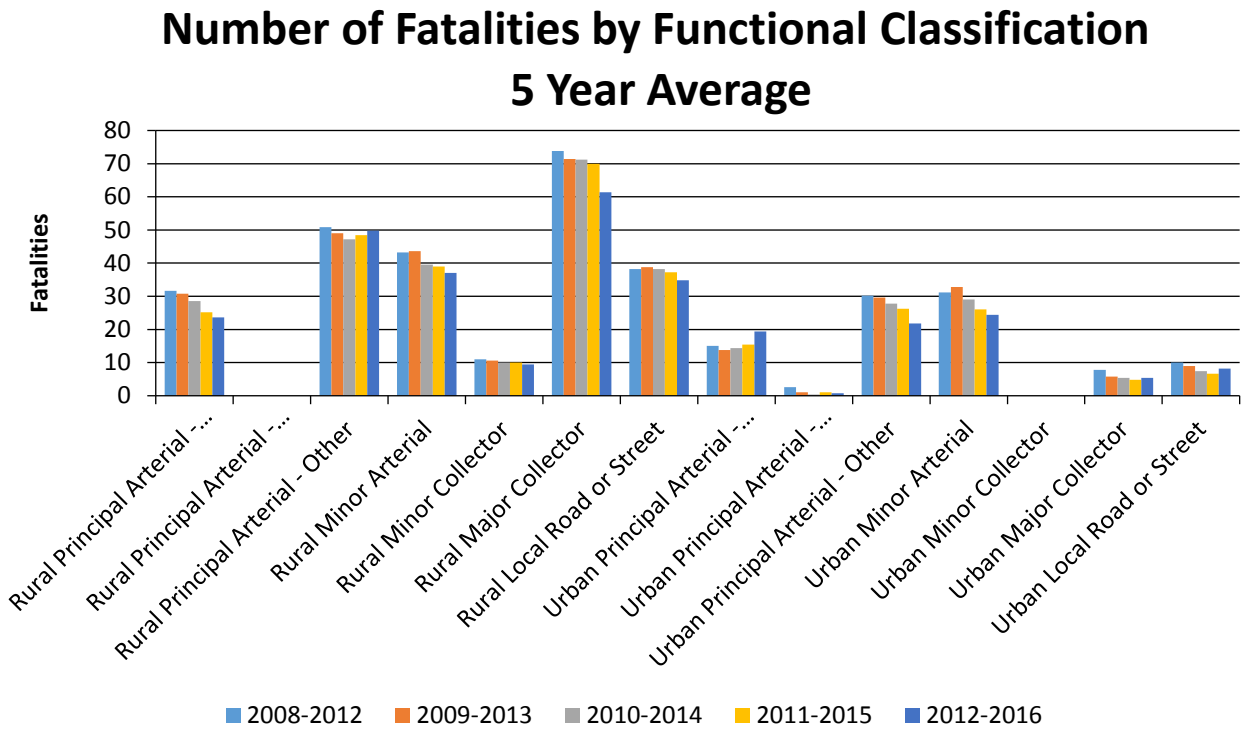
Year 2016

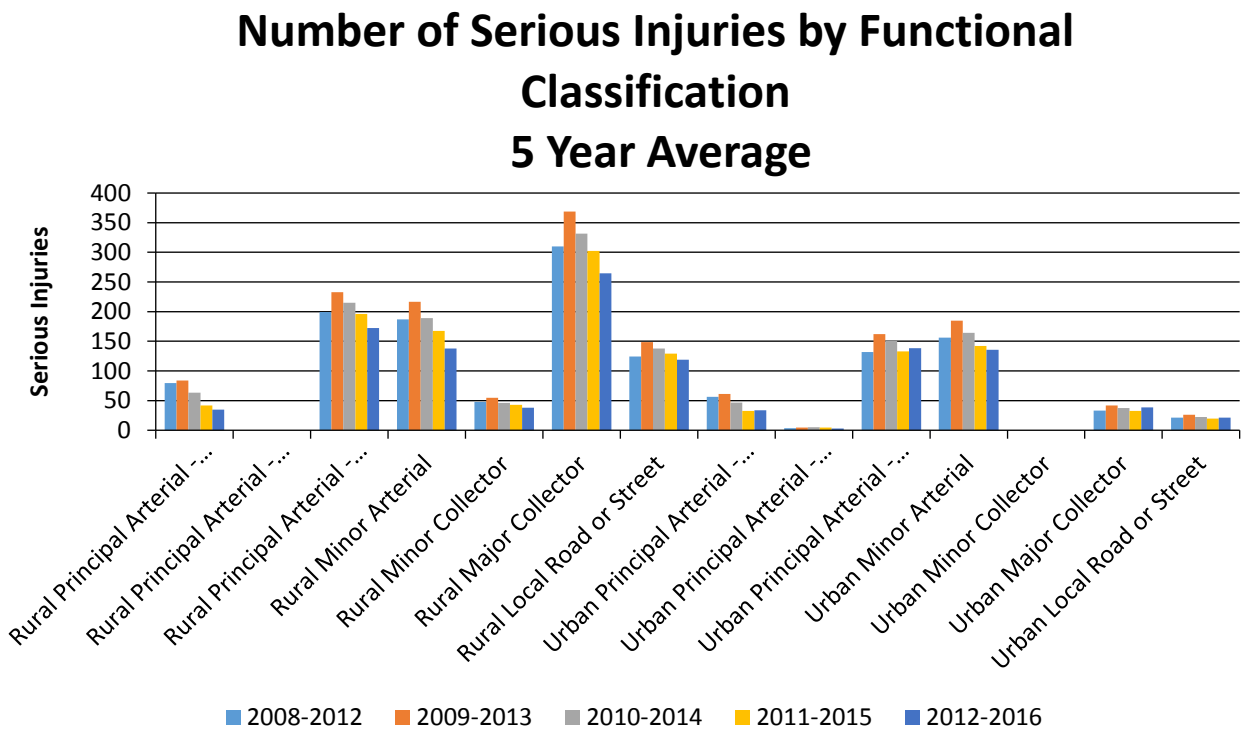
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	23.6	35	0.85	1.34
Rural Principal Arterial - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial - Other	49.8	172.2	1.99	6.85
Rural Minor Arterial	37	138	2.42	9.02

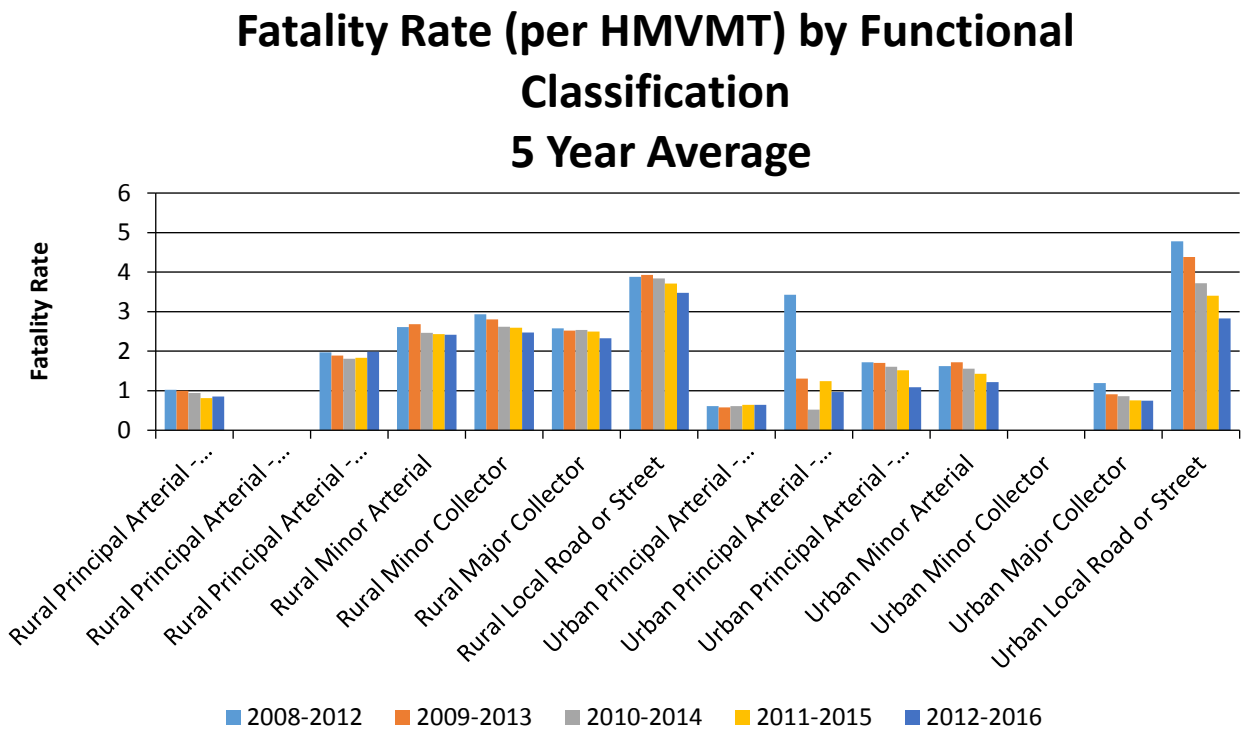
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	9.4	38	2.47	9.98
Rural Major Collector	61.4	264.8	2.33	10.08
Rural Local Road or Street	34.8	119.2	3.47	11.94
Urban Principal Arterial - Interstate	19.4	33.8	0.64	1.12
Urban Principal Arterial - Other Freeways and Expressways	0.8	3	0.97	3.66
Urban Principal Arterial - Other	21.8	138.6	1.09	6.9
Urban Minor Arterial	24.4	135.4	1.22	6.75
Urban Minor Collector	0	0	0	0
Urban Major Collector	5.4	38.6	0.75	5.39
Urban Local Road or Street	8.2	21	2.83	8.09

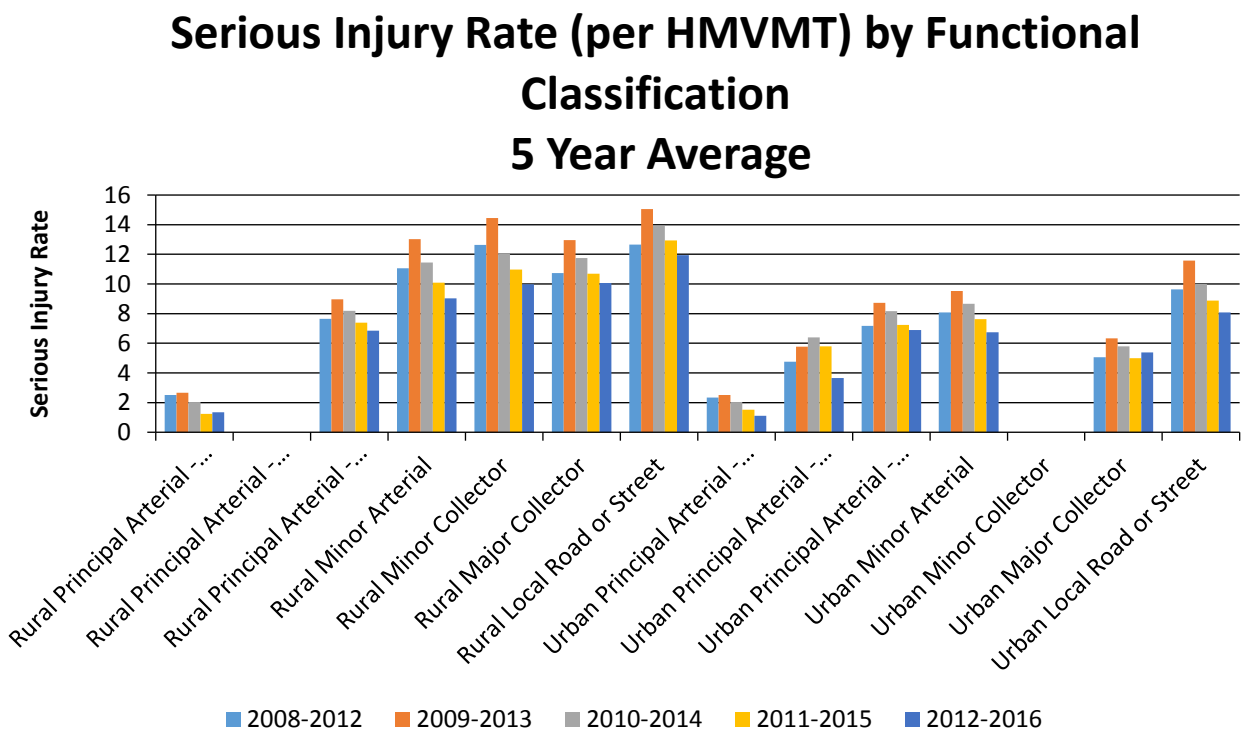
Year 2015

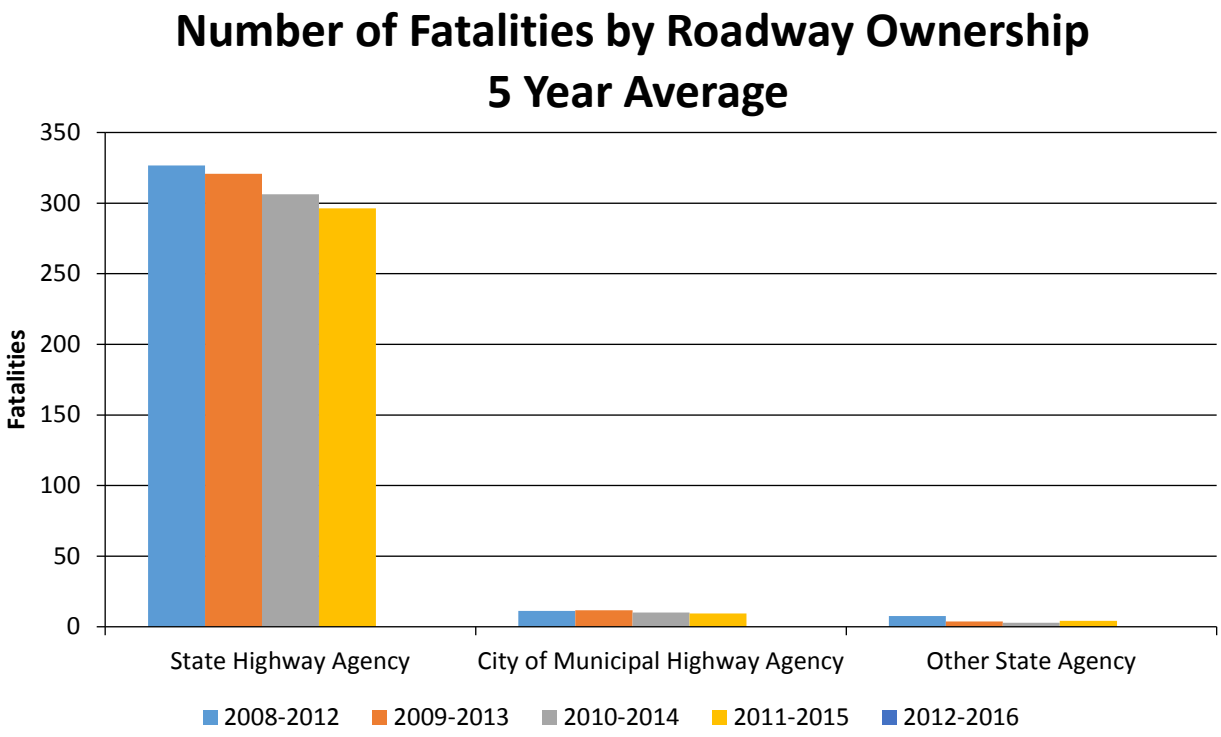
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	296.2	1,396.2	1.61	7.58
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency	9.4	158.8		
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency	4.2	46.4		
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

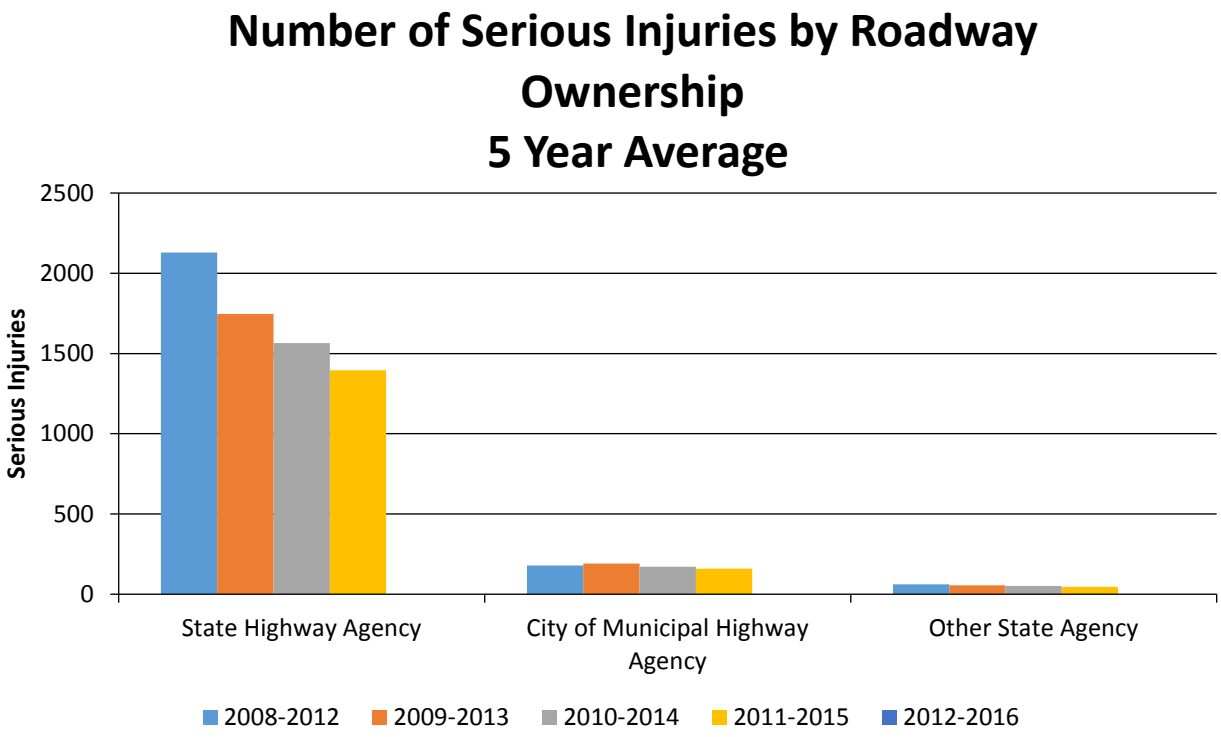

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
80
70
60
50
40
30
20
10
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

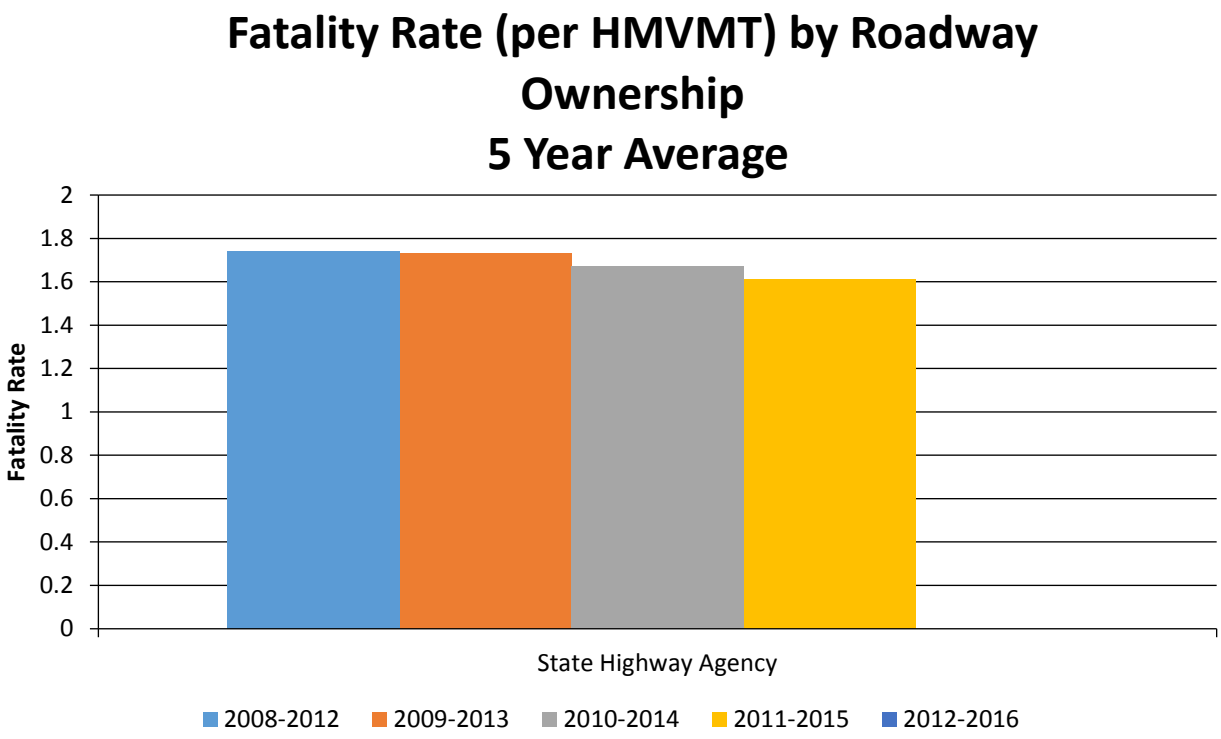

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
400
350
300
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

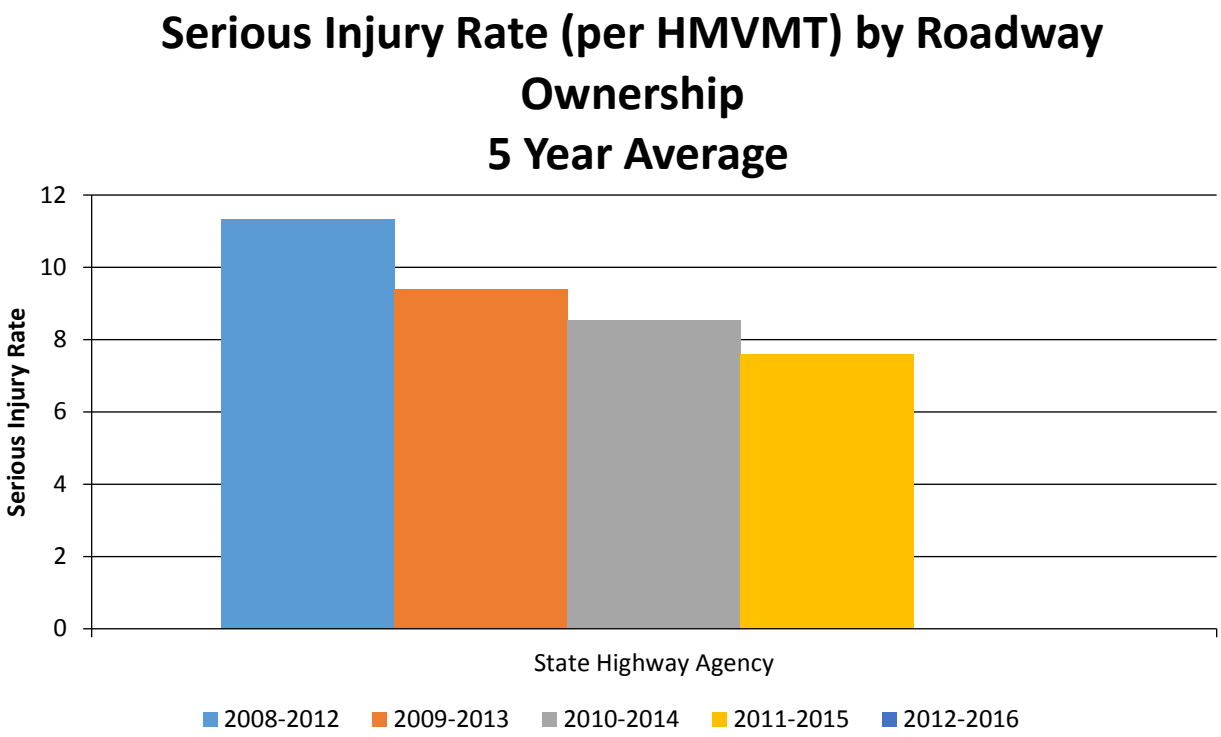

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
6
5
4
3
2
1
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
16
14
12
10
8
6
4
2
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
State Highway Agency
City of Municipal Highway Agency
Other State Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
2500
2000
1500
1000
500
0
State Highway Agency
City of Municipal Highway Agency
Other State Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



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

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

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities	281.6

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

One of the goals of the SHSP is to achieve a 50 percent reduction in fatalities by 2030.
The 2014-2018 5 year average to attain this goal is 281.6.

Number of Serious Injuries	1341.0

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

One of the goals of the SHSP is to achieve a 66 percent reduction in serious injuries by 2030. The 2014-2018 5 year average to attain this goal is 1341.0

Fatality Rate	1.370

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

Taking our 2014-2018 5 year average of 281.6 fatalities (SHSP Goal) and assuming an annual 0.44% vehicle miles traveled growth, we obtained our Fatality Rate of 1.370

Serious Injury Rate	6.327

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

This is based off our 2014-2018 5 year average of 1341 serious injuries and assuming an annual 0.44% vehicle miles traveled growth. Which supports our SHSP goal of 66% reduction by 2030.

Total Number of Non-Motorized Fatalities and Serious Injuries	94.1

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

Our SHSP goals are 50% reduction in fatalities and 66% reduction in Serious Injuries by 2030. The 5 year average to obtain those goals are 21.6+72.5 = 94.1

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

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

In the mid-1990's, various officials with highway safety responsibilities in West Virginia recognized the value of banding together to advance highway safety. This resulted in the creation of the State's first Highway Safety Management Task Force. After a brief hiatus, the renamed Safety Management Task Force (SMTF) reconvened in late 2001 and met regularly to coordinate highway safety-related activities and programs and allowed participants to speak with one voice for greater safety impacts.

Today, the Task Force continues this mission as its more than 30 members provide oversight of the SHSP, including plan development, implementation, and evaluation. Recently, they worked diligently on the update that responds to the current traffic safety problems facing West Virginia. Members of the SMTF include the Alcohol Beverage Control Administration, local law enforcement representatives, Department of Education, Department of Health and Human Resources, Division of Highways, Division of Motor Vehicles, Federal Highway Administration, Federal Motor Carrier Safety Administration, Governor's Highway Safety Program, National Highway Traffic Safety Administration, Office of the Insurance Commissioner. Parkways Authority,

2017 West Virginia Highway Safety Improvement Program
Public Service Commission, state police, West Virginia Association of Metropolitan Planning Organizations, West Virginia Commission of Drunk Driving Prevention, and West Virginia University Medicine.

Does the State want to report additional optional targets?

No

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

Applicability of Special Rules

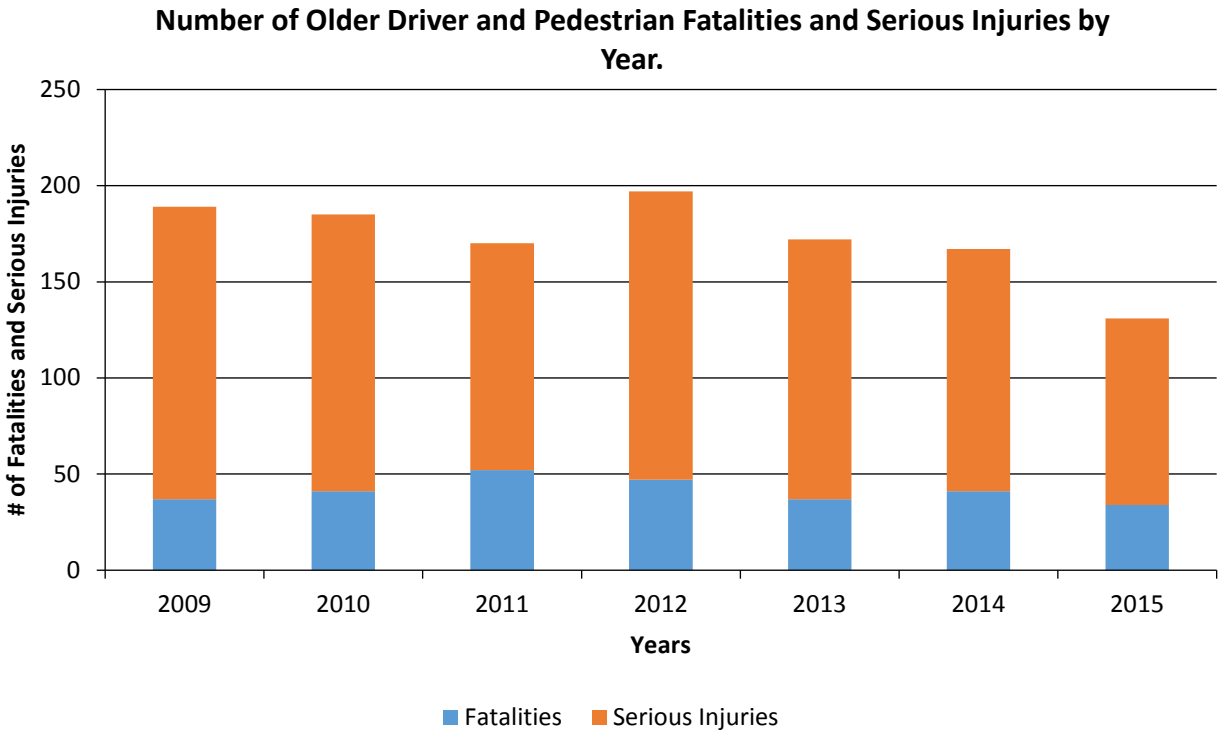
Does the HRRR special rule apply to the State for this reporting period?

No

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

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	37	41	52	47	37	41	34
Number of Older Driver and Pedestrian Serious Injuries	152	144	118	150	135	126	97



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

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

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

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

The number of fatalities has generally decreased between 2008 and 2016. In 2008, there were 357 fatalities and it decreased to 269 in 2016. The number of serious injuries has decreased between 2008 and 2016. In 2008, there were 3,467 serious injuries. By 2016, this number has decreased to 1,208.

The fatality rate has deceased between 2008 and 2016. In 2008, the fatality rate was 1.92 per HMVMT. In 2016, the fatality rate was 1.41 per HMVMT. The serious injury rate also deceased between 2008 and 2016. In 2008 the serious injury rate was 17.59 per HMVMT. In 2016, the serious injury rate was 6.32 per HMVMT.

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

More systemic programs

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

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

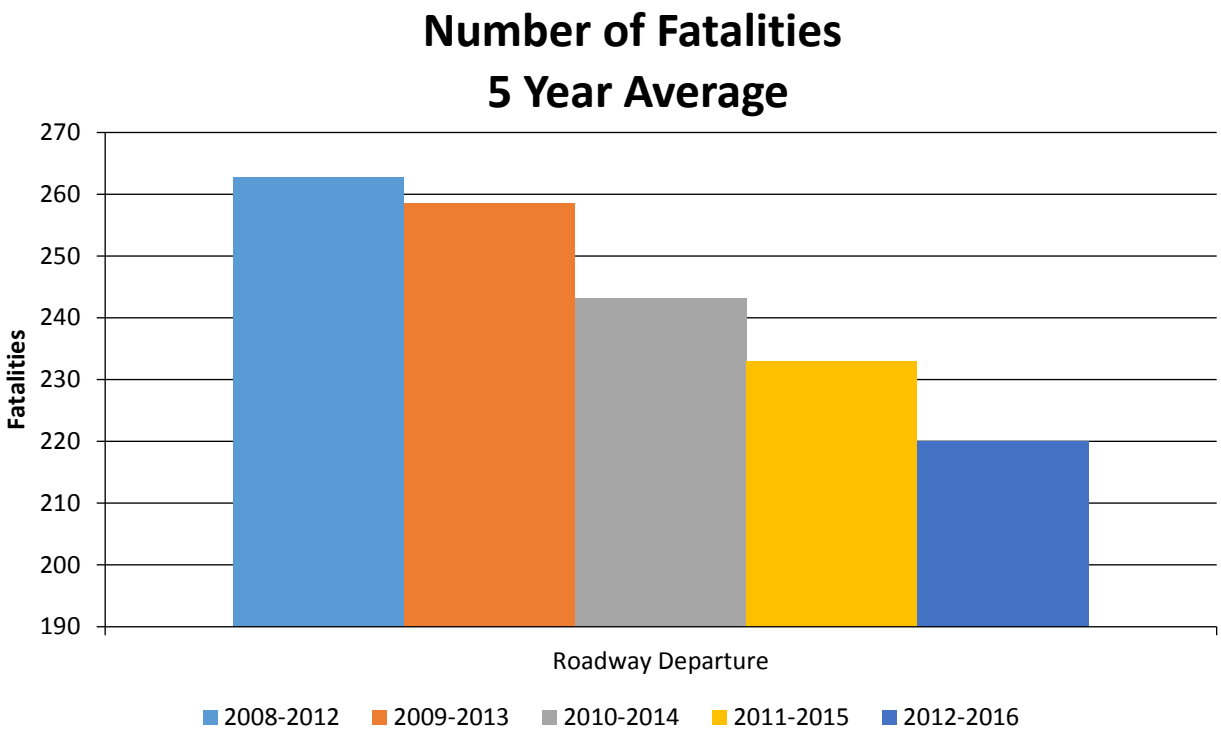
No

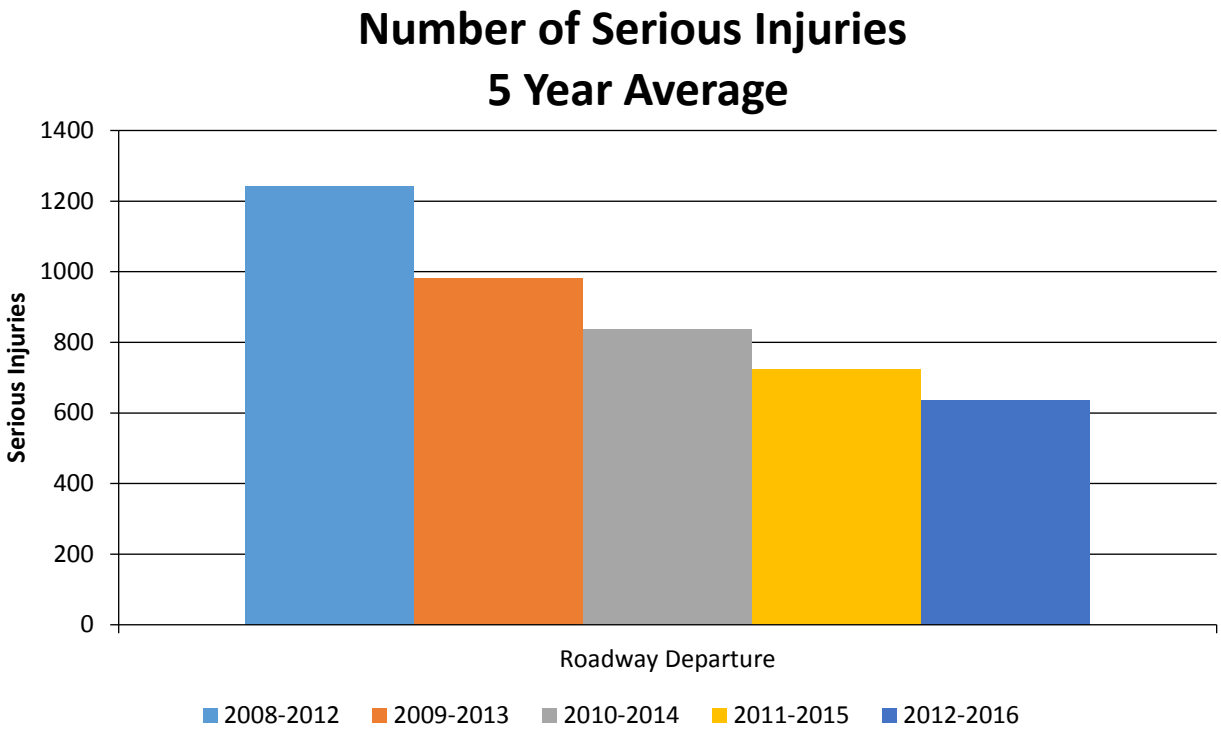
Effectiveness of Groupings or Similar Types of Improvements

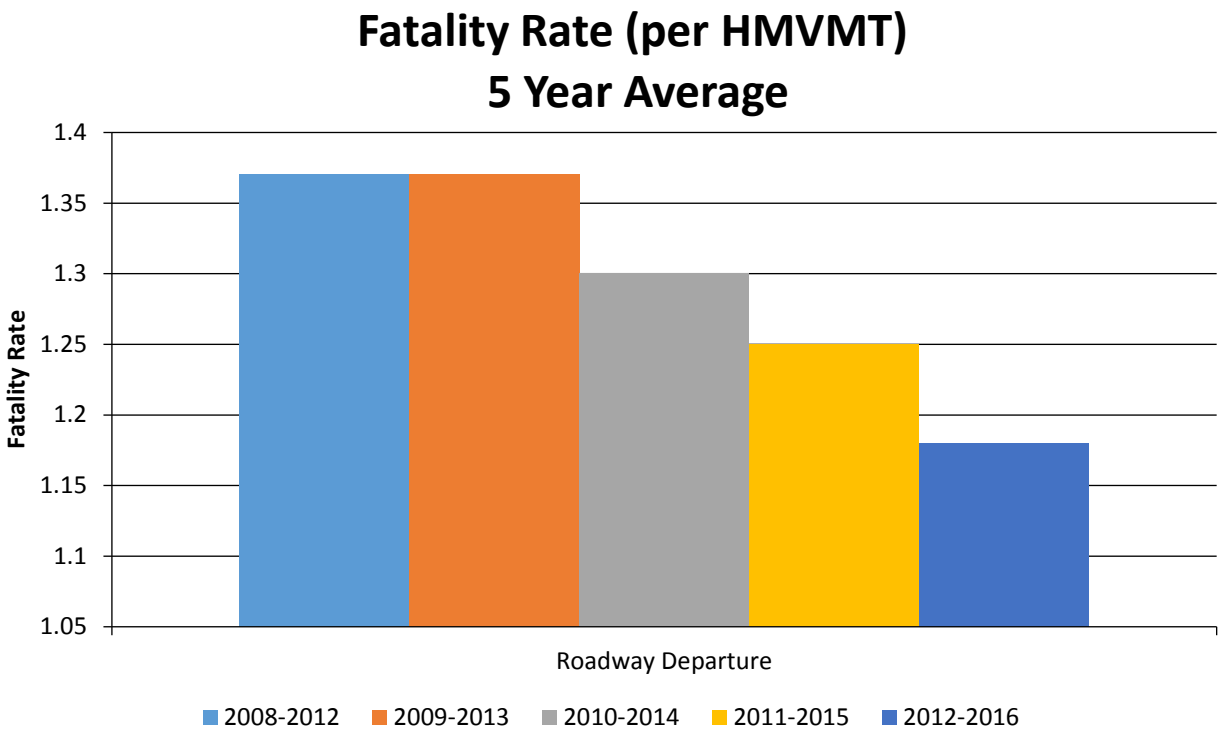
Present and describe trends in SHSP emphasis area performance measures.

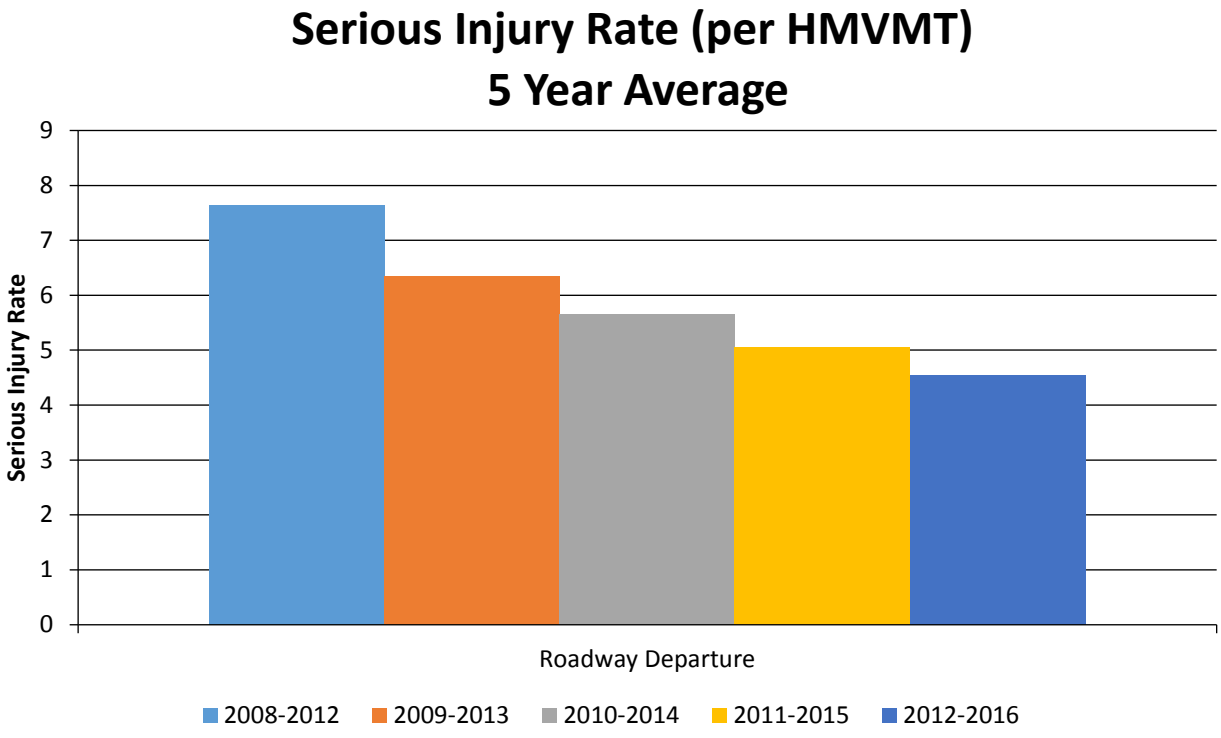
Year 2016

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Roadway Departure		220	635.2	1.18	4.55			


Number of Fatalities
5 Year Average
270
260
250
240
230
220
210
200
190
Fatalities
Roadway Departure
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
1400
1200
1000
800
600
400
200
0
Serious Injuries
Roadway Departure
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





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

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

2017 West Virginia Highway Safety Improvement Program

No

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

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 INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Marion County US 19	Urban Minor Arterial	Alignment	Horizontal curve realignment	1.00							2.00	1.00	2.00	
Brooke County US 22	Urban Principal Arterial - Other Freeways and Expressways	Roadway	Pavement surface - high friction surface	2.00	8.00			1.00		4.00	6.00	7.00	14.00	
Jackson County CR 21	Rural Major Collector	Intersection traffic control	Modify traffic signal - modernization/replacement											
Kanawha County CR 19	Rural Major Collector	Roadside	Barrier- metal											
Putnam County CR 46	Urban Major Collector	Roadside	Barrier- metal	8.00	10.00		1.00		1.00	9.00	3.00	17.00	15.00	
Clay County CR 11	Rural Major Collector	Roadside	Barrier- metal	3.00	1.00					1.00		4.00	1.00	
Monongalia/Preston County I-68	Urban Principal Arterial - Interstate	Roadway delineation	Improve retroreflectivity	365.00	91.00	3.00	2.00	17.00	4.00	118.00	26.00	503.00	123.00	
Putnam/Mason County WV 62	Urban Minor Arterial	Roadside	Barrier- metal	361.00	325.00	4.00	4.00	20.00	17.00	124.00	93.00	509.00	439.00	
Kanawha County WV 61	Rural Minor Arterial	Roadside	Barrier- metal	45.00	45.00			1.00	6.00	16.00	20.00	62.00	71.00	

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

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

No

Compliance Assessment

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

07/31/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2021

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

2021

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

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	0					100	95	100	95
Route Number (8)	100	0								
Route/Street Name (9)	100	0								
Federal Aid/Route Type (21)	100	0								
Rural/Urban Designation (20)	100	0					100	0		
Surface Type (23)	80	0					80	0		
Begin Point Segment Descriptor (10)	100	0					100	95	100	95
End Point Segment Descriptor (11)	100	0					100	95	100	95
Segment Length (13)	100	0								
Direction of Inventory (18)	100	0								
Functional Class (19)	100	0					100	0	100	0
Median Type (54)	80	0								

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
Access Control (22)	100	0								
One/Two Way Operations (91)	100	0								
Number of Through Lanes (31)	100	0					100	0		
Average Annual Daily Traffic (79)	100	0					100	0		
AADT Year (80)	100	0								
Type of Governmental Ownership (4)	100	0					100	50	100	50
INTERSECTION										
Unique Junction Identifier (120)			50	50						
Location Identifier for Road 1 Crossing Point (122)			50	50						
Location Identifier for Road 2 Crossing Point (123)			50	50						
Intersection/Junction Geometry (126)			50	50						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			100	0						
AADT Year (80)			100	0						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					0	0				
Location Identifier for Roadway at Ending Ramp Terminal (201)					0	0				
Ramp Length (187)					100	0				
Roadway Type at Beginning of Ramp Terminal (195)					100	0				

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 Type at End Ramp Terminal (199)					100	0				
Interchange Type (182)					0	0				
Ramp AADT (191)					100	0				
Year of Ramp AADT (192)					100	0				
Functional Class (19)					100	0				
Type of Governmental Ownership (4)					100	0				
Totals (Average Percent Complete):	**97.78**	**0.00**	**62.50**	**37.50**	**72.73**	**0.00**	**97.78**	**37.22**	**100.00**	**67.00**

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

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

West Virginia is one of the few sates that own the vast majority of their roads. County routes are state-owned in West Virginia. This combined with the very rural nature of our State puts us at an advantage over many states, as we only have a few municipally and/or privately owned streets to account for when collecting data for all public roads. The State has formed a partnership with our 911 boards to identify and collect information for all non-State owned roads. The state has purchased/developed tools to collect the additional missing intersection related information and is currently using those tools to gather the information. These tools will enable the State to quickly obtain higher percentages of data in those categories. The same tools can be utilized for intersection of both State and non-State roads. The State is also developing new tables to add additional information to the segments which will increase percentages for those currently less than 100%.

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

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	A - Incapaciting Injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	A - Incapaciting Injury	No	Injury severe enough to require individual to be immediately transported from the scene for treatment.	No	Injuries include bleeding wounds, distorted members, etc.	No
Crash Database	A - Incapaciting Injury	No	N/A	No	N/A	No
Crash Database Data Dictionary	A - Incapaciting Injury	No	Injury severe enough to require individual to be immediately transported from the scene for treatment.	No	Injuries include bleeding wounds, distorted members, etc.	No

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

West Virginia's Crash Report, Database and all accompanying materials were updated prior to the release of MMUCC Edition 4. The State is preparing to update their crash report, database and all accompanying materials. The state should easily complete this task prior to the April 15, 2019 deadline.

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

Did the State conduct an HSIP program assessment during the reporting period?
No

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

2019

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

Optional Attachments

Program Structure:

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.