LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

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

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways - ***Destination Zero Deaths***. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in October, 2011. The 2011 SHSP targets four emphasis areas: impaired driving, occupant protection, infrastructure and operations, and crashes involving young drivers. Since 2007, traffic fatalities have dropped from 993 to as low as 677 in 2011 and serious injuries were reduced from 1830 in 2008 to 1400 in 2016. Louisiana experienced a 0.7 increase in fatalities in 2016; however, Louisiana remains below our target of reducing fatalities in half by 2030.

Louisiana has accomplished a number of successes in each emphasis area including the following:

- **Infrastructure and Operations**

  Data and analysis improvements: State-specific safety performance functions (SPFs) for network screening and calibrated Highway Safety Manual (HSM) models for alternatives evaluations and project level analysis have been developed as well as a draft Highway Safety Improvement Program (HSIP) Project Selection Guide outlining the criteria that will be used to select and prioritize all HSIP projects. Also for evaluation of the SHSP, web-based data dashboards have been created for safety stakeholders to assess progress (http://datareports.lsu.edu/shsps.aspx).

  SPF development is still currently underway for intersections and state specific SPF for segments are being used for network screening on state routes. A Level of Service of Safety website has been developed to display the results of the network screening process for safety stakeholders. The goal is to institutionalize the use of the network screening results and share this information with the (Metropolitan Planning Organizations (MPOs) for further integration of quantitative safety in the planning process.

  Also, we have made significant improvements in local road safety data such as crash locations, traffic volume estimates, and roadway attribute information so that advanced data analysis methods will be possible in the near future.

  We are working with the regional safety coalition SHSP infrastructure and operations emphasis area teams to develop district-wide and/or parish-wide plans to identify the highest priority sites with the largest safety potential for HSIP funding.

  The Louisiana Department of Transportation and Development initiated a project to collect MIRE FDE's on all public roads and has completed the first phase of the local road contract as to collect video log and the MIRE FDE’s on all locally owned public roads. In a current, additional contract, the State is filling in the remainder of the local roads that were missed as part of the original contract. The State anticipates that it has collected approximately 90% of all the local public roads statewide. These data items have not yet been loaded into the enterprise system as the State is still working through issues with the state system.
  The State has developed a data dictionary that applies to all public roads. We collect data on local roads and it does comply with the data dictionary. MIRE FDE's and additional elements, are documented in the data dictionary.

Systemic safety improvements: A statewide systemic cable median barrier study produced a prioritized list of candidate locations where median barrier would be considered for installation. High speed, controlled access facilities statewide with a median width less than 100' were analyzed in the study. A systemic roadway departure project on 2-lane rural roadways with a shoulder width between 2' and 6' and lane width of 12' is also being implemented at 282 curves (radius equal to or greater than 1640') throughout the state. The countermeasures for the systemic curve project include enhanced signing and striping (i.e. 6" edge lines) and high friction surface treatment where pavement condition allows.

As of July 2017, the Louisiana Department of Transportation and Development (LA DOTD) has installed approximately 230 miles of cable barriers throughout the state at an investment of approximately $30 million.

There are currently another 46 miles under construction along the I-20 corridor at an investment of approximately $9.2 million. In addition to 65 miles along I-55 Tangipahoa at a cost of $7.2 million, 10 miles along La. 3132 at a cost of $1.6 million, 16 miles along I-220 in Bossier/Caddo for $1.3 million, 41 miles on I-49 in Caddo/DeSoto for $5.7 million and 3 miles on I-310 in St. Charles for $600k.

- **Occupant Protection:** The observed seat belt usage rate has increased steadily of the past five years from 77.7 percent in 2011 to 87.8 percent in 2016. University Medical Center, ThinkFirst of Ark-La-Tex, Louisiana Passenger Safety Task Force, Hispanic Outreach Occupant Protection, and Louisiana Highway Safety Commission (LHSC) provided overtime enforcement to 78 local police departments and sheriff's offices along with Louisiana State Police.

- **Young Drivers:** Sudden Impact Program (comprehensive injury prevention program targeting adolescents) reached just over 21,348 students. Think First Program coordinated and implemented 74 programs on underage drinking and impaired driving for youth (reached 7,537 students and 1,501 adults).

- **Impaired Driving:** DWI overtime enforcement was implemented in Tier One Alcohol Problem ID Parishes corresponding with national and state mobilizations. DWI courts were established in three judicial districts. No Refusal Programs are expanding across the state.

SHSP Implementation & Update

Louisiana is using a two-tiered approach to implement the SHSP: Statewide Emphasis Area Teams create data-driven action plans and track implementation of SHSP strategies and action steps, and regional Safety Coalitions utilize data to identify regional safety needs and develop data-driven five-year regional safety plans which identify three to five emphasis areas consistent with the SHSP.

The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an Executive Committee. The team consists of representatives from the Louisiana Department of Transportation and Development (LA DOTD), Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), Local Technical Assistance Program (LTAP), Louisiana Planning Council (LPC), Louisiana Municipal Association (LMA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), in addition to the statewide emphasis area team leaders and regional safety coalition coordinators.

Regional Highway Safety Coalitions

Through a partnership with Metropolitan Planning Organizations (MPO), we established nine regional transportation safety coalitions across the State. Led by safety coalition coordinators housed within each of the MPOs and championed by leaders from a range of agencies and organizations, each coalition comprises local experts and advocates working toward the development and implementation of regional safety plans based on the SHSP. This regional, grassroots, 4E approach (engineering, enforcement, education, and emergency response) to saving lives has proven to be highly effective.

The Louisiana two-tiered approach to lowering fatalities and serious injuries is accomplished in part by developing and continually implementing the federally required SHSP. Each region is charged with forming a multidisciplinary or 4E safety coalition, reviewing the regional and local crash data, and developing a continually evolving, data driven action plan that is linked to the SHSP. All nine Regional Safety Coalitions have adopted regional safety action plans.

Local Road Safety

Funding for Local Road Safety Improvement Projects is available through the Louisiana Local Road Safety Program (LRSP). Eligible projects include those for roadways and transportation systems owned and operated by parish and/or municipal road agencies. Specific funds are available for selected projects and additional funding sources or resources may be available depending on the type of project.

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

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

Louisiana Department of Transportation and Development (LA DOTD) administers the LRSP in coordination with Louisiana Technical Assistance Program (LTAP). Proposed projects can be submitted anytime throughout the year, with the selection process conducted by the LRSP Project Selection Team on a quarterly basis.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Projects that are identified through the Highway Safety Improvement Plan (HSIP) have the overall goal of reducing the number and severity of crashes and decreasing the potential for crashes on all public roads.

The Louisiana Department of Transportation and Development (LA DOTD) performs HSIP components of planning, implementation, and evaluation to accomplish requirements of the program. These components involve the following: data-driven identification of crash locations, development and implementation of an annual program of projects and report annually to the Federal Highway Administration (FHWA) on progress and effectiveness. FHWA is involved in all three components, both formally and through informal technical assistance.

LA DOTD completed Safe Routes to Public Places Program Guidelines, Local Road Safety Program Guidelines and Highway Safety Improvement Program Infrastructure Project Selection Guide for State Routes. Please see the attached documents that explain how HSIP projects are identified, selected, designed, implemented and evaluated.

Where is HSIP staff located within the State DOT?

Planning

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

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process
SHSP Emphasis Area Data

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

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

The Local Road Safety Program (LRSP) is allocated approximately $3-5 million per year. Eligible projects include those for roadways and transportation systems owned and operated by parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources or resources may be available depending on the type of project. Funding for Local Road Safety Improvement Projects is available through the LRSP.

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

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

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

Traffic Engineering/Safety
Design
Planning
Operations
Districts/Regions

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

Describe coordination with internal partners.

Louisiana Department of Transportation and Development (LA DOTD) Design assists with Highway Safety Improvement Projects (HSIP) by providing quality reviews of scope, budgets, and design alternatives considered during feasibility stage as needed. LA DOTD Districts perform review annual High Potential Safety Improvement List (HPSI List) and prioritizes potential safety projects within each district. Once locations are identified, they perform crash data analysis to select appropriate countermeasures and prepare scope and budget for proposed alternatives, including economic evaluation. LA DOTD Planning unit assists with feasibility studies which in turn provides guidance as to whether or not a project is a good fit for the safety program. LA DOTD Traffic Engineering unit provide input and feedback regarding safety intersection improvements such as traffic signals and roundabouts. LA DOTD Operations guidance and feedback is sought when a statewide,

systemic approach has been identified as a safety improvement and will require long-term commitment to maintain (guardrail upgrades, cable barrier, etc.).

Identify which external partners are involved with HSIP planning.

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

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

Describe coordination with external partners.

About 25 percent of roadway deaths and 40 percent of all crashes in Louisiana occur on the local road system. Louisiana Department of Transportation and Development (LA DOTD) partnered with the Louisiana Local Technical Assistance Program (LTAP) to manage the Local Road Safety Program (LRSP) to provide training, technical assistance, and outreach to local jurisdictions through an application process.

The Louisiana Highway Safety Commission (LHSC) is actively involved in the development of the SHSP particularly the emphasis area plans. As such, the projects and activities funded by the Highway Safety Plan (HSP) are reflected in these emphasis area action plans. The second goal in Louisiana's Statewide Transportation Plan (STP) is coordinated with the HSIP and SHSP to provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness. One of the ways to achieve this goal is through the objective of reducing the number and rate of highway-related crashes, fatalities, and serious injuries, which corresponds to the performance targets for the HSIP and HSP and the measurable objectives in the Strategic Highway Safety Plan (SHSP). A review of the Commercial Vehicle Safety Plan (CVSP) found several areas that link to the SHSP including removing alcohol- and drug-impaired commercial vehicle operators from the road and outreach and education on seat belt use.

LA DOTD works closely with Federal Highway Administration (FHWA) division office on statewide and regional initiatives related to SHSP strategies and HSIP, in particular those related to safety data and planning and HSIP infrastructure projects.

Local and state law enforcement agencies actively participate in the statewide SHSP emphasis area teams and the regional safety coalitions. Their involvement is critical as SHSP strategies are initiated and achieved at the regional level. Their participation is also key for statewide safety initiatives/campaigns. In addition, the law enforcement agencies participate in the Road Safety Audits.

LA DOTD also employs a law enforcement liaison to assist with trainings and outreach to the various law enforcement agencies statewide to increase the quality of data. Additional duties include Traffic Incident Management and Work Zone law enforcement training.

Regional Metropolitan Planning Organizations (MPO) are actively engaged within the regional safety coalitions. Each MPO employs a safety coalition coordinator to oversee the activities of each coalition. The planning organizations also work with the LA DOTD planners to use safety and roadway data for their internal analyses and assist with their internal prioritization of projects.

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

The Highway Safety Research Group (HSRG) at Louisiana State University (LSU) provides assistance to LA DOTD for fatal Accident Reporting System, crash report software development and training, data quality reviews, and real-time reporting tools for stakeholders. HSRG also conducts specialized crash data analysis studies as requested by LHSC, LA DOTD, or Louisiana State Police (LSP).

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

No

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

No

Program Methodology

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

Yes

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

File Name:
13.docx
Safe Routes to Public Places Program Guidelines 2017.pdf
2017 SRTPPP Application.doc
2016_LRSP App_ Jan.pdf

Select the programs that are administered under the HSIP.

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

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

Program:	HSIP (no subprograms)
Date of Program Methodology:	6/30/2017

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Funding set-aside

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

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

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

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

2017 Louisiana Highway Safety Improvement Program
Excess proportions of specific crash types

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

No

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

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

How are projects under this program advanced for implementation?

selection committee

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

Rank of Priority Consideration

Available funding : 2
Cost Effectiveness : 1

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

Program: Local Safety

Date of Program Methodology: 12/20/2016

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

Addresses SHSP priority or emphasis area
Other-Allows LA DOTD to address crashes on all public roads.

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

Funding set-aside

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

Crashes **Exposure** **Roadway**

2017 Louisiana Highway Safety Improvement Program

All crashes

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

Crash frequency

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

Yes

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

No

Describe the methodology used to identify local road projects as part of this program.
Top 20 parish crash data profiles were developed.

How are projects under this program advanced for implementation?

Competitive application process
selection committee

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

Relative Weight in Scoring

Available funding : 2
Cost Effectiveness : 1

Total Relative Weight : 3

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

Program: Other-Safe Routes to Public Places

Date of Program Methodology: 2/1/2017

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

Addresses SHSP priority or emphasis area

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

2017 Louisiana Highway Safety Improvement Program
Funding set-aside

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

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

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

Crash frequency
Excess proportions of specific crash types

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

Yes

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

Yes

Describe the methodology used to identify local road projects as part of this program.
Top 20 parish crash data profiles were developed.

How are projects under this program advanced for implementation?

Competitive application process
selection committee

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

Relative Weight in Scoring

Available funding : 2
Cost Effectiveness : 1

Total Relative Weight : 3

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

What percentage of HSIP funds address systemic improvements?

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

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

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

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

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

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

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

Yes

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

Chapters 4 and 5 of the Highway Safety Manual (HSM) were consulted for determining better methodologies for data analysis. Louisiana has developed state-specific safety performance functions and excel-based diagnostic tools for better targeting Highway Safety Improvement Plan (HSIP) funds. Additionally, LA DOTD utilizes the HSM spreadsheets and CMF Clearing House for project level analysis.

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

No

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

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$8,492,810	$42,918,856	505.36%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$7,789,710	$14,680,838	188.46%
Penalty Funds (23 U.S.C. 164)	$7,789,710	$16,064,771	206.23%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$562,000	$19,582,050	3484.35%
State and Local Funds	$623,804	$2,495,876	400.11%
Totals	$25,258,034	$95,742,391	379.06%

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?

$518,805

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

$1,040,433

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

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

2017 Louisiana Highway Safety Improvement Program

$8,254,257

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

$4,027,698

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

These non-infrastructure funds are utilized for transportation safety planning which includes data collection, safety studies and regional safety coalitions.

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

$0

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

$0

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

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

Louisiana Department of Transportation and Development (LA DOTD) has no impediments to obligating funds.

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

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.000313 LA 49 - St. Charles Ph Line	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Numbers	$5081.39	$5081.39	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$2344850.15	$2371350.15	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$26500		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.000466 US 190: Roundabout At Edne Church Road	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$173227.07	$173227.07	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.001557 LA 4: Banks Springs - JCT US 165	Alignment	Horizontal curve realignment	1	Numbers	$48083.65	$53426.28	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.001557 LA 4: Banks Springs - JCT US 165	Alignment	Horizontal curve realignment	1	Numbers	$5342.63		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.001749 LA 5 Realignment and Cross Slope Impr.	Alignment	Horizontal curve realignment	1	Numbers	$79769.66	$88632.95	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.001749 LA 5 Realignment and Cross Slope Impr.	Alignment	Horizontal curve realignment	1	Numbers	$8863.29		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.001769 LA 511: LA 523 - Fern Ave	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$15184.41	$16871.57	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.001769 LA 511: LA 523 - Fern Ave	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$1687.16		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$93045.53	$103383.91	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.002059 LA 384 @ LA 385	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$10338.38		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.002163 Roundabout on LA 342 at LA 724	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$2828005.39	$2828005.39	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.002290 LA 64: LA 19 to McHugh Rd.	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$214556.68	$238405.76	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.002290 LA 64: LA 19 to McHugh Rd.	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$23849.08		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.002373 LA 16 @ LA 22 Install Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$237659.2	$237659.2	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.002780 LA 308: L.M. 8.122 - L.M. 8.747	Roadway	Pavement surface - high friction surface	1	Numbers	$824013.32	$915570.36	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.002780 LA 308: L.M. 8.122 - L.M. 8.747	Roadway	Pavement surface - high friction surface	1	Numbers	$91557.04		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.003014 I-10: LA 347 to Atchafalaya Fldwy Br	Roadside	Barrier - cable	1	Numbers	$1900308.8	$2375386	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.003014 I-10: LA 347 to Atchafalaya Fldwy Br	Roadside	Barrier - cable	1	Numbers	$475077.2		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.005632 New Orleans ITS (N'Shore Deployment)	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Numbers	$38082.29	$47602.86	HSIP (23 U.S.C. 148)		0	0		Systemic	Data	Pages 3-8
H.005632 New Orleans ITS (N'Shore Deployment)	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Numbers	$9520.57		State and Local Funds		0	0		Systemic	Data	Pages 3-8
H.005660 Baton Rouge-New Orleans ITS Phase 1	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Numbers	$-407783.9	$-509729.87	HSIP (23 U.S.C. 148)		0	0		Systemic	Data	Pages 3-8
H.005660 Baton Rouge-New Orleans ITS Phase 1	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Numbers	$-101945.97		State and Local Funds		0	0		Systemic	Data	Pages 3-8
H.006499 Westdate & Bernmard Terrace Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$0	$84140	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Pedestrians	Pages 3-8
H.006554 Eden Church Road (US 190-LA 1026)	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-34506.56	$-38340.62	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.006554 Eden Church Road (US 190-LA 1026)	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$-3834.06		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.007896 LA 3105 At Shed Road Turn Lanes	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-203509.12	$-226650.49	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.007896 LA 3105 At Shed Road Turn Lanes	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$-23141.37		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.008173 US 190 & LA 1032	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$21260.13	$23622.37	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.008173 US 190 & LA 1032	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$2362.24		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.008178 LA 1030: LA 16 - LA 1026	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$163490.62	$181656.24	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.008178 LA 1030: LA 16 - LA 1026	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$18165.62		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.008236 I-20 - US 80	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$370.64	$463.33	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.008236 I-20 - US 80	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$92.69		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.008248 LA 1: Hospital Road & WB Left Turn Ln	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$16622.54	$18469.49	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.008248 LA 1: Hospital Road & WB Left Turn Ln	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$1846.95		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.009012 Widen Intersections At LA 67 & LA 10	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$872997.74	$970197.48	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.009012 Widen Intersections At LA 67 & LA 10	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$97199.74		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.009033 LA 44: Intersection Improvement @ LA 934	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$674576.78	$749529.75	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.009033 LA 44: Intersection Improvement @ LA 934	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$74952.97		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.009125 I-12 EB Exit Ramp Extension at US 190	Intersection geometry	Auxiliary lanes - extend acceleration/deceleration lane	1	Numbers	$-79554.11	$-88393.46	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.009125 I-12 EB Exit Ramp Extension at US 190	Intersection geometry	Auxiliary lanes - extend acceleration/deceleration lane	1	Numbers	$-8839.35		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.009282 St. John the Baptist Parish Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$72120	$72120	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Pedestrians	Pages 3-8
H.009413 US 90-Z:Retrofit Conc BR Rail & Alum H.R.	Roadside	Roadside - other	1	Numbers	$1389.16	$1543.51	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.009413 US 90-Z:Retrofit Conc BR Rail & Alum H.R.	Roadside	Roadside - other	1	Numbers	$154.35		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.009456 LA 347: Roundabout @ Melancon Rd.	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$1012652.42	$1012652.42	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.009460 St. Tammany Parish Sighning & Striping	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$115310	$115310	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.009475 LA 538: Roundabout at Ravendale	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$22617.84	$22617.84	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.009721 LA 1X: Turn Lanes - 46' N Hancock-LA 494	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$203669.91	$203669.91	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12
H.009942 LA 10: Franklinton-Bogalusa Safety Impr	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$279.21	$310.23	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.009942 LA 10: Franklinton-Bogalusa Safety Impr	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$31.02		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.009997 US 167: Johnston St Improvements	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$85294.81	$85294.81	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.010026 LA 431: Realign Curve, C/L Rumble Strips	Alignment	Horizontal curve realignment	1	Numbers	$-408141.58	$-453490.65	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010026 LA 431: Realign Curve, C/L Rumble Strips	Alignment	Horizontal curve realignment	1	Numbers	$-45349.07		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010087 US 51B @ I-12: Clear & Grub (Roundabouts)	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$-3466.14	$-3851.26	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010087 US 51B @ I-12: Clear & Grub (Roundabouts)	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$-385.12		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010100 Pesson Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$0	$30050	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Pedestrians	Pages 3-8
H.010109 Raceland and Bayou Blue Sidewalks	Pedestrians and bicyclists	Modify existing crosswalk	1	Numbers	$230111.82	$247978	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Pedestrians	Pages 3-8

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.010124 LA 16: Roundabout @ LA 447	Intersection traffic control	Modify control - all-way stop to roundabout	1	Numbers	$342905.07	$342905.07	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010182 LA 42 Widening: Clear, Grub & Utility	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$10905.17	$10905.17	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010184 LA 59: Curve Realign and Tunnel at Trace	Alignment	Horizontal and vertical alignment	1	Numbers	$830232	$1222480	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010184 LA 59: Curve Realign and Tunnel at Trace	Alignment	Horizontal curve realignment	1	Numbers	$92248		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010184 LA 59: Curve Realign and Tunnel at Trace	Alignment	Horizontal curve realignment	1	Numbers	$300000		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$89599.11	$99554.56	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$9955.45		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010203 US 80: Inters. Improve @ Erwin Thompson	Roadway	Roadway widening - curve	1	Numbers	$-23445.99	$-26051.1	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010203 US 80: Inters. Improve @ Erwin Thompson	Roadway	Roadway widening - curve	1	Numbers	$-2605.11		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010204 US 425: Roundabout @ Julia & Louisa	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$77026.89	$77026.89	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010212 LA 175: Improvement Btwn US 84 & LA 509	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$498763.8	$554182	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010212 LA 175: Improvement Btwn US 84 & LA 509	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$55418.2		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010268 US 90: Curve Improvement	Alignment	Vertical alignment or elevation change	1	Numbers	$1131832.64	$1257591.82	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010268 US 90: Curve Improvement	Alignment	Vertical alignment or elevation change	1	Numbers	$125759.18		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010277 LA 593: Inters. Imprv. Naff @ Collinston	Roadway	Roadway widening - curve	1	Numbers	$855138.96	$1258086.24	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.010277 LA 593: Inters. Imprv. Naff @ Collinston	Roadway	Roadway widening - curve	1	Numbers	$307931.84		Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010277 LA 593: Inters. Imprv. Naff @ Collinston	Roadway	Roadway widening - curve	1	Numbers	$95015.44		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010280 US 167: Left Turn Lane SB from LA 28	Interchange design	Installation of new lane on ramp	1	Numbers	$-7881.39	$-8757.08	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010280 US 167: Left Turn Lane SB from LA 28	Interchange design	Installation of new lane on ramp	1	Numbers	$-875.69		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010287 LA 3249: Roundabout @ I-20/Well Rd	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$90144.56	$90144.56	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010289 LA 22: Roundabout Dunson/Ridgedell Rds	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$661947.46	$661947.46	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010360 US 171: 400'N Boone St - LA 8/LA 28	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$-196511.39	$-196511.39	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.010386 US 51: N Jct LA 10-Mississippi S/L	Roadway	Pavement surface - miscellaneous	1	Numbers	$-188361.32	$-188361.32	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010443 LA 308: Curve Realign and Shoulders	Alignment	Horizontal curve realignment	1	Numbers	$104832.8	$116480.9	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010443 LA 308: Curve Realign and Shoulders	Alignment	Horizontal curve realignment	1	Numbers	$11648.1		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010680 I-10: Cable Barrier in WBR & Iberville	Roadside	Barrier - cable	1	Numbers	$455456.88	$530025.72	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010680 I-10: Cable Barrier in WBR & Iberville	Roadside	Barrier - cable	1	Numbers	$74568.84		State and Local Funds		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010685 I-20: Dist 05 Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$-5456507.88	$-5456507.88	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010712 I-10 Median Cable Barrier: I510-Twin Span	Roadside	Barrier - cable	1	Numbers	$-88602.46	$-88602.46	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010777 US 71: Turn Lanes for Lee St & Random Dr	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Numbers	$110253.79	$122504.2	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.010777 US 71: Turn Lanes for Lee St & Random Dr	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Numbers	$12250.41		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010781 LA 1032: LA 16 - US 190	Roadway	Roadway widening - curve	1	Numbers	$204121.25	$561458.08	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010781 LA 1032: LA 16 - US 190	Roadway	Roadway widening - curve	1	Numbers	$357336.83		Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010864 I-10: District 07 Cable Barrier	Roadside	Barrier - cable	1	Numbers	$4968.71	$4968.71	Penalty Funds (23 U.S.C. 154)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010894 US 165: Right Turn Lane At LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$106306.88	$118118.76	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.010894 US 165: Right Turn Lane At LA 112	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$11811.88		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010911 I-20: Median Cable Barrier (Lincoln/Ouachita)	Roadside	Barrier - cable	1	Numbers	$3159007.86	$364005.9	Penalty Funds (23 U.S.C. 154)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010922 LA 88: realign Curves in Coteau	Alignment	Horizontal curve realignment	1	Numbers	$35231.93	$39146.59	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.010922 LA 88: realign Curves in Coteau	Alignment	Horizontal curve realignment	1	Numbers	$3914.66		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.010962 I-10: Cable Barrier (Lafayette/Acadia)	Roadside	Barrier - cable	1	Numbers	$605723.43	$605723.43	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.010969 LA 3132: Guard Rail Upgrade	Roadside	Barrier- metal	1	Numbers	$11333.75	$11333.75	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.011030 LA 59: Roundabout @ Lonesome Rd.	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$1426575.23	$1426575.23	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011075 LA 59: Roundabout @ Sharp Rd.	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$1339269.63	$1339269.63	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011138 Covington Sidewalks & Other Safety Impr.	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$102695.3	$102695.3	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Pedestrians	Pages 3-8
H.011194 Pineville Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$28827.5	$28827.5	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Pedestrians	Pages 3-8

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.011196 Lake Charles SRTS Proj-Barbe Elem	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$0	$30050	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Pedestrians	Pages 3-8
H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)	Roadside	Barrier- metal	1	Numbers	$4383765.56	$4087510.65	HSIP (23 U.S.C. 148)		0	0		Spot	Lane Departure	Page 3-11/12
H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)	Roadside	Barrier- metal	1	Numbers	$-296254.91		State and Local Funds		0	0		Spot	Lane Departure	Page 3-11/12
H.011233 District 02 Low Cost Safety Improvements	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$70672.2	$74936.05	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011233 District 02 Low Cost Safety Improvements	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$4263.85		HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011260 US 190B @ Jefferson Ave. Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$309357.16	$309357.16	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011261 LA 427: S. Acadian Twy; Perkins Rd-LA73(BR)	Intersection geometry	Intersection geometry - other	1	Numbers	$218280.2	$242533.56	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011261 LA 427: S. Acadian Twy; Perkins Rd-LA73(BR)	Intersection geometry	Intersection geometry - other	1	Numbers	$24253.36		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.011295 LA 73 (Govt St) East Blvd-Lobdell Ave	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Numbers	$14821.95	$14821.95	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Intersections	Page 3-12
H.011302 LA 28: Left Turn Lanes at LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$95284.93	$105872.14	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011302 LA 28: Left Turn Lanes at LA 116	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$10587.21		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.011314 LA 22: Near I-10 Geometric Improv	Access management	Change in access - close or restrict existing access	1	Numbers	$55987.45	$3227012.45	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Intersections	Page 3-12
H.011327 US 90: J-Turns - St Mary Parish	Access management	Change in access - close or restrict existing access	1	Numbers	$19387371.28	$19387371.28	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011357 US 190 @ Eden Church Rd: Clear & Grub	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$-10828.2	$-10828.2	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011402 US 51 Bus: I12 to	Non-infrastructure	Transportation safety planning	1	Numbers	$-5628.89	$-5628.89	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8

													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**
Coleman Corridor Study														
H.011438 US 71@LA 28: Traffic Signal Timing Study	Non-infrastructure	Transportation safety planning	1	Numbers	$-26117.26	$-26117.26	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.011454 LA 22: Dalwill-Rodgers Storme Corridor Stud	Non-infrastructure	Transportation safety planning	1	Numbers	$-3104.97	$-3104.97	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.011489 District 04 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$654187.29	$656737.29	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011489 District 04 Low Cost Safety Improv	Roadway delineation	Raised pavement markers	1	Numbers	$2550		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011495 US 90: Ramps @ LA 88 Roundabouts	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$632556.07	$632556.07	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011659 LA 28: Turn Lane Improvements	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$73266.32	$81407.02	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011659 LA 28: Turn Lane Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$8140.7		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.011665 LA 308: Bellview Bridge to Rita Bridge	Alignment	Horizontal curve realignment	1	Numbers	$131955.56	$131955.56	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12
H.011688 US 165: Corridor Study US 165 Bus - LA 2	Non-infrastructure	Transportation safety planning	1	Numbers	$1562.6	$1562.6	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.011764 District 58 Guardrail Replacement A	Roadside	Barrier- metal	1	Numbers	$-320528.26	$-320528.26	HSIP (23 U.S.C. 148)		0	0		Systemic	Lane Departure	Page 3-11/12
H.011846 Desiard St. Striping, Monroe LA	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$55721.25	$55721.25	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.011880 Districts 08 & 58 Low Cost Safety Improv	Roadway	Pavement surface - high friction surface	1	Numbers	$131165.13	$131165.13	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011880 Districts 08 & 58 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$1930535.55		Penalty Funds (23 U.S.C. 154)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011895 City of Monroe Guard Rail Installation	Roadside	Barrier- metal	1	Numbers	$55407.61	$55407.61	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Lane Departure	Page 3-11/12
H.011910 LA 3132 Cable	Roadside	Barrier - cable	1	Numbers	$2170417.91	$2170417.91	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12

													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**
Barrier: I-20 to LA 523														
H.011913 I-220 Cable Barrier	Roadside	Barrier - cable	1	Numbers	$1820243.74	$1820243.74	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011914 I-49 CB:Natchitoches P/L to LA 3132	Roadside	Barrier - cable	1	Numbers	$4989370.68	$6141574.51	Penalty Funds (23 U.S.C. 154)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011914 I-49 CB:Natchitoches P/L to LA 3132	Roadside	Barrier - cable	1	Numbers	$1152203.83		Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011918 Vidalia Traffic Study	Non-infrastructure	Transportation safety planning	1	Numbers	$66170.64	$66170.64	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.011925 I-310:Median Cable Barrier	Roadside	Barrier - cable	1	Numbers	$0	$723489.13	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011930 US 425/US 84: Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$185731.41	$472073.48	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Data	Pages 3-8
H.011930 US 425/US 84: Corridor Study	Non-infrastructure	Transportation safety planning	1	Numbers	$286342.07		Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.011931 LA 184: LA 184 and LA 468 Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$221395.2	$221395.2	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.011943 District 05 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$-2518026.09	$-2797022.27	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.011943 District 05 Low Cost Safety Improv	Roadway	Rumble strips - edge or shoulder	1	Numbers	$-279780.68		State and Local Funds		0	0		Systemic	Lane Departure	Page 3-11/12
H.012194 US 167: Cable Barriers Rapides Parish	Roadside	Barrier - cable	1	Numbers	$1351763.69	$1351763.69	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012202 District 07 Low Cost Safety Improv	Roadway	Pavement surface - high friction surface	1	Numbers	$-1861705.53	$-2073096.2	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012202 District 07 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$-206856.17		State and Local Funds		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012202 District 07 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$-4534.5		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012276 US 61: J-Turns at Thomas Rd.	Access management	Median crossover - directional crossover	1	Numbers	$96017.16	$106685.73	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012276 US 61: J-Turns at Thomas Rd.	Access management	Median crossover - directional crossover	1	Numbers	$10668.57		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012279 Endom Bridge Approach Realignment	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$199703.08	$199703.08	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Intersections	Page 3-12
H.012294 District 03 Low Cost Safety Improv	Roadway	Pavement surface - high friction surface	1	Numbers	$2019871.96	$2263432.01	HSIP (23 U.S.C. 148)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012294 District 03 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$227645.05		State and Local Funds		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012294 District 03 Low Cost Safety Improv	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$15915		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012297 McMillan Rd/Blanchard St Improvements	Pedestrians and bicyclists	Pedestrian signal	1	Numbers	$174251.49	$174251.49	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Pedestrians	Pages 3-8
H.012309 LA 523: Sight Distance at Stewart Dr.	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$37360.44	$41511.6	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.012309 LA 523: Sight Distance at Stewart Dr.	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Numbers	$4151.16		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012312 New Orleans Pedestrian Feasibility Study	Non-infrastructure	Transportation safety planning	1	Numbers	$380420.98		Penalty Funds (23 U.S.C. 154)		0	0		Spot	Pedestrians	Pages 3-8
H.012331 LSU Data Entry/Analysis	Non-infrastructure	Data/traffic records	1	Numbers	$0	$3219834.66	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.012354 Dists 02 & 61 Low Cost Safety Improve	Roadway	Pavement surface - high friction surface	1	Numbers	$3892739.95	$3915691.95	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012354 Dists 02 & 61 Low Cost Safety Improve	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$22952		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012355 Dist. 62 Systemic Low-Cost Safety Imp	Roadway	Pavement surface - high friction surface	1	Numbers	$1820805.94	$1855880.94	Penalty Funds (23 U.S.C. 164)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012355 Dist. 62 Systemic Low-Cost Safety Imp	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Numbers	$35075		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Roadway Departure	Page 3-11/12
H.012443 LA 22: Audible Thermoplastic Test	Roadway delineation	Roadway delineation - other	1	Numbers	$1012508.28	$1012508.28	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Roadway Departure	Page 3-11/12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012473 Zachary Taylor & Marconi Dr Sidewalks	Pedestrians and bicyclists	Install sidewalk	1	Numbers	$28827.5	$28827.5	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Pedestrians	Pages 3-8
H.012474 St. Tammany Guardrails	Roadside	Barrier- metal	1	Numbers	$53042.6	$53042.6	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.012477 Kenner Signs & Pavement Markings	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$55609.4	$55609.4	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.012479 Audubon Ave & Ardoyne Dr Mini Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$94769.83	$123597.33	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Intersections	Page 3-12
H.012479 Audubon Ave & Ardoyne Dr Mini Roundabout	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$28827.5		Penalty Funds (23 U.S.C. 154)		0	0		Spot	Intersections	Page 3-12
H.012482 LA 46: St Claude & Elysian Fields Int Imp	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	$336947.57	$374386.19	HSIP (23 U.S.C. 148)		0	0		Spot	Intersections	Page 3-12
H.012482 LA 46: St Claude & Elysian Fields Int Imp	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	$37438.62		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012527 Roadway Striping and Signs (W.Feliciana)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$110945.52	$110945.52	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Roadway Departure	Page 3-11/12
H.012631 District 05 FYA Part 2	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$1502009.25	$1502009.25	HSIP (23 U.S.C. 148)		0	0		Systemic	Intersections	Page 3-12
H.012685 LA 385 Ryan St. Feasibility Study	Non-infrastructure	Transportation safety planning	1	Numbers	$572920.04	$572920.04	Penalty Funds (23 U.S.C. 164)		0	0		Spot	Data	Pages 3-8
H.012687 I-49 Interchange Safety Improv. Studies	Non-infrastructure	Transportation safety planning	1	Numbers	$279115.93	$279115.93	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Data	Pages 3-8
H.012747 LA 20: Low Cost Safety Improvement	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$129730.46	$145936.96	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.012747 LA 20: Low Cost Safety Improvement	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$14414.5		State and Local Funds		0	0		Spot	Roadway Departure	Page 3-11/12
H.012747 LA 20: Low Cost Safety Improvement	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$1792		Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Roadway Departure	Page 3-11/12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012776 NO RPC Bike/Ped Program-Phase VI	Non-infrastructure	Educational efforts	1	Numbers	$20145.6	$228900	Penalty Funds (23 U.S.C. 164)		0	0		Other	Pedestrians	Pages 3-8
H.012817 LA 928: Low Cost Safety Improvement	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$154676.61	$156222.75	HSIP (23 U.S.C. 148)		0	0		Spot	Roadway Departure	Page 3-11/12
H.012817 LA 928: Low Cost Safety Improvement	Roadway delineation	Raised pavement markers	1	Numbers	$1546.14		Penalty Funds (23 U.S.C. 164)		0	0		Spot	Lane Departure	Page 3-11/12
H.012848 US 61: St James P/L - 2450' S of LA 22	Roadway	Rumble strips - edge or shoulder	1	Numbers	$2258109.43	$2258109.43	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Lane Departure	Page 3-11/12
H.012858 Choctaw Road Striping	Roadway delineation	Longitudinal pavement markings - new	1	Numbers	$23062	$23062	Penalty Funds (23 U.S.C. 154)		0	0		Spot	Roadway Departure	Page 3-11/12
H.013029 Baton Rouge Ped/Bike Safety Action Plan	Non-infrastructure	Transportation safety planning	1	Numbers	$505212.32	$505212.32	Penalty Funds (23 U.S.C. 154)		0	0		Other	Bicyclists	Pages 3-8
H.972150 Section 33 LTAP 1/1/2015-12/31/2015	Non-infrastructure	Training and workforce development	1	Numbers	$-10000	$-10000	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972143 Northeast Regional Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$142000		Penalty Funds (23 U.S.C. 154)		0	0		Other	Data	Pages 3-8
H.972145 Southwest Regional Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$113524	$113524	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972153 SHSP Law Enforcement Expert SFY2016-2018	Non-infrastructure	Training and workforce development	1	Numbers	$123500	$123500	Penalty Funds (23 U.S.C. 154)		0	0		Other	Data	Pages 3-8
H.972164 Work Prog PT 1 & 2 @ 100% 7/1/15-6-30/16	Non-infrastructure	Transportation safety planning	1	Numbers	$253202.43	$-4900604.99	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972172 Northwest Regional Coalition Coordinator	Non-infrastructure	Transportation safety planning	1	Numbers	$240891.61	$240891.61	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972177 LA Center for Transportation Safety	Non-infrastructure	Training and workforce development	1	Numbers	$581971.41	$581971.41	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972194 2016 HSIP Non-Infrastructure Project	Non-infrastructure	Enforcement	1	Numbers	$920143.15	$-1742212.6	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.972217 Work Prog PT 1 & 2 @100% 7/1/16-6/30/17	Non-infrastructure	Transportation safety planning	1	Numbers	$1300000	$2988775	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.972277 Section 33 LTAP 1/1/2017-12/31/2017	Non-infrastructure	Training and workforce development	1	Numbers	$361465	$361465	Penalty Funds (23 U.S.C. 164)		0	0		Other	Data	Pages 3-8
H.008369 US 11 @ Cleo Road	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	$1042289.9	$1042289.9	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.009143 LA 31 & LA 92-1: Roundabout	Intersection traffic control	Modify control - traffic signal to roundabout	1	Numbers	$3067349.49	$3067349.49	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.010720 I-12: LA 1088 Intchg Lighting	Lighting	Site lighting - interchange	1	Numbers	$696551.78	$773946.43	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.010720 I-12: LA 1088 Intchg Lighting	Lighting	Site lighting - interchange	1	Numbers	$77394.65		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.010923 US 79 Bypass @ LA 9 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$2255814.74	$2255814.74	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.010945 LA 30 & LA 74: Intersection Improvs	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$1565712.97	$1957141.22	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.010945 LA 30 & LA 74: Intersection Improvs	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$391428.25		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.011444 LA 308: Turn Lanes at Tiger Drive Bridge	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$130878.96	$163598.7	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.011444 LA 308: Turn Lanes at Tiger Drive Bridge	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Numbers	$32719.74		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.011493 LA 1: ITS Equipment Upgrade	Advanced technology and ITS	Advanced technology and ITS - other	1	Numbers	$1226718.8	$1533398.5	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Data	Pages 3-8
H.011493 LA 1: ITS Equipment Upgrade	Advanced technology and ITS	Advanced technology and ITS - other	1	Numbers	$306679.7		State and Local Funds		0	0		Spot	Data	Pages 3-8
H.011687 LA 447: LA 1029-Westcoll Rd Turn Lanes	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$372637.13	$465796.42	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.011687 LA 447: LA 1029-Westcoll Rd Turn Lanes	Roadway	Roadway widening - add lane(s) along segment	1	Numbers	$93159.29		State and Local Funds		0	0		Spot	Intersections	Page 3-12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.011957 District 07 ATC Controller Upgrade Ph1	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$630715.8	$630715.8	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Intersections	Page 3-12
H.011958 District 05 Controller Upgrades	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$447591.91	$447591.91	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Intersections	Page 3-12
H.012019 I-20: Webster P/L - Lincoln P/L	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$603526.95	$603526.95	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Roadway Departure	Page 3-11/12
H.012055 LA 311: Turn Lanes @ Bayou Country S.C.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$228962.92	$286203.65	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012055 LA 311: Turn Lanes @ Bayou Country S.C.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$57240.73		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012056 US 90: TL @ Glen Della, Travis, & George	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$1011443.84	$1264304.81	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012056 US 90: TL @ Glen Della, Travis, & George	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$252860.97		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012065 LA 44 Right Turn Lane @ US 61	Intersection geometry	Auxiliary lanes - extend existing right-turn lane	1	Numbers	$82824.4	$103530.5	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012065 LA 44 Right Turn Lane @ US 61	Intersection geometry	Auxiliary lanes - extend existing right-turn lane	1	Numbers	$20706.1		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012173 LA 3245: Improvs At Centurion Commercial	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$103913.36	$129891.7	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012173 LA 3245: Improvs At Centurion Commercial	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Numbers	$25978.34		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012380 I-20: LA 17 (Delhi) Intchg Lighting	Lighting	Site lighting - interchange	1	Numbers	$1273288.18	$1414764.65	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012380 I-20: LA 17 (Delhi) Intchg Lighting	Lighting	Site lighting - interchange	1	Numbers	$141476.47		State and Local Funds		0	0		Spot	Intersections	Page 3-12
H.012630 District 05 FYA Part 1	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Numbers	$4258623.87	$4258623.87	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Systemic	Intersections	Page 3-12
H.012686 US 190 & US 171 Signal Timing	Intersection traffic control	Modify traffic signal timing - general retiming	1	Numbers	$22278	$22278	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
H.012814 LA 182 J-Turn @ I-10	Access management	Median crossover - directional crossover	1	Numbers	$460677.96	$575847.45	Other Federal-aid Funds (i.e. STBG, NHPP)		0	0		Spot	Intersections	Page 3-12
H.012814 LA 182 J-Turn @ I-10	Access management	Median crossover - directional crossover	1	Numbers	$115169.49		State and Local Funds		0	0		Spot	Intersections	Page 3-12

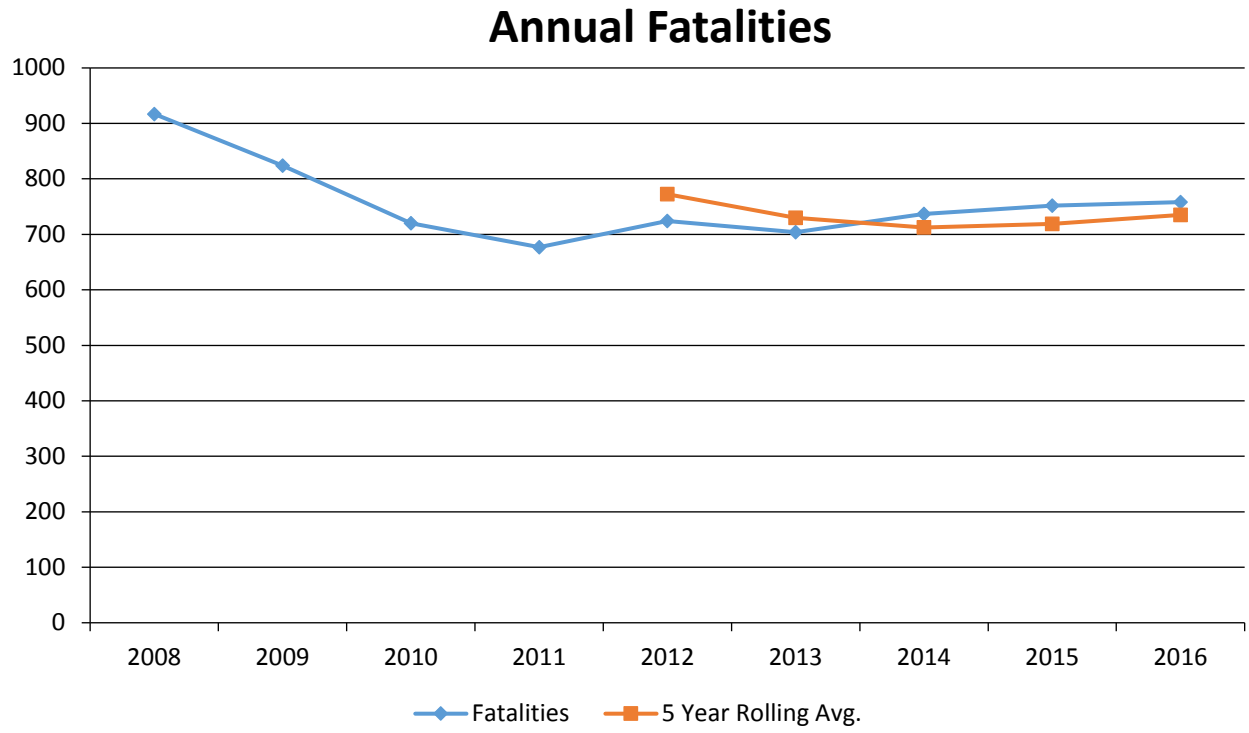
Enter additional comments here to clarify your response for this question or add supporting information.

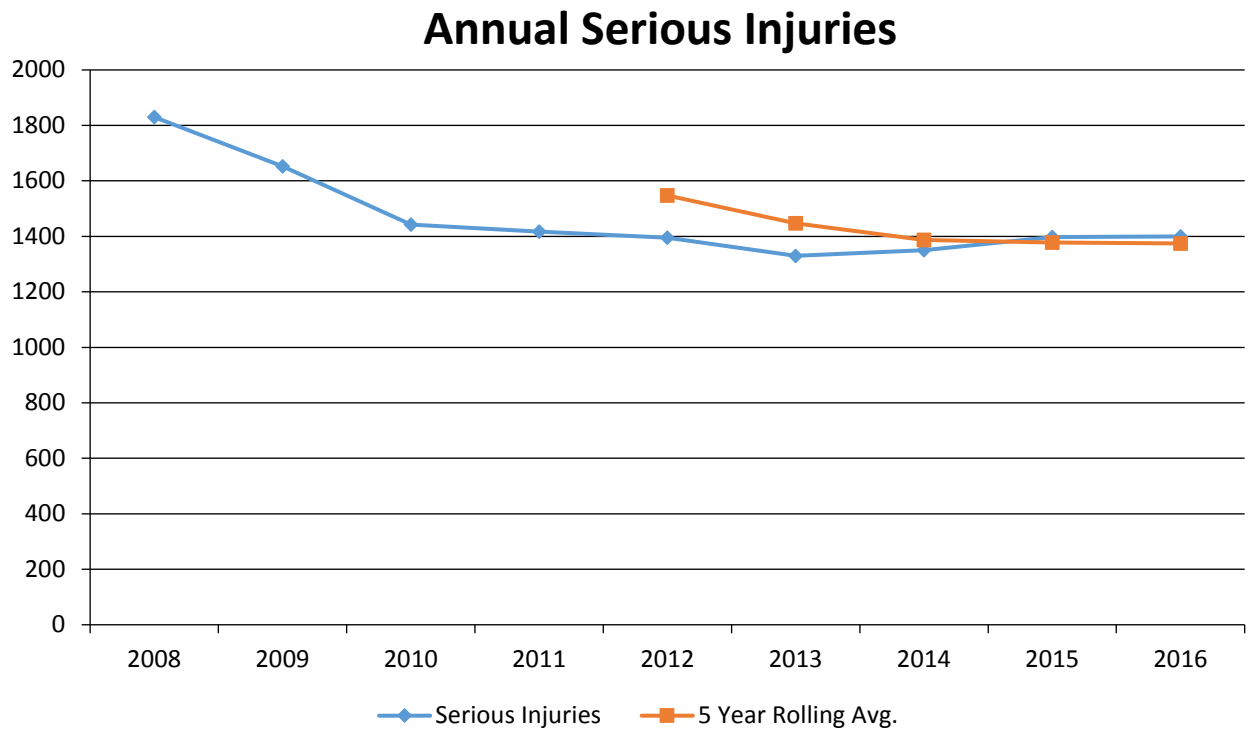
Safety Performance

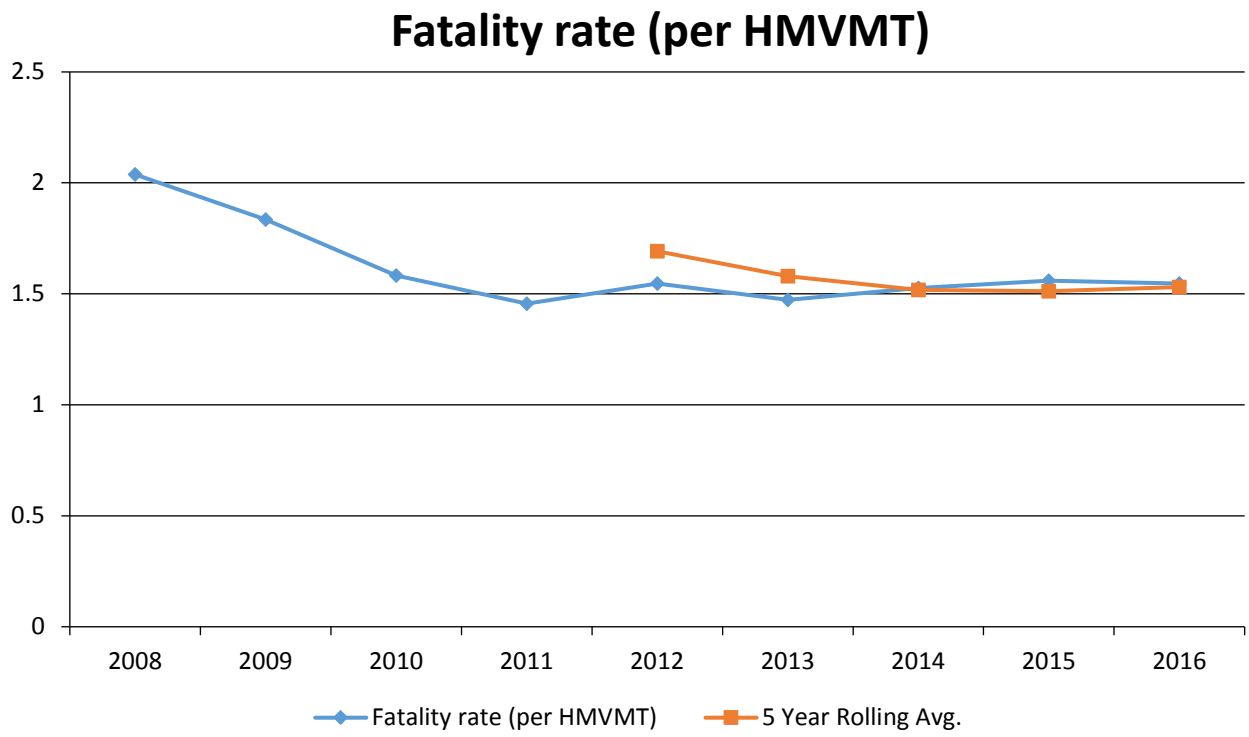
General Highway Safety Trends

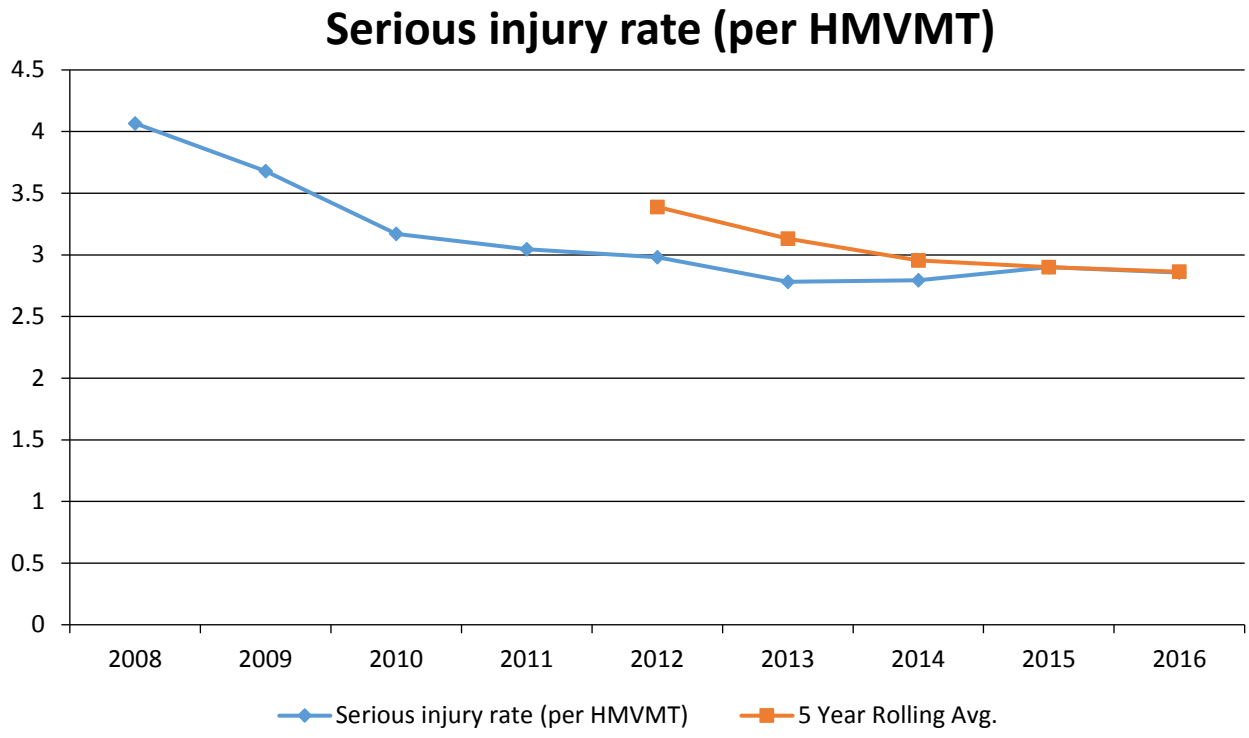
Present data showing the general highway safety trends in the State for the past five years.

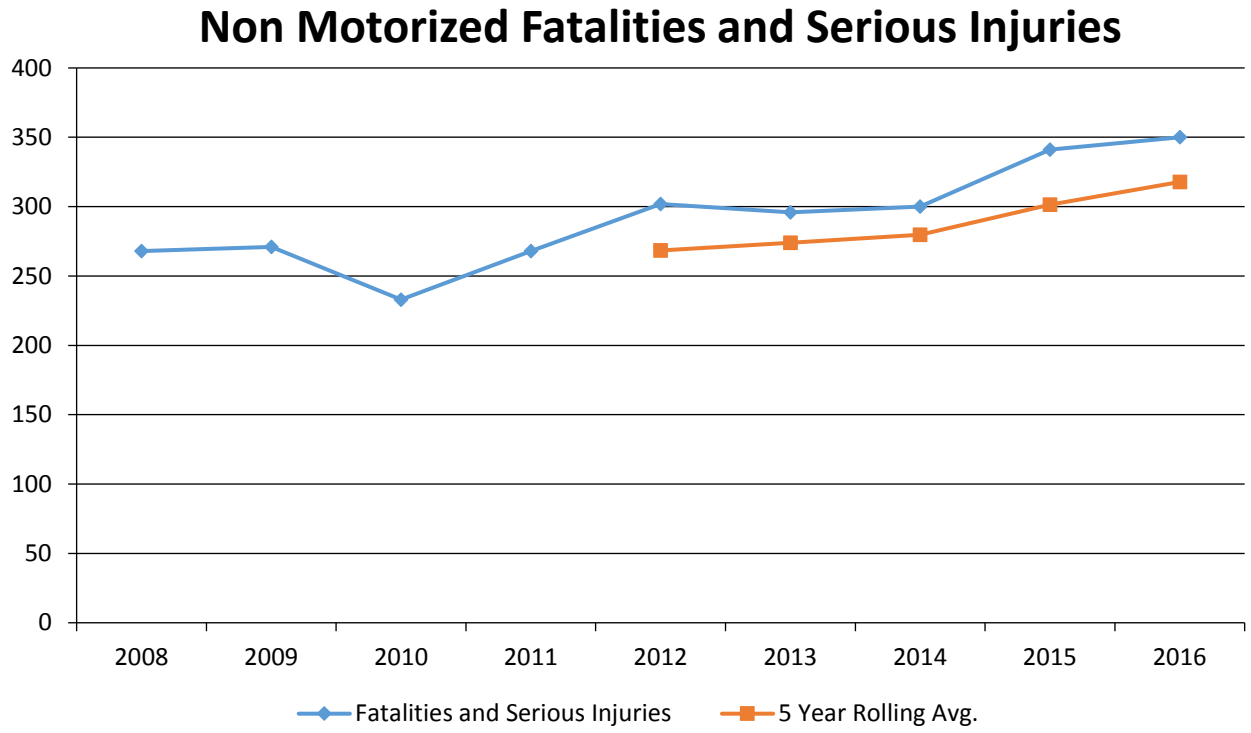
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	917	824	720	677	724	704	737	752	758
Serious Injuries	1,830	1,652	1,443	1,417	1,395	1,330	1,350	1,398	1,400
Fatality rate (per HMVMT)	2.038	1.835	1.582	1.456	1.547	1.473	1.526	1.560	1.547
Serious injury rate (per HMVMT)	4.067	3.679	3.171	3.047	2.981	2.782	2.795	2.900	2.857
Number non-motorized fatalities	119	120	88	109	146	111	119	142	149
Number of non-motorized serious injuries	149	151	145	159	156	185	181	199	201


Annual Fatalities
1000
900
800
700
600
500
400
300
200
100
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
4.5
4
3.5
3
2.5
2
1.5
1
0.5
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.

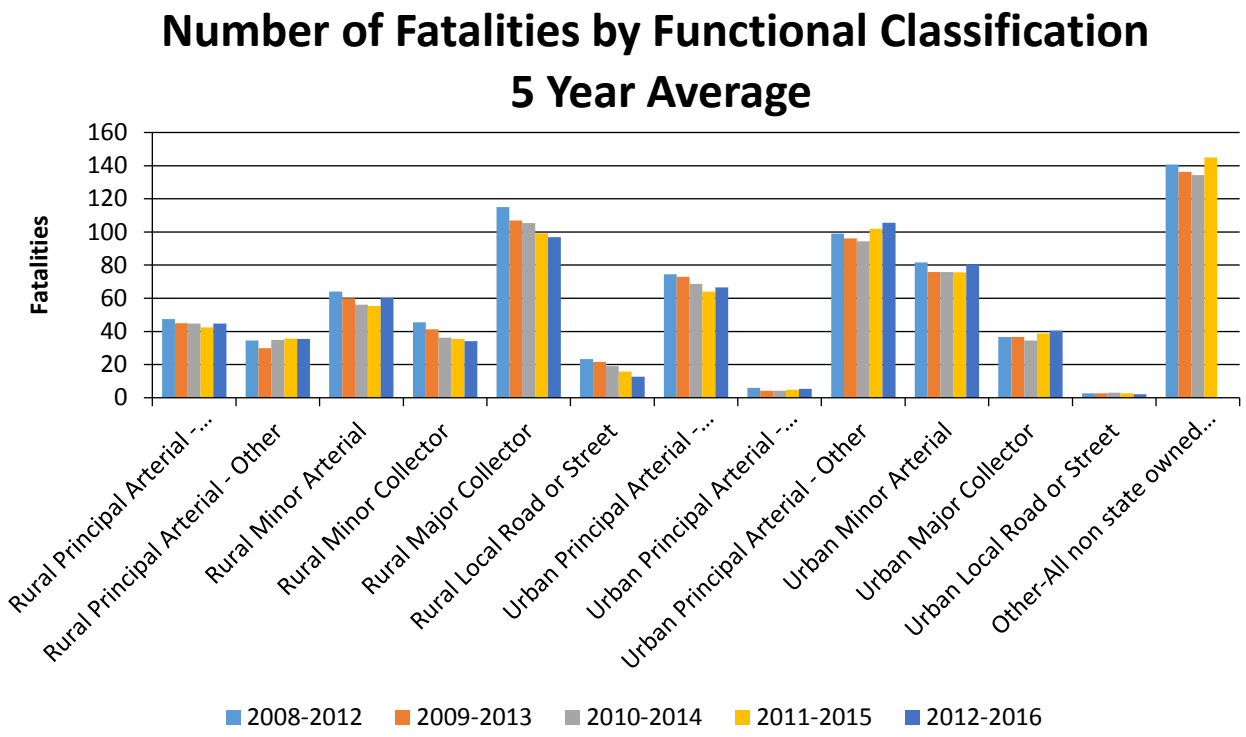
Year 2016

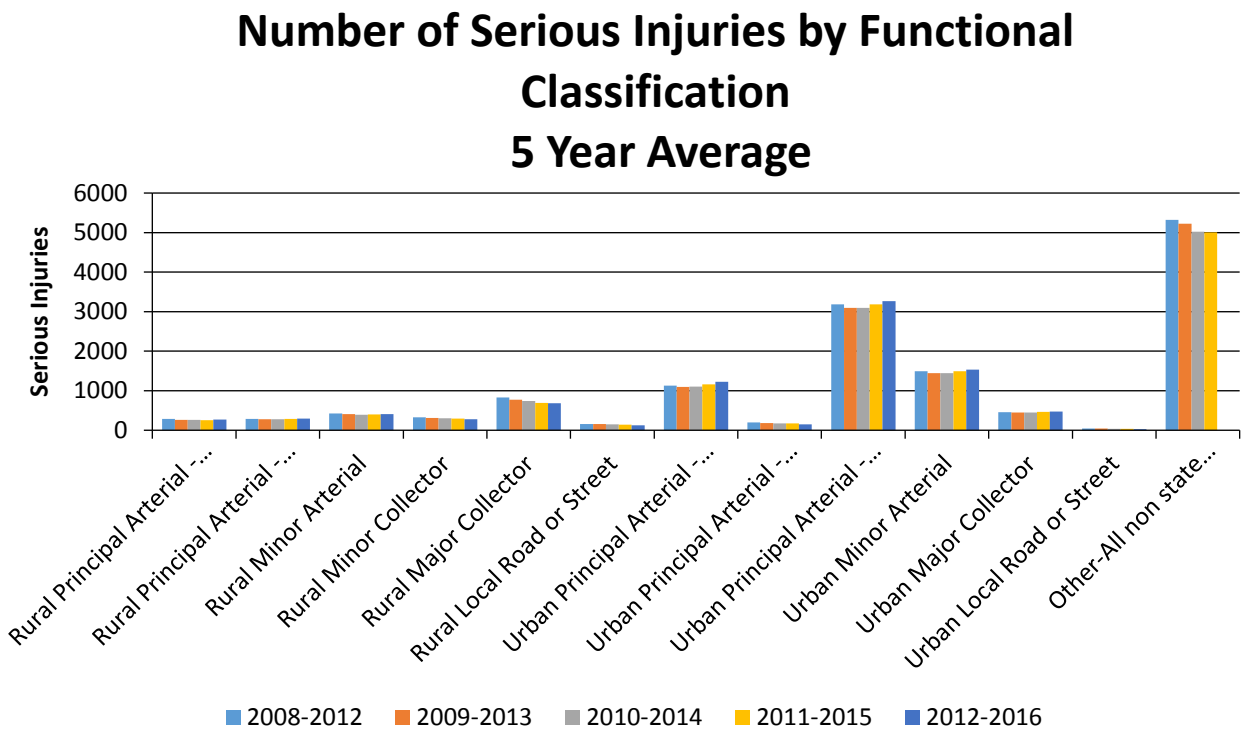
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	44.8	272.2	0.76	4.65
Rural Principal Arterial - Other Freeways and Expressways				
Rural Principal Arterial - Other	35.4	294.6	1.28	10.65
Rural Minor Arterial	60.2	408.6	1.97	13.35

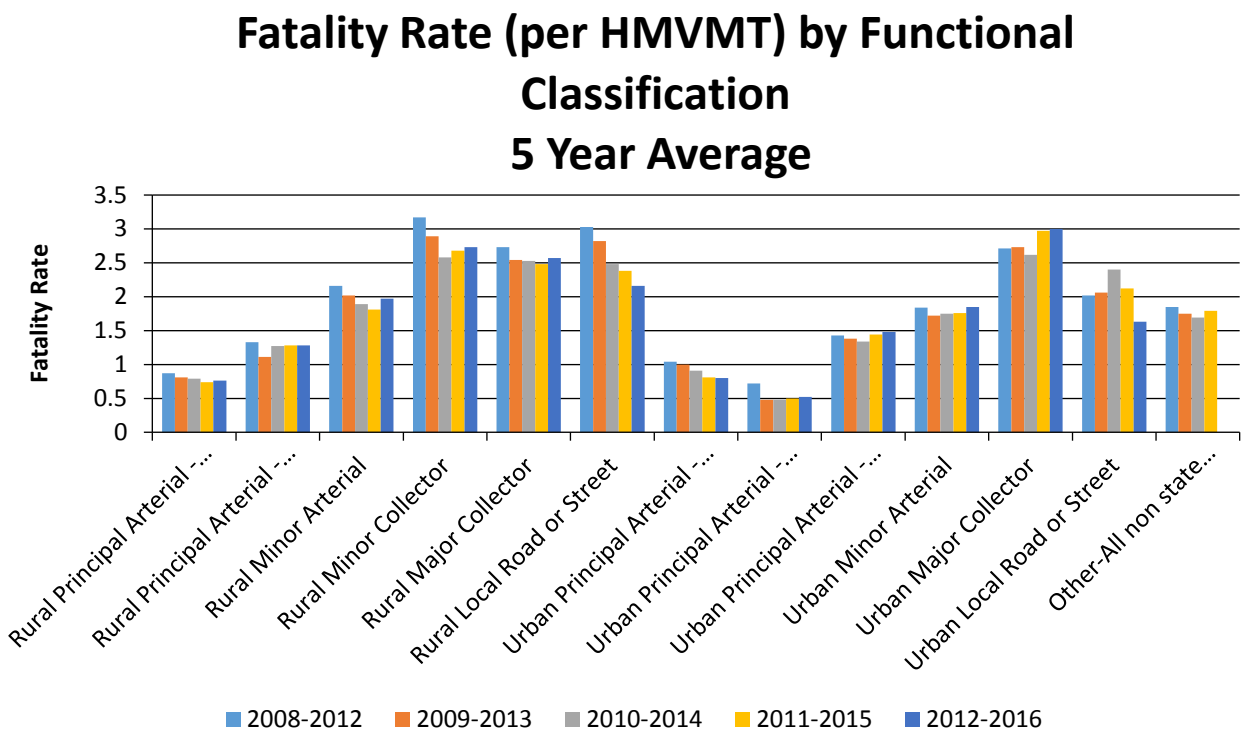
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	34.2	275.6	2.73	22.03
Rural Major Collector	96.8	681.6	2.57	18.1
Rural Local Road or Street	12.8	122.8	2.16	20.69
Urban Principal Arterial - Interstate	66.6	1,222.6	0.8	14.61
Urban Principal Arterial - Other Freeways and Expressways	5.4	149.6	0.52	15.26
Urban Principal Arterial - Other	105.6	3,262.6	1.48	45.66
Urban Minor Arterial	80.4	1,536.2	1.85	35.34
Urban Minor Collector				
Urban Major Collector	40.6	474.6	3	34.97
Urban Local Road or Street	2	27	1.63	27.88

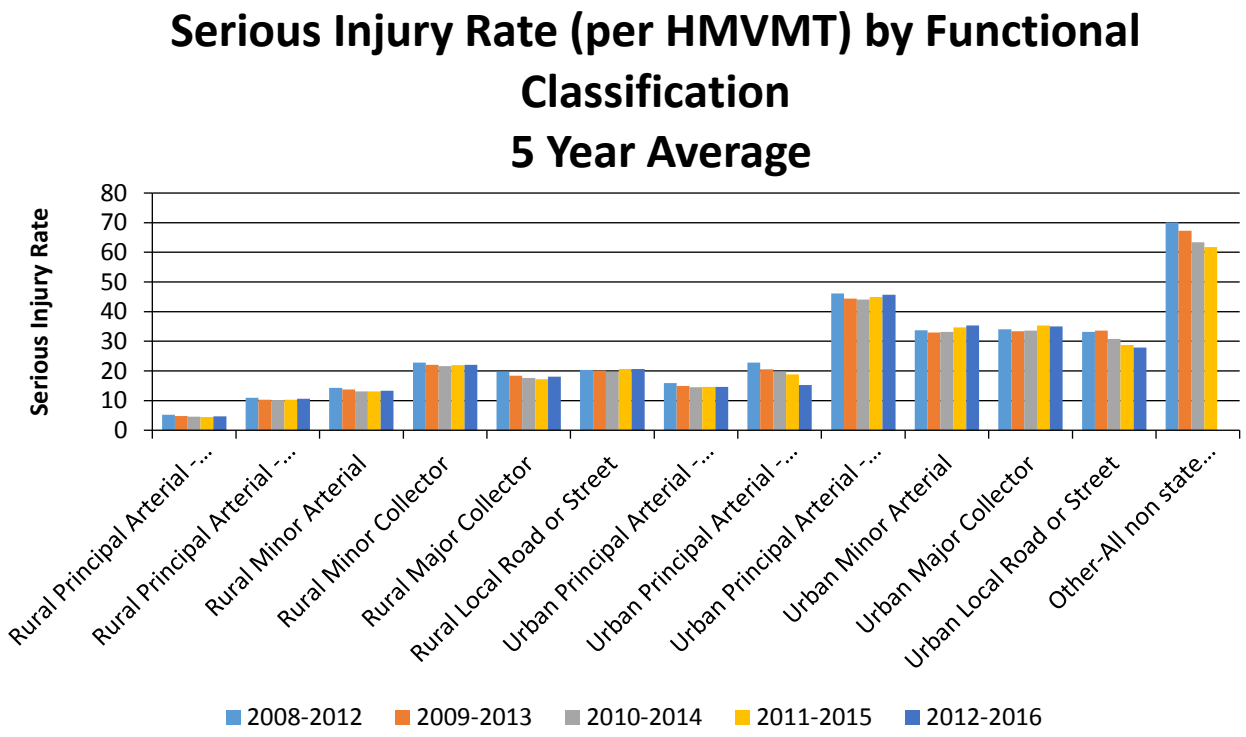
Year 2016

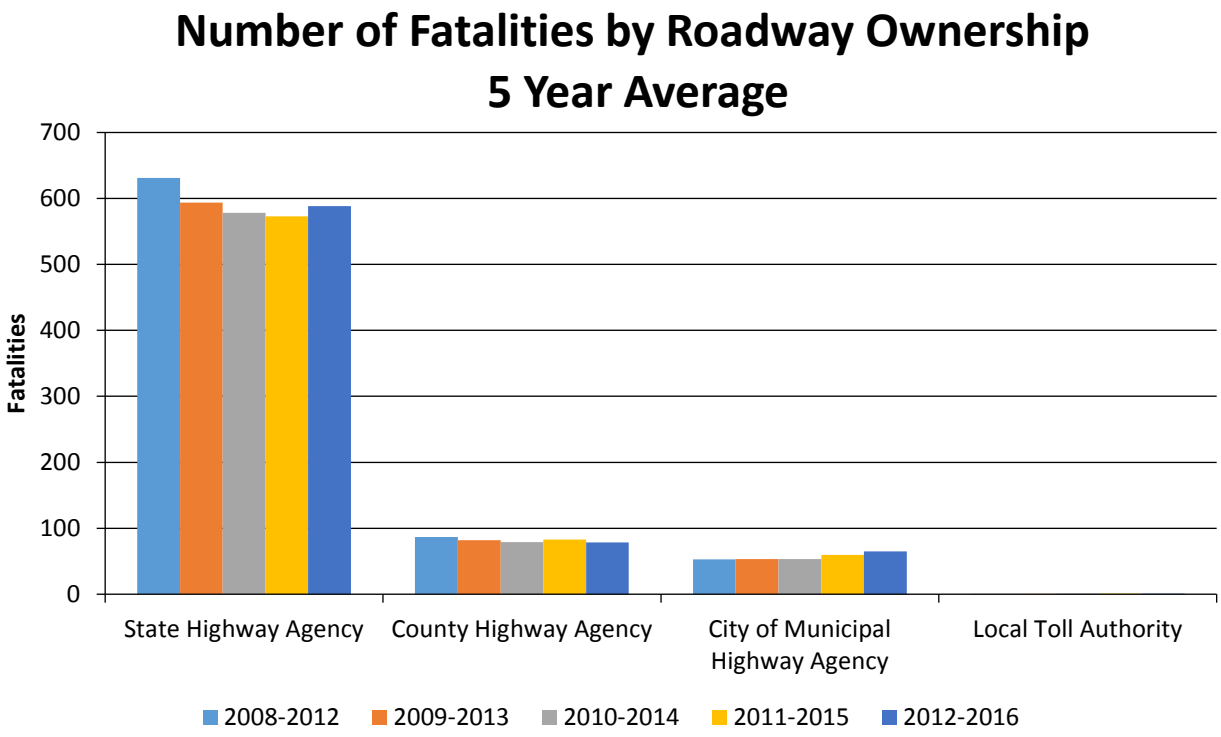
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	588.4	8,856.2	1.48	22.23
County Highway Agency	78.6	1,539.6	4.19	82.18
Town or Township Highway Agency				
City of Municipal Highway Agency	65	3,291.6	1.1	55.81
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority	0.8	13.8	0.21	3.73
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

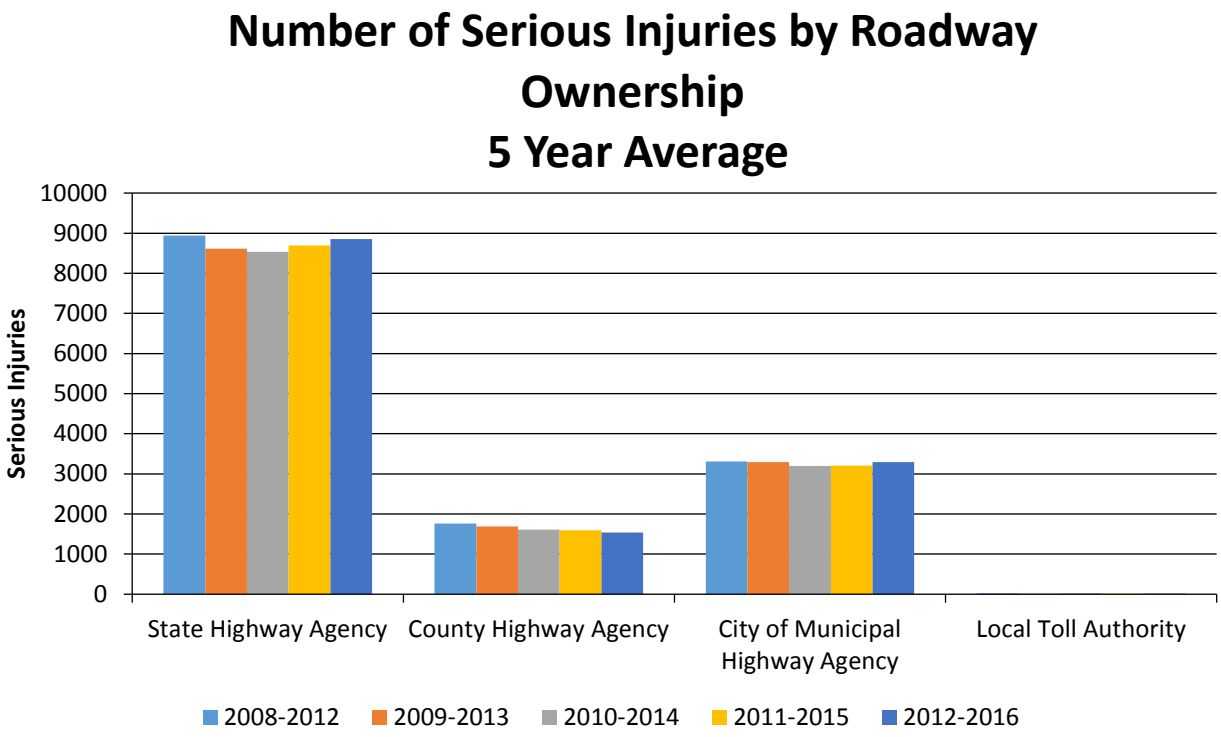

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
160
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
Other-All non state owned...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

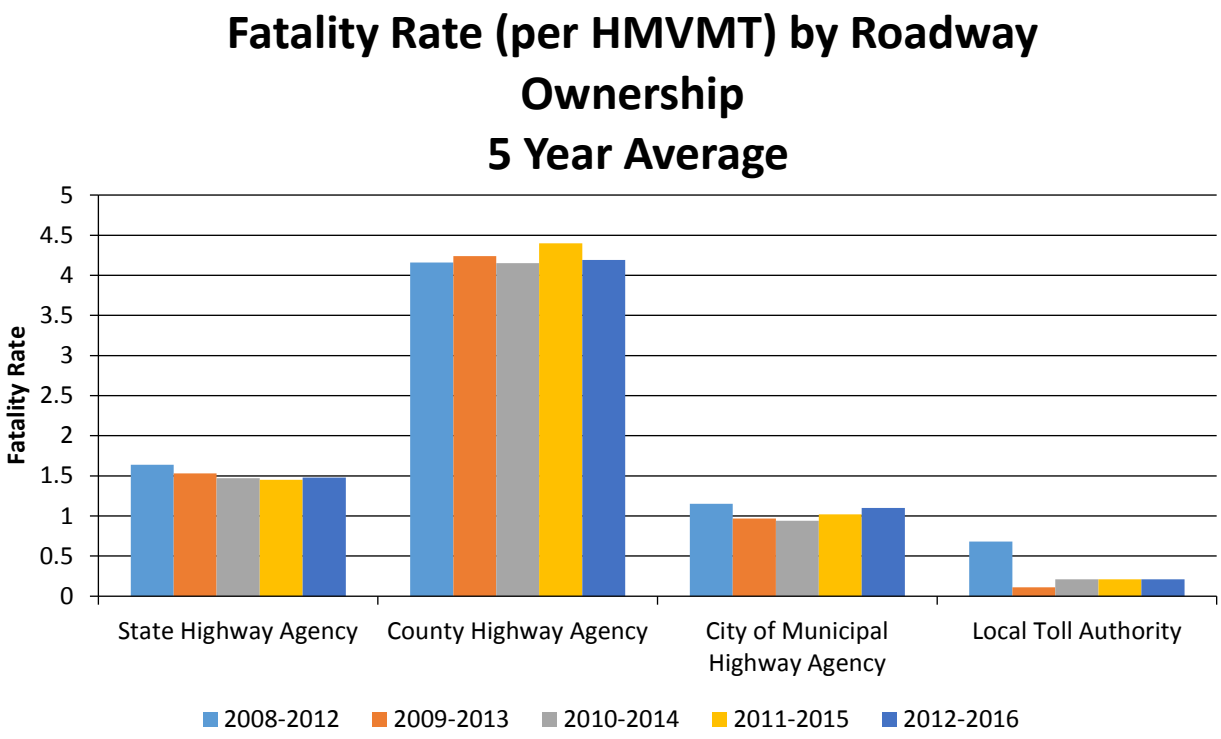

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
6000
5000
4000
3000
2000
1000
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
Other-All non state...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

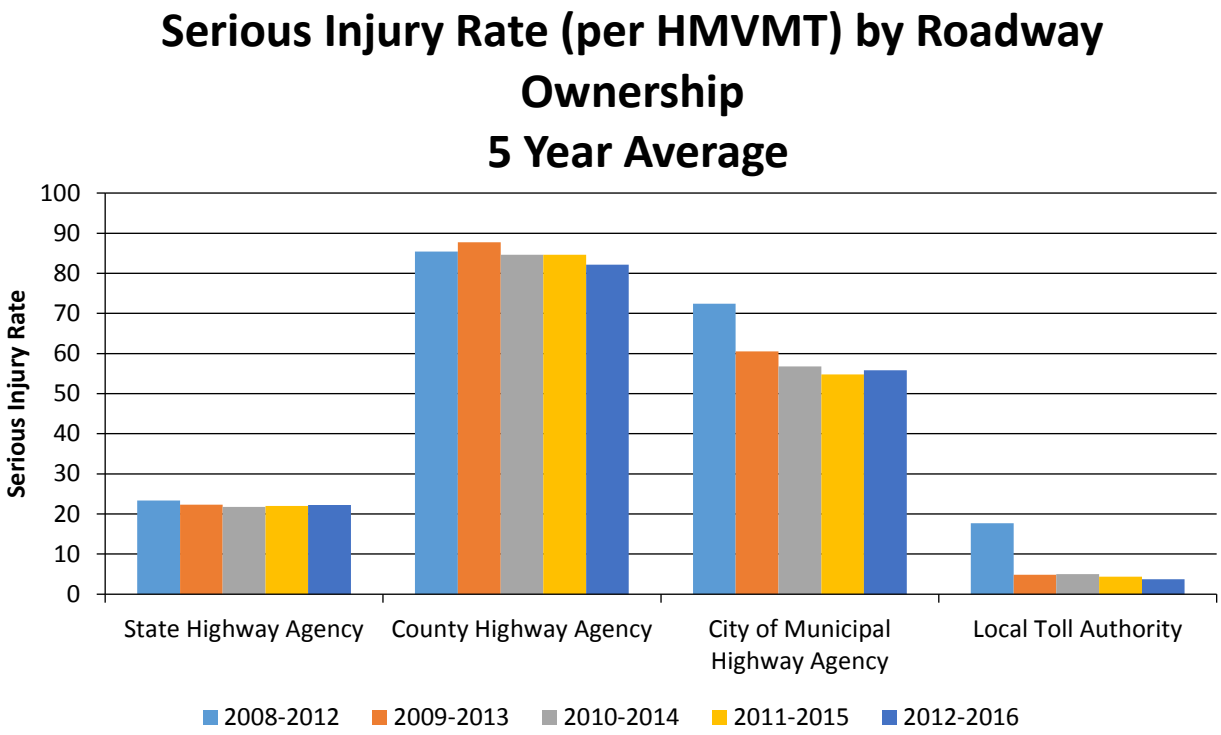

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Major Collector
Urban Local Road or Street
Other-All non state...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
80
70
60
50
40
30
20
10
0
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 Major Collector
Urban Local Road or Street
Other-All non state...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Local Toll Authority
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	721

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, Louisiana Highway Safety Commission (LHSC) and the Louisiana Department of Transportation and Development (LA DOTD) teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the American Association of State Highway and Transportation Officials

(AASHTO) goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2018. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Based on historical data, the number of fatalities has increased annually over the last 3 years from 704 in 2013 to 758 in 2016. A steady percentage based reduction was chosen as the most practical justification for determine the 2018 target. To achieve the 2018 target, fatalities will have to be reduced by two percent from 736 (2012 to 2016 average) to 721.0 in 2018.

Number of Serious Injuries 1344.3

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2018. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Serious injuries have fluctuated over the last five years and have increased from 1386 in 2015 to 1401 in 2016. A five-year average trend line was chosen as the most practical justification for determining the 2018 target based on trends and current programs enacted to address overall serious injuries in the State. To achieve the 2018 target, serious injuries will have to be reduced by two percent from 1372 (2012 to 2016 average) to 1344.3 in 2018.

Fatality Rate 1.493

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to

set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2018. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2018 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.52 (2012 to 2016 average) to 1.493 in 2018.

Serious Injury Rate	2.8

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2018. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2018 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 2.86 (2012 to 2016 average) to 2.800 in 2018.

Total Number of Non-Motorized Fatalities and Serious Injuries	310.7

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. This goal is especially critical for our most vulnerable non-motorized users, a population that has seen rapid growth in recent years. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030 for all road users. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2018. In most cases, a linear trend-derived target was adopted. These targets are less

aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Non-motorized user fatalities and serious injuries have increased annually for all but one year in the last 7 years climbing from 233 in 2010 to 346 in 2016. However as practical solutions are implemented and as awareness is heightened we feel confident that a 1% decrease annually can be realized. To achieve the 2018 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 317 (2012 to 2016 average) to 310.7 in 2018.

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

The system would not allow me to enter the correct number of decimals for Number of Fatalities and Serious Injury Rate.

Number of Fatalities is 721.0

Serious Injury Rate is 2.800

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

For support on safety performance management and target setting, Louisiana Department of Transportation and Development (LA DOTD) works with the Highway Safety Research Group (HSRG) at Louisiana State University. HSRG has developed several web-based dashboards to support the SHSP, including one for target setting. The dashboard calculates five year averages and shows how they compare to the Strategic Highway Safety Plan (SHSP) goal, which is halving fatalities by 2030. It also calculates a linear trend forecast. It is possible to filter the data in the target setting dashboard by the nine Regional Safety Coalitions established to implement the SHSP. Each regional coalition has its own SHSP safety goal, which is a proportion of the total State SHSP goal. Coalitions can use the dashboard to look at trend lines. Given that the regional safety coalitions represent larger areas than the Metropolitan Planning Organizations (MPOs) and already have their own strategic goals related to the SHSP, participants noted it may be confusing for the MPOs to set additional safety targets.

For annual performance targets the Louisiana Highway Safety Commission (LHSC) has used three and five-year average linear trends to set targets. Generally they have used three-year averages, which has better R-squared values indicating how well the trend line fit the data. For some emphasis areas, such as non-motorized crashes, they have chosen a target of maintenance of the same value. In the future LHSC targets for the common measures will need to be set using five-year rolling averages to be in alignment with the FHWA rule and so LADOTD/SHSO targets will be identical.

LA DOTD and LHSC have been working together for the past several years to obtain agreement on targets. They have reviewed trends using three and five year averages and chosen targets based on the trend line that seems most reasonable based on the R-squared and the annual percentage reduction required to meet the target. Louisiana has an SHSP Implementation team, which meets twice per year. In 2017 this group will meet early in the year and agree on safety targets for the required performance measures.

2017 Louisiana Highway Safety Improvement Program
According to the Planning Final Rule (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued May 27, 2016) Metropolitan Transportation Plans (MTPs) will need to discuss how the plan will achieve safety targets. The MPOs Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) also must discuss how they will achieve targets. Every MTP update will include development of a System Performance Report, which will state what targets are and whether the region achieved targets.

Safety performance management happens annually. However for other performance measures it will not be reported annually.

The review of MPO target achievement will be part of FHWA planning process reviews. Any needed changes will happen within the planning process review. There is no consequence for MPOs in the Federal legislation. MPOs will report their targets (either targets specific to the region or support of the five State safety targets, or a combination of the two) to the LA DOTD. A method for reporting to the State DOT is not prescribed. The LA DOTD needs to determine how that will happen. For example, reporting could take the form of MPO minutes that are copied to the LA DOTD or letter from MPO Executive director to LA DOTD.

Does the State want to report additional optional targets?

No

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

Applicability of Special Rules

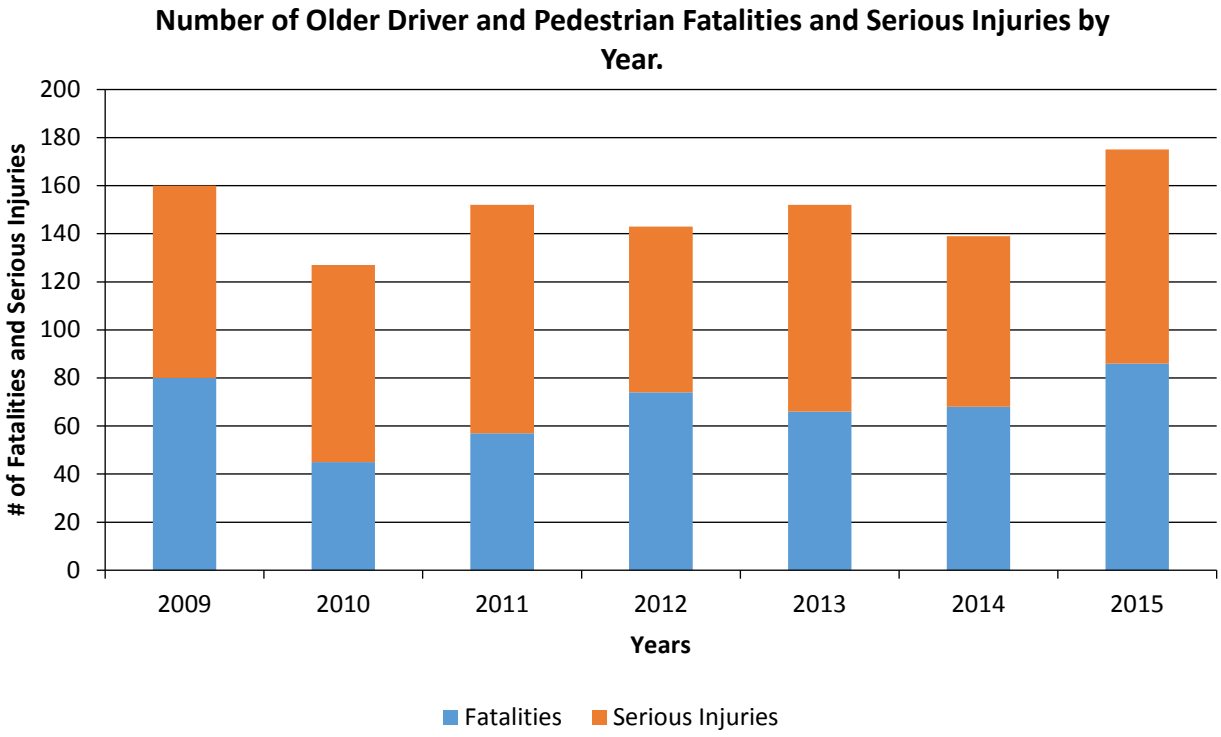
Does the HRRR special rule apply to the State for this reporting period?

No

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

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	80	45	57	74	66	68	86
Number of Older Driver and Pedestrian Serious Injuries	80	82	95	69	86	71	89



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

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries
Other-Change in all crashes at locations in the HSIP

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

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

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

Louisiana is showing slight increases in fatal and serious injuries from 2015 to 2016 although overall the total number of fatalities have increased by six. While nationally fatalities have increased by 6%, Louisiana showed a 0.7% increase. Locations where projects were funded in the HSIP showed a ten percent reduction in all crashes.

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

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

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

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

No

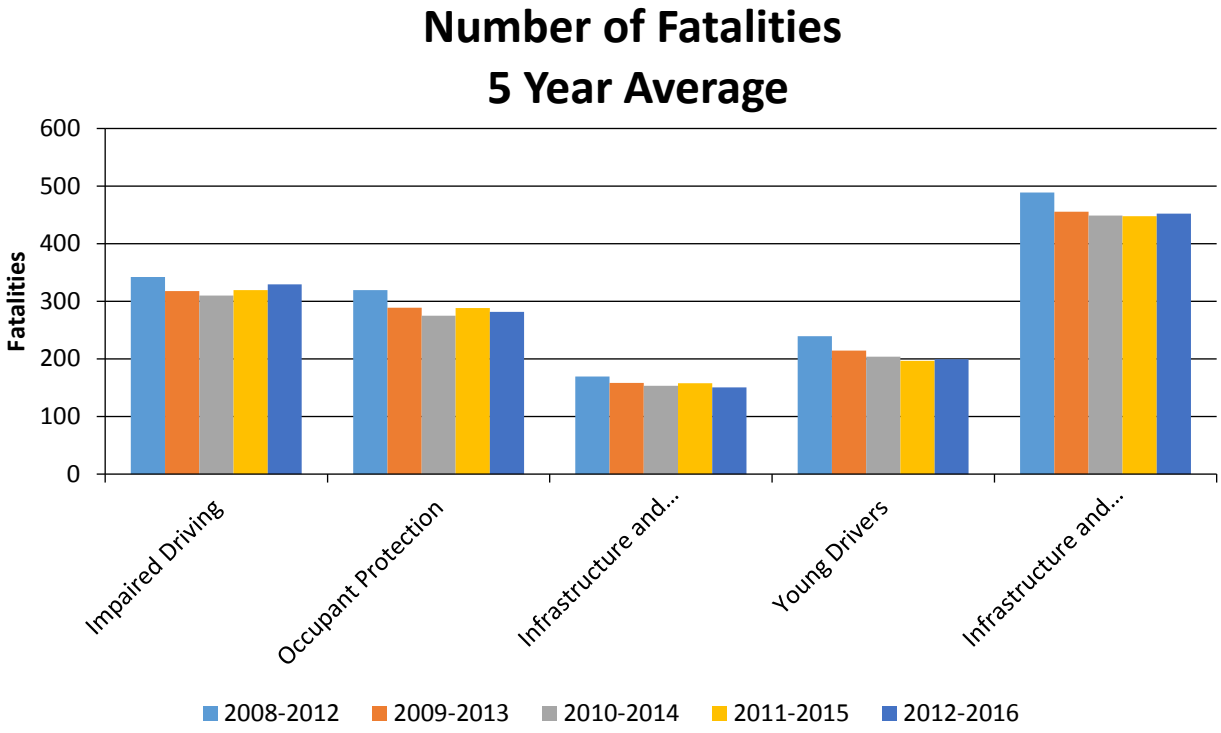
Effectiveness of Groupings or Similar Types of Improvements

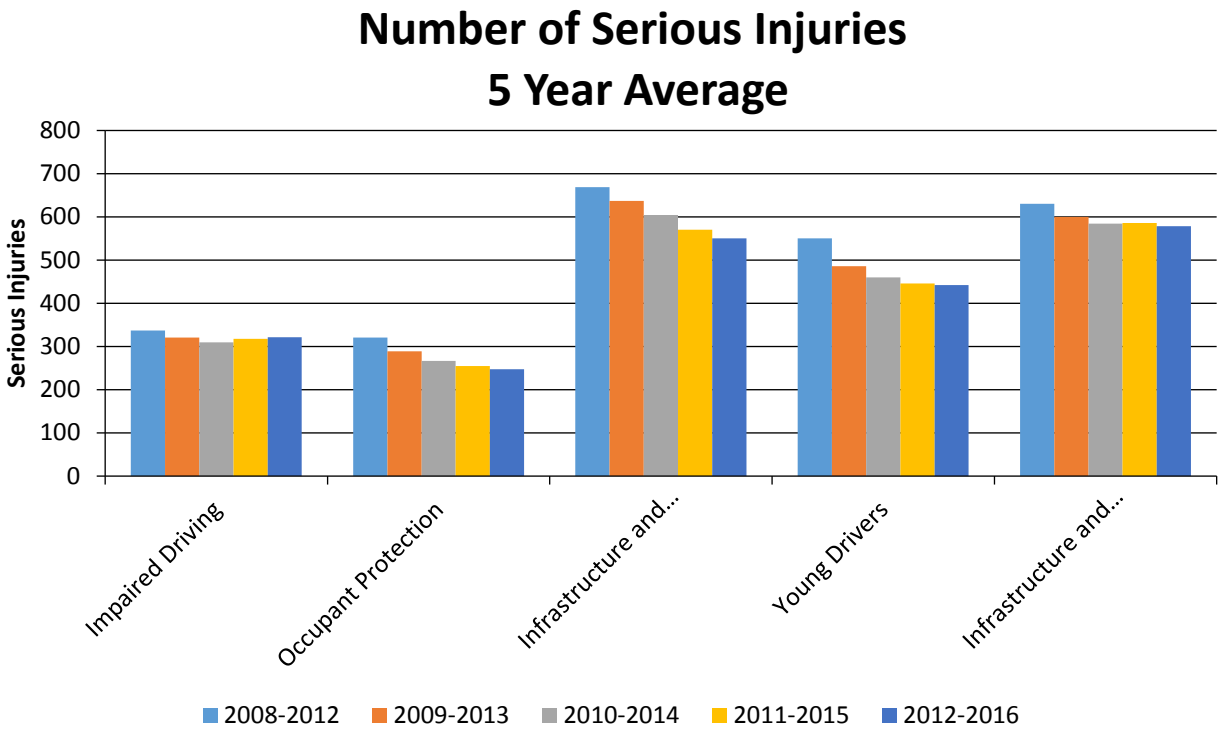
Present and describe trends in SHSP emphasis area performance measures.

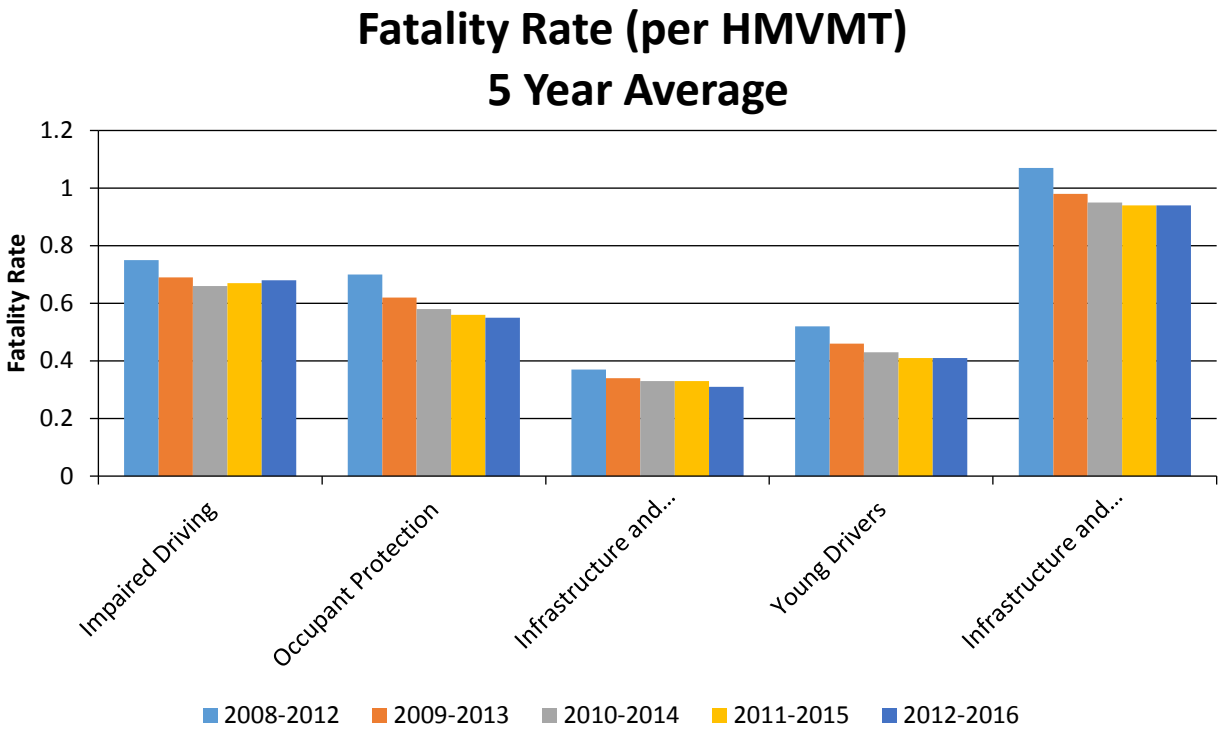
Year 2016

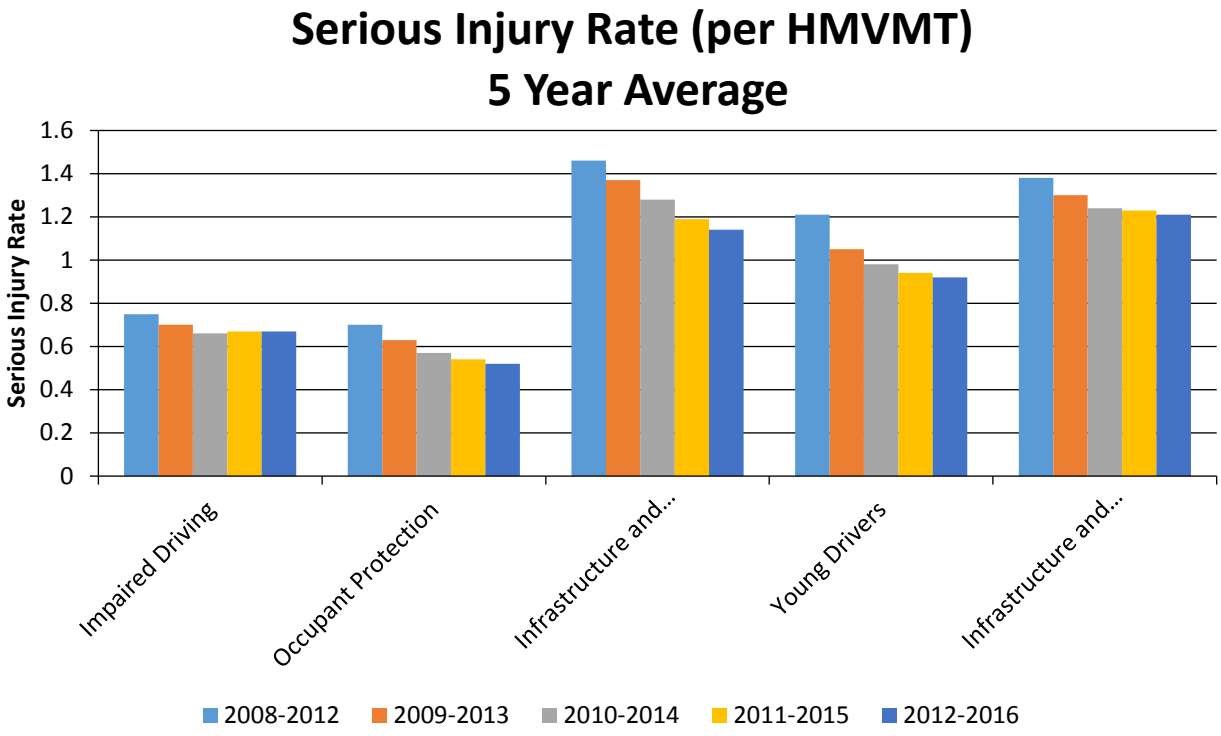
2017 Louisiana Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Impaired Driving		329.4	321.6	0.68	0.67			
Occupant Protection		281.4	247.4	0.55	0.52			
Infrastructure and Operations-Intersections		150.6	550.2	0.31	1.14			
Young Drivers		199.2	442.2	0.41	0.92			
Infrastructure and Operations-Roadway Departure		452	578.8	0.94	1.21			


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Impaired Driving
Occupant Protection
Infrastructure and...
Young Drivers
Infrastructure and...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Impaired Driving
Occupant Protection
Infrastructure and...
Young Drivers
Infrastructure and...
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 Louisiana 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)
na														

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

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

No

Compliance Assessment

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

10/31/2012

What are the years being covered by the current SHSP?

From: 2012 To: 2016

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

2018

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

When does the State anticipate completing it's next SHSP update?: Answer is 2017

SHSP was signed in July of 2017.

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

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)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								

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
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					0	0	0	0
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				

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 Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					33	0				
Ramp AADT (191)					33	0				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**100.00**	**100.00**	**87.82**	**81.82**	**88.89**	**88.89**	**80.00**	**80.00**

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

No known local road ramps or interchanges.

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

All fundamental MIRE data elements are 100% collected, or estimated, with the exception of Interchange Type (182) and Ramp AADT (191). Those two are 30% complete for State Owned roads and should be 100% in two more years. Those two for Non State Owned roads have yet to be identified.

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

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

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

We are updating in the Crash Report Manual to explicitly state the MMUCC definition for Severity A on the KABCO scale.

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.

2020

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

We are using this time to respond to an FHWA HSIP program review. As a result of the FHWA review LA DOTD has developed an in depth HSIP guidance document.

Optional Attachments

Program Structure:

Question 8 16-10-26 SAMPLE Stage 0 Evaluation Rev3_pgs1-3.pdf
13.docx
Safe Routes to Public Places Program Guidelines 2017.pdf
2017 SRTPPP Application.doc
2016_LRSP App_Jan.pdf
2015_LRSP_Program_Guidelines_Rev_Dec14.pdf
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v16.pdf
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v16.pdf
13.docx
2015_LRSP_Program_Guidelines_Rev_Dec14.pdf
2016_LRSP App_Jan.pdf
2017 SRTPPP Application.doc
Safe Routes to Public Places Program Guidelines 2017.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.