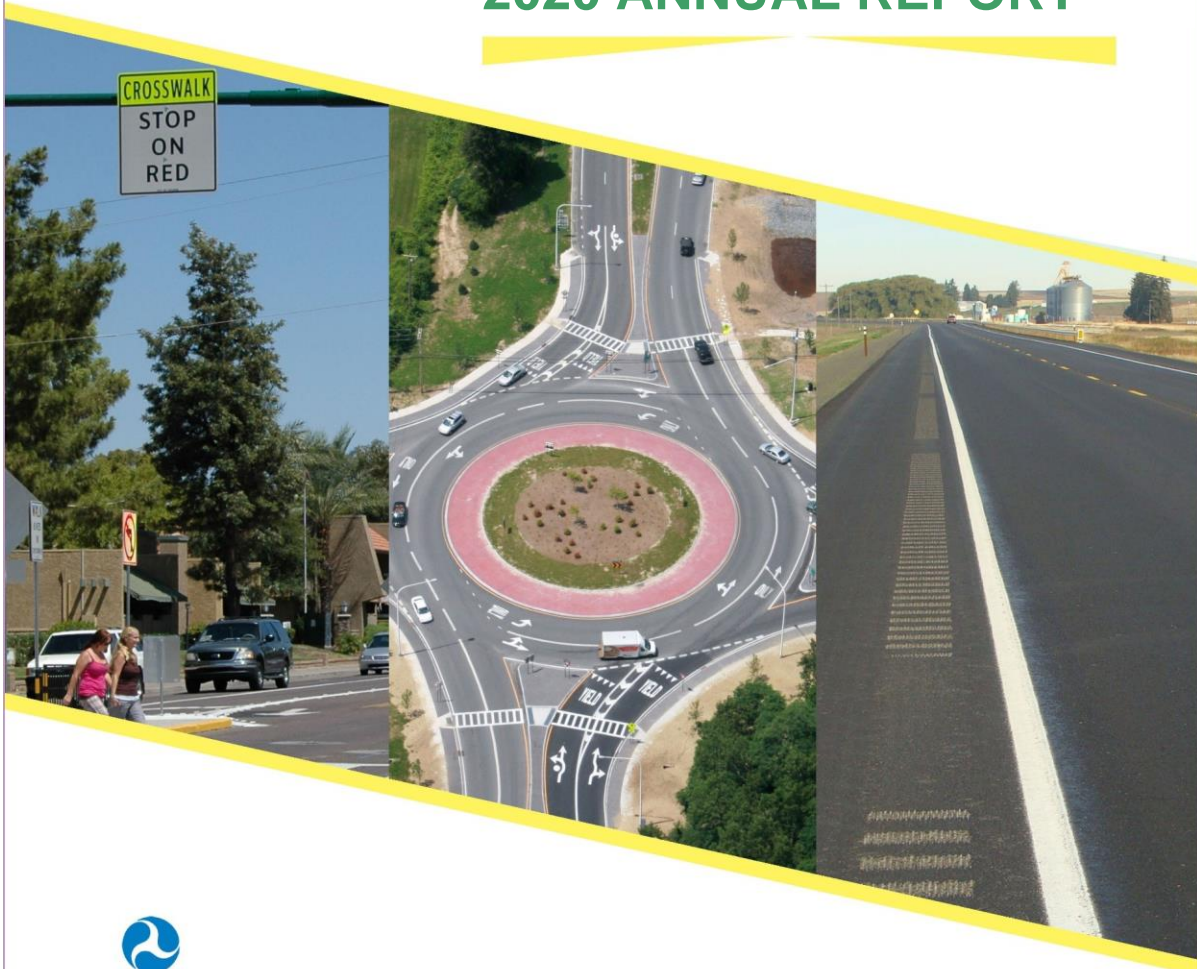




OKLAHOMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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. 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

ODOT obligated \$17.2 million in HSIP funds for FY2019. 48 percent of HSIP funds were obligated for signing projects, followed by 20 percent on striping, 15 percent on cable barrier, and 12 percent on ADA. The remaining funds were obligated for intersection improvements, traffic signals, rumble strips, school zones, guardrail replacement, ITS operations and infrastructure, and bridge projects.

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.

The Oklahoma Department of Transportation (ODOT) is the agency primarily responsible for the implementation of the HSIP program in Oklahoma. ODOT is responsible for funding and tracking the progress of HSIP projects. The Traffic Division oversees the HSIP program and is responsible for preparing this annual report.

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- Other-Central Office

Funds are divided between the Oklahoma Department of Transportation's Traffic Division and the Agency's 8-year Construction Plan.

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

Local and tribal road projects do not currently use HSIP funds.

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

- Local Aid Programs Office/Division
- Traffic Engineering/Safety
- Other-Rail Programs

Describe coordination with internal partners.

The Traffic Division is responsible for administering a portion of the HSIP funds, which is approximately \$12M. The remaining funds are distributed within field divisions, Local Government Division, and Rail Programs Division. The Traffic Division provides field offices with an annual Collision Digest, which can be used for selecting optimal safety project locations.

Identify which external partners are involved with HSIP planning.

- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency

ODOT confers with the Oklahoma Highway Safety Office in the setting of performance measures. On a case-by-case basis, ODOT will also confer with local governments and enforcement partners.

Describe coordination with external partners.

ODOT confers with the Oklahoma Highway Safety Office annually in establishing performance measure targets.

Program Methodology

Select the programs that are administered under the HSIP.

- Horizontal Curve
- Intersection
- Median Barrier
- Roadway Departure
- Sign Replacement And Improvement
- Other-Striping

Program: Horizontal Curve

Date of Program Methodology: 1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Other-Run off road injury/fatal

Exposure

- Traffic
- Lane miles

Roadway

- Horizontal curvature
- Roadside features
- Other-Speed Limit
- Other-Shoulder width

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment
- Expected crash frequency with EB adjustment
- Probability 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?

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:2

Cost Effectiveness:1

Program: Intersection

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- Other-Angle crashes

What project identification methodology was used for this program?

- Crash frequency

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

No

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

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

Other-Crash frequency:1

Program: Median Barrier

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- Other-Crossover

- Other-Access Control

What project identification methodology was used for this program?

- Crash frequency
- Other-Systemic Approach

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?

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

Other-District Selection:1

Program: Roadway Departure

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Other-run off road injury/fatal

Exposure

- Traffic
- Lane miles

Roadway

- Roadside features
- Other-terrain type

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

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?

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Sign Replacement And Improvement

Date of Program Methodology: 1/1/2017

What is the justification for this program?

- Other-Safety Infrastructure

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- Other-Age and Condition of Signs

What project identification methodology was used for this program?

- Other-Selection Committee

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?

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

Other-Selection Committee:1

Program: Other-Striping

Date of Program Methodology: 1/1/2017

What is the justification for this program?

2020 Oklahoma Highway Safety Improvement Program

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Other-Weather related/nighttime

Exposure

Roadway

What project identification methodology was used for this program?

- Other-District Selection
- Other-Selection Committee

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?

How are projects under this program advanced for implementation?

- Other-District Selection
- 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

Other-District Selection:1

Other-Selection Committee:2

What percentage of HSIP funds address systemic improvements?

14.9

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

- Cable Median Barriers
- High friction surface treatment

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

Can be considered during the engineering design phase of projects.

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.

ODOT uses crash modification factors to evaluate potential countermeasures for a project. ODOT uses an Empirical Bayes predictive method is used to evaluate potential benefits of projects.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$37,793,800	\$17,207,759	45.53%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$14,019,809	\$13,981,379	99.73%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$237,319,193	\$237,261,382	99.98%
State and Local Funds	\$0	\$0	0%
Totals	\$289,132,802	\$268,450,520	92.85%

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

0%

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

0%

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

\$3,465,718

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

\$2,783,654

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

0%

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

0%

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

Impediment: Having staff with expertise to prioritize projects using up-to-date statistical methods and other valid technical criteria.

Plan to Overcome: Hire knowledgeable staff or provide adequate training.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
196406	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1	Miles	\$0	\$4471365	HSIP (23 U.S.C. 148)	Rural	Major Collector	8,200	65	State Highway Agency	Policy/Safety	None	Bridge Projects
637459	Roadway	Roadway - other	1.1	Miles	\$0	\$2446919	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	88,500	60	State Highway Agency	Policy/Safety	None	Right Of Way
903309	Roadway	Roadway - other	1	Miles	\$0	\$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	83,000	60	State Highway Agency	Policy/Safety	None	Right Of Way
2031105	Roadway	Roadway - other	10	Miles	\$0	\$483666	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	65	State Highway Agency	Policy/Safety	None	Right Of Way
2089504	Roadway	Roadway - other	1	Miles	\$-624529.01	\$8390079.99	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,000	45	State Highway Agency	Policy/Safety	None	Bridge Projects
2099705	Roadway	Roadway - other	5.75	Miles	\$0	\$2975000	HSIP (23 U.S.C. 148)	Rural	Major Collector	9,240	65	State Highway Agency	Policy/Safety	None	Right Of Way
2099711	Non- infrastructure	Transportation safety planning	10	Miles	\$0	\$1963100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	9,241	65	State Highway Agency	Policy/Safety		Planning
2099718	Roadway	Roadway - other	0.2	Miles	\$-146929.34	\$3400228	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,200	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2103405	Advanced technology and ITS	Advanced technology and ITS - other	5	ITS MAINTENANCE & OPERATIONS	\$-686747.99	\$733390	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	123,547	60	State Highway Agency	Spot	None	ITS Operations
2190904	Roadway	Roadway - other	0.04	Miles	\$0	\$1577684	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,100	70	State Highway Agency	Policy/Safety	None	Bridge Projects
2191804	Roadway	Roadway - other	0.05	Miles	\$-35195.87	\$2501679	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,160	65	State Highway Agency	Policy/Safety	None	Bridge Projects

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2317009	Roadside	Barrier- metal	3	Locations	\$4872	\$321598	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	14,400	50	State Highway Agency	Spot	Roadway Departure	Guardrail Replacement
2324307	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1	Miles	\$0	\$2870382	HSIP (23 U.S.C. 148)	Rural	Major Collector	863	65	State Highway Agency	Unknown	Roadway Departure	Bridge Projects
2370806	Intersection traffic control	Intersection traffic control - other	1	Miles	\$0	\$122082.87	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	City or Municipal Highway Agency	Spot	Intersections	Traffic Signal
2394404	Railroad grade crossings	Upgrade railroad crossing signal	0.1	Miles	\$-53069.09	\$755725	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	City or Municipal Highway Agency	Spot	None	Railroad Crossing
2394504	Railroad grade crossings	Upgrade railroad crossing signal	0.1	Miles	\$-0.94	\$152585	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	City or Municipal Highway Agency	Spot	None	Railroad Crossing
2413204	Alignment	Horizontal curve realignment	1	Miles	\$-241498.83	\$3642761.96	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,030	65	State Highway Agency	Spot	Roadway Departure	Horizontal Curve
2414704	Roadway	Roadway - other	0.5	Miles	\$1083683	\$6057460	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,274	40	State Highway Agency	Policy/Safety	None	Bridge Projects
2421907	Roadway	Roadway - other	5.09	Miles	\$0	\$1430029	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	4,800	55	State Highway Agency	Policy/Safety	None	Planning
2422810	Intersection geometry	Intersection geometry - other	0.24	Miles	\$0	\$3944578	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,461	55	State Highway Agency	Spot	Intersections	Intersection Modification
2432307	Roadway	Roadway - other	3.1	Miles	\$-451129	\$14712440	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,200	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2436605	Roadway	Roadway - other	6.05	Miles	\$0	\$3993000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,377	65	State Highway Agency	Policy/Safety	None	Right Of Way
2436606	Roadway	Roadway - other	6.05	Miles	\$-235339.03	\$2979360	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,377	65	State Highway Agency	Policy/Safety	None	Utilities

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2555212	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$-0.46	\$690362	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	State Highway Agency	Spot	None	ITS Operations
2555213	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$-113391.39	\$786609	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	State Highway Agency	Spot	None	ITS Operations
2590948	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$0	\$3998018	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Spot	None	ITS Operations
2617804	Roadway	Roadway - other	0.2	Miles	\$-214405.41	\$3653430	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2626504	Roadside	Barrier - cable	5	Miles	\$0	\$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	20,509	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2634804	Roadway	Roadway - other	0.1	Miles	\$-4600.79	\$1151718	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,175	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2649504	Roadway	Roadway - other	0.51	Miles	\$0	\$1420318	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2700506	Roadside	Barrier - cable	3	Locations	\$-32098.4	\$228284	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	6,300	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2700507	Lighting	Intersection lighting	0.57	Miles	\$-22871.77	\$101874	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	4,700	65	State Highway Agency	Unknown	Intersections	None
2707404	Roadway	Roadway - other	0.25	Miles	\$392479	\$4321530	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2714204	Roadway	Roadway - other	0.2	Miles	\$-414181.99	\$6886121	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,280	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2716704	Intersection traffic control	Intersection traffic control - other	0.55	Miles	\$0	\$3271022	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	10,952	45	State Highway Agency	Spot	Intersections	Traffic Signal
2803204	Roadway	Roadway - other	1	Miles	\$0	\$2729379	HSIP (23 U.S.C. 148)	Rural	Major Collector	400	65	State Highway Agency	Policy/Safety	None	Bridge Projects

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2803804	Roadway	Roadway - other	0.88	Miles	\$-151995.29	\$5000000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,000	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2882804	Roadway	Roadway - other	1	Miles	\$0	\$18234167.25	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,700	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2883411	Roadway	Roadway - other	2.38	Miles	\$-35542.23	\$196644	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,400	65	State Highway Agency	Spot	Intersections	Intersection Modification
2896108	Roadway	Roadway - other	0.25	Miles	\$-8287	\$82878	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	22,600	70	State Highway Agency	Policy/Safety	None	Bridge Projects
2896704	Intersection geometry	Auxiliary lanes - add left-turn lane	4.7	Miles	\$93917.04	\$1096320.05	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	575	65	State Highway Agency	Spot	Intersections	Left-turn lane
2907607	Roadway	Roadway - other	0.2	Miles	\$-26664	\$133320	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other Freeways & Expressways	40,500	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2918604	Roadside	Barrier - cable	5.2	Miles	\$175096	\$410165	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	12,000	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2918904	Roadside	Barrier - cable	6.6	Miles	\$0	\$2248402	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	16,200	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
2944804	Roadway	Roadway - other	1	Miles	\$0	\$1969922	HSIP (23 U.S.C. 148)	Rural	Major Collector	832	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2971404	Roadway	Roadway - other	0.6	Miles	\$-156861	\$2165793	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,968	65	State Highway Agency	Policy/Safety	None	Bridge Projects
2976004	Roadside	Barrier - cable	3.51	Miles	\$437201.2	\$3233070.25	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	21,029	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3017304	Roadside	Barrier - cable	16.5	Miles	\$-122937.72	\$1732652	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	13,900	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3027004	Roadside	Barrier - cable	6	Miles	\$-111551.66	\$1489405	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	22,500	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3057107	Intersection geometry	Intersection geometry - other	0.5	Miles	\$1120956	\$1401195	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	20,400	65	State Highway Agency	Spot	Intersections	Intersection Modification

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3085104	Roadside	Barrier - cable	5.5	Miles	\$59.13	\$1687339	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,100	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3093504	Roadway delineation	Longitudinal pavement markings - remarking	26.31	Miles	\$-131795.92	\$154371	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	8,500	65	State Highway Agency	Policy	Lane Departure	Striping
3099804	Roadway	Roadway - other	0.5	Miles	\$0	\$16264089.77	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,500	25	State Highway Agency	Policy/Safety	None	Bridge Projects
3147304	Roadside	Barrier- metal	6	Miles	\$-18909.75	\$182273	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,500	65	State Highway Agency	Spot	Roadway Departure	Guardrail Replacement
3164004	Roadway delineation	Longitudinal pavement markings - remarking	39.85	Miles	\$-34965.8	\$382850	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	23,700	70	State Highway Agency	Policy	Lane Departure	Striping
3168004	Roadway	Roadway - other	1.8	Miles	\$0	\$458905	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,500	55	State Highway Agency	Policy/Safety	None	Clearzone Mitigation
3169104	Advanced technology and ITS	Advanced technology and ITS - other	1	ITS MAINTENANCE & OPERATIONS	\$0	\$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	None	ITS Operations
3210607	Roadway	Roadway - other	0.5	Miles	\$352220	\$440276	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	21,200	70	State Highway Agency	Policy/Safety	None	Access Improvements
3243004	Roadway signs and traffic control	Roadway signs and traffic control - other	0.01	Miles	\$-0.74	\$111477	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	18,400	65	State Highway Agency	Spot	Intersections	Traffic Signal
3248404	Roadside	Barrier- metal	9.11	Miles	\$39270	\$2710724	HSIP (23 U.S.C. 148)	Rural	Major Collector	16,960	70	State Highway Agency	Spot	Roadway Departure	Guardrail Replacement
3248504	Roadside	Barrier - cable	2.3	Miles	\$-34694.98	\$756077	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	38,360	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3248604	Roadside	Barrier - cable	4	Miles	\$8591	\$724954.77	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	52,040	55	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3256304	Roadway signs and traffic control	Roadway signs and traffic control - other	0.54	Miles	\$0	\$33412	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,300	35	State Highway Agency	Spot	Intersections	Traffic Signal

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3262504	Roadway signs and traffic control	Roadway signs (including post) - new or updated	36.73	Miles	\$2112472.55	\$5397580.55	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	146,700	70	State Highway Agency	Policy/Safety	Lane Departure	Signing
3262604	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14.47	Miles	\$733782.5	\$733782.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	106,500	70	State Highway Agency	Policy/Safety	Lane Departure	Signing
3265904	Roadway delineation	Longitudinal pavement markings - remarking	23.2	Miles	\$0	\$445000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,200	65	State Highway Agency	Policy	Lane Departure	Striping
3266204	Roadway delineation	Longitudinal pavement markings - remarking	60.29	Miles	\$0	\$349000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,600	65	State Highway Agency	Policy	Lane Departure	Striping
3266504	Roadway delineation	Longitudinal pavement markings - remarking	20.09	Miles	\$0	\$202000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	13,500	65	State Highway Agency	Policy	Lane Departure	Striping
3267104	Roadway delineation	Longitudinal pavement markings - remarking	4.1	Miles	\$-2760.27	\$59842	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	9,900	55	State Highway Agency	Policy	Lane Departure	Striping
3267204	Roadway delineation	Longitudinal pavement markings - remarking	23.76	Miles	\$0	\$250000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	34,500	70	State Highway Agency	Policy	Lane Departure	Striping
3267404	Roadway delineation	Longitudinal pavement markings - remarking	13.24	Miles	\$66221.6	\$264391	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	89,800	65	State Highway Agency	Policy	Lane Departure	Striping
3267504	Roadway delineation	Longitudinal pavement markings - remarking	28.7	Miles	\$0	\$364900	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	28,300	60	State Highway Agency	Policy	Lane Departure	Striping
3270204	Roadway signs and traffic control	Roadway signs and traffic control - other	0.2	Miles	\$487393	\$609243	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,400	55	State Highway Agency	Spot	Intersections	Traffic Signal
3274504	Pedestrians and bicyclists	Install sidewalk	1.01	Miles	\$-105253	\$928709	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,400	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3279804	Roadway	Rumble strips - center	14.87	Miles	\$0	\$85813	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,600	65	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strip

2020 Oklahoma Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3279805	Roadway delineation	Longitudinal pavement markings - remarking	13.1	Miles	\$0	\$65987	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,900	55	State Highway Agency	Policy	Lane Departure	Striping
3283804	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$456588.12	\$456588.12	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,000	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3287604	Roadway signs and traffic control	Roadway signs (including post) - new or updated	497.03	Miles	\$-37468.92	\$530692	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	120,300	70	State Highway Agency	Policy/Safety	Roadway Departure	Signing
3290504	Pedestrians and bicyclists	Install sidewalk	1	Miles	\$57029	\$239760	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,400	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293504	Pedestrians and bicyclists	Install sidewalk	0.51	Miles	\$-8927	\$169908	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	9,100	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293704	Pedestrians and bicyclists	Install sidewalk	0.66	Miles	\$232729.02	\$232729.02	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,800	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293804	Pedestrians and bicyclists	Install sidewalk	0.25	Miles	\$8083	\$90731	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	13,500	35	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3293904	Pedestrians and bicyclists	Install sidewalk	0.95	Miles	\$236406.38	\$236406.38	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	12,600	30	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294004	Pedestrians and bicyclists	Install sidewalk	0.8	Miles	\$-126632	\$134042	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,600	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3294804	Pedestrians and bicyclists	Install sidewalk	0.3	Miles	\$619480.91	\$619480.91	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,700	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295204	Pedestrians and bicyclists	Install sidewalk	0.6	Miles	\$-64466	\$528090	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	14,600	40	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3295604	Pedestrians and bicyclists	Install sidewalk	4.76	Miles	\$560275.69	\$560275.69	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	8,500	45	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3296704	Pedestrians and bicyclists	Install sidewalk	0.06	Miles	\$15182	\$101077	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,800	25	State Highway Agency	Mobility	Pedestrians	ADA Compliance

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3307704	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$-1921.76	\$151104	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	22,100	50	State Highway Agency	Spot	Intersections	Traffic Signal
3307804	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$5476.11	\$183751.04	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,280	30	State Highway Agency	Spot	Intersections	Traffic Signal
3309504	Roadside	Barrier - cable	5	Miles	\$34557	\$1208221	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	18,400	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3312104	Roadway	Roadway - other	1	Statewide	\$250000	\$473427	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	State Highway Agency	Policy/Safety	None	Planning
3315904	Roadway signs and traffic control	Roadway signs and traffic control - other	0.02	Miles	\$24157.16	\$180872	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,500	35	State Highway Agency	Spot	Intersections	Traffic Signal
3323604	Roadway delineation	Longitudinal pavement markings - remarking	42.08	Miles	\$5584	\$359584	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	16,900	65	State Highway Agency	Policy	Lane Departure	Striping
3325004	Roadway delineation	Longitudinal pavement markings - remarking	27.51	Miles	\$31312	\$364312	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,800	65	State Highway Agency	Policy	Lane Departure	Striping
3325204	Roadway signs and traffic control	Roadway signs (including post) - new or updated	72.04	Miles	\$76177.55	\$711881.92	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	22,000	70	State Highway Agency	Policy/Safety	Roadway Departure	Signing
3325304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.3	Miles	\$814.37	\$26455	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,300	45	State Highway Agency	Request	None	School Zone
3325404	Roadway signs and traffic control	Roadway signs and traffic control - other	0.1	Miles	\$4499	\$267187.61	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,750	55	State Highway Agency	Spot	Intersections	Traffic Signal
3329604	Roadway	Rumble strips - center	8.6	Miles	\$-7256.44	\$56474	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,500	65	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strip
3329704	Roadway	Rumble strips - center	5.3	Miles	\$-8822.28	\$14744	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,000	65	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strip
3329804	Roadway	Rumble strips - center	11	Miles	\$-52838.94	\$170775	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,200	65	State Highway Agency	Spot	Lane Departure	Centerline Rumble Strip

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3330204	Roadway	Pavement surface - high friction surface	3.4	Miles	\$0	\$451793.51	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,600	55	State Highway Agency	Systemic	Lane Departure	Curve Treatment
3336004	Roadway delineation	Longitudinal pavement markings - remarking	31.77	Miles	\$-105674.29	\$333836	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	28,500	70	State Highway Agency	Policy	Lane Departure	Striping
3341004	Pedestrians and bicyclists	Install sidewalk	0.5	Miles	\$155677.86	\$155677.86	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,200	25	State Highway Agency	Mobility	Pedestrians	ADA Compliance
3347804	Roadside	Barrier - cable	7.07	Miles	\$2120706.79	\$2120706.79	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,000	70	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3347904	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	\$1587	\$26700	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	35	State Highway Agency	Request	None	School Zone
3348704	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Statewide	\$250000	\$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Request	None	School Zone
3360604	Roadway signs and traffic control	Roadway signs and traffic control - other	0.01	Miles	\$9302	\$177702.61	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,600	35	State Highway Agency	Spot	Intersections	Traffic Signal
3360704	Roadside	Barrier - cable	8	Miles	\$99267	\$1657042	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,900	65	State Highway Agency	Systemic	Roadway Departure	Cable Barrier
3370304	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.5	Miles	\$-6142	\$18634	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	35	State Highway Agency	Request	None	School Zone
3373004	Roadway delineation	Longitudinal pavement markings - remarking	38.7	Miles	\$874500	\$2143495.15	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	13,100	70	State Highway Agency	Policy	Lane Departure	Striping
3373204	Roadway delineation	Longitudinal pavement markings - remarking	45.16	Miles	\$74354	\$447254	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,500	65	State Highway Agency	Policy	Lane Departure	Striping
3386004	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Division	\$2884672.9	\$3605841.13	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	19,600	70	State Highway Agency	Policy/Safety	Roadway Departure	Signing
3396007	Railroad grade crossings	Upgrade railroad crossing signal	1	Locations	\$200299	\$445110	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	State Highway Agency	Spot	None	Railroad Crossing

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3408904	Roadway	Roadway - other	1	Statewide	\$230055.47	\$230055.47	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Policy/Safety	None	Planning
3414404	Roadway signs and traffic control	Roadway signs (including post) - new or updated	55.79	Miles	\$2496292.44	\$2496292.44	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Interstate	33,600	70	State Highway Agency	Policy/Safety	Roadway Departure	Signing
3414904	Roadway delineation	Longitudinal pavement markings - remarking	15.3	Miles	\$2722837.99	\$2722837.99	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	133,100	60	State Highway Agency	Policy	Lane Departure	Striping

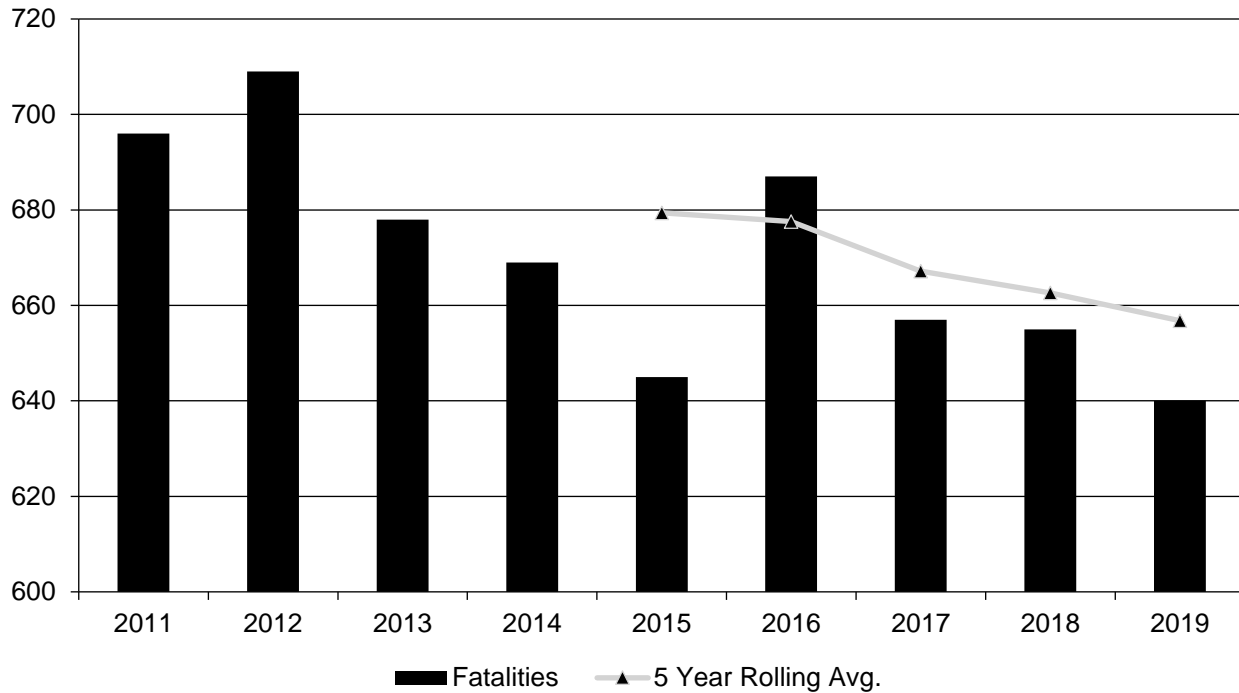
Safety Performance

General Highway Safety Trends

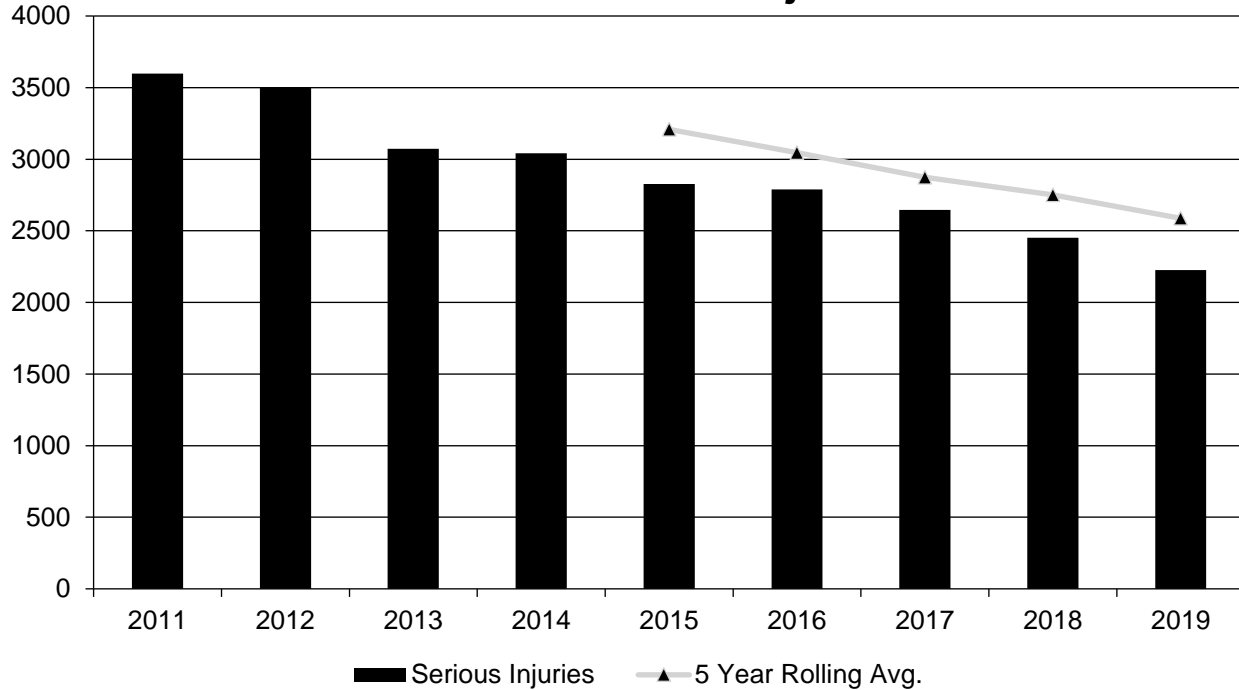
Present data showing the general highway safety trends in the State for the past five years.

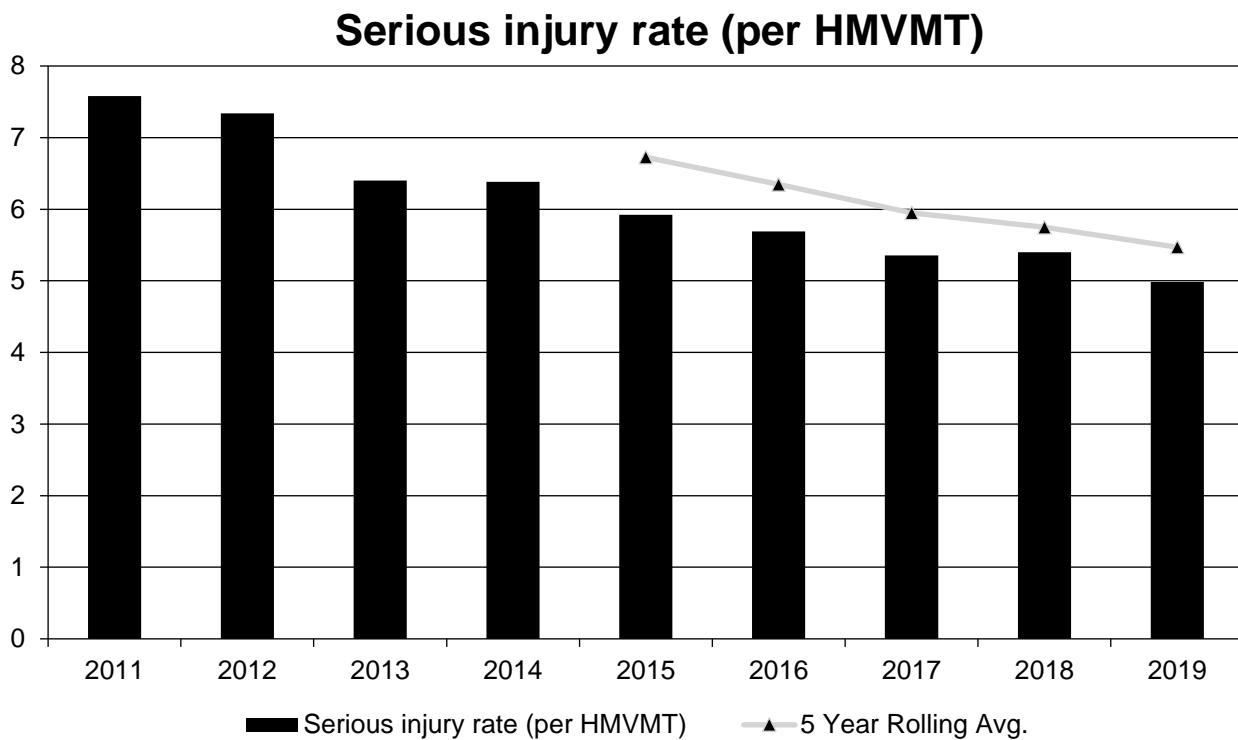
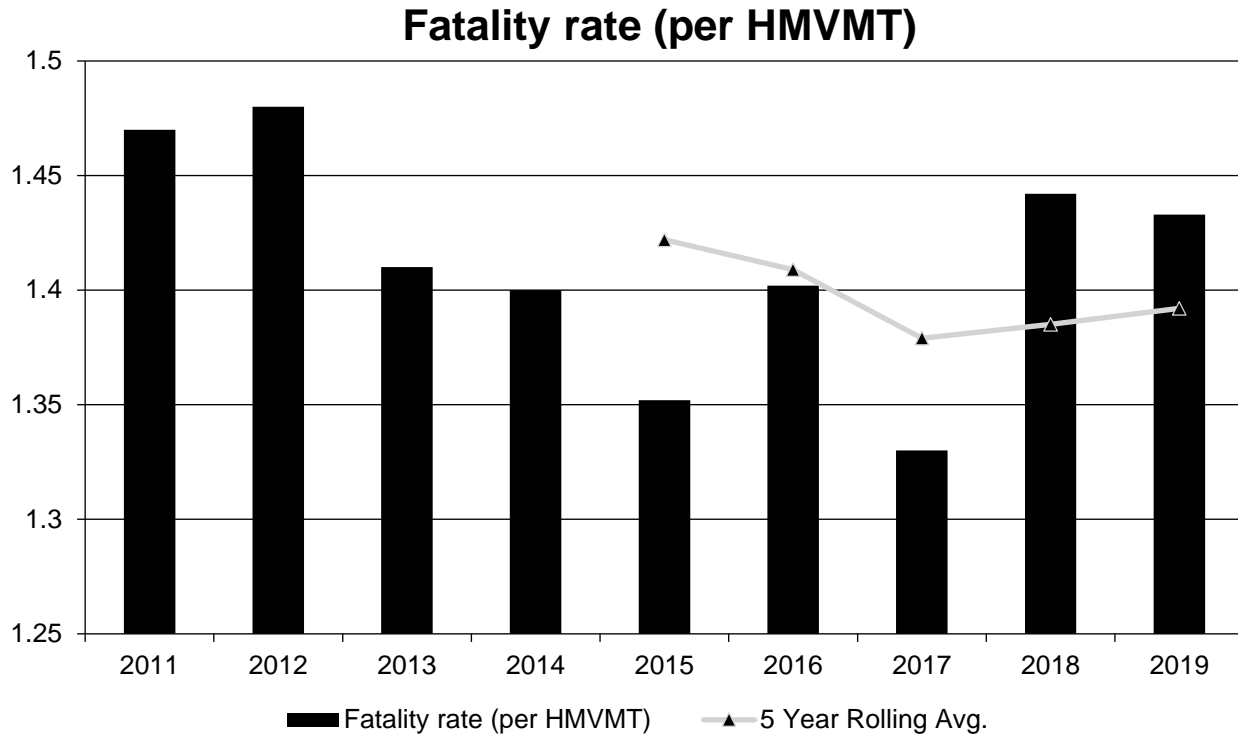
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	696	709	678	669	645	687	657	655	640
Serious Injuries	3,598	3,502	3,072	3,042	2,826	2,788	2,645	2,452	2,225
Fatality rate (per HMVMT)	1.470	1.480	1.410	1.400	1.352	1.402	1.330	1.442	1.433
Serious injury rate (per HMVMT)	7.580	7.340	6.400	6.380	5.923	5.688	5.354	5.397	4.983
Number non-motorized fatalities	53	73	74	56	74	96	90	80	101
Number of non-motorized serious injuries	207	192	192	183	213	212	198	166	189

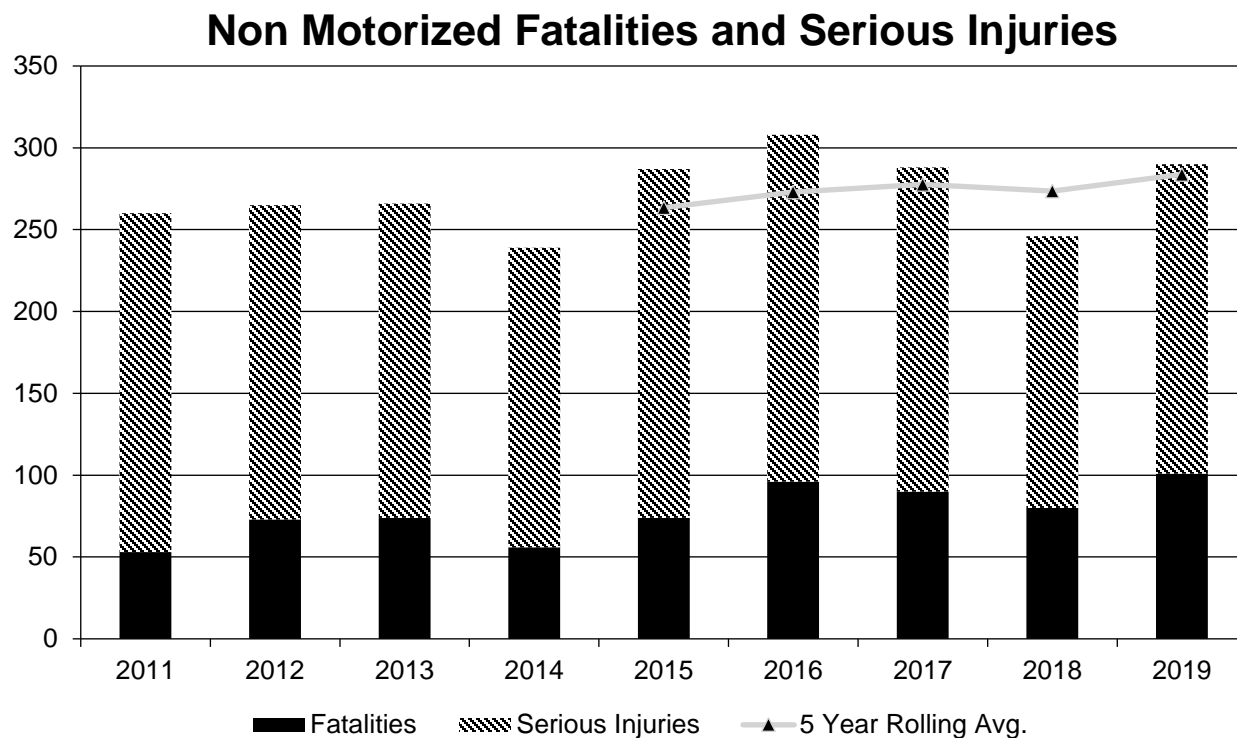
Annual Fatalities



Annual Serious Injuries







Describe fatality data source.

Other

If Other Please describe

Oklahoma Highway Safety Office

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

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	42	108.2	0.78	2.02
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	75	190	1.43	3.63
Rural Minor Arterial	85.4	189.4	2.88	6.4
Rural Minor Collector	2.2	8.4	1.26	4.82

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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 Major Collector	131.6	388	2.36	6.97
Rural Local Road or Street	56.8	215.6	2.25	8.53
Urban Principal Arterial (UPA) - Interstate	43	163	0.76	2.88
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.6	99.2	0.59	3.18
Urban Principal Arterial (UPA) - Other	67.6	437.6	1.19	7.7
Urban Minor Arterial	52.6	368.4	1.06	7.42
Urban Minor Collector	0	1.6	0	1.75
Urban Major Collector	18	107.8	1.19	7.14
Urban Local Road or Street	53.2	245	1.61	7.09

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Year 2019

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	280.6	975.2	1.05	3.66
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	225	1,210	1.33	7.13
Private (Other than Railroad)				
Railroad				
State Toll Authority	24	63.6	0.67	1.78
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:681.0

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

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Oklahoma is on track for meeting the SHSP goal of 687 fatalities by 2023.

Number of Serious Injuries:2462.0

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

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Serious injuries in Oklahoma are on a downward trend, but the current rate of decrease is not enough to meet the SHSP goal of 2013 serious injuries by 2023. However, there may be a significant change to the trajectory of the trend line due to the Covid-19 pandemic.

Fatality Rate:1.420

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

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. The fatality rate in Oklahoma is on a mostly flat/slightly downward trend. The current rate of decrease is not enough to meet the SHSP goal of a fatality rate of 1.34 by 2023. However, there may be a significant change to the trajectory of the trend line due to the Covid-19 pandemic.

Serious Injury Rate:5.290

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

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. The serious injury rate in Oklahoma is on a downward trend, but not enough to meet the SHSP goal of 4.90 by 2023. However, there may be a significant change to the trajectory of the trend line due to the Covid-19 pandemic.

Total Number of Non-Motorized Fatalities and Serious Injuries:251.0

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

This target was set by the Oklahoma Highway Safety Office using an ARIMA model. Oklahoma is already meeting the non-motorized fatality and serious injury goal of 338 injuries by 2023.

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

Oklahoma Department of Transportation (ODOT) collaborates with the Oklahoma Highway Safety Office (OHSO) on the setting of performance targets. For the past several years, OHSO has used an ARIMA model produced from a local university to set the targets. OHSO and ODOT jointly review the results of the ARIMA model before setting the official targets each year.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	699.0	656.8
Number of Serious Injuries	2806.0	2587.2

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Fatality Rate	1.430	1.392
Serious Injury Rate	27.580	5.469
Non-Motorized Fatalities and Serious Injuries	812.0	283.8

Oklahoma has met the targets for number of fatalities, number of serious injuries, and fatality rate. Because of a change in the definition of serious injuries, the 2018 targets set for serious injury rate and non-motorized fatalities and serious injuries are no longer valid. The revised targets for serious injury rate and non-motorized fatalities and serious injuries that were generated for the 2019 HSIP were 5.44 and 300 respectively. Oklahoma has not met those revised targets.

Applicability of Special Rules

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

No

Based on the FHWA Table: PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2020 FOR PENALTY PROVISIONS UNDER SECTIONS 154 AND 164 OF TITLE 23, UNITED STATES CODE, Oklahoma has 0 penalty for Section 154 and 164.

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	73	95	83	76	87	94	78
Number of Older Driver and Pedestrian Serious Injuries	223	191	217	225	192	210	166

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Increased awareness of safety and data-driven process

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

Fatalities are showing a slight downward trend, and serious injuries are showing a significant downward trend. However, it is unclear what impact the current pandemic will have on these trends going forward.

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

- # miles improved by HSIP
- Increased awareness of safety and data-driven process
- More systemic programs
- Policy change

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

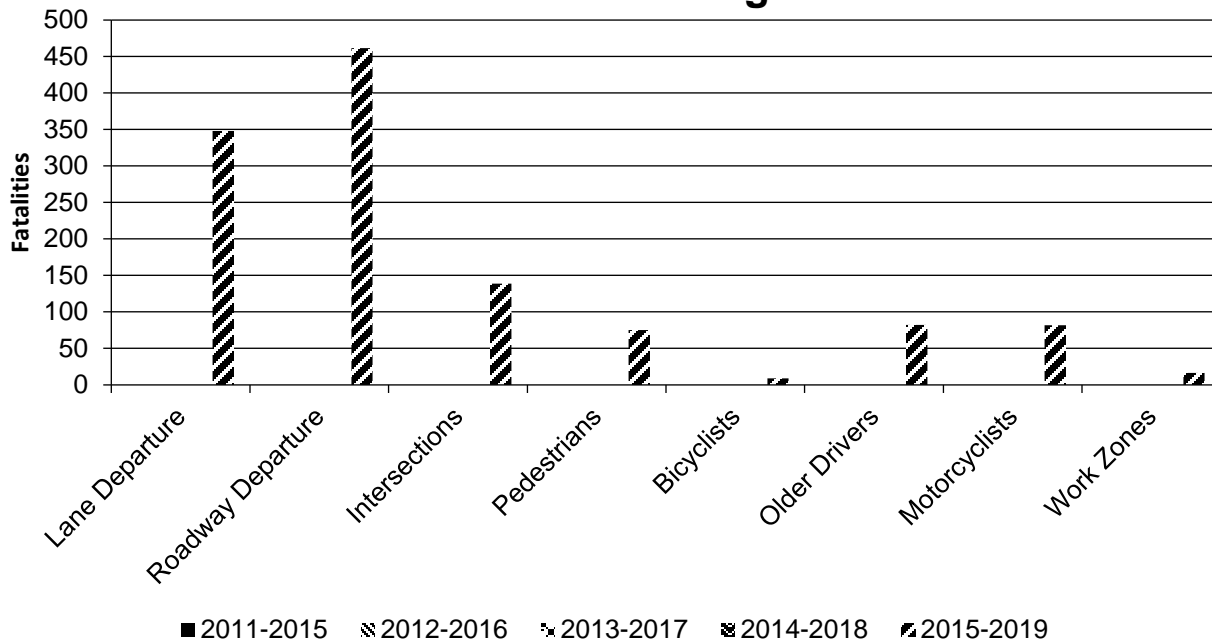
Year 2019

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Includes rollover, head-on, fixed object, and sideswipe-opposite direction	347.8	1,008.2	0.74	2.13
Roadway Departure	Select all except "No Roadway Departure"	461.6	1,430.8	0.98	3.03
Intersections	Int. Rel. = 1	139	930.2	0.29	1.97
Pedestrians	Unit Type = P	75	142.6	0.16	0.3
Bicyclists	Unit Type = B	9	43.6	0.02	0.09
Older Drivers	Driver of Vehicle = Y, Age 65+	82.2	200.6	0.17	0.42

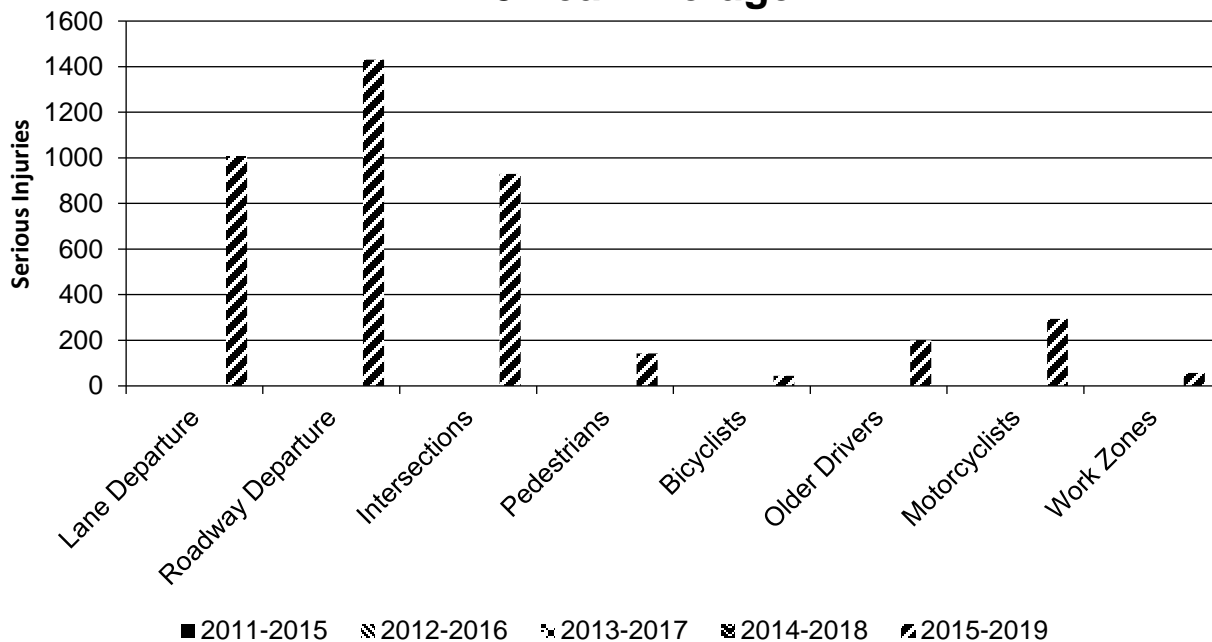
2020 Oklahoma Highway Safety Improvement Program

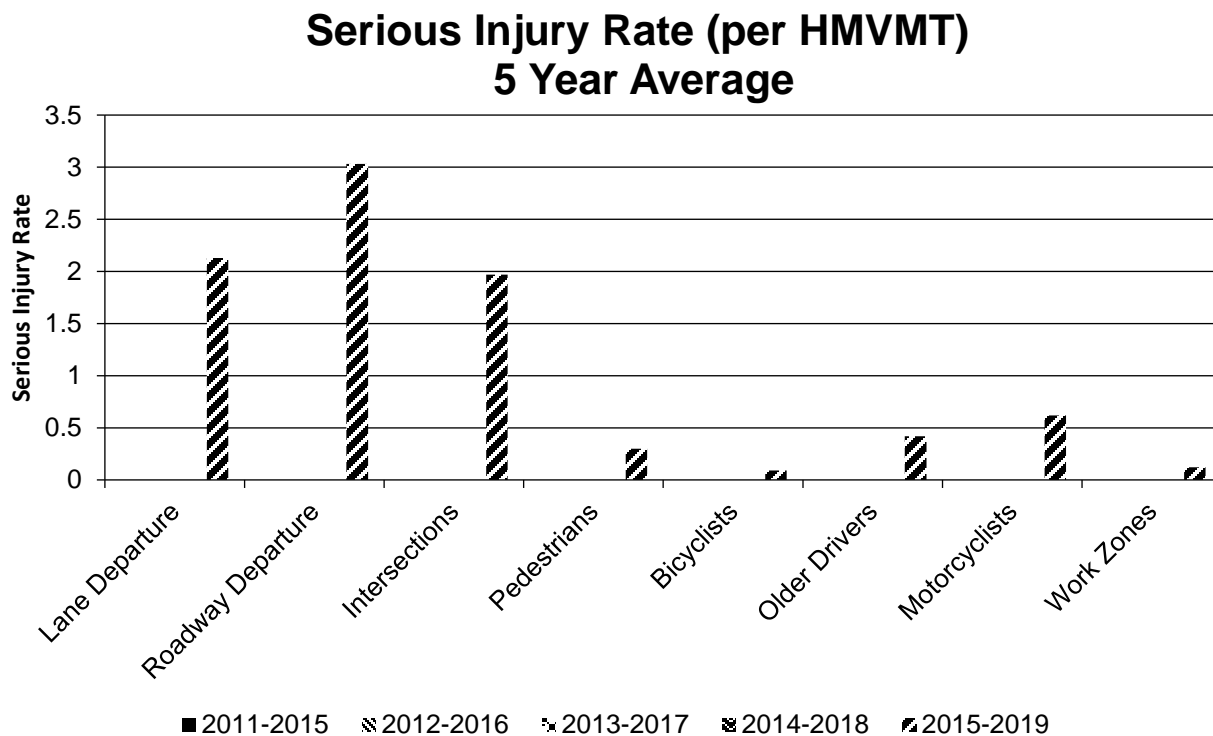
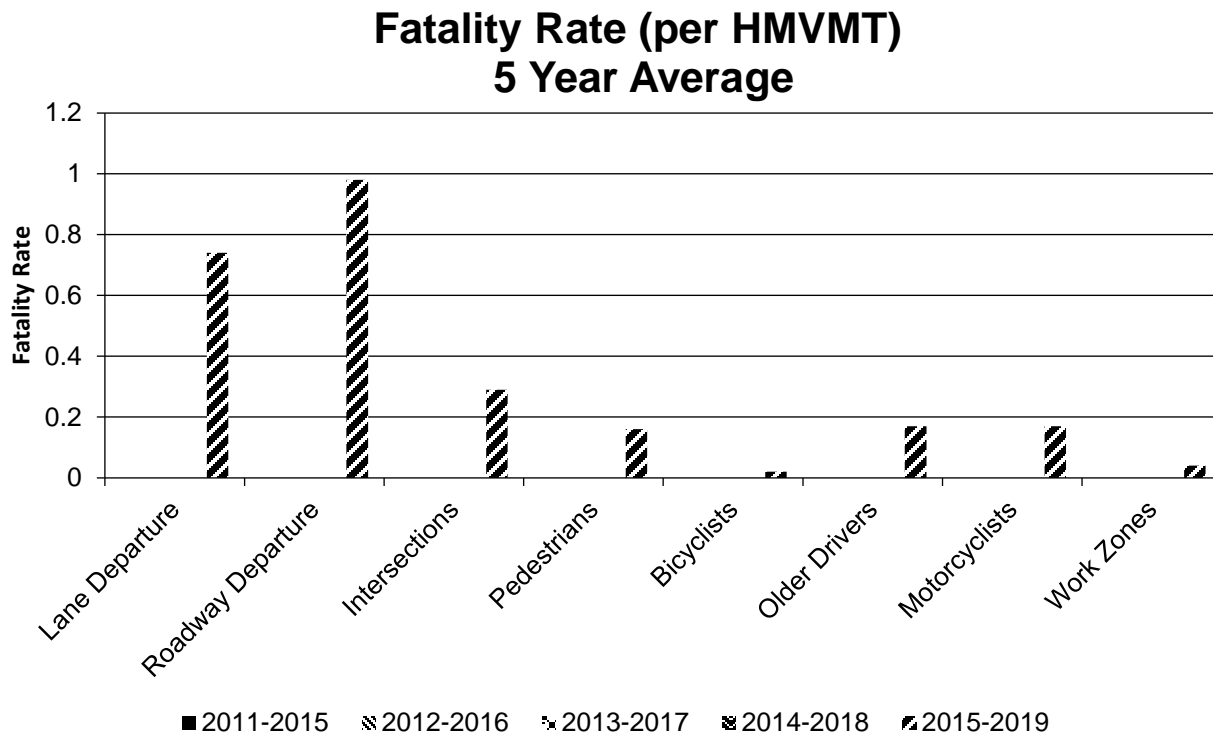
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Motorcyclists	Vehicle Type = 15	81.6	293.8	0.17	0.62
Work Zones	Work Zone = Y	16.6	56.2	0.04	0.12

Number of Fatalities 5 Year Average



Number of Serious Injuries 5 Year Average





Project Effectiveness

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

Compliance Assessment

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

04/27/2018

What are the years being covered by the current SHSP?

From: 2018 To: 2022

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

2022

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	1	1	1
	Route Number (8) [8]	1									
	Route/Street Name (9) [9]	1	1								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	1	1					1	1		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								
	Functional Class (19) [19]	1	1					1	1	1	1

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	1	1								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	1	1					1	1		
	AADT Year (80) [82]	1	1								
	Type of Governmental Ownership (4) [4]	1	1					1	1	1	1
INTERSECTION	Unique Junction Identifier (120) [110]			0.05							
	Location Identifier for Road 1 Crossing Point (122) [112]			0.05							
	Location Identifier for Road 2 Crossing Point (123) [113]			0.05							
	Intersection/Junction Geometry (126) [116]			0.05							
	Intersection/Junction Traffic Control (131) [131]			0.05							
	AADT for Each Intersecting Road (79) [81]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]			0.05							
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]					1	1				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1					
	Roadway Type at End Ramp Terminal (199) [189]					1					
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					1	1				
	Year of Ramp AADT (192) [182]					1	1				
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		1.00	0.94	0.29	0.25	0.64	0.45	1.00	1.00	1.00	1.00

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

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

The next major step for ODOT with the MIRE data elements will be completion of the intersection data points in the next 1.5 to 2 years. This will be facilitated by ODOT moving to the next iteration of our desktop platform, ESRI's ArcGIS Pro, which, in combination with the continued advancement of the LRS Management Software and ESRI's Roads & Highways Package, will allow different elements of the roadway network to talk to each other. Once the intersections are done, ODOT will be able to create the interchange identifiers and polygon areas. ODOT is on track to meet the 2026 deadline.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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