Oklahoma Highway Safety Improvement Program FFY 2005 – 2014

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Table of Contents

Program Structure

1. Program Administration

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

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

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

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

ODOT is currently in transition on the method in which sites are ranked for both segments and intersections. We are currently using Bayesian methods for segments and probability-weighted rates for intersections. ODOT recently contracted with Oklahoma University to integrate advanced Empirical Bayesian analytical capabilities into our existing collision database interface.

A safety performance function developed to model median crossover crashes on divided highways was used to help develop policy guidelines for median cable barrier installation. As a point of diminishing returns for median cable barrier had been reached, these guidelines will help direct funding to projects likely to provide greater benefits.

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

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

Currently, ODOT's database does have city and county road collisions within it. However, these roads have two different coordinate systems than that of ODOT's system and are not capable of being related to each other at this time. Furthermore, the software is not capable of drawing comparisons across the three coordinate systems. Roadway data is not available for most local roads, making it impossible to use the same analytical

methods on these roads. Extension of the analytical methods to a limited set of local roads is under implementation.

Reporting methods for other local roads strictly require geocoded crash data. At present the majority of these crashes are geocoded and can be mapped but cannot be tied to roadway data. Complete geocoding of all crashes and integration with roadway data will require extensive resources and is not being actively pursued at this time since the resources to collect the relevant roadway data are not expected to be available in the foreseeable future. ODOT is presently exploring methods of selecting systemic safety mitigations on local roads.

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

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

2. Program Methodology

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

The program was last updated approximately in 1998.

a. Data Used

Crash

Crash data used to evaluate HSIP projects has a span of 5 years before the exact Work Start Date and 5 years after the exact Completion Date. Fatality, incapacitating injury and non-incapacitating injury collisions (types K, A, B) are used. Other than

excluding possible injury and property damage only crashes (types C, O) all crash types are included.

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

Exposure

Estimated AADT is used in both crash rate analysis and Bayesian methods. Population is not considered. For intersections, mainline AADT is used instead of total entering vehicles due to an almost complete lack of traffic data for minor approaches. For purposes of comparison with other intersections only, crash counts are adjusted to reflect the lower bound of a one-tailed 99% confidence interval on the assumption that observed crashes are a sample from a Poisson distribution with a mean which is itself a sample from a uniform probability distribution over the interval $(0,\infty)$. This method produces an estimate significantly lower than the observed crash counts and is not an accurate estimate of future crashes; the estimates cannot be used for instance to predict B/C ratios but provides a reasonable ranking of intersections relative to each other (for network screening), effectively deflating the ranking of intersections with very low AADT and only a few crashes.

Roadway

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

b. Project Identification Methodology

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

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

c. Summary of Targeted Programs being Implemented under the HSIP

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

Median crossover collisions have been addressed by systemic application of median cable barrier, which has been notably successful. Only a limited number of locations remain to be treated with median cable barrier.

Lane departures are being addressed by application of shoulder rumble strips (systemically for new construction as well as selected retrofits), as well as systemic upgrades to guard rail and striping, including 6" edgeline striping. Some shoulder cable barrier has also been placed and more is planned. Projects have been initiated to improve curve delineation, replace obsolete guardrail, and provide clear zone mitigation in selected high-crash corridors. A small number of high friction surface treatments have been placed and more are planned. One "3-D" crosswalk has been installed as a pilot and the results are under investigation. A systemic program to place centerline rumble strips is under development.

Intersection crashes are being addressed by a policy of systematically funding the highest ranked intersections recommended for traffic signals each year by the Field Divisions. Implementation has been partially completed of systemic sign, signal and marking improvements as recommended by the FHWA Intersection Safety Assistance Program. Intersection crashes are also being addressed by a project to retrofit some existing signals with retroreflective backplates, which are also being used on all new signal projects. A few "J-Turn" intersections are finished or under construction, and more are tentatively planned. Two high speed intersections are planned to be retrofitted with dynamic advance signal change warning signs as a pilot.

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

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

We currently have several ongoing system wide projects which include: Cable Barrier, Sub-Standard Guardrail Replacement, Clearzone Mitigation, Intersection Sign & Marking Improvement, Curve Delineation, Shoulder Rumble Strip, Retroreflective Backplate Replacement, Centerline Rumble Strip, High Friction Surface Treatment, and Striping, including edgeline striping. These are funded partly by HSIP funds and partly by other sources.

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

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

In 2012 ODOT received a plan for systemic intersection improvements from FHWA consultants (then known as SAIC), to be implemented over approximately the next 5 years. The majority of about 250 intersections on the ODOT system have now been treated.

Median cable barrier, initially treated as a hot spot mitigation and later as a systemic treatment, is now mostly in the realm of policy, governed a set of guidelines.

Systemic improvements to curve delineation are under construction for more than 100 curve locations on rural highways. A second phase of this program will treat additional curves.

Retroreflective borders on signal backplates have been established as standard for new signals and over two hundred intersections are planned for the retrofit in 2016.

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

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

f. Project Prioritization Process

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

B. Progress in Implementing the HSIP Projects

1. HSIP Funds Available[1] (Programmed)

HSIP Project Funding		
Reporting Period: FFY 2014		
Funding Category		**Obligated**
HSIP (SAFETEA-LU Sect. 148)		$7,279,260
HSIP (MAP-21 Sect. 1112)		$17,877,255
Hazard Elimination (Section 152)		-----
HRRRP		-----
Optional Safety		$744,101
Other Federal Aid Funds (i.e. STP, ARRA)		-----
State and Local Funds		-----
Total		$25,900,616

Table 1

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

2. General Listing of Projects

The following 31 pages are a general list of all projects from FFY 2005-2014 that use(d) Federal safety funds. The projects were identified using fund codes for HSIP, Hazard Elimination, Optional Safety, HRRRP, and Rail-Highway Crossings, which included H020, H210, H240, H260, H280, Q210, Q280, L010, LY10, LY20, L05E, L05R, L01E, L21R,

L24R, L28R, LS30, LS2E, LS3E, LS4E, LS5E, MS30, and MS3E. Also included are all projects let by Traffic Engineering Division in FFY 2008-2014 and all traceable cable barrier projects.

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

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Est Before (5 yrs)	11 Before (5 yrs)	Nil Before (5 yrs)	Est After (5 yrs)	11 After (5 yrs)	Nil After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EI/K$	EI/AC	Actual $/C
0965925	POTTAWATOMIE	STPY-193B (171) RW	RW	SH-18	RIGHT OF WAY CLEARANCE	3	2005		5-19-05	6-1-05	7-20-05	8-30-05	10-7-05	26	7.26	10.53	3.25	SH-18 BEG 1.39 MILE NORTH OF I-40 IN SHAWNEE & EXTEND NORTH 1.41 MILES(ROCK CREEK BR=09959(05)) R/W CLEARANCE FOR 09959(04) SMC 80/20	HP40	$77,469	$77,469	$0	$0	$0	Project Not in Traffic Engineering Division											
0903309	OKLAHOMA	ACMY-2044-1(058)127GB	GB	IS044	RIGHT OF WAY	4	2005							7			1.00	I-44(236) SB US-77 & NB I-235 TO WB I-44 & EB I-44 TO SB I-235 & NB US-77 R/W FOR 09033(06) (SEGMENT 2A,2B,3 & 5)	LS3E	$1,000,000	$1,000,000	$0	$0	$0	Project Not in Traffic Engineering Division											
0948006	TULSA	STPY-072B (452) UT	UT	SH-20	UTILITIES	8	2005							54	0.00	0.49	0.494	SH-20 FROM US-169 IN TULSA CO. EAST 0.494 0 MILES TO EAST OF 209TH E AVE. (UT FOR 09482(04) (4 LANE) SMC=80/20	HP40	$3,987,000	$3,987,000	$0	$0	$0	Project Not in Traffic Engineering Division											
0948009	TULSA	STPY-172B (256) RW	RW	SH-20	RIGHT OF WAY CLEARANCE	8	2005		9-15-05	10-1-05	11-7-05	11-28-05	2-14-06	54	0.00	0.49	0.494	SH-20 FROM US-169 IN TULSA CO. EAST 0.494 0 MILES TO EAST OF 209TH E AVE.(RW CLEARANCE FOR 09482(05) (4 LANE)	HP40	$24,067	$24,067	$0	$0	$0	Project Not in Traffic Engineering Division											
1357406	MCCLAIN	STPY-144B (050) UT	UT	US-62	UTILITIES	3	2005							2	0.00	0.69	0.69	US-62 FROM 0.15 MILE WEST OF THE C/L NORTHEAST THROUGH BLANCHARD UT FOR 13574(04) (4-42) SMC 80/20	HP40	$1,225,000	$1,225,000	$0	$0	$0	Project Not in Traffic Engineering Division											
1496407	OKLAHOMA	STPY-155C (372) RW	RW	SH-74	RIGHT OF WAY	4	2005							63	7.65	9.15	1.50	SH-74 NORTH OF MEMORIAL NORTH APPROX 1.5 MI (4 LANE)R/W FOR 14564(04) (RW PHASE II) (S-47)(H-82) SMC 80/20	HP40	$14,534,127	$24,127	$0	$0	$0	Project Not in Traffic Engineering Division											
1499413	MUSKOGEE	STPY-151C (007) RW	RW	US-64	RIGHT OF WAY	1	2005							12	11.30	13.10	1.80	US-64 FR 11.3 MILE SOUTH OF JCT SH-165, EXT SOUTH 1.8 MILE (5-LANE) (INCLUDES DIRTY CR & OYLOW) R/W FOR 14994(10) SMC 80/20	HP40	$193,000	$193,000	$0	$0	$0	Project Not in Traffic Engineering Division											
1502309	GREER	STPY-126B (009)		SH-6	GRADE, DRAIN & SURFACE	5	2005		1-20-05	2-1-05	3-11-05	5-16-05	7-12-07	6	3.00	6.00	3.00	SH-6 FR 3.0 MILES NORTH OF THE US 283 N JCT, EXTEND NORTH APPROX 3.0 MILES (RECON EXIST SURFACE (PARALLEL LANES) ECON CORRIDOR RTE (S-38) SMC 80/20	HP40	$4,246,064	$4,246,064	$0	$0	$0	Project Not in Traffic Engineering Division											
1559504	GREER	STPY-026B (147)		SH-6	BRIDGE & APPROACHES	5	2005		3-3-05	3-1-06	4-15-05	7-19-05	11-16-06	7	9.55	9.72	0.17	SH-6 AT THE NORTH FORK OF THE RED RIVER (4 LN BR, NEW ALIGN)(SPECIAL LETTING 3-3-05) GR & DR = # 10101(04) SMC 80/20	HP40	$4,243,019	$4,243,019	$0	$0	$0	Project Not in Traffic Engineering Division											
1695004	SEQUOYAH	ACSTPY-166A (023) GB	GB	US-59	GRADE, DRAIN & SURFACE	1	2005		8-16-05	9-6-05	10-12-05	11-21-05	7-22-09	2	0.66	2.43	1.57	US 59 0.66 MI NORTH OF ARKANSAS RIVER & EXT NORTH TO SH-141 80/20 SMC	HP40	$5,795,505	$0	$0	$0	$0	Project Not in Traffic Engineering Division											
1712724	LEFLORE	STPY-140A (121) RW	RW	US-59	RIGHT OF WAY CLEARANCE	2	2005		1-20-05	2-1-05	3-9-05	3-16-05	5-16-05	8	6.30	11.80	5.50	US-59 FROM SH-9 EXTEND NORTH. (ROW CLEARANCE FOR 17127(15)) SMC 80/20	HP40	$85,715	$85,715	$0	$0	$0	Project Not in Traffic Engineering Division											
1767017	SEQUOYAH	STPY-196A (136) RW	RW	US-59	RIGHT OF WAY CLEARANCE	1	2005		2-24-05	3-1-05	4-15-05		6-15-05	2	1.30	4.80	3.50	US 59 FROM 2.7 MI. SOUTH OF I-40 SOUTH 3.5 MI (R/W CLEARANCE FOR JP#17570(02)) (DEL FR 11-05; ADD TO 02-05 LATE ADD)	HP40	$74,648	$74,648	$0	$0	$0	Project Not in Traffic Engineering Division											
1849104	JOHNSTON	STP-136D (030) RR	RR	R.R.	CROSSING IMPR. & R/R SIGNALS	3	2005										0.00	TROY: SIG/SURF AT AMOS CONLEY RD (EW 185) W/BNSF RR AARDOT# 67204A	HP10	$177,662	$159,895	$0			Project Not in Traffic Engineering Division											
1848004	COMANCHE	STP-116B (046) MS	MS	Multiple	RESURFACE	7	2005		5-19-05	6-1-05	6-27-05	7-21-05	11-13-06	N/A				FLOWER MOUND RD FROM CORE BLVD. NORTH 1.0 MI TO CACHE ROAD(ENGR, R/W & UT = CITY)	HP40	$4,301,963	$560,555	$0	$0	$0	Project Not in Traffic Engineering Division											
1877512	PONTOTOC	STPY-192B (106) RW	RW	SH-3W	RIGHT OF WAY	3	2005							12	2.00	6.52	4.52	SH-3W (FROM SOUTH OF ASHER EXTENDING SOUTH TO SH-59A PHASE II R/W FOR 19775(04) 2004	HP40	$401,000	$401,000	$0	$0	$0	Project Not in Traffic Engineering Division											
1866509	POTTAWATOMIE	STPY-183A (179) UT	UT	SH-3E	UTILITIES	3	2005											SH-3E: SH-3E & KICKAPOO ST FROM I-40 TO 45TH ST IN SHAWNEE/UT FOR 19509(04)	HP40	$150,000	$150,000	$0	$0	$0	Project Not in Traffic Engineering Division											
1947405	SEMINOLE	STPY-167B (065)		US-270	JOINT SEAL/REPAIR	3	2005							2	8.60	8.63	0.03	US-270: CRI & P LINDER, 6.6 MILES SOUTHEAST OF JCT SH-3 (DEL FR 04-05; ADD TO 05-05; SCOPE CHANGE) SMC 80/20	HP40	$77,067	$77,067	$0	$0	$0	Project Not in Traffic Engineering Division											
1984504	MUSKOGEE	ITSY-007B (008) DC	DC	N/A	SAFETY IMPROVEMENT	1	2005		1-20-05	2-1-05	3-9-05	4-4-05	3-20-06	N/A				ITS PROJECT TO INTEGRATE DIVISION 1 &8 HEADQUARTERS AND RENO ANNEX **AUTH** SMC-50/50	HP40	$33,731	$10,119	$0	$0	$0	Relevant Crash Data Cannot Be Isolated											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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1984505	MUSKOGEE	ITSY -02T8 (017) DC	DC	N/A	SAFETY IMPROVEMENT	1	2005							N/A				COMMUNICATIONS FOR ITS PROJECT TO INTEGRATE DIVISION 1, 4,8 HEADQUARTERS AND RENO ANNEX **AUTH** SMC=50/50	=040	$76,396	$23,519	$0	$0	Relevant Crash Data Cannot Be Isolated												
1985204	TULSA	ITSY -02T8 (006) DC	DC	N/A	SAFETY IMPROVEMENT	8	2005		9-15-05	10-1-05	10-24-05	11-14-05	5-22-06	N/A				ITS PROJECT FOR INTEGRATION OF EXISTING EMERGENCY MANAGEMENT AGENCIES IN TULSA REGION **AUTH** SMC=50/50	=040	$116,010	$58,010	$0	$0	Relevant Crash Data Cannot Be Isolated												
1985205	TULSA	ITSY -02T8 (022) DC	DC	N/A	SAFETY IMPROVEMENT	8	2005							N/A				COMMUNICATIONS FOR ITS PROJECT TO INTEGRATE EXISTING EMERGENCY MANAGEMENT AGENCIES IN TULSA REGION **AUTH** SMC=50/50	=040	$97,169	$61,860	$0	$0	Relevant Crash Data Cannot Be Isolated												
1985404	OKLAHOMA	ITSY -02T8 (008) DC	DC	I-35	SAFETY IMPROVEMENT	4	2005		7-21-05	8-1-05	8-23-05	9-12-05	1-4-07	N/A				ITS PROJECT FOR INTEGRATION OF EXISTING ITS COMPONENTS WITH OK EMERGENCY MANAGEMENT CENTER, DPS, AND NATIONAL GUARD **AUTH** (FORMERLY I/D)SMC=50/50	=040	$328,326	$120,326	$0	$0	Relevant Crash Data Cannot Be Isolated												
2023205	CADDO	STPY -106C (094) RW	RW	US-277	RIGHT OF WAY	7	2005							6	0.00	3.18	3.18	US-277: FROM JUST S. OF COMANCHE COUNTY LINE & EXTEND NORTH 3.18 MILE(RECONST TO SUPER 2) RW FOR 2023(04) 2004	=040	$574,000	$574,000	$0	$0	Project Not in Traffic Engineering Division												
2023605	COMANCHE	STPY -116C (092) RW	RW	US-277	RIGHT OF WAY	7	2005							12	5.30	11.73	6.43	US-277: BEG @ ELGIN AND EXTENDING NORTH 6.43 MILE RW FOR 2023(04) SMC=60/20	=040	$1,687,000	$187,000	$0	$0	Project Not in Traffic Engineering Division												
2023606	COMANCHE	STPY -116C (093) UT	UT	US-277	UTILITIES	7	2005							12	5.30	11.73	6.43	US-277: BEG. @ ELGIN AND EXTENDING NORTH 6.43 MILE UT FOR 2023(04) SMC=60/20	=040	$1,100,000	$100,000	$0	$0	Project Not in Traffic Engineering Division												
2025205	MURRAY	STPY -150B (043) RW	RW	US-177	RIGHT OF WAY	7	2005							20	0.00	5.20	5.20	US-177: FROM THE CARTER COUNTY LINE, EXTEND NORTH 5.0 MILE RW FOR 2026(04) SMC=60/20	=040	$616,000	$616,000	$0	$0	Project Not in Traffic Engineering Division												
2025206	MURRAY	STPY -150B (044) UT	UT	US-177	UTILITIES	7	2005							20	0.00	5.20	5.20	US-177: FROM THE CARTER COUNTY LINE, EXTEND NORTH 5.0 MILE UT FOR 2026(04) SMC=60/20	=040	$219,917	$219,917	$0	$0	Project Not in Traffic Engineering Division												
2027204	PAYNE	STPY -160B (057)		SH-33	GRADE,DRAINING, BRIDGE & SURFACE	4	2005		11-18-04	12-1-04	1-13-05	6-13-05	1-31-09	10	3.00	3.33	0.33	SH-33 BEG APPROX. 1.6 MILE EAST OF CUSHING AND EXTENDING EAST (SAC FOX PARTICIPATION) SMC=60/20	=040	$4,237,012	$1,592,307	$0	$0	Project Not in Traffic Engineering Division												
2028204	SEQUOYAH	STPY -168C (110)		SH-100	RESURFACE	1	2005		7-26-05	8-1-05	8-23-05	9-26-05	1-3-06	24	0.00	7.25	7.25	SH-100 FROM GORE, EXTEND NORTH 8.25 MILES THEN EAST 1.0 MILES (AWARD CANCELLED 06/05; ADD TO 07/05)	=040	$967,950	$967,950	$0	$0	Project Not in Traffic Engineering Division												
2103004	OKLAHOMA	ITSY -QT60 (024) IT	IT	N/A	SAFETY IMPROVEMENT	4	2005							N/A				ITS: OKC METRO-INTEGRT NEW & EXIST COMPNTS INTO COMFIBER OPTIC(ITS)NETWK AT VAR. LOCATIONS (DEL FR 06-05, ADD TO 07-05;PRIOTY CHG)**AUTH**	=040	$548,999	$278,999	$0	$0	Relevant Crash Data Cannot Be Isolated												
2146604	CHEROKEE	STPY-111A(056)TR	TR	US-062	SAFETY IMPROVEMENT	1	2005							4			0.10	US-62: INSTALL TRAFFIC SIGNAL INTERCONNECT SYSTEM @ INTER. @ RAYNE ST. & @ SH-51; INSTALL COMMUNICATION CABLE TO RETAIL ENTRANCE	=010	$122,533	$81,993	$20,540		No Construction Date Available For Crash Analysis												
2162404	CANADIAN	STPY-109A(094)TR	TR	SH-066	SAFETY IMPROVEMENT	4	2005		7-21-05	8-1-05	8-23-05	1-16-06	2-12-07	6	9.91	11.91	0.00	SH-66: UPGRADE TRAFFIC SIGNALS @ VARIOUS LOCATIONS ALONG SH-66	=010	$486,452	$219,381	$0		0	3	23	0	6	22	5	25	$200	3.00	($1,381,840)	$29,178	(47.36)
2165804	OTTAWA	STP-156E(052)RR	RR	R.R.	CROSSING IMPR. & RR SIGNALS	8	2005										0.00	FAIRLAND: INST. SIGS. @ 4 LOCS., SURF. @ 3 LOCS., CLOSURE @ 2 LOCS. W B N.S.F. (AAR/DOT# 684Z3X,424E,425L,431P,439D,675196L)	=010	$834,351	$750,915	$0		Project Not in Traffic Engineering Division												
2167304	OKLAHOMA	STPY -155E (451) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE HYDRAULICS/HYDROLOGY ANALYSIS AND REPORTS AT LOCATIONS STATEWIDE(SMC=60/20)	=040	$300,000	$300,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2187204	WAGONER	STPY -173B (057) EC	EC	SH-51	PRELIMINARY ENGINEERING	1	2005							16	0.00	0.00	0.00	SH-51: PREPARE ENVIRONMENTAL ASSESSMENT ENGINEERING STUDIES AND DESIGN STUDIES FOR UPGRADE OF SH-51 FROM WAGONER TO TAHLEQUAH (SMC= 60/20)	=040	$498,500	$498,500	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Tot Before (5 yrs)	11 Before (5 yrs)	N11 Before (5 yrs)	Tot After (5 yrs)	11 After (5 yrs)	N11 After (5 yrs)	Study Period	Service Life (yrs)	Mont / Unit	Units / year	EI/K8	EI/AC	Actual B/C
2193004	KAY	STPY-196B (104) 3R	3R	US-77	RESURFACE	4	2005		3-3-05	3-1-05	4-5-05	7-19-05	1-24-06	10	4.54	8.94	4.40	US-77 BEGIN 1.45 MI. S OF SH-11E JCT., EXT. N 4.4 MI. TO SH-11W JCT.(SPECIAL LETTING 3-3-05) (3P PROGRAM) SMC 80/20	HP40	$1,074,123	$1,074,123	$0	$0	Project Not in Traffic Engineering Division												
2193005	PAYNE	STPY-160B (136) RW	RW	US-177	RIGHT OF WAY	4	2005							12	1.94	3.44	1.50	US-177 BEG. APPROX. 1.5 MILE SOUTH OF JCT. OF US-177/SH-33 & EXTENDING NORTH 80/20 SMC	HP40	$855,000	$55,000	$0	$0	Project Not in Traffic Engineering Division												
2193006	PAYNE	STPY-160B (137) UT	UT	US-177	UTILITIES	4	2005							12	1.94	3.44	1.50	US-177 BEG. APPROX. 1.5 MILE SOUTH OF JCT. OF US-177/SH-33 & EXTENDING NORTH 80/20 SMC	HP40	$456,000	$56,000	$0	$0	Project Not in Traffic Engineering Division												
2195404	TULSA	STPY-172A(374)TR	TR	SH020	SIGNING	8	2005		2-24-05	3-7-05	4-6-05	5-11-05	5-26-05	50	7.62	7.63	0.01	SH-20 INSTALL SCHOOL ZONE MESSAGE SIGNS WITH FLASHING BEACONS, FOR COLLINSVILLE HS (DEL FR 01-05, ADD TO 02-05 LATE SUBM	HP10	$13,466	$10,684	$2,772		0	0	0	0	0	0	5	25	$100	1.00	$0	$962	0.00
2195604	CHEROKEE	STPY-111C (077) 3R	3R	SH-10	RESURFACE	1	2005			3-24-05	4-4-05	6-26-05		10	10.00	18.00	8.00	SH-10 BEGINNING APPROX. 10.0 MILE NORTH OF JCT SH-10/US-62 & EXT. NORTH 8.0 MILE (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$666,066	$666,066	$0	$0	Project Not in Traffic Engineering Division												
2195704	ADAIR	STPY-101C (064) 3R	3R	SH-10	RESURFACE	1	2005		3-3-05	3-1-05	3-24-05	4-4-05	6-26-05	12	0.00	2.55	2.55	SH-10 BEG APPROX. 1.65 MI WEST OF CHEROKEE/ADAIR CL & EXT EAST 4.2 MI TO DELAWARE/ADAIR CL (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$490,459	$490,459	$0	$0	Project Not in Traffic Engineering Division												
2195904	OKMULGEE	STPY-156C (101) 3R	3R	US-75A	RESURFACE	1	2005		3-3-05	3-1-05	4-4-05	4-25-05	6-24-05	10	0.00	7.76	7.76	US-75A BEGIN AT BEGGS AND EXT. N. 7.76 MI. TO THE CREEK CL.(SPECIAL LETTING 3-3-05) (3P PROGRAM) SMC 80/20	HP40	$904,478	$904,478	$0	$0	Project Not in Traffic Engineering Division												
2196204	JOHNSTON	STPY-195B (067) 3R	3R	SH-99	RESURFACE	3	2005		3-3-05	3-1-05	3-31-05	5-19-05	1-27-06	26	0.61	8.69	7.98	SH-99 BEGIN 0.61 MI. N. OF SH-22 JCT. AND EXT. N. 7.98 MI (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$835,219	$835,219	$0	$0	Project Not in Traffic Engineering Division												
2196304	JOHNSTON	STPY-195B (068) 3R	3R	SH-99	RESURFACE	3	2005							32	0.00	4.18	4.18	SH-99 BEGIN AT THE JCT OF SH-99/SH-7W AND EXT. N. 4.18 MI.(SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$430,373	$430,373	$0	$0	Project Not in Traffic Engineering Division												
2196404	JOHNSTON	STPY-195B (069) 3R	3R	SH-99	RESURFACE	3	2005							32	3.39	10.29	6.90	SH-99 BEGIN 3.39 MI. N. OF JCT. SH-99/SH-7E & EXT NORTH 6.93 MILE TO THEJOHNSTON/PONTOTOC CL (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$674,101	$674,101	$0	$0	Project Not in Traffic Engineering Division												
2196504	JACKSON	STPY-133C (064) 3R	3R	SH-6	RESURFACE	5	2005		3-3-05	3-1-05	3-31-05	5-9-05	7-5-05	16	0.00	1.50	1.50	SH-6 BEGIN 0.057 MI. N.E. OF SH-34 JCT. AND EXT. N.E. 1.5 MI(SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$277,544	$277,544	$0	$0	Project Not in Traffic Engineering Division												
2196604	JACKSON	STPY-133C (065) 3R	3R	SH-6	RESURFACE	5	2005							16	1.50	8.28	6.72	SH-6 BEG 1.5 MI. N.E. OF SH-34 JCT. & EXT. N.E. 6.72 MI. TO "C" ST. INDUSTREE (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$536,765	$536,765	$0	$0	Project Not in Traffic Engineering Division												
2196704	BLAINE	STPY-106C (068) 3R	3R	SH-51	RESURFACE	5	2005		3-3-05	3-1-05	4-8-05	7-11-05	12-15-05	20	8.50	13.50	5.00	SH-51 BEGIN AT SH-51A JCT., IN SOUTHARD, AND EXT. E. 5.0 MI. (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$605,976	$605,976	$0	$0	Project Not in Traffic Engineering Division												
2196804	BLAINE	STPY-106C (069) 3R	3R	SH-51	RESURFACE	5	2005							20	13.50	18.28	4.78	SH-51 BEG 5.0 MI. E. OF SH-51A JCT., IN SOUTHARD, & EXT. E. 4.78 MI. TO 1.0 MI. W. OF SH-8 JCT. (SPECIAL LETTING 3-3-05) SMC 80/20	HP40	$524,642	$524,642	$0	$0	Project Not in Traffic Engineering Division												
2202004	PONTOTOC	STP-182A(131)TR	TR	SH001	INTERSECTION MOD. & TRAF SIGNALS	3	2005							3			0.20	INSTALL TRAFF SIG SYS @ INTER. OF SH-1/SH-99/US-377 (NE JAR/CHARDSON LOOP) & SH-1/SH-99/US-377 (MISS. AVE.), ADA/DEL FR 05-05, ADD	HP10	$188,952	$135,105	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2205104	CHEROKEE	STPY-111A (078) EC	EC	SH-51	PRELIMINARY ENGINEERING	1	2005							30	0.00	7.76	7.76	SH-51: PREPARE ENVIRONMENTAL DOCUMENTS FOR IMPROVEMENTS ALONG SH-51 FROM TAHLEQUAH EAST TO THE STATE LINE (EC# - 914) (SMC=80/20)	HP40	$259,200	$259,200	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209204	OKLAHOMA	STPY-156E (661) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE WORK ZONE TRAFFIC STUDIES CONTRACT (EC# - 942)	HP40	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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2205304	OKLAHOMA	STPY-155E (462) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE DEVELOP/ALTER VIRTIS/OPIS BRIDGEWARE PRODUCT TO MEET CURRENTBRIDGE DATA MANAGEMENT REQUIREMENTS(EO# - 507) (SMC = 80/20)	H240	$270,000	$270,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209004	MUSKOGEE	STPY-151H (139)		Multiple	BRIDGE WATER PROOF SEAL	1	2005		4-21-05	5-1-05	6-13-05	6-7-05	12-27-05	N/A				DIV. 1: DIVISION WIDE SILANE PROJECT FOR FFY 2005(ADD TO 04-05; LATE ADDITION)	H240	$439,336	$439,336	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209104	PONTOTOC	STPY-152H (132)		Multiple	BRIDGE WATER PROOF SEAL	3	2005		4-21-05	5-1-05	6-3-05	9-8-05	11-16-05	N/A				DIV. 3: DIVISION WIDE SILANE PROJECT FOR FFY 2005(ADD TO 04-05; LATE ADDITION)	H240	$24,240	$24,240	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209204	NOBLE	STPY-152H (090)		Multiple	BRIDGE WATER PROOF SEAL	4	2005		4-21-05	5-1-05	6-3-05	6-29-05	8-5-05	N/A				DIV. 4: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$3,730	$3,730	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209304	CUSTER	STPY-120H (106)		Multiple	BRIDGE WATER PROOF SEAL	5	2005		4-21-05	5-1-05	6-3-05	7-6-05	1-31-06	N/A				DIV. 5: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$38,563	$38,563	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209404	HARPER	STPY-130H (098)		US-64	BRIDGE WATER PROOF SEAL	6	2005		4-21-05	5-1-05	6-3-05	7-25-05	3-7-06	N/A				DIV. 6: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$37,574	$37,574	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209504	STEPHENS	STPY-160H (100)		Multiple	BRIDGE WATER PROOF SEAL	7	2005		4-21-05	5-1-05	6-6-05	7-11-05	10-31-05	N/A				DIV. 7: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$90,190	$90,190	$0	$0	Relevant Crash Data Cannot Be Isolated												
2209604	TULSA	STPY-175H (276)		Multiple	BRIDGE WATER PROOF SEAL	8	2005		4-21-05	5-1-05	6-3-05	8-17-05	11-8-05	N/A				DIV. 8: DIVISION WIDE SILANE PROJECT FOR FFY 2005	H240	$82,847	$82,847	$0	$0	Relevant Crash Data Cannot Be Isolated												
2210304	BEAVER	STPG-104C (042) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-270/SH-23: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN .8 MI. N. OF MAIN ST., IN BEAVER, & EXT. S. 2.74 MI.	H240	$15,000	$15,000	$0	$0	No Construction Date Available For Crash Analysis												
2210404	ELLIS	STPG-123A (039) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-283/SH-15: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN .6 MI. S. OFSH-15 JCT. & EXT. N. 1.45 MI., BEGIN AT US-283 JCT., EXT. E. 1.46 MI	H240	$22,000	$22,000	$0	$0	No Construction Date Available For Crash Analysis												
2210504	HARPER	STPG-130B (091) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2005							Multiple				US-283/SH-145: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN 1.0 MI. S. OFSH-149 JCT. & EXT. N. 2.2 MI., BEGIN AT US-283 JCT., EXT. E. .5 MI.	H240	$15,000	$15,000	$0	$0	No Construction Date Available For Crash Analysis												
2210604	ROGERS	STPY-196A (162) TR	TR	SH-66	TRAFFIC SIGNALS	8	2005		9-15-05	10-1-05	2-21-06	7-5-06	10-5-06	2	6.42	6.42	0.00	SH-66: INSTALL TRAFFIC SIGNAL SYSTEM AT INTER. OF SH-66 AND CO. RD. EW-5/40,IN THE TOWN OF VERDIGRIS	H060	$101,043	$101,043	$0	$0	0	2	1	0	2	2	5	25	$200	1.00	($130,200)	$6,668	(19.53)
2212004	OKLAHOMA	STPY-155E (465) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - POE & ASSOCIATES (SMC=80/20)	H240	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2212104	OKLAHOMA	STPY-155E (466) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - BENHAM CO (SMC=80/20)	H240	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2212204	OKLAHOMA	STPY-155E (467) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - COBB ENGINEERING(SMC=80/20)	H240	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2212304	OKLAHOMA	STPY-155E (468) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				ENGINEERING SERVICES TO SUPPORT DEPARTMENT STAFF - TRAD DESIGN GROUP (SMC=80/20)	H240	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2216204	OKLAHOMA	STPY-155E (477) EC	EC	N/A	PRELIMINARY ENGINEERING	4	2005							N/A				STATEWIDE DESIGN MANUAL	H240	$299,691	$299,691	$0	$0	Relevant Crash Data Cannot Be Isolated												
2220304	PUSHMATAHA	STPY-164C(076)TR	TR	SH144	SAFETY IMPROVEMENT	2	2005		6-16-05	7-6-05	8-1-05	8-15-05	8-24-05	20	4.40	4.60	0.50	SH-144: INSTALL SCHOOL ZONE MESSAGE SIGNS WITH FLAHING BEACONS, FOR THE INASHOBI SCHOOL DISTRICT (DEL FR 06-05, ADD TO 06-05, PR	H210	$12,956	$10,264	$0		0	0	0	0	0	0	5	25	$100	1.00	$0	$923	0.00
2220404	CREEK	STP-115D(123)RR	RR	R.R.	RAILROAD SIGNALS	6	2005										0.01	RAIL SIGNALS/SURFACE PROJECT @ JAMES AVE. IN B.N.S.F. RAILWAY CO.	H210	$234,535	$211,171	$0		Project Not in Traffic Engineering Division												
2220504	ELLIS	STP-123D(042)RR	RR	R.R.	RAILROAD SIGNALS	6	2005										0.01	RAIL SIGNALS/SURFACE PROJECT @ CO RD. (EW-5J) IN B.N.S.F. RAILWAY	H210	$166,516	$149,864	$0		Project Not in Traffic Engineering Division												
2220604	KIOWA	STP-136A(093)RR	RR	R.R.	RAILROAD SIGNALS	5	2005										0.01	RAIL SURFACE PROJECT @SH-9/WITHE FARMRAIL SYSTEM, INC. MAINLINE IN HOBART (AAR/DOT# 671243I)	H210	$63,681	$31,841	$0		Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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2220704	POTTAWATOMIE	STP-163A(169)RR		RR	R R SIGNALS	3	2005										0.01	RAIL SIGNAL PROJECT @ SH-18(FARRALL AVE.) W/ BNSF RAILWAY MAINLINE,IN SHAWNEE (AAR/DOT# 012366J)	H010	$142,745	$128,470	$0		Project Not in Traffic Engineering Division													
2220604	TULSA	STP-172A(279)RR		RR	R R SIGNALS	6	2005										0.01	RAIL SIGNALS/SURFACE PROJECT @ OLD SH-51 W/ B.N.S.F. RAILWAY'S MAINLINE, NEAR SAND SPRINGS (AAR/DOT# 673644K)	H010	$188,438	$169,594	$0		Project Not in Traffic Engineering Division													
2227004	NOBLE	STPG-152(091)TR		TR	US177	STRIPING & PAVEMENT MARKING	4	2005		8-16-05	9-6-05	10-5-05	11-30-05	1-12-06	2-39, 36-24	0.00, 0.00	9.07, 0.25	9.33	US-177: INSTALL CENTERLINE RUMBLE STRIPS, BEGIN AT SH-15W, EXT. N. 10.0 MI	H010	$129,053	$108,569	$505		4	4	23	6	17	22	5	8	$100	9.33	($9,956,240)	$17,136	(591.00)
2227204	BLAINE	STPG - 106A (070) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	5	2005							Multiple			US 270/SH 8/SH 3: THERMOPLASTIC PAVE MARKING & RAISED PAVE MARKING IN WATONGA	H040	$35,000	$35,000	$0	$0	No Construction Date Available For Crash Analysis													
2231104	GARFIELD	STP-124B(066)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	4	2005										0.20	END: INST. GATE ARMS AND TWO CROSSING SURFACES AT RUPE AVE. & OAKWOOD AVE. W/ THE FARMRAIL SYSTEM, INC.'S MAINLINE (AAR/DOT#	H010	$333,591	$300,232	$0		Project Not in Traffic Engineering Division													
2231204	GARFIELD	STP-124B(066)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	4	2005										0.20	END: INST. PED. MTD FLASHING LIGHT SIG. W/GATE ARMS AND FULL DEPTH CROSS. SURF., AT N. 42ND ST. W/ BNSF RAILWAY CO.'S MAINLINE (A	H010	$162,355	$146,119	$0		Project Not in Traffic Engineering Division													
2231304	JOHNSTON	STP-136D(070)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	3	2005										0.20	MILL CREEK: INST. GATE ARMS AND CROSSING SURFACES AT CO. RD. EW-175, W/ THE BNSF RAILWAY CO.'S MAINLINE (AAR/DOT# 672039D)	H010	$110,653	$99,587	$0		Project Not in Traffic Engineering Division													
2231404	KAY	STP-136D(109)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	4	2005										0.20	NEWKIRK: INST. PED. MTD. FLASHING LIGHT SIG. W/GATE ARMS AT FORK RD. (CO. RD. EW-7) W/ BNSF RAILWAY CO.'S MAINLINE (AAR/DOT#	H010	$120,621	$108,559	$0		Project Not in Traffic Engineering Division													
2236304	CRAIG	STP-118D(063)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	8	2005										0.02	VINITA: INSTALL GATE ARMS AND CROSSING SURFACE AT C.R. 193-442 W/ BNSF RAILWAY CO'S MAINLINE (AAR/DOT # 668451B)	H010	$191,216	$172,094	$0		Project Not in Traffic Engineering Division													
2236504	GARFIELD	STP-124D(068)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	4	2005										0.02	END: INST. SIG'S W/ GATE ARMS @ 6 LOCS., SURF. @ 5 LOCS. & CLOSE @ 2 LOCS W/ BNSF RAILWAY (AAR/DOT#671475T,477G,479N,481W,482D,483	H010	$1,025,784	$923,155	$0		Project Not in Traffic Engineering Division													
2236604	MCCURTAIN	STP-145A(134)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	2	2005										0.02	BROKEN BOW: INST. CROSS. SURF. AT SH-70 W/ T.O.& E. RAILROAD CO. MAINLINE (AAR/DOT# 885190B)	H010	$39,532	$19,916	$0		Project Not in Traffic Engineering Division													
2236704	OTTAWA	STP-156D(098)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	8	2005										0.03	FAIRLAND: INST. SIGNALS AND 2 CROSS. SURF. AT OLIVER ST. W/ B.N.S.F. RAILWAY CO'S MAINLINE (AAR/DOT# 668408G)	H010	$176,964	$159,267	$0		Project Not in Traffic Engineering Division													
2236804	ROGERS	STP-166D(167)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	8	2005										0.02	PORT OF CATOOSA: INST. SIGNALS AT NORTH PORT ENTRY W/ THE TULSA PORT OF CATOOSA'S MAINLINE (AAR/DOT# 853907D)	H010	$85,500	$76,950	$0		Project Not in Traffic Engineering Division													
2249904	WASHITA	STPG-175C (068) TR		TR	SH-44	STRIPING & PAVEMENT MARKING	5	2005							16	3.86	4.50	0.64	SH-44: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, BEGIN AT SOONER DR., AND EXT. S. 663 MI. IN BURNS FLAT	H040	$9,000	$9,000	$0	$0	No Construction Date Available For Crash Analysis													
2250304	CREEK	STP-115D(125)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	8	2005										0.20	KIEFER: SIGNAL/SURFACE PROJ. AT W. 161ST. ST. (C.R. EW-75) W/ THE B.N.S.F. RAILROAD CO'S. MAINLINE (AAR/DOT #671753E)	H010	$262,713	$236,441	$0		Project Not in Traffic Engineering Division													
2250404	PAWNEE	STP-159D(099)RR		RR	R R CROSSING IMPR. & R/R SIGNALS	8	2005										0.20	HALLETT: SIGNALS/SURFACE PROJ. AT CO. RD. EW-54 W/ THE B.N.S.F. RAILROAD CO'S. MAINLINE (AAR/DOT# 673674C)	H010	$192,390	$173,151	$0		Project Not in Traffic Engineering Division													
2250504	PITTSBURG	STP-161C(156)RR		RR	R R CROSSING SURF	2	2005										0.20	MCALESTER: SURFACE PROJECT AT SH-113 W/ THE U.P.R.R. CO'S MAINLINE (AAR/DOT # 413672X)	H010	$98,249	$34,124	$0		Project Not in Traffic Engineering Division													

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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2250604	SEQUOYAH	STP-168D(144)RR		RR	R R	RAILROAD SIGNALS	1	2005									0.20	MULDROW: SIGNAL PROJECT AT DYER BLVD. (C.R. NS-475) W/ THE U.P. R.R. RAILROAD CO'S MAINLINE (AAR/DOT# 434117H)	HO10	$144,842	$130,358	$0		Project Not in Traffic Engineering Division													
2250704	TULSA	STP-172D(281)RR		RR	R R	CROSSING IMPR. & R/R SIGNALS	8	2005									0.20	TULSA: SIGNAL/SURFACE PROJECT AT 55TH PL. W/ THE U.P. R.R. RAILROAD CO'S MAINLINE (AAR/DOT# 414036A)	HO10	$208,432	$187,588	$0		Project Not in Traffic Engineering Division													
2256104	OKLAHOMA	STPY-155E (450) EC		EC	N/A	PRELIMINARY ENGINEERING	4	2005						N/A				STATEWIDE: LAND SURVEYING-RE-ESTABLISHMENT OF LAND CORNERS (SMC = 80/20)	HO40	$200,000	$200,000	$0	$0	Project Not in Traffic Engineering Division													
2276804	OKLAHOMA	STPY-155E (505) EC		EC	N/A	PRELIMINARY ENGINEERING	4	2005						N/A				STATEWIDE: AERIAL MAPPING SERVICES STATEWIDE BY AERIAL DATA SERVICES, INC (SMC = 80/20)	HO40	$200,000	$200,000	$0	$0	Project Not in Traffic Engineering Division													
0009513	OKLAHOMA	STPY-155A (408)			SH-152	SURFACE	4	2005		1-19-06	2-1-06	3-20-06	4-3-06	4-30-07	52	2.00	4.75	2.75	SH 152 FROM COUNCIL ROAD EAST TO MAC ARTHUR BLVD. (4 LANE DIVIDED) SURFACE FOR 00095(08) (DEL FR 08-05, ADD TO 01-06, SCOPE CHANGE) **AUTH**	HO40	$6,046,565	$672,361	$0	$0	Project Not in Traffic Engineering Division													
0637459	TULSA	ACIMY-0044-2(431)227GR	GR		IS044	RIGHT OF WAY	8	2005						76			1.10	I-44: AT HARVARD AVENUE (RECONSTRUCT TO 6 LANES) R/W FOR 06374(50) ** PARTIAL BUY - PHASE III *	LS30	$2,446,919	$2,446,919	$0		Project Not in Traffic Engineering Division													
1253009	SEQUOYAH	ACSTPY-166A (055) GB	GB		US-59	GRADE, DRAIN & SURFACE	1	2005						2	6.50	8.30	1.40	US-59: FROM 1.3 MI SOUTH OF I-40 SOUTH APPROX 1.4 MI (RECONST) (BR-1253(07)) (S-7) (DEL FR 08-05, ADD TO 10-05, 404 PERMIT) **AUTH**	HO40	$6,105,479	$0	$0	$0	Project Not in Traffic Engineering Division													
1456919	BECKHAM	STPY-105B (010)			SH-6	SURFACE	5	2005		9-17-05	5-1-06	10-5-06	1-8-07	7-8-09	11	0.00	4.40	4.40	S-6 FR SH-55E, EXT NORTH APPROX. 6.2 MILES (4.4 MILE ON NEW ALIGNMENT) (SURFACE FOR 14569(09)	HO40	$12,010,409	$2,954,560	$0	$0	Project Not in Traffic Engineering Division													
1702204	TULSA	STP-172B (034) UR	UR			GRADE, DRAIN & SURFACE	8	2005		4-20-06	5-1-06	5-31-06	7-17-06	5-15-07	N/A				GLENPOOL: ELWOOD AVENUE FROM 151ST TO 131ST (DEL. FR 03-06, ADD TO 04-06, AS PER LOCAL GOVERNMENT) **AUTH**	HO40	$1,716,754	$1,287,566	$0	$0	Project Not in Traffic Engineering Division													
1892104	PAYNE	STPY-160A (074) TR	TR		SH-51	INTERSECTION MOD. & TRAF SIGNALS	4	2005		7-20-06	8-1-06	10-12-06	10-30-06	9-9-08	20	1.00	1.00	0.00	SH-51 AT JUNCTION OF JARDOT ROAD IN STILLWATER (DEL FR 04-06, ADD TO 07-06, BID REJECT) **AUTH**	LS30	$951,454	$951,454	$0	$0	0	1	16	0	2	4	5	25	$200	1.00	$548,330	$61,107	8.97
1947404	SEMINOLE	STPY-NBIP (255)			US-270	BRIDGE PAINTING	3	2005										US-270: CRI & P UNDER, 6.6 MILES SOUTHEAST OF JCT SH-3 (DEL FR 05-05 ADD TO 04-06, BID REJECT) SMC 80/20 **AUTH**	HO40	$75,950	$75,950	$0	$0	Project Not in Traffic Engineering Division													
1994804	MUSKOGEE	ITSY-0078 (004) DC	DC		I-35	SAFETY IMPROVEMENT	1	2005		1-19-06	2-1-06	3-15-06	4-19-06	2-29-07	N/A				ITS PROJECT TO TERMINATE EXISTING FIBER CONNECTIONS AT DIV 1,4 & 8 HQ (DEL FR 10-05, ADD TO 01-06, BID REJECT) **AUTH** SMC=50/50	HO40	$241,416	$41,041	$0	$0	Relevant Crash Data Cannot Be Isolated													
1995304	TULSA	ITSY-0078 (007) DC	DC		I-44	SAFETY IMPROVEMENT	8	2005		11-17-05	12-1-05	1-6-06	3-13-06	2-15-07	N/A				ITS FOR INTEGRATION OF EXISTING ITS COMPONENTS, TO LINK DPS, TULSA SIGNAL DEPT., POLICE, FIRE & EMERGENCY RESPONSE **AUTH** (FORMERLY XDD) SMC=50/50	HO40	$169,416	$10,000	$0	$0	Relevant Crash Data Cannot Be Isolated													
2025004	KAY	STPY-136A (068)			US-77	GRADE, DRAIN & SURFACE	4	2005		10-20-05	11-1-06	12-13-05	1-23-06	3-27-07	10	0.00	1.20	1.20	SH-77: FROM US-60, EXTEND NORTH TO OTOE AVENUE IN PONCA CITY (DEL FR 05-05, ADD TO 10-05, ROW ISSUES) SMC 80/20 **AUTH**	HO40	$5,222,714	$783,199	$0	$0	Project Not in Traffic Engineering Division													
2060607	KIOWA	STPY-136B (050) EC	EC		SH-9	PRELIMINARY ENGINEERING	5	2005							10	12.09	12.13	0.04	SH-9: PROVIDE LAND SURVEYING SERVICES FOR A PROJECT ON S.H.9, BEGIN 11.0 MILE. OF THE GREER CL, EXT. E. 3.1 MI TO THE W. EDGE OF HOBART (SMC=80/20)	HO40	$50,800	$50,800	$0	$0	Project Not in Traffic Engineering Division													
2103104	TULSA	ITSY-QTBD (023) IT	IT		N/A	SAFETY IMPROVEMENT	8	2005						N/A				ITS: TULSA METRO-TO INTEGRATE NEW & EXISTING COMPONENTS INTO COMMON FIBER OPTIC (ITS) NETWORK AT VARIOUS LOCATIONS **AUTH** SMC=50/50	HO40	$640,365	$42,585	$0	$0	Relevant Crash Data Cannot Be Isolated													
2157704	ROGERS	STPG-166C (142)			SH-66	SAFETY IMPROVEMENT	8	2005		5-18-06	6-1-06	7-20-06	9-11-06	1-8-07	4	18.07	19.50	0.63	SH-66: FR JUST N. OF SH-28 S. JCT., EXT. N. 0.63 MI. IN CHELSEA (SAFETY IMPROVEMENTS)	LS30	$962,961	$962,961	$0	$0	Project Not in Traffic Engineering Division													
2174607	POTTAWATOMIE	STPG-163A (207)			US-270	R/R CROSSING SURF	3	2005						23	4.45	4.85	0.40	US-270: FR IN SHAWNEE, SOUTH OF KICKAPOO SPUR (WITHIN 21745(04))	LS30	$5,000	$5,000	$0	$0	Project Not in Traffic Engineering Division													

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepost *	End Milepost *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	II Before (5 yrs)	NII Before (5 yrs)	Fat After (5 yrs)	II After (5 yrs)	NII After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Units / Year	EUAB	EUAC	Actual B/C
2210605	ROGERS	STPY-196A (163) TR	TR	SH-66	MONEY ONLY	8	2006							2	6.00	6.20	0.20	SH-66: RR PREEMPTION SYSTEM AT INTER. OF SH-66 AND CO. RD. EW-540 IN THE TOWN OF VERDIGRIS (AAR/DOT# 686527)	LS30	$20,000	$20,000	$0	$0	No Construction Date Available For Crash Analysis												
2220204	PAYNE	STPY-160C (142) EC	EC	US-177	PRELIMINARY ENGINEERING	4	2006							12	2.50	3.00	0.50	US-177: PREPARE COMPLETE ENVIRONMENTAL STUDIES AND ENGINEERING STUDIES,BEGIN AT KNIPE ST. TO FREEMAN ST., IN PERKINS (SMC#6000)	H240	$152,500	$152,500	$0	$0	Relevant Crash Data Cannot Be Isolated												
2255804	MARSHALL	STPG-148C (051) TR	TR	SH-32	INTERSECTION MOD. & TRAF. SIGNALS	2	2006		6-15-06	7-1-06	8-8-06	9-13-06	1-29-07	6	10.68	10.68	0.00	SH-32: INSTALL FLASHING INTERSECTION CONTROL BEACONS AT INTER. OF SH-32 & SH-70F AND CONST. LEFT TURN LANES ON SH-32	LS30	$418,555	$418,555	$0	$0	2	7	31	0	0	6	5	25	$200	1.00	$10,662,240	$26,553	403.16
2269804	MCINTOSH	STPG-146C(078)TR	TR	US0059	SCHOOL SIGNS	1	2006		10-10-05	11-7-05	11-30-05	4-4-06	6-8-06	2	0.50	1.68	0.50	US-69: INSTALL SCHOOL ADVANCE WARNING SIGNS FOR EUFAULA SCHOOL DISTRICT	H210	$17,719	$14,174	$3,545		0	0	0	1	0	5	5	25	$100	1.00	($2,272,400)	$1,234	(1841.16)
2270604	GARFIELD	STPG-124A (076) TR	TR	US-81	GUARDRAIL	4	2006		2-16-06	3-1-06	3-29-06	7-5-06	4-15-07	5	0.00	14.42	14.42	US-81: INSTALL GUARDRAIL, BEGIN AT JCT. OF US-64/US-412 AND EXT. N 14.27MI. TO GRANT CO.	LS30	$972,640	$972,640	$0	$0	3	7	15	0	4	27	5	25	$100	14.42	$4,894,360	$57,301	85.24
2278304	ROGERS	STPY-156A (172) TR	TR	SH-66	TRAFFIC SIGNALS	8	2006		1-19-06	2-1-06	3-20-06	7-27-06	5-13-06	4	1.90	1.90	0.00	SH-66: INSTALL TRAFFIC SIGNALS W/RR PREEMPTION AT THE INTER. OF LOWRY RD.,IN CLAREMORE	LS30	$98,977	$98,977	$0	$0	1	1	15	0	2	1	5	25	$200	1.00	$2,327,480	$6,529	350.47
2278305	ROGERS	STPY-156A (174) TR	TR		MONEY ONLY	8	2006							N/A				RAILROAD PREEMPTION WITH B.N.S.F. RAILROAD CO., AT INTERS. OF LOWRY ROAD IN CLAREMORE. [PREEMPTION FOR 22780,04]	LS30	$15,000	$15,000	$0	$0	No Construction Date Available For Crash Analysis												
2290704	MAYES	HSIPY-149A (090) TR	TR	US-69	INTERSECTION MOD. & TRAF. SIGNALS	8	2006		9-21-06	10-1-06	10-30-06	2-14-07	7-31-07	2	12.10	12.10	0.00	US-69: INSTALL TRAFFIC SIGNAL SYSTEM AT INTER. W/SH-69A	LS30	$254,410	$246,410	$0	$0	1	1	11	0	4	5	5	25	$200	1.00	($194,750)	$17,125	(10.73)
2296004	BRYAN	HSIPY-107N (106) TR	TR	US-69	GRADE, DRAIN & SURFACE	2	2006		8-17-06	9-1-06	10-4-06	11-5-06	6-20-07	3	0.19	0.64	0.45	US-69/US-75: ADDING SLIP RAMP TO TRIBAL COMPLEX IN DURANT (DEL FR 06-06, ADD TO 09-06, ROW ISSUES) **AUTH**	LS30	$974,552	$974,552	$0	$0	Relevant Crash Data Cannot Be Isolated												
2303304	POTTAWATOMIE	HSIPY-163C (166) TR	TR	US-177	TRAFFIC SIGNALS	3	2006		9-21-06	10-1-06	10-31-06	12-7-06	12-19-06	23	9.99	9.99	0.00	US-270/177: UPGRADE EXISTING FLASHING SIGNALS AT INTERSECTION OF HARDESTY RD. (DEL FR 08-06, ADD TO 09-06 AS PER TRAFFIC)	LS30	$50,334	$50,334	$0	$0	0	3	15	0	3	9	5	25	$200	1.00	$791,200	$3,422	229.29
2309004	DELAWARE	HSIPG-121C (091) TR	TR	SH-125	GUARDRAIL	8	2006		8-17-06	9-1-06	10-4-06	10-23-06	1-3-07	41	4.69	5.09	0.40	SH-125: INSTALL GUARDRAIL, BEGIN .3 MI. S. OF SH-85A JCT., AND EXT. S. 0.4MI. (DEL FR 06-06, ADD TO 09-06, BID REJECT) **AUTH**	LS30	$234,888	$234,888	$0	$0	1	0	1	0	0	0	5	25	$100	0.40	$1,370,200	$15,076	90.89
2315504	WOODS	STP-176C(096)RR	RR	R.R.	CROSSING IMPR. & R/R SIGNALS	6	2006										0.00	DACOMA: CORRIDOR PROJECT WITH BNSF RAILWAY CO., AT VARIOUS LOCS. AND 1 CLOSURE (AAR/DOT# 673912I, 673913A, 673914G, 673915N)	H010	$365,710	$365,029	$0		Project Not in Traffic Engineering Division												
2317604	CHEROKEE	HSIPG-111B (096) TR	TR	US-62	STRIPING & PAVEMENT MARKING	1	2006							2	0.00	9.66	9.66	US-62: INSTALL STRIPING AND PAVEMENT MARKINGS, BEGIN AT MUSKOGEE CIL, &EXT. E. 14.17 MI.	LS30	$166,000	$166,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2317804	KAY	HSIPG-136A (118) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	4	2006							Multiple				US-77 & US-60B: INSTALL THERMOPLASTIC PAVEMENT MARKINGS, AT VARIOUS LOCATIONS IN PONCA CITY	LS30	$49,000	$49,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2319104	WOODWARD	HSIPG-177A (075) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	6	2006							Multiple				US-183, US-412, SH-34, SH-15: INSTALL THERMOPLASTIC PAVEMENT MARKINGSAT VARIOUS LOCATIONS IN WOODWARD	LS30	$91,000	$91,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2337004	MCCLAIN	STPY-144B (108) TR	TR	SH-9	TRAFFIC SIGNALS	3	2006		6-15-06	7-1-06	7-24-06	7-31-06	11-6-06	8	5.62	5.62	0.00	SH-9: RAISED MEDIAN AND INSTALL TRAFFIC SIGNALS AT THE INTERSECTION OF SH-9 AND BANKER'S AVE.	LS30	$118,334	$118,334	$0	$0	0	0	0	0	1	3	5	25	$200	1.00	($1,125,920)	$7,775	(144.80)
2341204	PITTSBURG	STP-161D(178)RR	RR	R.R.	CROSSING IMPR. & R/R SIGNALS	2	2006										0.00	MCALESTER : SIGNALS/SURFACE PROJECT AT FRINK RD. W/THE UP R.R. MAINLINE (AAR/DOT # 413660V)	Q210	$152,962	$173,304	$0		Project Not in Traffic Engineering Division												
2341404	TULSA	STP-172C (330) RR	RR		CROSSING IMPR. & R/R SIGNALS	8	2006							N/A				TULSA: SIGNAL PROJECT AT 145TH AVE. W/ S. K. & O RAILROAD COS MAINLINE.(AAR/DOT # 006006J)	LS30	$197,286	$177,557	$0	$0	Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Yrs Before (5 yrs)	FI Before (5 yrs)	NI Before (5 yrs)	Yrs After (5 yrs)	FI After (5 yrs)	NI After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EI/K$	EI/AC	Actual B/C
2343304	WAGONER	STP-173D (117) RR		RR	CROSSING IMPR & RR SIGNALS	1	2006							N/A				WAGONER: SIGNALS/SURFACE PROJECT AT CO. RD. EW-97 W THE U.P.R.R. MAINLINE AAR-DOT# 413591S	LS30	$243,955	$219,470	$0	$0	Project Not in Traffic Engineering Division												
2343304	WAGONER	STP-173D (118) RR		RR	CROSSING IMPR & RR SIGNALS	1	2006							N/A				WAGONER: SIGNALS/SURFACE PROJECT AT CO. RD. EW-98 W THE U.P.R.R."S MAINLINE AAR-DOT# 434064L	LS30	$203,508	$183,156	$0	$0	Project Not in Traffic Engineering Division												
2343404	WAGONER	STP-173D (115) RR		RR	CROSSING IMPR & RR SIGNALS	1	2006							N/A				WAGONER: SIGNALS/SURFACE PROJECT AT CO. RD. EW-71 W THE U.P.R.R.'S MAINLINE AAR-DOT#434067G	LS30	$254,966	$229,469	$0	$0	Project Not in Traffic Engineering Division												
2343504	WAGONER	STP-173D (120) RR		RR	CROSSING IMPR & RR SIGNALS	1	2006							N/A				WAGONER: SIGNALS/SURFACE PROJECT AT 101ST HST. W THE U.P.R.R.'S MAINLINE AAR-DOT #413599U	LS30	$257,779	$232,001	$0	$0	Project Not in Traffic Engineering Division												
2344304	MARSHALL	STPG-148A (053) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	2	2006						Multiple				US-70,377,SH-99,199: INSTALL THERMOPLASTIC PVMNT MRKNGS, RAISED PVMNTMRKNGS REPLACE LENSES @ VARIOUS LOCATIONS IN MARSHALL CO.	LS30	$70,000	$70,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2344404	CLEVELAND	STPG-114A (169) TR		TR	SH-9	STRIPING & PAVEMENT MARKING	3	2006						9	0.00	5.00	5.00	SH-9: INSTALL THERMOPLASTIC PVMNT MRKNGS, RAISED PVMNT MRKNGS, REPLACELENSES @ JCT I-35, EXTENDS E. 5 MI. TO JCT US-77	LS30	$70,000	$70,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2344504	WOODS	STPG-175A (099) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	6	2006						Multiple				US-281/64,SH-14: INSTALL OF THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUSLOCATIONS IN ALVA	LS30	$38,000	$38,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2344604	CARTER	STPG-110A (173) TR		TR	SH-199	STRIPING & PAVEMENT MARKING	7	2006						4	0.00	1.69	1.69	SH-199: INSTALL THERMOPLASTIC MARKINGS, 150FT S. OF BROADWAY, EXTEND N.AND E. 1.69M. 320FT E. OF JCT SH-142 IN ARDMORE	LS30	$16,000	$16,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2344704	TULSA	STPG-172B (331) TR		TR	SH-97	STRIPING & PAVEMENT MARKING	8	2006						76	1.00	3.00	2.00	SH-97/SH-51: THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUS LOCATIONS INTULSA COUNTY	LS30	$51,000	$51,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2344804	OSAGE	STPG-157A (092) TR		TR	SH-20	STRIPING & PAVEMENT MARKING	8	2006						20	21.50	23.46	1.50	SH-20: THERMOPLASTIC PAVEMENT, CITY OF SKIATOOK 500FT WEST OF LENNAPAWST. IN OSAGE CO., EAST 2.02M. EAST OF JCT SH-11 IN TULSA CO.	LS30	$34,000	$34,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2345104	CREEK	HSIPY-119C (134) TR		TR	SH-66	TRAFFIC SIGNALS	8	2006		7-20-06	8-1-06	8-31-06	9-29-06	10-26-06	6	2.60	2.60	0.00	INTERSECTION SIGNALS: SH-66/S. 96TH WEST (HILTON RD.) IN THE CITY OF SAPULPA	LS30	$122,044	$122,044	$0	$0	3	11	13	0	1	5	5	25	$200	1.00	$12,114,900	$8,012	1512.03
2348604	MAJOR	HSIPG-147A (113) TR		TR	US-412	LIGHTING	6	2006		7-20-06	8-1-06	9-1-06	9-25-06	11-27-06	4	6.97	6.97	0.00	US-60/US-412: ROADWAY LIGHTING AT INTERSECTION	LS30	$55,459	$55,459	$0	$0	0	2	8	0	0	2	5	25	#####	1.00	$2,251,940	$4,592	494.67
2350504	KIOWA	STP-136D (137) RR		RR	R.R. CROSSING SURF	5	2006										0.10	KIOWA: SURFACE PROJECT AT US-62 W THE FARMRAIL SYSTEM, INC. AAR-DOT #671152V	Q210	$230,366	$215,456	$0		Project Not in Traffic Engineering Division												
2356404	MUSKOGEE	STP-151D (157) RR		RR		CROSSING IMPR & RR SIGNALS	1	2006						N/A				OKTAHA: SIGNAL PROJECT, INSTALL OF PEDESTAL MOUNTED LIGHTS SIG. AT CO RD. EW-103 W THE U.P.R.R.'S MAINLINE (AAR-DOT#436627D)	LS30	$230,945	$207,850	$0	$0	Project Not in Traffic Engineering Division												
2356504	NOWATA	STP-153D (145) RR		RR		CROSSING IMPR & RR SIGNALS	6	2006						N/A				DELAWARE: SIGNAL/SURFACE PROJECT, INSTALL PEDESTAL MOUNTED LIGHTS ATCO. RD. EW-16 W U.P.R.R.'S MAINLINE (AAR-DOT#436599K)	LS30	$222,407	$200,166	$0	$0	Project Not in Traffic Engineering Division												
2356604	ROGERS	STP-156D (156) RR		RR		CROSSING IMPR & RR SIGNALS	6	2006						N/A				INOLA: SIGNAL/SURFACE PROJECT, INSTALL OF PEDESTAL MOUNTED LIGHTSSIGNALS AT CO. RD. EW-56 W THE U.P.R.R.'S MAINLINE (ARR-DOT#434041E)	LS30	$262,094	$235,885	$0	$0	Project Not in Traffic Engineering Division												
2356704	SEQUOYAH	STP-158D (153) RR		RR		CROSSING IMPR & RR SIGNALS	1	2006						N/A				SALLISAW: SIGNSURFACE PROJECT, INSTALL PEDESTAL MOUNTED SIGNALS ATHICKORY ST. W THE U.P.R.R.'S MAINLINE (AAR-DOT#434140C)	LS30	$244,683	$220,215	$0	$0	Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepost	End Milepost	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	II Before (5 yrs)	NII Before (5 yrs)	Fat After (5 yrs)	II After (5 yrs)	NII After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2366604	MAYES	STP-149D (100) RR		RR	CROSSING IMPR. & RR SIGNALS	6	2006							N/A				PRYOR: SIGNSURF PROJ. INSTALL PED. MOUNT, FLASHING LIGHTS SIG.W/GATE ARMS(1) LOCATIONS: CO. RD. EW-54 W/ U.P.R.R.'S MAINLINE. AAR-DOT#413572T	LS30	$424,437	$381,994	$0	$0	Project Not in Traffic Engineering Division												
2366704	WOODS	STP-176D (103) RR		RR	CROSSING IMPR. & RR SIGNALS	6	2006							N/A				AVARD: CORRIDOR PROJ. INST. PED. MOUNT FLASH LITES SIG. W/ GATE ARMS @ 3LOC. W/BNSF RR. CO. AAR-DOT#S 014329L,014334T,014327N,CLOSE014335G	LS30	$708,960	$637,974	$0	$0	Project Not in Traffic Engineering Division												
2366804	WOODS	STP-176D (104) RR		RR	CROSSING IMPR. & RR SIGNALS	6	2006							N/A				CAPRON: CORRIDOR PROJ. INST. PED. MOUNT FLASH LITES SIG. W/ GATE ARMS @ 3LOC. W/BNSF RAILWACO. AAR-DOT#S. 014298F,014300E,014308J,CLOSE 014301L	LS30	$1,103,554	$993,198	$0	$0	Project Not in Traffic Engineering Division												
2371504	ROGERS	STP-166D(150)RR		RR	R.R. CROSSING IMPR. & RR SIGNALS	6	2006										0.10	OOLOGAH: PROJ. PED. MNTD FLASH LITES SIG. W/ GATE ARMS, CONCRETE SURFACE. PERM. CLOSURE U.P.R.R.'S MAINLINE AAR-DOT#434005J (434	Q210	$364,256	$327,831	$0		Project Not in Traffic Engineering Division												
2372004	ROGERS	STP-166D(151)RR		RR	R.R. CROSSING IMPR. & RR SIGNALS	6	2006										0.10	CARRIER: SIGSURF PROJ. PED. MNTD FLASH LITES SIG.W/ GATE ARMS, CONC SURF. @ 2 LOC W/BNSF RR. CO. MAINLINE AAR-DOT#669536D, 669531	Q210	$282,411	$254,170	$0		Project Not in Traffic Engineering Division												
2372704	OKLAHOMA	HSIPG-155D (599) RR		RR	CROSSING IMPR. & RR SIGNALS	4	2006							N/A				STATEWIDE INVENTORY, ANALYSIS AND DATA INTEGRATION, AND ASSESSMENT OF PASSIVE WARNING DEVICES AT PUBLIC ROAD/RAIL CROSSING	LS30	$2,600,000	$2,600,000	$0	$0	Project Not in Traffic Engineering Division												
4 (tied to 21	CLEVELAND	STPY-114B (122) TR		TR	SH-9	TRAFFIC SIGNALS	3	2006		2-16-06	3-6-06	3-29-06	7-5-06	5-14-07	9	0.32	0.32	0.00	SH-9 INTERSECTION AT 24TH AVE. SW IN THE CITY OF NORMAN(S42) (HIG) (TIE WITH 21301(04))	LS30	$152,052	$152,052	$0	$0	0	4	4	0	2	5	5	25	$200	1.00	$1,340,440	$12,456	107.27
2411004	TULSA	NHG-030N (059) TR		TR	US169	CABLE BARRIER	6	2007	8-15-07	2-1-09	3-3-09	3-24-09	5-6-09	3-12-09	091	2.13		5.00	US-169: MEDIAN BARRIER BEG AT 36TH ST & EXT NORTH TO BIRD CREEK OVRFLW (DEL FR 01-08, ADD TO 09-08; NOT ADVERTISED) **AUTH**		$605,065				1	23	75	4	21	54	5	25	#####	2.77	($2,725,040)	$52,837	($1.57)
2410104	TULSA	MG-0044-2(458) 222 TR		TR	IS044	SAFETY IMPROVEMENT	6	2007	9-17-07	10-1-07	11-5-07	12-3-07	2-4-08	9-4-09	078			0.10	I-444-244: REPLACE OF SIGNING ALONG I-44 AND I-244 IN TULSA CO.		$573,950				Relevant Crash Data Cannot Be Isolated												
2407404	CANADIAN	MG-0040-4(415) 131 TR		TR	IS040	CABLE BARRIER	4	2007	9-19-07	10-1-07	11-5-07	11-29-07	3-17-09	11-3-09	005	25.50	31.60	5.10	I-40: MEDIAN BARRIER PROJECT, FROM MP 130.0 TO 136.0	NA	$754,363				9	13	34	4	9	15	5	25	$650	5.10	$7,290,900	$51,005	141.09
2414904	OKLAHOMA	MG-0035-3(259) 135 TR		TR	IS035	CABLE BARRIER	4	2007	9-19-07	10-18-07	11-5-07	11-28-07	3-3-08	6-23-08	009	0.01	4.23	4.22	I-35 MEDIAN BARRIER BEG @ MILEPOST 135 & EXT NORTH TO MILEPOST 140		$736,805				5	29	66	3	28	56	5	25	#####	4.22	$6,991,120	$68,392	102.22
2413904	KAY	MG-0035-4(213) 227 TR		TR	IS035	CABLE BARRIER	4	2007	9-21-07	1-17-08	2-4-08	2-29-08	7-17-08	6-5-09	025	29.09		8.00	I-35: MEDIAN BARRIER PROJECT, FROM MP 227.0 TO 235.0 **AUTH**		$1,656,091				4	1	19	0	4	15	5	25	#####	8.00	$6,237,600	$145,942	42.74
0948204	TULSA	STPY-072B (421)			SH-20	GRADE, DRAIN & SURFACE	6	2007		1-16-07	2-1-07	3-13-07	3-26-07	9-1-09	54	0.00	0.49	0.49	SH-20 FROM US-169 IN TULSA CO. EAST 4.0 MILES TO EAST OF 209TH E AVE. (DEL FR 10-06, ADD TO 01-07, CONTRACT REVISIONS) SMO80(20 **AUTH**	I-040	$13,950,159	$6,690,129	$0	$0	Project Not in Traffic Engineering Division												
2031105	NOBLE	STPY-152B(106)RW		RW	US064	RIGHT OF WAY	4	2007							4			10.00	US-64: FR US 77, EXTEND EAST 10.0 MILES RW FOR 2031(04)(07)	LS30	$705,000	$705,000	$0		Project Not in Traffic Engineering Division												
2031106	NOBLE	STPY-152B(107)UT		UT	US064	UTILITIES	4	2007							4			10.00	US-64: FR US 77, EXTEND EAST 10.0 MILES UT FOR 2031(04)(07)	LSSE	$1,452,500	$1,452,500	$0		Project Not in Traffic Engineering Division												
2103204	COMANCHE	ITSY-QT80 (025) IT		IT	US-62	SAFETY IMPROVEMENT	7	2007		7-19-07	8-1-07	8-23-07	12-17-07						ITS: INTEGRATION AND FIBER OPTICS AT LAWTON **AUTH** SMC-5059	I-040	$212,457	$42,500	$0	$0	Relevant Crash Data Cannot Be Isolated												
2103605	PITTSBURG	STPG-161A(189)TR		TR	SH-031	SAFETY IMPROVEMENT	2	2007							14			0.00	ITS: CCTV DEPLOYMENT AT MCALESTER	Q210	$299,947	$299,257	$650		Relevant Crash Data Cannot Be Isolated												
2163204	OKLAHOMA	ITSY-QT20 (038) IT		IT	N/A	SAFETY IMPROVEMENT	4	2007		11-16-06	12-1-06	1-5-07	4-3-07	6-18-09					OKC METRO AREA, CANADIAN, CLEVELAND, OKLA. & MCCLAIN COUNTIES. ITS INTEGRATION PROJECT (DEL FR 09-06, ADD TO 11-06; PRIORITY CHG) *AUTH*	I-040	$997,404	$70,953	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepost *	End Milepost *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB/B	EB/AC	Actual B/C
2163205	OKLAHOMA	ITSY -QT2D (237) IT	IT	N/A	SAFETY IMPROVEMENT	4	2007											OKLAHOMA CITY: INTEGRATION & FIBER OPTIC EXPANSION I-44 AND I-35 VARIOUS LOCATIONS **AUTH**	LS30	$154,157	$12,337	$0	$0	Relevant Crash Data Cannot Be Isolated												
2163207	OKLAHOMA	STPG - 155E (591) TR	TR	N/A	SAFETY IMPROVEMENT	4	2007			11-1-10								OKC METRO AREA: FIBER OPTIC SPLICING	LS30	$30,000	$30,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2163304	TULSA	ITSY -QT2D (234) IT	IT	I-44	SAFETY IMPROVEMENT	8	2007		8-16-07	9-1-07	10-2-07	10-22-07	8-25-08					TULSA METRO AREA, CREEK, ROGERS TULSA AND WAGONER COUNTIES: ITSINTEGRATION PROJECT **AUTH**	HP40	$212,740	$19,419	$0	$0	Relevant Crash Data Cannot Be Isolated												
2205004	OTTAWA	STPY -156A (264) TR	TR	US-69	TRAFFIC SIGNALS	8	2007		1-18-07	2-1-07	3-1-07	6-19-07	8-1-07	14	6.39	6.39	0.00	INSTALL TRAFFIC SIGNALS AT THE INTER. OF US-69 AND COMMERCE AVE. IN COMMERCE (DEL FR 11-06, ADD TO 01-07, ROW ISSUES)	LS30	$99,364	$99,364	$0	$0	0	0	0	0	0	0	5	25	$200	1.00	$0	$6,562	0.00
2235504	MCCLAIN	STPY -144B (262) TR	TR	US-62	TRAFFIC SIGNALS	3	2007		11-16-06	12-1-06	1-8-07	2-12-07	5-17-07	2	2.30	2.30	0.00	INSTALL TRAFFIC SIGNAL AT INTERS. OF US-62 & N.E. 10TH ST., IN BLANCHARD	LS30	$132,915	$132,915	$0	$0	1	0	0	0	0	3	5	25	$200	1.00	$849,400	$8,702	97.61
2252205	OTTAWA	STPG -159A (143)			RAILROAD SIGNALS	8	2007											SH-10/STEVE OWENS BLVD. & "D" ST IN MIAMI, BNSF AARDOT# 670 406G SIGNAL UPGRADE, WITHIN 22562(04)	LS30	$238,352	$238,352	$0	$0	Project Not in Traffic Engineering Division												
2295604	OKLAHOMA	HSIPG -155A (521) TR	TR	SH-152	GUARDRAIL	4	2007		11-16-06	12-1-06	1-5-07	4-2-07	5-21-07	53	4.69	6.94	2.25	SH-152: INSTALL GUARDRAIL, BEGIN AT MACARTHUR BLVD. AND EXT. E. 2.2 MI. TO I-44 (DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES)	LS30	$362,365	$362,365	$0	$0	1	10	49	0	15	45	5	25	$100	2.00	($1,915,800)	$25,317	(75.67)
2295704	TULSA	HSIPG -172A (303) TR	TR	SH-51	GUARDRAIL	8	2007		11-16-06	12-1-06	1-22-07	4-21-07	3-20-09	80	0.00	5.50	5.50	SH-51: INSTALL GUARDRAIL, BEGIN AT I-444, AND EXT. E. 6 MI. TO I-44(DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES).	LS30	$361,282	$361,282	$0	$0	3	73	326	7	69	412	5	25	$100	5.00	($27,197,000)	$63,314	(429.40)
2295904	OKLAHOMA	HSIPG -155A (522) TR	TR	I-35	SIGNING	4	2007		11-16-06	12-1-06	1-5-07	6-19-07	5-31-08					OKLAHOMA CITY: INSTALL ADDITIONAL WARNING SIGNS AND DELINEATION ON ALL FREEWAYS IN OKC METRO AREA (DEL FR 07-06, ADD TO 11-06, FUNDING ISSUES)	LS30	$267,242	$267,242	$0	$0	Relevant Crash Data Cannot Be Isolated												
2295904	TULSA	HSIPG -172N (304) TR	TR	I-44	SIGNING	8	2007		3-15-07	4-1-07	4-17-07	7-30-07	7-29-09					TULSA: INSTALL ADDITIONAL WARNING SIGNS AND DELINEATION ON ALL FREEWAYS IN TULSE METRO AREA (DEL FR 12-06, ADD TO 03-07, QUANTITY ERRORS) **AUTH**	LS30	$443,404	$443,404	$0	$0	Relevant Crash Data Cannot Be Isolated												
2296005	BRYAN	HSIPY -107N (110) TR	TR	US-69	INTERSECTION MOD. & TRAF SIGNALS	2	2007		1-16-07	2-1-07	3-12-07	10-23-07	11-17-09	3	0.70	0.70	0.00	DURANT: INTERSECTION MODIFICATION AT INTERSECTION OF US-69/75 & CHOCTAW RD., IN DURANT (DEL FR 11-06, ADD TO 01-07, ROW ISSUES) **AUTH**	LS30	$1,812,169	$154,975	$0	$0	2	7	7	0	2	10	5	25	$200	1.00	$5,867,750	$116,200	50.50
2339704	LEFLORE	HSIPY -140C (135) TR	TR	US-271	TRAFFIC SIGNALS	2	2007		9-16-07	9-1-07	10-2-07	2-19-09	4-2-09	14	5.04	5.04	0.00	US-271/SH-1/SH-63 (DALLAS ST.); US-271/SH-1 (2ND ST.): INTERSECTION TRAFFIC SIGNALS (DEL FR 04-07, ADD TO 09-07, LIGHTING AGREEMENT) **AUTH**	LS30	$96,590	$96,590	$0	$0	0	0	0	0	1	0	5	25	$200	1.00	($735,320)	$5,743	(126.04)
2338604	CLEVELAND	HSIPY -114B (198) TR	TR	SH-37	TRAFFIC SIGNALS	3	2007		11-16-06	12-1-06	1-8-07	4-30-07	12-15-07	14	2.57	2.57	0.00	SH-37 (SW 134TH ST.), AND PENN AVE.: INTERSECTION TRAFFIC SIGNALS	LS30	$123,168	$123,168	$0	$0	0	0	0	0	1	3	5	25	$200	1.00	($1,125,920)	$8,064	(139.27)
2338904	CANADIAN	HSIPY -109A (115) TR	TR	SH-3	TRAFFIC SIGNALS	4	2007		11-16-06	12-1-06	1-10-07	4-10-07	7-11-07	22	17.30	17.30	0.00	SH-3 (NW HIGHWAY) AND MUSTANG RD.: INTERSECTION TRAFFIC SIGNALS	LS30	$108,156	$108,156	$0	$0	0	1	2	0	0	1		25	$200	1.00	$865,520	$7,123	121.50
2351304	Multiple	STPG -172C (338) TR	TR	SH-266	STRIPING & PAVEMENT MARKING	8	2007		11-16-06	12-1-06	1-10-07	6-4-07	7-14-07	Multiple			5.31	SH-266: INSTALLATION EPOXY PAVEMENT MRKGS, E. OF US-183 TULSA CO. EXTENDS E. 5.30 MI. W. OF JCT OF SH-157 IN ROGER CO.	LS30	$81,975	$81,975	$0	$0	Relevant Crash Data Cannot Be Isolated												
2959704	CLEVELAND	HSIPY -114B (174) TR	TR	US-77	TRAFFIC SIGNALS	3	2007		1-16-07	2-1-07	3-1-07	8-27-07	10-25-07	4	13.72	13.72	0.00	US-77 & CEDAR LANE IN CITY OF NORMAN, INTERSECTION TRAFFIC SIGNALS	LS30	$131,269	$131,269	$0	$0	1	4	11	0	1	0	5	25	$200	1.00	$4,876,160	$8,602	567.09
2959904	OTTAWA	HSIPG -159B (111) TR	TR	US-59	TRAFFIC SIGNALS	8	2007		9-20-07	10-1-07	10-26-07	2-4-08	3-31-08	2	1.02	1.02	0.00	US-59/SH-125: INSTALL FLASHING INTERSEC. TRAFF. CONTRL BEACONS (DEL FR 01-07, ADD TO 09-07, AS PER TRAFFIC DIV.) **AUTH**	LS30	$64,524	$64,524	$0	$0	0	0	5	0	1	8	5	25	$100	1.00	($1,125,920)	$4,230	(256.18)
2371704	PONTOTOC	STPG -162A (159) TR	TR	SH-3	STRIPING & PAVEMENT MARKING	3	2007											SH-3: INSTALLATION OF THERMOPLASTIC PVMNT MARKING, 0.50 MILE S. OF JCT US-377/SH-99, EXTEND S. 11.70 M. TO COAL CO.	LS30	$99,000	$99,000	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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2371804	GARFIELD	STP -124D (059) RR		RR	CROSSING IMPR & RR SIGNALS	4	2007											NEAR CARRIER: PROJ. PED. MNTD. LITES, SIG. W/ GATE &LOC., CONCRT. SLOC. PERM.2LOC. BNSF RR M.L. AAR-DOT 673950X,673951E,673952L,673953T,673955G,673956N.	LS30	$1,167,195	$1,050,475	$0	$0	$0	Project Not in Traffic Engineering Division													
2378604	OKMULGEE	STP -156D (126) RR		RR	CROSSING IMPR & RR SIGNALS	1	2007											NEAR BEGGS; SIGNAL PROJ. INSTALL OF PED. MOUNT FLASH LITES SIG. W/ GATEARM @ CO. RD. EW-81 W/ BNSF R.R. (AAR-DOT#671802B)	LS30	$161,338	$145,204	$0	$0	$0	Project Not in Traffic Engineering Division													
2378704	OKMULGEE	STP -156D (127) RR		RR	CROSSING IMPR & RR SIGNALS	1	2007											NEAR BEGGS; SIG/SURF PROJ. INSTALL PED. MOUNT FLASH LITES SIG. W/ GATE ARMS@ CO. RD. EW-86 W/ BNSF R.R. (AAR-DOT# 671807K)	LS30	$211,464	$190,318	$0	$0	$0	Project Not in Traffic Engineering Division													
2378804	OTTAWA	STP -156D (113) RR		RR	CROSSING IMPR & RR SIGNALS	6	2007											NEAR MIAMI; SIGNAL PROJ. INSTALL PED. MOUNT FLASH LITES SIG. W/ GATE ARMS@ US-69A (MUSHROOM RD.) W/ BNSF R.R. (AAR-DOT# 670295W)	LS30	$157,608	$141,847	$0	$0	$0	Project Not in Traffic Engineering Division													
2383704	WAGONER	HSIPY -173A (129) TR	TR	SH-51	TRAFFIC SIGNALS	1	2007		7-19-07	8-1-07	8-20-07	7-8-08	8-8-08	12	7.10	7.10		INTERSECTION TRAFFIC SIGNALS: SH-51/121 STREET IN COWETA(DEL FR 05-07, ADD TO 07-07, UTILITY ISSUES) **AUTH**	LS30	$112,280	$112,280	$0	$0	$0	0	0	0	0	0	3	5	25	$200	1.00	($259,440)	$7,387	(35.12)
2383804	MAYES	HSIPY -149B (101) TR	TR	SH-82	TRAFFIC SIGNALS	6	2007		8-16-07	9-1-07	10-5-07	1-8-08	4-9-09	26	9.69	9.69	0.00	INTERSECTION TRAFFIC SIGNALS: SH-20/SH-82 IN SALINA	LS30	$95,502	$85,502	$0	$0	$0	0	0	0	0	0	0	5	25	$200	1.00	$0	$5,073	0.00
2387904	HUGHES	STP -132D (097) RR		RR	CROSSING IMPR & RR SIGNALS	3	2007											HOLDENVILLE: SIG/SURF INSTALL PED MNTD. FLASH LITES SIG W/ GATE ARMS, CONCROSS AT OAKRIDGE ST. W/BNSF RR CO. MAINLINE AAR-DOT# 671959G	LS30	$212,931	$191,637	$0	$0	$0	Project Not in Traffic Engineering Division													
2388004	JOHNSTON	STP -135D (099) RR		RR	CROSSING IMPR & RR SIGNALS	3	2007											MILL CREEK: SIG/SURF PROJ. INSTALL PED. MNTD. FLASH LITES SIG W/ ARMS CNCRT CROSS. AT CO. RD. NS-349 W/BNSF R.R. CO. MAINLINE AAR-DOT# 672045X	LS30	$215,040	$193,536	$0	$0	$0	Project Not in Traffic Engineering Division													
2388204	MUSKOGEE	STP -151D (155) RR		RR	CROSSING IMPR & RR SIGNALS	1	2007											MUSKOGEE: SIG/SURF PROJ. INSTALL PED MNTD. FLASH LIGHT SIG W/GATE ARMS CNCRT. CROSS AT FREDONIA ST. W/ BNSF R.R. CO. MAINLINE. AAR-DOT# 676656P	LS30	$195,867	$176,280	$0	$0	$0	Project Not in Traffic Engineering Division													
2394404	BRYAN	STP -107D (115) RR		RR	CROSSING IMPR & RR SIGNALS	2	2007											DURANT: INSTALL PED. MNTD. FLASH LGHTS SIG. W/ GATES, CNCRT CROSS @ 3 LOCPERM. CLSR.@ 1 LOC. W/KIAMICHI RR M.L., 671547U,671549H,671551J,671553X CL	LS30	$931,097	$747,967	$0	$0	$0	Project Not in Traffic Engineering Division													
2394504	BRYAN	STP -107D (116) RR		RR	CROSSING IMPR & RR SIGNALS	2	2007											DURANT: SIG/SURF PROJ. INSTALL PED MNTD FLASH LGHTS SIG W/ GATE ARMS, CNCRT CROSS SURF. @ 13TH ST. W. KIAMICHI RR MAINLINE # 671559G	LS30	$192,194	$172,975	$0	$0	$0	Project Not in Traffic Engineering Division													
2394604	CANADIAN	STP -109D (126) RR		RR	CROSSING IMPR & RR SIGNALS	4	2007											YUKON: CORR. PROJ. INSTALL PED MNTD FLASH LGHTS SIG W/ GATE @ 3LOC., CNCRTCROSS SURF. @1 LOC. CL. W/ UPRC ML. #566844H,566846W,566848K,566851T CL.	LS30	$961,293	$865,164	$0	$0	$0	Project Not in Traffic Engineering Division													
2394704	WOODS	STP -176D (116) RR		RR	CROSSING IMPR & RR SIGNALS	6	2007											ALVA: CORR. PROJ. INSTALL PED MNTD FLASH LGHTS SIG W/ GATE AND CNCRT CROSS@ 3LOC PER CL @ 1LOC. W/ BNSF RR ML #014359W,014360V,014307C,014310K CL	LS30	$1,000,230	$900,207	$0	$0	$0	Project Not in Traffic Engineering Division													
2394804	CHEROKEE	HSIPY -111C (112) TR	TR	SH-82	SAFETY IMPROVEMENT	1	2007		2-15-07	3-1-07	3-26-07	7-2-07	8-6-07	20	15.44	16.01	0.57	SH-82: INSTALLATION OF SCHOOL ADVANCE WARNING SIGNS WITH FLASHINGBEACONS, KEYS SCHOOL DISTRICT	LS30	$16,581	$16,581	$0	$0	$0	0	0	6	0	3	7	5	25	$100	1.00	($2,356,160)	$1,161	(2011.53)

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB/KB	EB/AC	Actual B/C
2594904	CHOCTAW	HSIPY -112A (072) TR	TR	US-70	SAFETY IMPROVEMENT	2	2007		6-14-07	7-1-07	8-14-07	11-28-07	12-12-07	2	3.65	4.33	0.68	SH-70: INSTALL SCHOOL ADVANCE WARNING SIGNS W/ FLASHING BEACONS, BOSWELL SCHOOL DISTRICT (DEL FR 03-07, ADD TO 05-07, BID REJECT) **AUTH**	LS30	$18,511	$16,511	$0	$0	1	0	1	0	0	0	5	25	$100	1.00	$1,370,200	$1,395	1000.37
2295004	COAL	HSIPY -115C (057) TR	TR	SH-31	SAFETY IMPROVEMENT	3	2007		2-15-07	3-1-07	3-21-07	6-21-07	7-10-07	12	1.49	1.67	0.18	SH-31: INSTALLATION OF SCHOOL ADVANCE WARNING SIGNS WITH FLASHINGBEACON, COTTONWOOD SCHOOL DISTRICT.	LS30	$13,916	$13,916	$0	$0	0	0	3	0	0	0	5	25	$100	1.00	$0	$991	0.00
2399804	GARFIELD	STP -124D (102) RR	RR		CROSSING IMPR & RR SIGNALS	4	2007											END: CORR. PROJ. INST. PED. MNTD. FLASH SIG. W/ GATE ARMS @ 3LOC., CROSS @2LO., PERM. 1LOC., UPRC RR MAINLINE 595376M,595377U,595378B,595375F,CLOSE	LS30	$791,260	$703,134	$0	$0	Project Not in Traffic Engineering Division												
2402504	BLAINE	STP -106D (090) RR	RR		CROSSING IMPR & RR SIGNALS	5	2007											NEAR EAGLE CITY: SIG/SURF PROJ. INSTALL PED MNTD FLASH LITES SIGS W/ GATE ARMS, & CNRETE CROSS ON SH-58 W/ FARMRAIL SYS. INC. (AAR-DOT#671391S)	LS30	$225,903	$203,224	$0	$0	Project Not in Traffic Engineering Division												
2402604	KIOWA	STP -136D (144) RR	RR		CROSSING IMPR & RR SIGNALS	5	2007											NEAR ROOSEVELT: SIG/SURF PROJ. INSTALL MNTD FLASH LITES SIG W/ GATE ARMS& CONCRT CROSS SURF ON SH-19, W/ GRAINBELT SYS INC., (AAR-DOT #671223S)	LS30	$194,336	$174,902	$0	$0	Project Not in Traffic Engineering Division												
2402804	CUSTER	IMG-0040 2(136)065TR	TR	IS040	CABLE BARRIER	5	2007		4-19-07	5-7-07	5-15-07	10-30-07	7-17-08	2	5.47	9.01	3.53	I-40: INSTALLATION OF LONGITUDINAL CABLE BARRIER ALONG I-40, BEGIN AT HAGGARD RD., EXTEND EAST 3.6 MI. TO RED WHEAT DR. IN CUSTER CO.		$365,926	$365,926	$0	$0	3	8	14	3	13	10	5	25	$650	3.53	($2,101,260)	$25,718	(81.70)
2407204	BRYAN	NHG-013N(115)TR	TR	US069	CABLE BARRIER	2	2007		9-20-07	10-8-07	10-25-07	1-7-08	4-20-09	2	0.00	4.11	4.00	US-69: MEDIAN BARRIER PROJECT, BEGIN AT RED RIVER, EXTEND TO PLATTER CUT-OFF		$1,276,565	$1,276,565	$0	$0	3	8	22	1	2	8	5	25	$650	4.00	$7,827,360	$84,443	92.69
2407604	CLEVELAND	IMG-0044-1(107)104TR	TR	IS044	CABLE BARRIER	3	2007		8-16-07	9-10-07	10-2-07	6-10-08	1-21-09	34	2.62	5.01	2.40	I-44: MEDIAN BARRIER PROJECT, FROM MP 111.0 TO 115.0		$860,877	$860,877	$0	$0	4	10	24	1	14	36	5	25	$650	2.40	$2,524,440	$66,666	44.55
2400204	OKLAHOMA	IMG-0044-1(105)125TR	TR	IS044	CABLE BARRIER	4	2007		6-14-07	7-16-07	8-9-07	12-2-07	6-2-09	7	5.36	10.00	4.64	I-44: MEDIAN BARRIER BEG @ MP 125 AND EXTEND EAST TO MP 130		$522,713	$522,713	$0	$0	8	59	242	9	61	211	5	25	#####	4.64	($139,000)	$66,660	(2.44)
2409304	OKLAHOMA	IMG-0044-1(106)115TR	TR	IS044	CABLE BARRIER	4	2007		8-16-07	9-10-07	10-2-07	4-23-09	6-30-09	5.72	24, 0.00	4.69, 1.76	6.45	I-44: MEDIAN BARRIER BEG @ MP 115 & EXTEND EAST TO MP 121.4		$836,364	$836,364	$0	$0	11	112	407	14	127	397	5	25	$650	6.45	($11,996,800)	$43,637	(274.92)
2409404	KAY	IMG-0035-4(212)222TR	TR	IS035	CABLE BARRIER	4	2007		5-17-07	6-4-07	7-9-07	11-26-07	6-5-09	25	13.13	19.13	5.87	I-35: MEDIAN BARRIER PROJECT, FROM MP 221.0 TO 227.0		$843,061	$843,061	$0	$0	1	3	12	0	1	10	5	25	#####	5.87	$2,991,940	$63,316	35.91
2408604	PAWNEE	STPG-159A(008)SS	SS	US064	CABLE BARRIER	8	2007		7-19-07	8-6-07	8-30-07	10-3-07	6-27-09	6			7.00	US-64: MEDIAN BARRIER BEGIN @ JCT. OF US-64/SH-48 & EXTEND SOUTHEAST APPROX. 7.0 MILE (CABLE BARRIER) (ADD TO 07-07; LATE ADD BY TRAFFIC)		$1,372,981	$302,045	$1,070,936	$0	0	10	38	0	4	18	5	25	#####	7.00	$4,666,240	$122,984	37.97
2409104	POTTAWATOMIE	IMG-0040 5(097)173	-	IS040	CABLE BARRIER	3	2007		6-14-07	7-16-07	8-10-07	9-4-07	4-1-09	40	0.00	13.15	13.00	I-40: BEG @ OKLAHOMA/CAL & EXTEND EAST 13.15 MILE TO JCT I-40/SH-18 (CABLE BARRIER)		$1,033,956	$1,033,956	$0	$0	6	39	152	8	39	172	5	25	$650	13.00	($5,034,240)	$73,997	(68.04)
2409604	KAY	STP -136D (142) RR	RR		CROSSING IMPR & RR SIGNALS	4	2007											NEAR NEWKIRK: SIGNAL PROJ. INSTALL PED MNTD FLASH LGTS SIG W/ GATE ARMSAT CO. RD. EW-5, W/ BNSF RAILWAY MAINLINE (AAR-DOT#011955C)	LS30	$144,010	$129,609	$0	$0	Project Not in Traffic Engineering Division												
2409704	SEQUOYAH	STP -156D (173) RR	RR		CROSSING IMPR & RR SIGNALS	1	2007											SALLISAW: SIG/SURF PROJ. INSTALL OF PED MNTD FLASH LGHTS SIG W/ ARMS, &CNCRT CROSS ON REDWOOD ST. W/ KANSAS SOUTH RR CO. (AAR-DOT#939674E)	LS30	$397,343	$357,609	$0	$0	Project Not in Traffic Engineering Division												
2410605	SEQUOYAH	IMG-0040-8(352)319TR	TR	IS040	CABLE BARRIER	1	2007		6-14-07	7-16-07	8-9-07	9-4-07	5-30-09	23			3.50	I-40: BEG AT MILEPOST 318.5 & EXT EAST TO MILE POST 322		$400,650	$400,650	$0	$0	1	1	9	2	6	3	5	25	$650	3.50	($3,769,220)	$27,524	(134.99)
2410604	TULSA	NHG-015N(107)SS	SS	US064	CABLE BARRIER	8	2007							86			6.00	US-64/US-412 MEDIAN BARRIER BEG AT SH-151 & EXT EAST TO SH-97 (CABLE BARRIER) (ADD TO 07-07; LATE ADD BY TRAFFIC)		$776,907	$194,727	$564,180	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2410605	TULSA	NHG-015N(108)SS	SS	US064	CABLE BARRIER	8	2007							86			7.00	US-64/US-412/SH-51: MEDIAN BARRIER BEG AT SH-97 & EXT EAST TO I-244 (CABLE BARRIER) (ADD TO 07-07, LATE ADD BY TRAFFIC)		$941,211	$178,830	$762,381	$0	Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

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2410604	TULSA	MG-0044-2(459)226	-	IS044	CABLE BARRIER	8	2007		6-14-07	7-16-07	8-9-07	10-14-07	11-26-07	78	4 64	9 21	4.36	I-44: MEDIAN BARRIER BEG AT LEWIS AVE. & EXT EAST TO 31ST STREET SOUTH (DEL FR 05-07, ADD TO 06-07; AS PER TRAFFIC)		$183,213	$163,213	$0	$0	11	64	341	9	61	321	5	25	#####	4.36	$6,877,000	$33,528	205 14
2411104	TULSA	NHIG-014N (067)TR	TR	US075	CABLE BARRIER	8	2007		8-16-07	9-10-07	10-2-07	2-6-08	2-27-09	16	7 03	11 54	4.51	US-75: MEDIAN BARRIER BEG AT 81ST STREET & EXT NORTH TO I-244		$841,115	$841,115	$0	$0	4	25	148	7	43	129	5	25	#####	4.97	($12,089,600)	$78,051	(101.22)
2454004	LEFLORE	STP-140D (153) RR	RR		CROSSING IMPR & RR SIGNALS	2	2007											NEAR CAMERON: SIG/SURF PROJ. INSTALL PED MNT LITES SIG W/ GATE ARMS CNORT /CROSS SURF ON SH-112 W/ KANSAS CITY SOUTHERN RR CO. (AAR-DOT#676/0643T)	LS30	$234,034	$210,632	$0	$0	Project Not in Traffic Engineering Division												
2454204	OTTAWA	STP-159D (139) RR	RR		CROSSING IMPR & RR SIGNALS	8	2007											WYANDOTTE: SIG PROJ. INSTALL PED MNT FLASH LITES SIG W/ GATE ARMS, AT MAIN ST. W/ BNSF RR MAINLINE (AAR-DOT#665419H)	LS30	$196,777	$168,099	$0	$0	Project Not in Traffic Engineering Division												
2454404	STEPHENS	HSIPG-169A (142) TR	TR	SH-7	SAFETY IMPROVEMENT	7	2007		8-16-07	9-1-07	10-2-07	2-7-08	5-13-09	25	12 40	18 00	5 60	GUARDRAIL IMPROVEMENTS, BEGIN 12.4 MI. E. OF JCT US-81/SH-7, EXT E APPROX 5.60 MI. IN STEPHENS CO. (ADD TO 09-07, LATE ADD BY TRAFFIC)	LS30	$572,354	$572,354	$0	$0	4	3	13	1	7	11	5	25	$100	6.00	$1,035,120	$37,239	27 91
2464704	CRAIG	STP-118D (099) RR	RR		CROSSING IMPR & RR SIGNALS	8	2007											VINITA: CORRIDOR PROJ. W/ UNION PACIFIC RR. CO. (AAR-DOT#S; 413519A,413521H,413523W,413527Y,413528F,413924DCLOSE,413525KCLOSE)	LS30	$1,294,865	$1,165,367	$0	$0	Project Not in Traffic Engineering Division												
2464804	KAY	STP-136D (153) RR	RR		CROSSING IMPR & RR SIGNALS	4	2007											NEAR GHLOCCO: SIG/SURF PROJ. AT STATELINE RD. (CO. RD EW-1) W/ BNSF RR CO. (AAR-DOT#:813649)	LS30	$212,265	$191,039	$0	$0	Project Not in Traffic Engineering Division												
2464904	NOBLE	STP-152D (151) RR	RR		CROSSING IMPR & RR SIGNALS	4	2007											NEAR GANSEL: SIG/SURF PROJ. AT CO. RD. NS-316 W/ BNSF RR. CO. AAR-DOT#673795R	LS30	$197,537	$168,783	$0	$0	Project Not in Traffic Engineering Division												
2465004	ROGERS	STP-166D (206) RR	RR		CROSSING IMPR & RR SIGNALS	8	2007											NEAR CHELSEA: SIG/SURF PROJ. AT CO. RD. NS-424 W/ BNSF RR CO AAR DOT# 668525K	LS30	$212,640	$191,376	$0	$0	Project Not in Traffic Engineering Division												
2500104	TULSA	MG-0044-2(471) 223 TR	TR	IS044	SAFETY IMPROVEMENT	8	2009	8-26-08	11-1-08					009	0 00		0 10	I-TS MSG SIGN I-44/ 244 WB TO TP ENTR, CREEK TP WB TO SH-66 EXIT,I-44 TRNR TP WB TO KELLYVILLE EXIT(DEL FR 05-08; ADD TO 11-08; FUND ISSUES)AUTH		$856,313				Relevant Crash Data Cannot Be Isolated												
2500004	OKLAHOMA	MG-0035-3(257) 136 TR	TR	IS035	SAFETY IMPROVEMENT	4	2009	9-17-08	11-1-08					009	0 00		0 10	FOUR (4) ITS MESSAGE SIGN SYS. I-35 NB/SB TO TURNER ENTR., KILPATRICK EB TO TURNER & TURNER TRNPK WB TO I-35 (DEL FR 06-08, ADD TO 11-08, FUND ISSUES)		$1,090,374				Relevant Crash Data Cannot Be Isolated												
0000514	TULSA	STPY-072A (475) TR	TR	SH-97	LIGHTING	8	2009		6-19-09	4-1-09	6-12-09	9-8-09	6-5-09	76	2 00	3 00	1 00	SH-97 FROM 41ST. SOUTH NORTH TO US-64 (APPROX. 2.25 MI) (LIGHTING) (DEL FROM 02/2009 ADD TO 04/2009, PRIORITY CHANGE) **AUTH**	LS30	$571,602	$571,602	$0	$0	1	19	52	2	14	35	5	25	#####	1.00	$2,077,360	$66,569	36 71
0093205	OTTAWA	BRFY-056C (274) R/W	R/W	SH-10	RIGHT OF WAY	8	2009							24	11 52	12 69	0 76	SH-10: AT LITTLE ELM CREEK & AN UNNAMED CREEK APPROX 0.5 MILE EAST OF WILL ROGERS TURNPIKE (R/W FOR 0932(04))	LS30	$2,554,000	$2,500,000	$0	$0	Project Not in Traffic Engineering Division												
1043005	OTTAWA	BRFY-158C (020) R/W	R/W	SH-10	RIGHT OF WAY	8	2009							24	12 68	13 28	0 60	SH-10 OVER THE WILL ROGERS TURNPIKE R/W FOR 1043(04)	LS30	$1,843,000	$1,800,000	$0	$0	Project Not in Traffic Engineering Division												
1231105	OSAGE	BHFY-157C (022) R/W	R/W	SH-11	RIGHT OF WAY	8	2009							44	2 39	2 34	0 01	SH-11: 0.2 MILE SOUTH OF KAY COUNTY LINE AT MUD CREEK. R/W FOR 1231(04) SMC 80/20	LS30	$42,000	$40,000	$0	$0	Project Not in Traffic Engineering Division												
1501504	DELAWARE	STPY-021B (273)		US-59	WIDEN & RESURFACE	8	2009		7-24-09	8-1-09	9-18-09	10-27-09	4-15-10	6	15 59	18 47	2 89	US-59: FROM 1.48 MILES N.W. OF SH-10 EXT. N.W. 2.89 MI. (5 LANE CURB & GUTTER) (DEL FR 05-09, ADD TO 07-09, AS PER O.E) **AUTH**	LS30	$18,390,599	$11,390,799	$0	$0	Project Not in Traffic Engineering Division												
1956804	OKLAHOMA	STP-155B (343) RR	RR		RAILROAD SIGNALS	4	2009											RAILROAD SIGNAL PROJECT AT NORTH ROCKWELL AVENUE WITH UP #596972R;	LS30	$181,300	$163,170	$0	$0	Project Not in Traffic Engineering Division												
2023005	MAYES	BRFY-149C (060) R/W	R/W	SH-28	RIGHT OF WAY	8	2009							14	4 60	5 10	0 50	SH-28 OVER OSAGE CR, 4.9 MILE, PRYOR CR & PRYOR CR RELIEF, 5.1 MILE, AND BITTER CR, 5.6 MILE, EAST OF THE ROGERS CL (R/W FOR 2023(04))	LS30	$855,000	$850,000	$0	$0	Project Not in Traffic Engineering Division												

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2023105	CARTER	STPY-110B(110)UT	UT	SH-199	UTILITIES	7	2009							4			5.12	SH-199: BEGIN AT END OF 4 LANE EAST OF ARDMORE, EXTEND EAST 5.12 MILESUT FOR 20231(04)	LS3E	$879,569	$879,569	$0		Project Not in Traffic Engineering Division											
2029105	MCINTOSH	STPY-146C (050) UT	UT	SH-266	UTILITIES	1	2009							6	16.65	17.40	0.55	SH-266: BEGIN 0.3 MILES WEST OF US-69, EXTEND EAST 0.55 MILES IN CHECOTAH UT FOR 20291(04)	LS30	$36,048	$36,048	$0	$0	Project Not in Traffic Engineering Division											
2029105	MCINTOSH	STPY-146C (093) RW	RW	SH-266	RIGHT OF WAY	1	2009							6	16.65	17.40	0.55	SH-266: BEGIN 0.3 MILES WEST OF US-69, EXTEND EAST 0.55 MILES IN CHECOTAHRW FOR 20291(04) SMC=80/20	LS30	$955,000	$955,000	$0	$0	Project Not in Traffic Engineering Division											
2030305	MURRAY	STPY-150C (046) RW	RW	SH-77D	RIGHT OF WAY	7	2009							30	0.00	1.80	1.80	SH-77D: FR US-77 AT FALLS CREEK, EXT SOUTHEASTERLY 1.8 MILES TO FALLSCREEK ASSEMBLY (NEW ALIGNMENT) RW FOR 20303(04) SMC=80/20	LS30	$119,000	$119,000	$0	$0	Project Not in Traffic Engineering Division											
2030306	MURRAY	STPY-150C (047) UT	UT	SH-77D	UTILITIES	7	2009							30	0.00	1.80	1.80	SH-77D: FR US-77 AT FALLS CREEK, EXT SOUTHEASTERLY 1.8 MILES TO FALLSCREEK ASSEMBLY (NEW ALIGNMENT) UT FOR 20303(04) SMC=80/20	LS30	$35,500	$35,500	$0	$0	Project Not in Traffic Engineering Division											
2069105	CREEK	BRFY-119C (106) RW	RW	SH-16	RIGHT OF WAY	6	2009							10	11.19	11.20	0.01	SH-16: OVER TURKEY CREEK, 11.2 MILES EAST OF SH-48 RW FOR 20691(04) SMC=80/20	LS30	$37,000	$35,000	$0	$0	Project Not in Traffic Engineering Division											
2091410	WAGONER	BRFY-173B (149)		SH-72	CROSSING IMPR. & RR SIGNALS	1	2009							20	7.13	7.33	0.20	SH-72: BRIDGE AND SHOO-FLY AT JCT SH-51 IN COWETA(UPRR FORCE ACOUNT)	LS30	$1,733,859	$1,730,000	$0	$0	Project Not in Traffic Engineering Division											
2099705	CLEVELAND	STPY-114C(112)RW	RW	US077	RIGHT OF WAY	3	2009							4			5.75	US-77 FROM 4.05 MI NORTH OF SH-39, NORTH 5.75 MI TO MOGURE ROAD IN NOBLE (4 LN UNDIVIDED) (RW FOR 20997(07) &(10)	LS3E	$3,105,000	$3,105,000	$0		Project Not in Traffic Engineering Division											
2099706	CLEVELAND	STPY-114C (113) UT	UT	US-77	UTILITIES	3	2009							4	4.05	9.80	5.75	US-77: FROM 4.05 NORTH OF SH-39, NORTH 5.75 MI TO MOGURE RD IN NOBLE (4 LANE UNDIVIDED) (UT FOR 20997(07)&(10) **REVISED 5/20/2009**	LS30	$922,400	$922,400	$0	$0	Project Not in Traffic Engineering Division											
2099711	CLEVELAND	STPY-114C (224) EC	EC	US-77	PLANNING	3	2009							4	7.30	11.06	3.76	US-77: PREPARE PLANS TO IMPROVE 10 MILES FROM LEXINGTON TO NOBLE(EC-1157A,B,&C; FOR 20997(04)(07)&(10))	LS30	$1,000,000	$1,000,000	$0	$0	Project Not in Traffic Engineering Division											
2163404	OKLAHOMA	ITSY-(QT2I) (036) IT	IT	N/A	SAFETY IMPROVEMENT	4	2009		11-15-07	12-1-07	1-4-08	6-3-08	6-15-09					VARIOUS COUNTIES IN DIVISIONS IV & V. ITS INTEGRATION PROJECT. **AUTH**	I040	$639,916	$512,332	$0	$0	Relevant Crash Data Cannot Be Isolated											
2002604	TULSA	STP-172D (309) RR	RR		RAILROAD SIGNALS	6	2009											TULSA: SIGNAL PROJ. AT LEWIS AVE. WT THE SOUTH KANSAS AND OKLAHOMA RAILROADCO. (AARDOT# 006695F)	LS30	$207,947	$187,152	$0	$0	Project Not in Traffic Engineering Division											
2002704	TULSA	STP-172D (310) RR	RR		RAILROAD SIGNALS	6	2009											TULSA: SIGNAL PROJ. AT APACHE AVE. W THE SOUTH KANSAS AND OKLAHOMARAILROAD CO. (AARDOT# 006693F)	LS30	$205,484	$184,936	$0	$0	Project Not in Traffic Engineering Division											
2039004	PAYNE	HSIPY-160B (156) TR	TR	SH-51	TRAFFIC SIGNALS	4	2009		6-19-08	6-1-08	6-26-08	9-15-08	11-30-09	16	16.34	16.36		SH-51 (WEST 6TH ST.) AND MONROE ST.: INTERSECTION TRAFFIC SIGNALS	LS30	$854,173	$854,173	$0	$0	1	1	8	0	0	5	5	25	$200	1.00	$2,598,990	$42,075	61.53
2066004	PUSHMATAHA	HSIPY-164B (099) TR	TR	US-271	TRAFFIC SIGNALS	2	2009		1-17-08	11-1-07	12-31-07	5-27-08	8-18-08	2	5.14	5.14		US-271(SH-2: TRAFFIC-ACTUATED SIGNALS(ADD TO 10-07, LATE ADD BY TRAFFIC)	LS30	$234,141	$234,141	$0	$0	0	0	1	0	0	1	5	25	$200	1.00	$0	$15,189	0.00
2371604	WASHINGTON	HSIPY-174A (048) TR	TR	US-75	TRAFFIC SIGNALS	6	2009		10-18-07	11-5-07	12-3-07	2-26-08	5-10-09	21	19.45	19.45	0.00	TRAFFIC SIGNALS AT US-75 (WASHINGTON BLVD), & SOUTHPORT/CAMELOT DR. IN BARTLESVILLE (DEL FR 05-07, ADD TO 10-07, UTILITY ISSUES) 7525 SMC	LS30	$172,337	$172,337	$0	$0	0	0	0	0	0	0	5	25	$200	1.00	$0	$11,232	0.00
2383004	CHEROKEE	HSIPY-111A (107) TR	TR	SH-51	TRAFFIC SIGNALS	1	2009		10-18-07	11-1-07	12-17-07	4-28-08	6-20-08	12	18.68	18.68	0.00	51/STICK ROSS MOUNTAIN RD., IN TAHLEQUAH	LS30	$144,259	$136,976	$0	$0	0	7	8	1	1	3	5	25	$200	1.00	$3,822,900	$9,436	405.13
2397004	CREEK	STP-115D (140) RR	RR		CROSSING IMPR. & RR SIGNALS	6	2009											NEAR MILFAY: CORR. PROJ. INSTAL. PED. MNTD. FLASH LITES SIG. W STILLWATERCENTRAL RR. MAINLINE AAR-DOT 668758F,668760R,668761X,668768E CLOSE	LS30	$566,276	$511,449	$0	$0	Project Not in Traffic Engineering Division											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepost *	End Milepost *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	II Before (5 yrs)	NII Before (5 yrs)	Fat After (5 yrs)	II After (5 yrs)	NII After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB/KB	EB/AC	Actual B/C
2402704	OKLAHOMA	STP-155D (601) RR		RR	CROSSING IMPR & RR SIGNALS	4	2009											OKC: SIG/SURF PROJ. INSTALL FED MNTD FLASH LITES SIG W/ GATE ARMS, & CNCRETCROSS ON S. PORTLAND AVE. W/ STILLWATER CENTRAL RR CO (AAR-DOT#655047W)	LS30	$219,370	$197,433	$0	$0	Project Not in Traffic Engineering Division												
2407005	ALFALFA	STPY-102C (110) RW	RW	US-64	RIGHT OF WAY	6	2009							6	1.30	1.70	0.40	US-64: OVER TWIN SPRINGS CR. 1.6 MI. EAST OF THE SH-58 JCT.R/W FOR (24070(04))	LS30	$69,000	$69,000	$0	$0	Project Not in Traffic Engineering Division												
2407704	CARTER	MG-0035 1(144)031TR	TR	IS035	CABLE BARRIER	7	2009							36			5.00	I-35: MEDIAN BARRIER PROJECT, FROM MP 31.0 TO 36.0		$926,908	$926,908	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2412604	BECKHAM	MG-0040 2(138) 023 TR	TR	I-40	CABLE BARRIER	5	2009		11-15-07	12-3-07	1-4-08	6-3-08	6-15-09	4	0.00	2.73	2.73	I-40: MEDIAN BARRIER PROJECT, FROM 23.0 TO 28.0 (DEL. FR 08-08; ADD TO 09-08 AS PER O.E.)	Q290	$648,124	$500,027	$0	$0	4	2	23	1	5	16	5	25	#####	5.00	$4,657,040	$66,488	70.04
2454304	TULSA	STP-172D (377) RR	RR		CROSSING IMPR & RR SIGNALS	6	2009											TULSA: SIG PROJ INSTALL CANTILEVER MNT FLASH LITES SIG W/ GATE ARMS ON 33RD W. AVE. SAND SPRING RR CO. MAINLINE (AAR-DOT#630658Y)	LS30	$227,977	$205,179	$0	$0	Project Not in Traffic Engineering Division												
2465104	CREEK	HSIPY-119A (169) TR	TR	SH-66	SAFETY IMPROVEMENT	6	2009		10-18-07	2-1-08	2-29-08	5-31-08	6-30-08	6	5.05	5.15	0.10	SH-66: INSTALLATION AN EMERGENCY TRAFF. SIG. SYS. ON SH-66 ADJACENT TO FIRE STATION #4 IN THE CITY OF SAPULPA	LS30	$54,881	$54,881	$0	$0	0	0	0	0	0	1	5	25	$100	1.00	($130,200)	$3,613	(36.04)
2472504	LEFLORE	HSIPG-140A (155) TR	TR	US-59	SAFETY IMPROVEMENT	2	2009		9-21-06	7-1-08	8-12-08	1-14-09	5-31-09	6	7.60	7.60	0.10	US-59 & L.C. WELLS RD INTERSECTION IN THE TOWN OF SHADY POINT (ADD TO 06 OR LATE ADD BY TRAFFIC)	LS30	$145,341	$145,341	$0	$0	0	0	0	0	0	0	5	25	$200	1.00	$0	$9,760	0.00
2503304	CREEK	HSIPY-119C (171) TR	TR	SH-97	SAFETY IMPROVEMENT	6	2009		7-24-08	9-1-09	10-2-09	1-5-09	4-9-09	26	0.31	0.31		INSTALL TRAFFIC SIGNAL SYS. W/ POLES, MAST-ARMS, & LUMINARIES AT INTERSEC. SH-97 & LINE AVE. IN SAPULPA (75/25 SMC)	LS30	$109,959	$109,959	$0	$0	0	0	7	0	0	2	5	25	#####	1.00	$432,400	$8,234	52.51
2536004	CLEVELAND	STPG-114C (217) TR	TR	SH-37	STRIPING & PAVEMENT MARKING	3	2009		10-18-07	7-1-08	7-25-08	9-8-08	10-21-08	14	0.00	4.00	4.00	PAVEMENT MRKGS: SANTA FE AVE. E. 3.0 MI. TO SUNNYLANE IN CLEVELAND CO.	LS30	$43,330	$43,330	$0	$0	0	19	37	1	11	59	5	15	$100	4.00	$172,960	$4,257	40.25
2539005	ROGERS	STPG-166B (215) TR	TR	SH-167	FORCE ACCOUNT	8	2009							34	0.00	4.88	4.88	SH-167: FROM I-44, N. 5.0 MI. TO SH-266. THIS WILL BE EPOXY STRIPING PROJECT (FORCE ACCOUNT)	LS30	$36,000	$36,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2539007	TULSA	STPG-172A (403) TR	TR	US-64	STRIPING & PAVEMENT MARKING	6	2009							6	0.00	4.00	4.00	US-64: FROM 111TH ST., S. 4.0 MI. TO 151ST. THIS WILL BE EPOXY STRIPING PROJECT	LS30	$70,262	$70,262	$0	$0	Relevant Crash Data Cannot Be Isolated												
2555004	OKLAHOMA	ITSY-155E (647) TR	TR	N/A	SAFETY IMPROVEMENT	4	2009											STATEWIDE ITS OPERATIONS & MAINTENANCE INCLUDING UTILITIES (7-1-2007 THROUGH 6-30-2009	LS30	$50,000	$50,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2567104	OKLAHOMA	STP-155D (663) RR	RR	R.R.	CROSSING IMPR & RR SIGNALS	4	2009										0.10	RR: MERIDIAN AVE. SIG/SURF IN OKLAHOMA CITY U.P.R.R AAR-DOT#656668B	H210	$253,661	$230,512	$0		Project Not in Traffic Engineering Division												
2567204	OKLAHOMA	STP-155D (664) RR	RR	R.R.	CROSSING IMPR & RR SIGNALS	4	2009										0.10	RR: COUNCIL RD. SIG/SURF. IN OKLAHOMA CITY U.P.R.R AAR-DOT #656673X	H210	$251,861	$226,702	$0		Project Not in Traffic Engineering Division												
2567404	PITTSBURG	STP-161D (217) RR	RR	R.R.	CROSSING IMPR & RR SIGNALS	2	2009										0.10	RR: ASHLAND RD. SIG/SURF. NEAR MCALESTER U.P.R.R AAR-DOT #413708M	H210	$168,750	$151,874	$0		Project Not in Traffic Engineering Division												
2571004	ADAIR	STPG-101A (093) TR	TR	US-59	STRIPING & PAVEMENT MARKING	1	2009							2	12.17	14.80	2.63	US-59: INSTALL THERMOPLASTIC PAVMINT MRKGS., BEGIN 0.24 MI. S. OF JCT. SH-100 EXT. N. 2.63 MI.	LS30	$41,000	$41,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2572004	BECKHAM	STPG-105B (157) TR	TR	SH-6	STRIPING & PAVEMENT MARKING	5	2009							14	6.85	8.35	1.50	SH-6: INSTALL THERMOPLASTIC MRKGS, BEGIN JCT. I-40B, EXT. S. 1.50 MI. TO 0.10 S. OF JCT. SH-6/I-40	LS30	$35,000	$35,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2572204	GRADY	STPG-125A (170) TR	TR	US-62	STRIPING & PAVEMENT MARKING	7	2009							2	0.00	1.58	1.58	US-62: INSTALL THERMOPLASTIC PVMNT MRKGS, BEGIN I-44 EXT. W. 1.58 MI. E OF 3RD ST.	LS30	$34,000	$34,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2572304	GRADY	STPG-126C (171) TR	TR	US-81B	STRIPING & PAVEMENT MARKING	7	2009							46	0.00	2.82	2.82	US-81B: INSTALL THERMOPLASTIC PAVMINT MRKGS., THRU RUSH SPRINGS 2.82 MI.	LS30	$34,000	$34,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2572404	CARTER	STPG-110A (214) TR	TR	US-77	STRIPING & PAVEMENT MARKING	7	2009							6	4.64	7.14	2.50	US-77: THERMO PVMNT MRKGS. @ US-70 E. EXT. N. 2.5 MI. TO JCT. SH-199 & SH-199 @ MAIN & WASHIGTON EXT. N. 0.10 MI. TO BROADWAY EXT. W. 1.0 MI.	LS30	$74,000	$74,000	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepoint *	End Milepoint *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB/B	EB/AC	Actual B/C
2572504	MCCURTAIN	HSIPY -145A (176) TR	TR	US-70	SAFETY IMPROVEMENT	2	2009		7-24-09	8-1-09	8-26-09	12-3-09	2-11-09	50	0.32	0.55		US-70: INSTALL SCHOOL ADVANCE WARNING SIGNS W/ FLASHING BEACONS (DABEL SCHOOL DISTRICT	LS30	$18,445	$18,445	$0	$0	0	1	1	0	0	3	5	25	$100	1.00	$316,160	$1,281	247.11
2574204	OSAGE	STPY -157B (152) 3R	3R	SH-99	RESURFACE	8	2009		5-15-09	8-1-09	8-25-09	9-22-09	1-21-09	26	0.00	5.39	5.39	SH-99 FROM THE ARKANSAS RIVER(ER, NORTH 5.39 MI	LS30	$877,685	$877,685	$0	$0	Project Not in Traffic Engineering Division												
4 (tied to 22	CLEVELAND	IMY -0035 2(259) 112 TR	TR	I-35	TRAFFIC SIGNALS	3	2009		10-18-07	11-5-07	11-27-07	3-24-08	7-13-09	6	4.50	4.60	0.10	I-35 N.B. & S.B. RAMPS TERMINALS AT TECUMSEH RD. INSTALL TWO (2) TRAFFIC ACTUATED SIGNAL CONTROL SYS. (ADD TO 10-07, LATE ADD BY TRAFF)	LS30	$325,200	$260,208	$0	$0	0	1	2	0	1	16	5	25	$200	2.00	($1,210,720)	$21,221	(57.05)
0617312	CANADIAN	NHY -011N (009)		US-81	GRADE, DRAIN & SURFACE	4	2009		2-1-09	1-22-09	2-11-09	3-16-09	6-7-10	8	2.37	4.60	2.43	US-81: FR THE NORTH EDGE OF UNION CITY, NORTH 2.43 MI (PARALLNS & RECONB(EXISTING)(LATE ADD TO 01-09)**AUTH**	LS30	$6,508,173	$2,956,962	$0	$0	Project Not in Traffic Engineering Division												
0924704	CARTER	STPY -010B (902)		US-70	GRADE, DRAIN & SURFACE	7	2009		12-1-08	11-20-08	12-30-08	4-6-09	12-16-11	2	2.00	5.00	2.10	US-70 BEG APPROX 2.1 MILE WEST OF JCT US-70/SH-76 & EXT EAST 2.1 MILE(PHSE 1 CONST) (DEL FR 08-08, ADD TO 11-08; UTILITY ISSUES)**AUTH**	LS30	$6,091,710	$6,091,710	$0	$0	Project Not in Traffic Engineering Division												
2023304	GRADY	STPY -126B (057)		SH-39	GRADE,DRAINING, BRIDGE & SURFACE	7	2009		12-1-08	11-20-08	12-30-08	1-16-09	4-12-10	30	0.67	3.62	2.95	SH-39: FROM APPROX 0.67 MILE EAST OF US-62, EAST 2.95 MILE(WIDEN & RESURFACE) (DEL FR 07-09, ADD TO 11-08, BID REJECT) **AUTH**	LS30	$6,695,541	$6,695,541	$0	$0	Project Not in Traffic Engineering Division												
2371504	ROGERS	HSIPY -166C (166) TR	TR	SH-66	TRAFFIC SIGNALS	8	2009		10-1-09	9-17-09	10-29-09	2-11-10	7-21-10	4	0.00	0.10	0.10	TRAF SIGS: SH-66/WEST ROGERS BLVD., SH-66/WEST PATTI PAGE BLVD., & SH-66/WEST 1ST. ST. IN CLAREMORE (75/25 SMC)	LS30	$454,152	$454,152	$0	$0	0	2	17	0	3	13	5	25	$200	2.00	($143,520)	$32,034	(4.48)
2410606	SEQUOYAH	IMG -0040-8(353) 298 TR	TR	I-40	CABLE BARRIER	1	2009		8-1-09	7-23-09	8-12-09	10-5-09	5-6-10	22	2.71	7.71	5.00	I-40 MEDIAN BARRIER BEG AT MILEPOST 293 & EXTEND EAST TO MILEPOST 299	Q280	$808,368	$468,443	$0	$0	1	3	14	0	4	8	5	25	#####	5.00	$1,869,440	$63,543	29.24
2413004	CADDO	IMG-0040-4(416)095TR	TR	I-040	CABLE BARRIER	7	2009							48			3.00	I-40: MEDIAN BARRIER PROJECT, FROM MP 95.0 TO 98.0(DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**		$235,672	$235,672	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2413504	CADDO	IMG-0040-4(417)099TR	TR	I-040	CABLE BARRIER	7	2009							48			3.01	I-40: MEDIAN BARRIER PROJECT, FROM MP 98.0 TO 101.0(DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**		$415,765	$415,765	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2575904	JOHNSTON	HSIPY -135B (112) TR	TR	US-377	INTERSECTION MOD. & TRAF SIGNALS	3	2009		4-1-09	4-23-09	5-15-09	8-15-09	11-10-09					INSTALL TRAFF. SIG. SYS. @ INTERSEC US-377/SH-99 KEMP AVE & ZINDMAN ST. IN TISHOMINGO (AGENDA#66A)	LS30	$86,253	$86,253	$0	$0	0	0	2	0	2	0	5	25	$200	1.00	($805,920)	$5,721	(140.86)
2588104	POTTAWATOMIE	HSIPY -163B (324) TR	TR	US-177	SAFETY IMPROVEMENT	3	2009		2-1-09	1-22-09	2-27-09	6-9-09	10-31-09					INSTALL TRAFFIC SIGNAL SYS. @ INTERSEC. US-177 & BENSON PARK ROAD INTEGUMSEH (AGENDA# 82C) 75/25 SMC	LS30	$117,974	$117,974	$0	$0	4	3	6	0	0	0	5	25	$200	1.00	$9,347,200	$7,752	1205.82
2588204	CADDO	STP-106D(254)RR	RR	R.R.	CROSSING IMPR. & RR SIGNALS	7	2009										0.10	CORRIDOR PROJ IN ANADARKO W/ UPRR CO. AAR-DOT#S 596370A,596372N,596374C,596553T,596556N,596554A,596373V, & 596558C CLOSE	Q210	$1,338,543	$1,202,188	$0		Project Not in Traffic Engineering Division												
2598704	OSAGE	HSIPY -157B (156) TR	TR	US-99	SAFETY IMPROVEMENT	8	2009		12-1-08	11-20-08	12-31-08	3-25-09	6-11-09	30	0.00	0.00		US-99: INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/ FLASHING BEACONS, HOMINY HIGH SCHOOL (DEL FR 1-090, ADD TO 11-08; PRIORITY CHG) **AUTH**	LS30	$22,505	$22,505	$0	$0	0	0	0	0	0	0	5	25	$100	1.00	$0	$1,542	0.00
2605504	BECKHAM	HSIPY -105A (175) TR	TR	I-409	TRAFFIC SIGNALS	5	2009		4-1-09	4-23-09	5-15-09	7-7-09	5-22-09	6	2.50	3.00	0.10	I-409: TRAFFIC SIGNALS AT MERRIT ROAD IN ELK CITY	LS30	$230,891	$230,891	$0	$0	0	5	19	0	0	1	5	25	$200	1.00	$4,003,840	$14,976	267.35
2607604	CANADIAN	IMG-0040-4(421)125TR	TR	I-040	CABLE BARRIER	4	2009							5			2.00	I-40 FROM MP 126 TO MP 127 (CABLE BARRIER)		$481,774	$481,774	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2624304	OKMULGEE	HSIPG -155A (167) TR	TR	US-75	SAFETY IMPROVEMENT	1	2009		8-1-09	7-23-09	10-27-09	12-3-09	8-6-10					INSTALL TRAFF. SIG. SYS. @ US-75/20TH ST., & US-75/US-62 (21ST.) IN OKMULGEE(DEL FR 06-09, ADD TO 07-09, BID REJECT) **AUTH**	LS30	$397,271	$397,271	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2624404	MUSKOGEE	HSIPY -151B (194) TR	TR	Multiple	SAFETY IMPROVEMENT	1	2009		3-1-09	2-19-09	3-13-09	3-18-09	7-15-09					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 1, APPROX 110 O MILES (90% FED/10% SMC))	LS30	$93,436	$93,436	$0	$0	21	39	113	9	45	106	5	8	$100	66.20	$15,259,360	$20,459	939.56

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepost *	End Milepost *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	II Before (5 yrs)	NII Before (5 yrs)	Fat After (5 yrs)	II After (5 yrs)	NII After (5 yrs)	Study Period	Service Life (yrs)	Maint / Unit	Units / Year	EB/B	EB/AC	Actual B/C
2024504	PITTSBURG	HSIPY-161B (225) TR	TR	Multiple	SAFETY IMPROVEMENT	2	2009		8-1-09	7-23-09	8-12-09	11-4-09	1-28-10					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 2, APPROX 429.00 MI (90% FED/10% SMC)(DEL FR 05-09, ADD TO 07-09; BID REJECT)	LS30	$331,863	$331,863	$0	$0	13	43	95	14	20	75	5	8	$100	#####	$11,146,720	$91,291	122.10
2024604	CUSTER	HSIPY-120B (172) TR	TR	Multiple	SAFETY IMPROVEMENT	5	2009		3-1-09	2-19-09	3-16-09	5-4-09	6-26-09	Various			170.00	INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN DIVISION 5, APPROX 170.0 MI (90% FED/10% SMC)	LS30	$164,866	$164,866	$0	$0	22	73	173	15	58	106	5	8	$100	#####	$26,015,760	$41,491	627.01
2027604	BECKHAM	HSIPG-0040-2(139) 032 TR	TR	I-40	CABLE BARRIER	5	2009		9-1-09	8-20-09	9-23-09	10-13-09	5-5-10	4	7.66	16.22	8.33	I-40 CABLE MEDIAN BARRIER, MP 33 TO MP 41.33	HO80	$1,194,192	$1,172,360	$0	$0	12	10	26	1	8	44	5	25	$650	8.33	$19,682,240	$81,217	242.10
2039604	HARPER	HSIPY-130B (140) TR	TR	Multiple	SAFETY IMPROVEMENT	6	2009		8-1-09	7-23-09	8-12-09	8-19-09	12-2-09					RUMBLE STRIPS: VARIOUS LOCATIONS IN DIVISION VI(DEL FR 05-09, ADD TO 07-09, AS PER TRAFFIC**AUTH**	LS30	$114,395	$14,962	$0	$0	11	40	129	26	27	79	5	8	$100	#####	($20,593,240)	$34,764	(592.03)
2043604	OKLAHOMA	HSIPG-155N (713) TR	TR	I-40	SIGNING	4	2009		10-1-09	9-17-09	10-27-09	11-17-09	6-1-10	66	0.00	19.20	19.20	HWY SIGN REPLACEMENT ALONG I-40 IN OK CO. FROM FT. SMITH JCT. E (19.20MI.TO OK/POTT.AVIATOMIE CO.	LS30	$644,115	$644,115	$0	$0	5	6	18	2	8	32	5	25	$100	1.00	$3,390,400	$41,331	60.99
2644104	TULSA	HSIPG-172A (458) TR	TR	SH-11	SIGNING	8	2009		10-1-09	9-17-09	11-2-09	3-1-10	2-20-11	90	0.00	5.45	5.45	HWY SIGN REPLACEMENT ALONG SH-11 IN TULSA CO. FROM JCT. I-244 W. 5.45 MI. TO JCT. US-75 (AGENDA 4E)	LS30	$260,381	$260,381	$0	$0	Relevant Crash Data Cannot Be Isolated												
2644204	TULSA	HSIPG-172A (459) TR	TR	US-169	SIGNING	8	2009							91	0.00	9.25	9.25	HWY SIGN REPLACEMENT ALONG US-169 IN TULSA CO. FROM 66TH ST. N. INCL WASSO. N. 9.25 MI. TO 146TH ST. N.	LS30	$267,501	$25,930	$0	$0	Relevant Crash Data Cannot Be Isolated												
2653004	JOHNSTON	HSIPY-135C (110) TR	TR	SH-7	SIGNING	3	2009		5-1-09	5-14-09	6-1-09	5-9-09	11-16-09	4	9.00	9.20	0.20	SH-7, SCHOOL ZONE BEACONS AT MILL CREEK HIGH SCHOOL	LS30	$14,529	$14,529	$0	$0	0	0	0	0	0	0	5	25	$100	1.00	$0	$1,031	0.00
2653604	BECKHAM	HSIPG-0040-2(140) 040 TR	TR	I-40	STRIPING & PAVEMENT MARKING	5	2009		5-1-09	5-19-09	7-13-09	8-3-09	9-17-09	4	14.66	16.66	2.00	I-40, FROM MP 40 TO 45, PAVEMENT MARKING & REPLACEMENT OF RAISED MARKER LENSES.	LS30	$106,606	$106,606	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2653304	CADDO	STP-106D(269)RR	RR	R.R.	CROSSING IMPR & RJR SIGNALS	7	2009										0.00	SAFETY RR XING. ON EW 142 AT THE U.P. CROSSING NEAR APACHE (SIG/SURF) AAR DOT# = 596-576A	Q210	$179,191	$161,271	$0		Project Not in Traffic Engineering Division												
2658404	CRAIG	STP-118D(141)RR	RR	R.R.	CROSSING IMPR & RJR SIGNALS	8	2009										0.00	SAFETY RR XING. ON EW 08 AT THE U.P. CROSSING NEAR WELCH(SIG/SURF) AAR DOT# = 413-494N	Q210	$382,636	$344,372	$0		Project Not in Traffic Engineering Division												
2659604	ROGERS	STP-166D(230)RR	RR	R.R.	CROSSING IMPR & RJR SIGNALS	8	2009										0.00	SAFETY RR XING. ON CHEROKEE ST. AT THE U.P. CROSSING IN TALALA(SIG/SURF) AAR DOT# = 433-550U	Q210	$260,134	$234,120	$0		Project Not in Traffic Engineering Division												
2659704	TILLMAN	STP-171B(134)RR	RR	US-183	RJR CROSSING SURF	5	2009										0.02	SAFETY RR XING. US-183 AT THE W.T. & J. CROSSING IN FREDERICK (SURF) AAR-DOT# = 413-991K	Q210	$53,947	$48,552	$5,395		Project Not in Traffic Engineering Division												
2665304	LEFLORE	HSIPG-140A (175) TR	TR	US-59	STRIPING & PAVEMENT MARKING	2	2009		9-1-09	7-23-09	9-15-09	10-9-09	6-3-10	59	0.00	4.29	4.29	US-59/POTEAU BYPASS. FROM US-59 SOUTH, EXTEND NORTH 6.0 MI (MULTI-POLYMER PAVE MARK)	LS30	$114,194	$10,276	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2666404	PITTSBURG	HSIPG-161N (229) TR	TR	US-69	STRIPING & PAVEMENT MARKING	2	2009							4	0.00	16.99	16.99	US-69 SOUTHBOUND: FROM SH-113 NORTH 17.0 MI(MULTI-POLYMER PAVE MARK)	LS30	$152,638	$22,864	$0	$0	Relevant Crash Data Cannot Be Isolated												
2666604	CRAIG	STP-118D(143)RR	RR	R.R.	CROSSING IMPR & RJR SIGNALS	8	2009										0.00	RR SIGNALS/SURFACE: UPRR NEAR VINITA (EW-22)AAR DOT: 413-515E	Q210	$365,867	$329,280	$0		Project Not in Traffic Engineering Division												
2679104	PONTOTOC	HSIPG-162H (198) TR	TR	Multiple	SAFETY IMPROVEMENT	3	2009		9-1-09	8-20-09	9-23-09	10-9-09	4-10-10					DIVISION 3: RUMBLE STRIPS: MULTIPLE LOCATIONS	LS30	$233,155	$101,362	$0	$0	60	202	652	56	202	559	5	8	$100	#####	$52,548,500	$53,113	989.37
2679204	NOBLE	HSIPG-162H (175) TR	TR	Multiple	SAFETY IMPROVEMENT	4	2009		10-1-09	9-17-09	10-27-09	12-7-09	2-19-10					DIVISION 4: RUMBLE STRIPS: MULTIPLE LOCATIONS	LS30	$92,553	$9,256	$0	$0	30	82	201	22	69	143	5	8	$100	54.67	$30,992,960	$23,214	1335.12
2679304	OKLAHOMA	HSIPG-165A (739) TR	TR	SH-66	STRIPING & PAVEMENT MARKING	4	2009							6	0.00	5.60	5.60	SH-66 FROM THE CANADIAN CO. LINE EAST TO I-44 (THERMOPLASTIC PAVEMENT MARKINGS)	LS30	$103,000	$3,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2679404	OKLAHOMA	HSIPG-155N (740) TR	TR	I-40	STRIPING & PAVEMENT MARKING	4	2009							98	0.00	19.00	13.00	I-40 FROM MILE MARKER 150 EAST 13.0 MI (THERMOPLASTIC PAVEMENTMARKING LENS)	LS30	$245,000	$15,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2679504	CUSTER	HSIPG-120A (177) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2009											DIVISION 5: VARIOUS LOCATIONS IN CLINTON (THERMOPLASTIC PAVEMENTMARKINGS)	LS30	$101,000	$11,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2679604	JACKSON	HSIPG-133A (108) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2009											US-62 & US-283 JACKSON CO THERMOPLASTIC PAVEMENT MARKING	LS30	$60,000	$5,000	$0	$0	Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepost *	End Milepost *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Yrs Before (5 yrs)	11 Before (5 yrs)	N11 Before (5 yrs)	Yrs After (5 yrs)	11 After (5 yrs)	N11 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2679704	CARTER	HSIPG-110N (221) TR	TR	I-35	STRIPING & PAVEMENT MARKING	7	2009		8-1-09	7-23-09	9-15-09	12-7-09	7-22-10	36	7.00	21.00	14.00	I-35 CARTER CO. FROM MILE MARKER 31 NORTH 14.0 MI(MULTI-POLMER PAVEMENT MARKING & LENS)	LS30	$245,435	$17,160	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2679604	COMANCHE	HSIPG-116N (161) TR	TR	I-44	STRIPING & PAVEMENT MARKING	7	2009							45	0.00	8.25	8.25	I-44 FROM SH-36 NORTH 8.25 MI (MULTI-POLYMER PAVEMENT MARKING & LENS)	LS30	$126,653	$18,362	$0	$0	Relevant Crash Data Cannot Be Isolated											
2679604	TULSA	HSIPG-172B (470) TR	TR	SH-51	STRIPING & PAVEMENT MARKING	8	2009							86	5.20	10.40	5.20	SH-51 FROM SH-97 WEST 5.2 MILES (THERMOPLASTIC PAVEMENT MARKING)	LS30	$136,000	$11,000	$0	$0	Relevant Crash Data Cannot Be Isolated											
2694404	STEPHENS	STPG-169F (172) TR	TR	Multiple	SAFETY IMPROVEMENT	7	2009		9-17-09	10-5-09	10-29-09	2-15-10	7-30-10					MULTIPLE LOCATIONS IN DIVISION 7(MILLED RUMBLE STRIPS)	H060	$223,088	$223,088	$0	$0	33	79	243	29	87	199	5	8	$100	#####	$6,846,540	$46,252	148.03
2694504	TULSA	STPG-172F (475) TR	TR	Multiple	SAFETY IMPROVEMENT	8	2009		9-16-09	10-5-09	10-23-09	3-15-10	5-17-11					DIVISION 8 MULTIPLE LOCATIONS (MILLED RUMBLE STRIPS)	H060	$556,417	$556,417	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
1000410	WAGONER	STPY-173B (019)			SH-51	BRIDGE & APPROACHES	1	2010						14	7.30	9.90	2.60	SH-51 FR APPROX 7.3 MS EAST OF COWETA EXT. EAST 2.6 MILE (EXISTING BR VERDIGRIS RV) (DEL FR 09-09, ADD TO 10-09, COAST GUARD PERMIT)	LS30	$8,276,647	$4,132,802	$0	$0	Project Not in Traffic Engineering Division											
1888705	ROGERS	STPY-156C (072)			SH-88	GRADE, DRAIN & SURFACE	8	2010						22	3.50	8.10	4.60	412, EXTEND NORTH 4.6 MILES (DEL FR 09-09, ADD TO 10-09)	LS30	$8,531,281	$3,402,715	$0	$0	Project Not in Traffic Engineering Division											
2023307	GRADY	STPY-126B (113)			SH-39	GRADE,DRAINING, BRIDGE & SURFACE	7	2010						30	0.30	0.67	0.57	SH-39 FROM APPROX 0.3 MILE EAST OF US-62, EAST 0.57 MILE(WIDEN, RESURFACE & BRIDGE)	LS30	$1,057,629	$1,057,629	$0	$0	Project Not in Traffic Engineering Division											
2411405	COTTON	STPY-117C (058) RW	RW	SH-36	RIGHT OF WAY	7	2010							22	0.00	3.80	3.80	SH-36 RECONSTRUCT ON OFFSET ALIGN. FROM THE RAMPS OF I-44 NORTH TO US-70W. (ROW FOR 24114(04)	LS30	$1,595,470	$1,595,470	$0	$0	Project Not in Traffic Engineering Division											
2422904	ADAIR	STPY-101A (072)			US-59	GRADE, DRAIN & SURFACE	1	2010		10-15-09	11-2-09	12-2-09	3-15-10	2-23-12	6	9.60	11.60	2.00	US-59 NORTHBOUND LANES (ILLINOIS RVR) NORTH OF WATTS	LS30	$9,606,236	$2,202,769	$0	$0	Project Not in Traffic Engineering Division											
2427104	OKMULGEE	NHY-014N(079)			US075	CABLE BARRIER	1	2010		5-20-10	6-7-10	6-28-10	10-4-10	6-24-11	11			6.70	US-75 FROM APPROX 6.3 MILE NORTH OF JCT US-62, NORTH 6.7 MI (CABLE BARRIER)		$1,694,977	$1,694,977	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2622604	DELAWARE	HSIPG-121A (136)			US-59	CABLE BARRIER	8	2010		12-17-09	1-11-10	1-15-10	2-22-10	8-9-10	4	6.50	10.00	3.50	CABLE BARRIER- SH-59, FR 6.5 MI. N. OF US412 ALT. N. 3.5 MI. & US-412ALT FR 9 MI. W. OF ADAIR CO. W. TO SH 10 INT. & SH20 FR. SH59/SH10 E. 2 MI *AUTH*	LS30	$1,105,065	$1,105,065	$0	$0	Project Not in Traffic Engineering Division											
2625404	PAYNE	IMG-0035-4(233) 174 TR	TR	I-35	CABLE BARRIER	4	2010		5-20-10	6-7-10	7-2-10	8-9-10	4-14-11	29	7.11	12.11	5.00	I-35 CABLE MEDIAN BARRIER, MP 174 TO THE PAYNE/NOBLE CO.(80% NON-TRAFFIC)	LS30	$643,288	$321,644	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2626704	SEMINOLE	HSIPG-004S-5(405)203TR	TR	I-040	CABLE BARRIER	3	2010							37			10.00	I-40 CABLE MEDIAN BARRIER, MP 203 TO MP 213(ADD TO 08-10, LATE ADD)	LS3E	$899,447	$899,446	$1		Analysis Pending Availability of 5 Years of After Crash Data											
2626504	MCINTOSH	HSIPG-013N (123) TR	TR	US-69	CABLE BARRIER	1	2010		6-17-10	7-6-10	7-29-10	11-15-10	5-2-11	3	0.00	3.75	3.75	US-69 CABLE MEDIAN BARRIER, FROM THE PITTSBURG CO. NORTH TO US69/8	LS3E	$899,527	$899,527	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2633304	MCCURTAIN	HSIPY-145A (184) TR	TR	US-70	SAFETY IMPROVEMENT	2	2010		12-17-09	1-11-10	2-8-10	5-9-10	8-3-10					INSTALL TRAFF. SIG. @ INTERSEC. US-70/US-259 WITH MEMORIAL & MAIN ST. EXT. IN BROKEN BOW	LS30	$160,104	$160,104	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2633404	ROGERS	HSIPY-166A (296) TR	TR	SH-167	SAFETY IMPROVEMENT	8	2010		2-18-10	3-1-10	3-15-10	4-26-10	10-18-10					INSTALL TRAFF. SIG. @ INTERSEC. SH-167 & ROLLINS ST. IN CATOOSA	LS3E	$784,782	$784,782	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2644004	OKLAHOMA	HSIPG-165N (715) TR	TR	I-235	SIGNING	4	2010		10-15-09	11-2-09	11-20-09	2-7-10	8-31-10	42	0.00	2.64	2.64	SIGN REPLACEMENT ALONG I-235 IN OK CO. FROM DALLAS JCT NORTH 2.64 MI TO NE. 23RD. ST.	LS30	$203,665	$203,665	$0	$0	Relevant Crash Data Cannot Be Isolated											
2653704	CHOCTAW	HSIPG-022N (150) TR	TR	US-70	SIGNING	2	2010		12-17-09	1-11-10	2-8-10	7-15-10	11-17-10	42	0.00	2.71	2.71	US-70 (HUGO BYPASS) REPLACEMENT OF SIGNS FR US-271 EXT NORTH TO INDIANATIONS TJF (DEL FR 11-09, ADD TO 12-09, FUNDING ISSUES) **AUTH**	LS30	$250,964	$250,964	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2660904	OTTAWA	HSIPG-159C (169)			SH-10	CABLE BARRIER	8	2010		12-17-09	1-11-10	2-8-10	2-23-10	10-5-10	20	0.50	0.50	6.00	CABLE BARRIER-FROM 0.5 MI NORTH OF DELAWARE CO., NORTH 6.0 MI & FROM SH10/SH10C JCT. WEST 0.5 MI (DEL FR 11-09, ADD TO 12-09, FUNDING) **AUTH**	LS30	$1,036,573	$1,036,573	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2703604	WASHITA	IMG-0040-2(141)049SS	SS	I-040	CABLE BARRIER	5	2010		7-23-10	9-10-10	9-16-10	11-1-10	6-22-11	2			12.00	I-40 CABLE BARRIER FROM MILE MARKER 49 TO 61		$1,904,457	$1,597,333	$327,164	$0	Analysis Pending Availability of 5 Years of After Crash Data											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Tot Before (5 yrs)	TI Before (5 yrs)	NTI Before (5 yrs)	Tot After (5 yrs)	TI After (5 yrs)	NTI After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2732504	BRYAN	HSIPG-107N (167) TR		TR	US-70	GUARDRAIL	2	2010		4-15-10	5-3-10	5-26-10	9-22-10	12-29-10	6	0.00	0.60	0.60	US-70: INSTALLATION OF GUARDRAIL & IMPACT ATTENUATORS ATROOSEVELT BRIDGE AT LAKE TEXOMA	LS3D	$515,363	$515,363	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2732604	BECKHAM	HSIPG-105C (185) TR		TR	Multiple	GUARDRAIL	5	2010		4-15-10	5-3-10	5-20-10	6-7-10	8-2-10					SH-152 IN BECKHAM CO. & US-62B IN KIOWA CO.: GUARDRAIL &PARAPET WALL	LS3D	$183,757	$183,757	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2732704	GARVIN	HSIPG-125N (182) TR		TR	I-35	LIGHTING	3	2010		5-20-10	6-7-10	7-2-10	10-8-10	5-16-11	46	4.00	4.10	0.10	I-35 REST AREAS: LIGHTING	LS3D	$246,359	$246,359	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2733204	ROGERS	HSIPY-166B (249) TR		TR	SH-20	INTERSECTION MOD. & TRAF SIGNALS	6	2010		9-16-10	10-4-10	10-19-10	1-19-11	5-3-11	10	2.30	2.40	0.10	SH-20 @ THE WILL ROGERS TP GATE EAST OF CLAREMORE(FEDE=75%/OTA=25%) (DEL FR 05-10, ADD TO 09-10, AS PER O.E./UTILITY ISSUES))	LS3D	$299,905	$224,179	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2739604	GRANT	BRFY-127B (178) EC		EC	US-60	PRELIMINARY ENGINEERING	4	2010							4	15.03	15.13	0.10	US-60 OVER POND CR, US-60 OVER BIGGBY CR & US-81 OVER POLE CAT (&UNNAMED CR. (P.E. FOR 21840(04), 21951(04) & 24177(04) EC-1290A	LS3E	$1,109,600	$1,079,600	$0	$0	Relevant Crash Data Cannot Be Isolated												
2739905	CREEK	BRFY-119B (204) EC		EC	SH-66	PRELIMINARY ENGINEERING	6	2010							4	1.80	1.90	0.10	PRELIM ENGR FOR BRIDGE ON US-66 IN CREEK CO, US-60 IN CRAIG CO & I-44 INROGERS CO (PE FOR 24122(04), 24123(04), 24220(04) & 21999(04) EC-1280B	LS3E	$1,450,800	$1,430,800	$0	$0	Relevant Crash Data Cannot Be Isolated												
2745104	GARFIELD	STFY-124C (133) TR		TR	SH-74	BRIDGE IMPR.	4	2010		9-15-10	9-7-10	9-27-10	2-18-11	10-12-11	20	7.40	15.00	7.60	SH-74: FROM 7.4 MI NORTH OF THE LOGAN CA., NORTH 7.7 MI (VARIOUS LOCATIONS) (INSTALLATION OF GUARDRAIL & PARAPET WALL)	LS3E	$253,055	$253,055	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2764104	CANADIAN	HSIPY-109F (171) TR		TR	Multiple	GUARDRAIL	4	2010		8-15-10	9-7-10	9-27-10	1-3-11	7-22-11					INSTALLATION OF GUARDRAIL & PARAPET WALL ON EXISTING BRIDGES &ROBS. (MULTIPLE LOCATIONS IN CANADIAN COUNTY)	LS3E	$256,480	$256,480	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2764204	BECKHAM	HSIPG-105B (169) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	5	2010											PAVEMENT MARKING I-40 MM 33 EAST TO MM 40, SH-6 FROM 100 FT SOUTHOF I-40 SOUTH 2.3 MI	LS3E	$148,000	$148,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2774604	CARTER	HSIPG-110C (230) TR		TR	SH-76	STRIPING & PAVEMENT MARKING	7	2010							22	3.00	4.20	1.20	THERMOPLASTIC PAVEMENT MARKING ALONG SH-76 BEGIN AT LINCOLN ST EXTENDINORTH & WEST 1.2 MI TO ROCKLAND ST IN HEALDTON (WORK ORDER)	LS3E	$25,000	$25,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2774704	MURRAY	HSIPG-150C (097) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	7	2010											MULTI-POLYMER PAVEMENT MARKINGS SH-7 SULPHER IN MURRAY CO & US-77 ARDMORE IN CARTER CO	LS3E	$87,000	$87,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2784204	OKLAHOMA	HSIPG-155H (802) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	4	2010											DIVISION 4: DIVISION WIDE STRIPING	LS3E	$900,000	$900,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786104	SEQUOYAH	HSIPG-169H (209) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	1	2010											DIVISION 1: DIVISION WIDE STRIPING	LS3E	$900,000	$900,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786204	ATOKA	HSIPG-103H (134) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	2	2010											DIVISION 2: DIVISION WIDE STRIPING	LS3E	$200,000	$200,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786304	CLEVELAND	HSIPG-114H (265) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	3	2010											DIVISION 3: DIVISION WIDE STRIPING	LS3E	$300,000	$300,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786404	BECKHAM	HSIPG-105H (192) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	5	2010											DIVISION 5: DIVISION WIDE STRIPING	LS3E	$200,000	$200,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786504	CIMARRON	HSIPG-113H (094) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	6	2010											DIVISION 6: DIVISION WIDE STRIPING	LS3E	$200,000	$200,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786604	LOVE	HSIPG-143H (100) TR		TR	Multiple	STRIPING & PAVEMENT MARKING	7	2010											DIVISION 7: DIVISION WIDE STRIPING	LS3E	$300,000	$300,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2786704	MAYES	HSIPG-140H (145)			Multiple	STRIPING & PAVEMENT MARKING	8	2010											DIVISION 8: DIVISION WIDE STRIPING	LS3E	$500,000	$500,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
4 (tied to 1	SEMINOLE	HSIPG-0040-5(405) 203 TR		TR	I-40	CABLE BARRIER	3	2010		8-15-10	9-7-10	9-27-10	11-15-10	4-30-12	37	9.04	19.04	10.00	I-40 CABLE MEDIAN BARRIER, MP 203 TO MP 213(ADD TO 08-10, LATE ADD)	LS3E	$683,354	$683,354	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Yrs Before (5 yrs)	11 Before (5 yrs)	NI1 Before (5 yrs)	Yrs After (5 yrs)	11 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Usful Year	EI/K8	EI/AC	Actual B/C
2618104	NOBLE	IMG-0035-4(231) 150 TR	TR	IS035	CABLE BARRIER	4	2011	9-6-11	10-20-11	11-7-11	11-29-11	3-1-12	12-10-12	003	12.29		8.00	I-35 CABLE BARRIER, MP 150 TO MP 158		$1,073,054				Analysis Pending Availability of 5 Years of After Crash Data												
2696004	BECKHAM	HSIP-105C (205) TR	TR	IS040B	SCHOOL SIGNS	5	2011	9-21-11	10-20-11	11-7-11	11-29-11	3-12-12	3-12-12	054	3.50		0.20	INSTALLATION OF SCHOOL ZONE ADVACE WARNING SIGNS WITH FLASHING BEACONS ON I-40B IN SAYRE (LATE ADD TO 10-11, AS PER TRAFFIC)		$18,753				Analysis Pending Availability of 5 Years of After Crash Data												
0666010	POTTAWATOMIE	STPY-093C (372)			WIDEN & RESURFACE	3	2011							26	10.53	11.56	1.03	SH-59 FROM COUNTY ROAD (EW-108), NORTH TO SH-62 IN MEEKER	+040	$7,164,441	$1,490,727	$0	$0	Project Not in Traffic Engineering Division												
1114307	TULSA	STPY-172C (509)			PAVEMENT REHABILITATION	6	2011							85	0.30	6.25	5.95	SH-51 FROM 0.3 MI EAST OF THE CREEK CL, EAST 5.54 MILES(RECON EXIST LANES (DEL FR 10-10, ADD TO 11-10, PLAN REVISIONS)	LS3E	$8,495,364	$2,500,000	$0	$0	Project Not in Traffic Engineering Division												
2033105	PAYNE	STPY-160B (166)			SURFACE	4	2011							6	0.87	3.72	2.85	SH-33 FROM THE NEW ALIGNMENT OVER THE CIMARRON RIVER EXT EAST APPROX 2.85 MILE (SURFACE FOR 0535108)	LS3E	$4,613,134	$4,612,134	$0	$0	Project Not in Traffic Engineering Division												
2033109	PAYNE	STPY-160B (171)			SURFACE	4	2011							6	3.72	7.50	4.16	SH-33 BEG APPROX 3.72 MILE EAST OF LOGAN C/L & EXT EAST APPROX 4.0 MILE. (SURFACE FOR 2033107)	LS3E	$5,804,020	$5,623,525	$0	$0	Project Not in Traffic Engineering Division												
2060004	BECKHAM	STPY-105A (260)			WIDEN & RESURFACE	5	2011							6	4.85	6.75	1.90	I-40B BEG APPROX 0.25 MILE WEST OF PIONEER ST & EXT EAST APPROX 1.9 MILE TO MAIN ST. IN ELK CITY. (5 LANE SEC.)(DEL FR 07-10, ADD TO 11-10, REV PROPOSL)	LS3E	$5,864,081	$37,065	$0	$0	Project Not in Traffic Engineering Division												
2310710	SEQUOYAH	STPY-198B (224) EC	EC		PRELIMINARY ENGINEERING	1	2011							4	0.00	3.50	3.50	US-59 FROM US-64 NORTH 3.5 MI (INCLUDES HOG OR BR) (PE FOR 23107(07)(CRAFTON TULL & ASSOCIATES)	LS3E	$575,000	$575,000	$0	$0	Project Not in Traffic Engineering Division												
2121907	MCCURTAIN	STPY-145A (195) EC	EC		PRELIMINARY ENGINEERING	2	2011							6	22.05	27.14	5.09	SH-3 FROM JCT US-259 EXTEND WEST (9 MILES) 2 BRIDGES (PE FOR 24219(04) EC) 325 (WR) CORP) OHD2I	LS3E	$1,075,100	$1,035,411	$0	$0	Project Not in Traffic Engineering Division												
2436605	WAGONER	STPY-173C (133) RW	RW		RIGHT OF WAY	1	2011							23	5.05	11.10	6.05	SH-16 BEGINNING JUST NORTH OF OKAY & EXTENDING NORTH 7.5 MILE (RW FOR 24366(04))	LS3E	$2,987,000	$2,990,000	$0	$0	Project Not in Traffic Engineering Division												
2436606	WAGONER	STPY-173C (134) UT	UT		UTILITIES	1	2011							23	5.05	11.10	6.05	SH-16 BEGINNING JUST NORTH OF OKAY & EXTENDING NORTH 7.5 MILE (UT FOR 24366(04))	LS3E	$2,031,800	$2,000,000	$0	$0	Project Not in Traffic Engineering Division												
2622404	CANADIAN	IMG-0040-4(424) 111 TR	TR		CABLE BARRIER	4	2011		6-30-11	7-11-11	7-29-11	5-25-11	4-13-12	5	6.60	11.60	5.00	I-40, CABLE BARRIER, FROM MP 111 TO MP 116(DEL FR 05-11, ADD TO 06-30-11 LET, BID REJECT)	L01E	$1,043,909	$1,043,909	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2626004	MCCLAIN	HSIPG-0035-2(409) 081 TR	TR	I-35	CABLE BARRIER	3	2011		10-21-10	11-8-10	12-1-10	1-4-11	9-29-11	5	0.00	5.25	5.25	I-35 MEDIAN BARRIER, BEG @ THE GARVIN C/L & EXTEND NORTH APPROX 5.25 MILE	LS3E	$649,899	$649,899	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2626604	OKFUSKEE	HSIPG-0040-5(408) 216 TR	TR	I-40	CABLE BARRIER	3	2011		10-21-10	11-8-10	12-2-10	5-25-11	6-29-12	22	3.00	17.00	14.00	I-40, CABLE MEDIAN BARRIER, MP 215 TO MP 230	LS3E	$2,474,527	$2,474,527	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2627004	SEQUOYAH	HSIPG-0040-6(369) 299 TR	TR	I-40	CABLE BARRIER	1	2011		10-21-10	11-8-10	12-1-10	2-7-11	6-19-11	23	9.00	14.00	6.00	I-40, CABLE MEDIAN BARRIER, MP 299 TO MP 305	LS3E	$1,466,947	$1,135,665	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2627304	OKLAHOMA	IMG-0035-3(259) 125 TR	TR	I-35	CABLE BARRIER	4	2011		7-21-11	8-1-11	8-19-11	1-3-12	10-15-12	15	9.00	12.00	3.00	I-35, CABLE MEDIAN BARRIER, MP 130 TO MP 133(50% NON-TRAFFIC)	LS3E	$661,803	$231,761	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2647404	CLEVELAND	HSIPY-114A (242) TR	TR	US-77	INTERSECTION MOD. & TRAF SIGNALS	3	2011		9-15-11	10-3-11	10-20-11	3-6-12	12-31-13	44	0.42	0.42	0.00	US-77/MHOFF ROAD INTERSECTION IN NORMAN	LS3D,L2	$1,598,457	$1,598,457	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2700504	MAJOR	STPG-147B (171)			SAFETY IMPROVEMENT	6	2011							16	15.03	15.13	0.10	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN DIVISION 6	L21R	$246,939	$246,939	$0	$0	Relevant Crash Data Cannot Be Isolated												
2705204	COMANCHE	IMG-0044-1(119) 037 TR	TR	I-44	CABLE BARRIER	7	2011		10-21-10	11-8-10	11-19-10	3-7-11	6-4-12	45	2.62	5.64	2.62	I-44 BEGIN AT WOLF CREEK BR 0.53 MIS S. OF 11TH STREET, EXTEND N. 2.62 MIS (TIED TO J.P. 27164(04))	LS3D	$417,399	$208,699	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2705604	COMANCHE	IMG-0044-1(116) 042 TR	TR	I-44	CABLE BARRIER	7	2011							45	12.42	15.88	3.46	I-44 CABLE BARRIER BEGIN 2.73 MIS S OF SH-49 EXT N 3.46 MIS TO EXIT 46 AT H.E. BAILEY TURNPIKE	LS3E	$740,321	$32,130	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2710907	WAGONER	STPG-173A (174)			CROSSING IMPR & RR SIGNALS	1	2011							12	5.10	5.17	0.07	UPRR PREEMPTION AT SH-51/257 E AVE (MIDWAY RD)	LS3E	$45,991	$45,991	$0	$0	Project Not in Traffic Engineering Division												
2762304	CLEVELAND	STPY-114A (260) TR	TR	US-77	TRAFFIC SIGNALS	3	2011		11-18-10	12-6-10	1-4-11	3-7-11	7-13-11					TRAFFIC SIGNAL AT US-77 AND FRANKLIN RD IN NORMAN	LS3E	$156,712	$157,662	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual $/C
2758704	CARTER	IMG-0035-1(158) 027 TR	TR		CABLE BARRIER	7	2011		6-30-11	7-11-11	8-1-11	8-18-11	8-17-12	36	2.56	19.26	16.70	I-35 CABLE BARRIER BEG APPROX 2.56 MI N. OF LOVE CO. EXT N APPROX 16.7 MI TO APPROX 1.0 MI N OF SH-53 (DEL FR 05-11, ADD TO 03-30-11, BID REJECT)	L01E	$1,224,859	$1,224,859	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2759004	LOVE	IMG-0035-1(160) 001 TR	TR		TRAFFIC SIGNALS	7	2011		6-30-11	7-11-11	8-1-11	8-18-11	8-17-12	17	1.00	1.10	0.10	I-35 SIGNAL LIGHTS AT MILE 1 INTERCHANGE FOR NB OFF-RAMP**AUTH**	H020, L	$206,891	$206,891	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2001204	CANADIAN	IMG-0040-4(434) 120 TR	TR	I-40	CABLE BARRIER	4	2011		9-16-11	9-12-11	10-7-11	12-5-11	4-4-13	5	15.69	20.69	5.00	I-40, CABLE BARRIER FROM MM 120.10 TO MM 125.10(DEL FR 05-11, ADD TO 09-11; FUNDING ISSUES)	L53E	$1,619,000	$1,554,240	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2001304	CANADIAN	NHG-011N (208) TR	TR	US-81	CABLE BARRIER	4	2011							6	4.64	9.64	5.00	US 81: CABLE BARRIER FROM 5.0 MIS. S. OF SH-66 ON THE E. SIDE OF EL RENO N 5.0 MIS. (DEL FR 04-11, ADD TO 09-11, FUNDING ISSUES)	L53E	$1,109,475	$1,103,902	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2001404	OKLAHOMA	IMG-0240-1(558) 011 TR	TR	I-240	CABLE BARRIER	4	2011		9-15-11	10-3-11	10-20-11	1-2-12	2-15-13	71	11.50	16.50	5.00	I-240, CABLE BARRIER FROM DOUGLAS BLVD. E. 5.0 MILES TO I-40(DEL FR 04-11, ADD TO 09-11; FUNDING ISSUES)	L21R	$1,219,231	$925,934	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2904104	POTTAWATOMIE	STPY-163B (357) SG	SG		INTERSECT MODIF	3	2011		7-21-11	8-1-11	8-25-11	10-17-11	6-15-12	12	1.47	1.49	0.02	SH-9: INTERSECTION SAFETY IMPROVEMENT AT JCT NS343 AND NS 345 (OK069) (LATE ADD TO 07-11; AS PER PROJ MGMT) *AUTH*	L53E	$1,307,069	$323,161	$0	$0	Project Not in Traffic Engineering Division											
2609504	SEQUOYAH	IMG-0040-8(371) 322 TR	TR	I-40	CABLE BARRIER	1	2011		9-15-11	10-3-11	10-20-11	1-2-12	6-8-12	23	4.50	7.50	3.00	CABLE BARRIER ALONG I-40 BEGIN AT MILE MARKER 322 EXTEND EAST 3 MI TO MILEMARKER 325	L21R	$508,976	$481,446	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2910004	WAGONER	NHG-018N (143) TR	TR		CABLE BARRIER	1	2011		9-16-11	9-12-11	9-29-11	12-5-11	11-16-12	6	4.64	9.34	3.50	US-69: CABLE BARRIER BEGIN 3.5 MI SOUTH OF MAYES CO. EXTEND NORTH 3.5 MI	H010, L	$570,600	$570,600	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2910104	BRYAN	NHG-018N (144) TR	TR		CABLE BARRIER	2	2011		9-16-11	9-12-11	9-29-11	12-5-11	11-8-12	3	0.00	8.50	8.50	US-69 BEGIN AT CHOCTAW RD EXTEND NORTH 8.5 MI TO BLUE RIVER BRIDGE(CABLE BARRIER)	H010, L	$1,557,430	$1,557,430	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2910204	BRYAN	NHG-018N (145) TR	TR		GUARDRAIL	2	2011							2	0.00	11.03	11.03	US 69 BEGIN AT OKLAHOMA/TEXAS S/L EXTEND NORTH 25 MI TO ATOKA/BRYAN/CL (GUARDRAIL)	H010, L	$563,927	$563,927	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2910304	MCCLAIN	IMG-0035-2(312) 096 TR	TR	I-35	CABLE BARRIER	3	2011		9-15-11	10-3-11	10-22-11	1-2-12	10-16-12	5	4.00	7.50	3.50	I-35 BEGIN AT SH-59 OVERPASS MI MARKER 86 EXTEND NORTH 3.5 MI TO MI MARKER 89.5 (CABLE BARRIER)	L21R	$963,576	$805,126	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2920605	POTTAWATOMIE	STPY-163B (351) 3P	3P		RESURFACE	3	2011							20	8.29	14.29	6.00	US-177, FROM 7.01 MI. NORTH OF SH-39 NORTH 6.0 MI	L53E	$761,692	$160,091	$0	$0	Project Not in Traffic Engineering Division											
2939007	OKLAHOMA	STPY-155E (955) EC	EC		PRELIMINARY ENGINEERING	4	2011								0.00	0.00	0.00	ON DEMAND ENGINEERING SERVICES (EC-1307D) THE BENHAM COMPANIES LLC	L53E	$250,000	$250,000	$0	$0	Relevant Crash Data Cannot Be Isolated											
2938504	MCCURTAIN	HSIPY-145A (194) TR	TR	SH-3	SCHOOL SIGNS	2	2011		3-17-11	4-4-11	4-25-11	8-30-11	9-21-11	12	0.00	0.10	0.10	SCHOOL ZONE ADVANCE WARNING SIGN WITH FLASHING BEACONS ON SH-3 NEAR IDABEL (DEL FR 03-11, ADD TO 03-11, AS PER TRAFFIC)	L53E	$18,197	$14,569	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2946304	SEMINOLE	HSIPG-167C (187) TR	TR	SH-59A	SAFETY IMPROVEMENT	3	2011		9-15-11	10-3-11	10-20-11	1-16-12	6-30-12	33	0.00	6.49	6.49	SH-59A INSTALL GUARDRAIL, TERMINAL ENDS & PARAPET WALL ON EXISTING BRIDGES& BRIDGE BOXES BEGIN AT SEMINOLE/POTTAWATOMIE CL EXTEND EAST 19 MI	L53E	$913,565	$20,184	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2946404	POTTAWATOMIE	HSIPG-0040-5(419) 186 TR	TR		SAFETY IMPROVEMENT	3	2011		7-21-11	8-1-11	8-22-11	5-12-11	6-14-12	41	0.00	7.72	7.72	I-40 INSTALL GUARDRAIL TERMINAL ENDS & PARAPET WALLS ON EXISTING BRIDGES BEGIN AT SH-18 JCT EXTEND EAST 7.87 MI	H010	$1,060,626	$1,060,626	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2946604	BECKHAM	HSIPG-105C (201) TR	TR	Multiple	SAFETY IMPROVEMENT	5	2011		9-16-11	9-12-11	10-25-11	10-31-11	11-20-11					INSTALL RUMBLE STRIPS ALONG VARIOUS LOCATIONS IN BLAINE & BECKHAM COS H51 SH58 US283 SH152	L53E	$99,534	$0,959	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2945704	TULSA	HSIPG-172B (524) TR	TR	Multiple	SAFETY IMPROVEMENT	8	2011		9-16-11	9-12-11	10-11-11	11-16-11	3-27-12					SH51/SH151 JCT INSTALL GUARDRAIL & CHEVRONS	L53E	$143,452	$143,452	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
2948104	CADDO	STPY-106B (256) TR	TR		SCHOOL SIGNS	7	2011		4-14-11	5-2-11	5-26-11	6-24-11	9-26-11	14	10.00	10.10	0.10	US-281 INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/BEACONS IN HINTON	L24R	$17,303	$13,842	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

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2648004	COMANCHE	STPY-116C (203) TR	TR		SCHOOL SIGNS	7	2011		6-16-11	7-11-11	7-29-11	8-22-11	9-15-11	23	0.99	0.99	0.01	SH-28/I-A INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS WIBEACONS IN GERONIMO(DEL FR 04-11, ADD TO 06-11; BID REJECT) **AUTH**	L2HR	$15,481	$12,385	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2648304	LOVE	STPY-143C (109) TR	TR		SCHOOL SIGNS	7	2011		6-16-11	7-11-11	8-1-11	8-15-11	8-31-11	2	14.39	14.39	0.01	US-77 INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS WIBEACONS IN MARIETTA(DEL FR 04-11, ADD TO 06-11; BID REJECT) **AUTH**	L2HR	$16,862	$13,505	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2648404	CHEROKEE	HSIPG-111F (133) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	1	2011											DIV 1: DIVISION WIDE PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$954,000	$954,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2648504	BECKHAM	HSIPG-105F (202) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	5	2011											DIV 5: DIVISION WIDE PAVEMENT MARKING AT VARIOUS LOCATIONS	LS3E	$970,000	$970,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2649104	COMANCHE	HSIPG-116F (204) TR	TR	Multiple	STRIPING & PAVEMENT MARKING	7	2011											DIV 7: DIVISION WIDE PAVEMENT MARKING AT VARIOUS LOCATIONS	LS3E	$175,000	$175,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2651004	OKLAHOMA	HSIPG-155F (605) IT	IT		SAFETY IMPROVEMENT	4	2011							9	5.00	5.01	0.01	DYNAMIC MESSAGE SIGNS AT VARIOUS LOCATIONS(52% FED FUNDS/48% TURNPIKE FUNDS)	LS3E	$774,243	$402,606	$0	$0	Relevant Crash Data Cannot Be Isolated												
2651104	TULSA	HSIPG-172F (530) IT	IT		SAFETY IMPROVEMENT	8	2011							83	1.50	1.51	0.01	DYNAMIC MESSAGE SIGN TULSA AT VARIOUS LOCATIONS(62% FED FUNDS/38% TURNPIKE FUNDS)	LS3E	$1,157,446	$717,616	$0	$0	Relevant Crash Data Cannot Be Isolated												
2651504	MCCLAIN	STP-144A (166) TR	TR		SCHOOL SIGNS	3	2011		4-14-11	5-2-11	5-26-11	8-29-11	9-15-11	4	12.00	12.10	0.10	US-77/SH-74 IN PURCELL SCHOOL ZONE ADVANCE WARNING SIGNS WITH FLASHINGBEACONS (ADD TO 04-11; LATE ADD BY TRAFFIC)	L2HR	$15,033	$12,026	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2655304	SEMINOLE	SEC117-167B (189) SG	SG		INTERSECT MODIF	3	2011							2	6.91	7.73	0.82	US-270 @ JCT WITH INS-360(LIMASPORTSMAN LAKE RD) (OK070)	LS3E	$1,057,500	$315,564	$0	$0	Project Not in Traffic Engineering Division												
2668404	CLEVELAND	IMG-0035-2(319) 114 TR	TR		STRIPING & PAVEMENT MARKING	3	2011							6	5.20	9.41	4.21	INSTALLATION OF PAVEMENT MARKINGS ALONG I-35 FROM MM 114 EXTEND NORTH TO MM 118 (LATE ADD TO 07-11; AS PER TRAFFIC)	L01E	$137,951	$137,951	$0	$0	Relevant Crash Data Cannot Be Isolated												
2670004	CHEROKEE	HSIP-111A (136) TR	TR	SH-51	TRAFFIC SIGNALS	1	2011		9-15-11	10-3-11	10-22-11	Eff. 1/22/0	5-14-12	12	17.60	17.90	0.10	TAHLEQUAH INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF SH-51 & WEST 4TH ST (LATE ADD TO 09-11; AS PER TRAFFIC)	LS3E	$129,231	$99,923	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2665207	OKLAHOMA	HSIPY-259E(228)IT	IT		SAFETY IMPROVEMENT	4	2012	10-31-11										STATEWIDE ITS OPERATIONS & MAINTENANCE INCLUDING UTILITIES(2012)	LS3E	$500,000	$500,000			Project Not in Traffic Engineering Division												
2676404	CANADIAN	MK-125C(211)		SH-19	CHIP SEAL	4	2012	12-1-11										RAILROAD SIGNAL/SURFACE IN EL RENO AT 27TH ST, E WOODSON ST, RADIO RD &PERMANENT CROSSING CLOSURE AT EVANS RD	LS5E	$1,212,159	$1,090,979			Project Not in Traffic Engineering Division												
2630104	GRADY	STP-126B(190)RR	RR		CROSSING IMPR & RR SIGNALS	7	2012	12-15-11										NORTH 4TH IN CHICKASHA SIGNAL/SURFACE WITH UNION PACIFIC RAILROAD CO	LS4E	$322,216	$289,994			Project Not in Traffic Engineering Division												
2665004	OKLAHOMA	STP-256E(061)RR	RR		CROSSING IMPR & RR SIGNALS	4	2012	12-19-11										CONTINUED OPERATION OF THE STATEWIDE OKLAHOMA RAIL ASSESSMENT, INVENTORY AND LOCATION SYSTEM (100% FED)	LS4E	$160,272	$160,272			Relevant Crash Data Cannot Be Isolated												
2675904	STEPHENS	STP-168D(194)RR	RR		RAILROAD SIGNALS	7	2012	12-20-11										SIGNAL PROJECT IN DUNCAN FLASHING LIGHT WITH GATE ARMS ON MARTIN LUTHERKING BLVD WITH UNION PACIFIC RAILROAD COMPANY	LS5E	$212,730	$191,457			Project Not in Traffic Engineering Division												
2118015	LINCOLN	BRFY-147C(121)		US-177	BRIDGE & APPROACHES	3	2012	1-10-12										STILLWATER CENTRAL RR FORCE ACCOUNT WORK FOR RR SIG/SURF PROJ ON US-177NEAR WARWICK AARDOT NO 568486L, MP 503.1(MIN LIMITS OF	LS3E	$415,000	$415,000			Project Not in Traffic Engineering Division												
2665504	GRADY	STP-226C(002)RR	RR		CROSSING IMPR & RR SIGNALS	7	2012	4-2-12										KINNEKAH RR SIGNAL/SURFACE PROJECT AT DELL ST WITH UNION PACIFIC RAILROAD	LS4E	$213,015	$191,713			Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepost	End Milepost	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Est Before (5 yrs)	11 Before (5 yrs)	N11 Before (5 yrs)	Tot After (5 yrs)	11 After (5 yrs)	N11 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2505804	ATOKA	STP-203D(004)RR		RR	CROSSING IMPR & RR SIGNALS	2	2012	4-4-12										RAILROAD SIGNALS;SURFACE AT VENITA ALLEN RD NEAR ATOKA WITH UNION PACIFICRAILROAD CO	LS4E	$355,840	$320,256			Project Not in Traffic Engineering Division												
2609304	ADAIR	STP-101D(099)RR		RR	RAILROAD SIGNALS	1	2012	4-10-12										RAILROAD SIGNAL PROJECT IN STILLWELL AT SOUTH 3RD ST WITH KANSAS CITYSOUTHERN RAILWAY CO	LS4E	$241,582	$217,424			Project Not in Traffic Engineering Division												
2423004	MAJOR	BRFY-147C(121)			SH-58	BRIDGE & APPROACHES	6	2012	4-12-12									SH-58 OVER INDIAN CREEK APPROX 5.7 MILE NORTH OF JCT SH-58/SH-8 (DEL FR 06-12, ADD TO 05-12, AS PER PROJ MGMT)	LS3E	$1,200,000	$1,200,000			Project Not in Traffic Engineering Division												
2509004	STEPHENS	STP-268D(004)RR		RR		CROSSING IMPR & RR SIGNALS	7	2012	4-30-12									IN DUNCAN CROSSING IMP & RR SIGNAL INSTALL & PREDICTION CIRCUITRY AT PLATORD, BOIS D'ARC & SPRUCE W/UNION PACIFIC RAILROAD CO	LS5E	$728,516	$655,666			Project Not in Traffic Engineering Division												
2539004	TULSA	STP-27ZD(022)RR		RR		CROSSING IMPR & RR SIGNALS	6	2012	4-30-12									IN TULSA;33RD EAST AVE SIGNAL SURFACE;PROJECT SIGNALS W/GATE ARMS &PREDICITON CIRCUITRY W/UNION PACIFIC RAILROAD CO	LS4E	$373,775	$336,400			Project Not in Traffic Engineering Division												
2191304	OSAGE	HSIPY-157C(061)			SH-18	BRIDGE & APPROACHES	6	2012	5-1-12									SH-18 OVER LOST MAN CREEK, APPROX 2.0 MILES NORTH OF JCT. OF SH-18A/US-60	LS3E	$962,119	$962,117			Project Not in Traffic Engineering Division												
2519004	PAYNE	HSIPG-0035-4(246)170			I-035	CABLE BARRIER	4	2012	6-6-12	7-15-12	8-6-12	8-24-12	10-17-12	10-26-13				CABLE BARRIER ALONG I-35 BEGIN AT MILE MARKER 170 EXTEND NORTH 4 MI IN PAYNE CI. NOBLE CO BEGIN AT MILE MARKER 160 EXTEND EAST 1.7	LS3E	$41,849	$41,849			Analysis Pending Availability of 5 Years of After Crash Data												
2529104	NOWATA	STP-253D(004)RR		RR		CROSSING IMPR & RR SIGNALS	6	2012	7-17-12									NEAR NOWATA INSTALL SIGNALS W/GATE ARMS UTILIZING PREDICTION CIRCUITRY AT EW19 NORTH OF NOWATA W/UNION PACIFIC RAILROAD CO	HR60	$279,670	$251,704			Project Not in Traffic Engineering Division												
2170304	BECKHAM	BRFY-105C(098)SS		SS	SH-152	BRIDGE & APPROACHES	5	2012	8-2-12									SH-152 OVER SWEETWATER CREEK & OVERFLOW APPROX 1.9 MILE EAST OF THETEXAS ST. (ALSO ROGER MILLS COUNTY)	LS3E	$4,303,139	$4,303,139			Project Not in Traffic Engineering Division												
2700205	WOODS	SSP-276C(004)SS		SS	US-281	INTERSECTION MODIFICATION	6	2012	8-2-12									US-281 @ SH-14 IN THE CITY OF WAYNOKA(INTERSECTION MOD)	LS3E	$0	$0			Project Not in Traffic Engineering Division												
2411404	COTTON	STPY-117C(057)			SH-36	GRADE, DRAIN & SURFACE	7	2012	8-6-12									SH-36: RECONSTRUCT ON OFFSET ALIGN. FROM THE RAMPS OF I-44, NORTHTO US-70W. (RR FUNDS INCLUDED);(DEL 06-12, ADD 09-12, UTILITY IS	LS2E	$2,000,000	$2,000,000			Project Not in Traffic Engineering Division												
2312804	NOWATA	BRFY-153C(140)			SH-28	BRIDGE REHABILITATION	6	2012	8-6-12									SH-28 OVER BIG CREEK APPROX 4.6 MILES NORTH OF JCT. OF SH-28/US-60	LS3E	$2,342,301	$2,342,301			Project Not in Traffic Engineering Division												
2694304	COAL	STPG-017N (226) TR		TR	US075	STRIPING & PAVEMENT MARKING	3	2012	8-17-12	/					009	0.00	9.00	US-75: FROM THE ATOKA CO.LINE, NORTH TO SH-31 (THERMOPLASTIC PAVEMENT MARKING)		$64,000				Relevant Crash Data Cannot Be Isolated												
2694304	HUGHES	STPG-132C (136) TR		TR	SH009	STRIPING & PAVEMENT MARKING	3	2012	8-17-12	/					014	0.00	16.00	SH-9: FROM US-75 IN WETUMKA, EAST TO THE MCINTOSH C.L. (THERMOPLASTIC PAVEMENT MARKING)		$141,000				Relevant Crash Data Cannot Be Isolated												
2191604	OTTAWA	BRFY-159(071)			US-69	BRIDGE & APPROACHES	6	2012	8-23-12									US-69 OVER TAR CREEK, APPROX. 7.7 MILES NORTH OF JCT. US-66/US-59	LS3E	$2,913,351	$2,913,351			Project Not in Traffic Engineering Division												
2191004	MAYES	BRFY-149C(079)		-	SH-28	BRIDGE & APPROACHES	6	2012		10-20-11	11-7-11	1-11-12	2-6-12	9-21-13	16		0.15	SH-28 OVER BIG CABIN CREEK APPROX 7.5 MILE EAST OF JCT OF SH-28/US-69 (DEL FR 07-11, ADD TO 09-11; NO 404 PERMIT)	LS2E, L	$4,854,564	$4,854,564	$0		Project Not in Traffic Engineering Division												
2327204	ALFALFA	BRFY-102C(099)		-	SH-008	BRIDGE & APPROACHES	6	2012		10-20-11	11-7-11	11-29-11	3-5-12		12		1.00	SH-8 OVER DRIFTWOOD CR & OFLOWS, APPROX 3.3, 3.4, 3.5, & 3.6 MI NORTH OF US-64/W.SH-11E JCT NEAR INGERSOLL.	LS3E	$2,499,946	$2,499,946	$0		Project Not in Traffic Engineering Division												
2437304	CARTER	STPY-110C(198)HP		HP	SH-053	GRADE, DRAIN & SURFACE	7	2012		1-19-12	2-6-12	2-22-12	4-23-12	12-31-13	30		0.60	SH-53 BEG. 7.05 MI. E. OF I-35 AT THE W. ENT. TO ARDMORE AIR PARK, EXT. 5.0.5 MI. TO JCT SH-53A (OK-002)	LS3E	$1,411,616	$1,411,616	$0		Project Not in Traffic Engineering Division												
2617604	MCCURTAIN	BRFY-145C(181)		-	SH-037	BRIDGE & APPROACHES	2	2012							22		0.20	SH-37 OVER THE RED RIVER(MONEY ONLY, TEXAS TO LET)	LS3E	$3,667,895	$1,945,269	$0		Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Yrs Before (5 yrs)	11 Before (5 yrs)	N11 Before (5 yrs)	Yrs After (5 yrs)	11 After (5 yrs)	N11 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKA	EUAC	Actual B/C
2030504	PONTOTOC	STPY-152B(352)IP	IP	SH039A	BRIDGE & APPROACHES	3	2013		3-21-13	4-1-13	4-9-13	7-8-13		12			0.75	SH-3W OVER CANADIAN RIVER, FROM 1.07 MI NORTH OF US-177, NORTH 0.75 MI (INCLUDES CIP BALANCE)	LS3E	$3,000,000	$3,000,000	$0		Project Not in Traffic Engineering Division												
2096404	LOVE	BRFY-143C(060)	-	SH032	BRIDGE & APPROACHES	7	2013		1-17-13	2-4-13	2-25-13	4-1-13		10			0.50	SH-32 OVER HICKORY CREEK, 8.0 MILES EAST OF MARIETTA(DEL FR 05-11, ADD TO 10-11: ROW ISSUES)	LS3E, N	$6,327,678	$6,321,881	$5,797		Project Not in Traffic Engineering Division												
2173104	MCINTOSH	STPY-146C(005)	-	US266	BRIDGE & APPROACHES	1	2013		9-15-13	10-7-13	10-29-13	2-18-14		6			0.20	US-266: OVER PUTTY CREEK, 4.7 MI. E OF OKMULGEE CO.	MS30	$2,175,978	$2,175,978	$0		Project Not in Traffic Engineering Division												
2190904	MAYES	STPY-149C(076)	-	SH020	BRIDGE & APPROACHES	6	2013		9-15-13	10-7-13	10-23-13	2-18-14		16			0.04	SH-20 OVER ROCK CREEK, APPROX. 4.5 MILES EAST OF JCT. OF SH-28/US-69	MS30	$1,500,000	$1,500,000	$0		Project Not in Traffic Engineering Division												
2191604	OTTAWA	STPY-159C(077)	-	SH010	BRIDGE & APPROACHES	8	2013		9-19-13	10-7-13	11-21-13	1-13-14		20			0.05	SH-10: OVER SYCAMORE CREEK, APPROX. 8.8 MILES NORTH OF THE DELAWARE/COUNTY LINE	MS30	$2,500,000	$2,500,000	$0		Relevant Crash Data Cannot Be Isolated												
2309624	OKLAHOMA	STPY-155A(629)TR	TR		SAFETY IMPROVEMENT	4	2013							999			0.00	OPERATIONS AND MAINTENANCE COST INCLUDING UTILITIES FOR I.T.S COMPONENTS (DIVISION 4) SFY 2009 (7/1/07 THRU 6/30/09)		$65,000	$65,000	$0	$0	Relevant Crash Data Cannot Be Isolated												
2378904	WOODS	STP-176D(115)RR	RR	R R	CROSSING IMPR & RR SIGNALS	6	2013							0			0.00	NEAR BELVA, SIGSURF PROJ., INSTALL PED. MOUNT. FLASHING LITES S/G. W/ GATEARMS @ CO. RD. NS-226.5 W/ BNSF R.R. (AAR-DOT# 014404L)	LS30	$232,309	$209,078	$0		Project Not in Traffic Engineering Division												
2539104	CANADIAN	STPG-109C(142)TR	TR	SH066	FORCE ACCOUNT	4	2013							6			8.50	SH-66: FROM GREGORY RD., 0.50 MI. E TO OKLAHOMA/CANADIAN CO.THERMOPLASTIC STRIPING PROJ.(DEL FR 04-08: FORCE ACCT)	LS30	$64,126	$64,125	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2539105	CANADIAN	STPG-109C(145)TR	TR	SH004	FORCE ACCOUNT	4	2013							54			4.95	SH-4: FROM 59TH ST., 4.95 MI. N. TO I-40. THIS WILL BE A THERMOPLASTIC STRIPING PROJECT (DEL FR 04-08: FORCE ACCT)	LS30	$56,559	$56,558	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2539106	CANADIAN	STPG-109C(146)TR	TR	SH092	FORCE ACCOUNT	4	2013							37			7.98	SH-92: FROM SH-152, N. 7.98 MI. TO SH-66. THIS WILL BE A THERMOPLASTIC STRIPING PROJECT (DEL FR 04-08: FORCE ACCT)	LS30	$65,750	$65,750	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2539107	CANADIAN	STPG-109A(147)TR	TR	SH152	FORCE ACCOUNT	4	2013							36			5.00	SH-152: FROM SH-92, 5.0 MI. E. TO OKLAHOMA CO. THIS WILL BE A THERMOPLASTIC STRIPING PROJECT (DEL FR 04-08: FORCE ACCT)	LS30	$52,376	$52,377	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2539108	CANADIAN	STPG-109A(148)TR	TR	SH003	FORCE ACCOUNT	4	2013							22			16.10	SH-3: FROM KINGFISHER CO., E. 16.10 MI TO SH-4. THIS WILL BE A THERMO-PLASTIC STRIPING PROJECT	LS30	$209,240	$209,121	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2539109	CANADIAN	MG-0040-4(420)134TR	TR	IS040	FORCE ACCOUNT	4	2013							5			6.30	I-40: FROM MM 134 E. 6.30 MI. TO MORGAN RD. THIS WILL BE A MUTIPOLYMERSTRIPING PROJECT (DEL FR 04-08: FORCE ACCT		$155,642	$155,642	$0	$0	Relevant Crash Data Cannot Be Isolated												
2539110	CANADIAN	NHIG-011N(092)TR	TR	US081	FORCE ACCOUNT	4	2013							6			3.40	US-81: FROM GRADY CO.N. 3.40 MI. OF SH-152. THIS WILL BE A THERMOPLASTIC STRIPING PROJECT (DEL FR 04-08: FORCE ACCT)		$40,552	$40,552	$0	$0	Relevant Crash Data Cannot Be Isolated												
2035504	KAY	HSIPG-003S-4(234)215TR	TR	IS035	CABLE BARRIER	4	2013		3-21-13	4-1-13	4-9-13	8-5-13	7-15-14	25			5.00	I-35: CABLE MEDIAN BARRIER, MP 215 TO MP 220		$990,240	$990,240	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2649904	ALFALFA	STPY-102C(144)	-	US064	BRIDGE & APPROACHES	6	2013		9-19-13	10-7-13	10-25-13	2-18-14		4			1.00	US-64 OVER EAST CLAY CR, 1.0 MI EAST OF SH-8(DEL FR 06-13, ADD TO 08-13: UTIL ISSUES)	MS30	$2,000,000	$2,000,000	$0		Project Not in Traffic Engineering Division												
2679704	LINCOLN	STPY-141C(207)	-	SH066	WIDEN, RESURFACE & BRIDGE	3	2013		6-20-13	7-1-13	7-19-13	11-11-13		6			0.68	SH-66 OVER DEEP FORK NORTH CANADIAN RIVER, 7.7 MI EAST OF OKLAHOMA CO.	MS30	$3,014,326	$3,014,326	$0		Project Not in Traffic Engineering Division												
2700505	HARPER	STPG-230P(004)	-		SAFETY IMPROVEMENT	6	2013							0			0.00	INTERSECTION SIGNING AT VARIOUS LOCATIONS WITHIN DIVISION 6	LS3E	$371,295	$371,294	$1		Project Not in Traffic Engineering Division												
2709104	ROGERS	STPY-166C(260)	-	SH066	BRIDGE & APPROACHES	8	2013		9-19-13	10-7-13	10-22-13	1-15-14		2			0.50	SH-66: MOSSEY CREEK, 4.9 MI. N OF JCT. I-44	MS30	$4,250,000	$4,250,000	$0		Project Not in Traffic Engineering Division												
2722504	MCINTOSH	STPY-146C(139)	-	US266	BRIDGE & APPROACHES	1	2013							6			0.50	US-266: OVER WAYNE CREEK, 6.2 MILES EAST OF OKMULGEE COUNTY LINE	MS30	$1,026,360	$1,026,360	$0		Project Not in Traffic Engineering Division												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepost	End Milepost	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Jnt	Units / year	EB/KB	EB/AC	Actual B/C
2774804	TULSA	HSIPY-172N(456)TR	TR	US075	INTERSECTION MOD. & TRAF SIGNALS	8	2013		7-25-13	8-12-13	10-4-13	2-12-14		99			0.01	TRAFFIC SIGNAL &INTERSECTION IMPROVEMENTS US-75 NORTHBOUND OFF RAMPS & PEORIA AVE IN TULSA (75/25 SMC)(DEL FR 08-12, ADD TO 01-13)	MS30	$810,947	$195,426	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2895604	POTTAWATOMIE	IMG-0040-5(421)18/TR	TR	IS040	CABLE BARRIER	3	2013		4-18-13	5-6-13	5-22-13	8-29-13	6-30-14	41			7.22	40 FROM .5 MI EAST OF SH-18 EXTEND 2 MI EAST OF SH-59		$1,304,416	$1,304,416	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2906104	NOBLE	HSIPG-0035-4(245)193TR	TR	IS035	CABLE BARRIER	4	2013		1-17-13	2-4-13	2-25-13	4-29-13	7-22-13	33			3.00	CABLE BARRIER ALONG I-35 BEGIN NORTH OF US54 EXTEND NORTH 3 MI TO BLACKBEAR CREEK	MS30	$591,417	$591,416	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2922904	CHEROKEE	HSIPG-211F(002)TR	TR	SH010	CABLE BARRIER	1	2013		4-18-13	5-6-13	5-22-13	7-30-13		10			9.96	CABLE BARRIER: SH-10 FROM US-62 NORTH APPROX 5.0 MI & US-62 FROM SH-51NORTH APPROX 5.0 MI (DEL FR 01-13, ADD TO 04-13; NO IMPA)	MS30	$261,755	$261,754	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2944004	CARTER	HSIPG-210C(012)TR	TR	SH076	SAFETY IMPROVEMENT	7	2013		1-17-13	2-4-13	2-25-13	3-21-13	6-21-13	22			0.01	INSTALL FLASHING WARNING SIGNS AT JCT US-70 & US-76	MS30	$63,250	$63,250	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3000504	CHOCTAW	HSIPG-212F(003)TR	TR		SAFETY IMPROVEMENT	2	2013		3-21-13	4-1-13	4-9-13	6-10-13	8-8-13				0.00	DIVISION II INSTALLATION OF RUMBLE STRIPS ALONG VARIOUS HWYS IN CHOCTAWMARSHALL PITTSBURG AND PUSHMATAHA COUNTIES	MS30	$95,563	$95,563	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3000604	OKLAHOMA	HSIPY-259C(132)TR	TR	SH152	TRAFFIC SIGNALS	4	2013		2-21-13	3-4-13	3-19-13	6-17-13	12-17-13	52			0.01	OKLAHOMA CITY INSTALL TRAFFIC SIGNAL AT INT SH-152 & SW 56TH	MS30	$198,350	$110,080	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3000904	ATOKA	HSIPY-203A(010)TR	TR	US069	TRAFFIC SIGNALS	2	2013		2-21-13	3-4-13	3-15-13	6-17-13	10-10-13	2			0.01	TUSHKA INSTALL TRAFFIC SIGNAL JCT US-69/75 & BOGGY DEPOT RD	LS3E	$113,952	$85,463	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3010004	ATOKA	HSIPG-203N(015)TR	TR	US069	CABLE BARRIER	2	2013		6-20-13	7-1-13	7-19-13	10-7-13	5-16-14	4			10.00	CABLE BARRIER VARIOUS LOCATIONS ALONG US 69 IN ATOKA & PITTSBURG CO	MS30	$1,536,540	$1,536,540	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3013404	COMANCHE	HSIPG-216N(030)TR	TR	SH007	CABLE BARRIER	7	2013		2-21-13	3-4-13	3-15-13	7-12-13	10-23-13	16			4.54	SH-7 INSTALL CABLE BARRIER BEGIN 0.5 MI EAST OF I-44/SH-7 JCT EXTEND EAST 4.0 MI TO STEPHENS CL	MS30	$514,936	$514,936	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3013504	GRADY	HSIP-229C(009)TR	TR	SH017	SCHOOL SIGNS	7	2013		1-17-13	2-4-13	2-15-13	6-3-13	8-6-13	10			0.04	SH-17 IN RUSH SPRINGS INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS W/BEACONS	MS30	$16,843	$13,474	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3017204	CARTER	HSIP-212N(215)TR	TR	SH142	TRAFFIC SIGNALS	7	2013		7-25-13	8-12-13	8-29-13	1-15-14	5-13-14	35			0.10	ARDMORE SH-142 & ROCKFORD RD TRAFFIC SIGNAL SYSTEM (75/25)	MS30	$224,517	$168,387	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3017304	WASHINGTON	HSIPG-274N(004)TR	TR	US075	CABLE BARRIER	8	2013							8			16.50	CABLE BARRIER INSTALL US75 BEGIN TULSA CO, EXTEND NORTH 16.5 MI(DEL FR 08-13, ADD TO 09-13, PLANS)	MS30, I	$2,970,222	$2,970,221	$1		Project Not in Traffic Engineering Division												
3020104	SEQUOYAH	HSIPG-269F(009)TR	TR		SAFETY IMPROVEMENT	1	2013										0.00	US64 IN SEQUOYAH CO, SH9 IN HASKELL CO, SH16 IN OKMULGE CO(RUMBLE STRIPS)	MS30	$182,664	$182,667	$1		Analysis Pending Availability of 5 Years of After Crash Data												
3020304	KINGFISHER	HSIPG-237F(007)TR	TR		SAFETY IMPROVEMENT	4	2013		5-16-13	6-3-13	6-20-13	10-1-13	1-23-14				0.00	INSTALL RUMBLE STRIPS IN VARIOUS LOCATIONS ALONG SH33 IN KINGFISHER CO,SH3 IN CANADIAN CO, SH11 IN GRANT CO, SH33 IN LOGAN CO	MS30	$90,652	$90,651	$1		Analysis Pending Availability of 5 Years of After Crash Data												
3020404	BEAVER	HSIPG-204F(009)TR	TR		SAFETY IMPROVEMENT	6	2013		7-25-13	8-12-13	9-11-13	11-4-13					0.00	INSTALL RUMBLE STRIPS IN VARIOUS LOCATIONS IN DIVISION 6	MS30	$61,256	$61,257	$1		Analysis Pending Availability of 5 Years of After Crash Data												
3020504	CREEK	HSIPG-219F(020)TR	TR		SAFETY IMPROVEMENT	8	2013		7-25-13	8-12-13	9-11-13	3-10-14	3-27-14				0.00	INSTALL RUMBLE STRIPS IN VARIOUS LOCATIONS ALONG STATE HWYS IN DIVISION 8	MS30	$253,217	$253,215	$2		Analysis Pending Availability of 5 Years of After Crash Data												
3020604	BECKHAM	HSIP-205C(019)TR	TR	SH030	SAFETY IMPROVEMENT	5	2013		5-16-13	6-3-13	6-24-13	9-3-13	10-25-13	20			0.10	SWEETWATER INSTALL SHOOL ZONE ADVANCE WARNING SIGNS WITH BEACONS	MS30	$15,963	$12,690	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3021504	CUSTER	HSIPG-220C(017)TR	TR	SH054	SAFETY IMPROVEMENT	5	2013		6-20-13	7-1-13	7-19-13	10-7-13	11-6-13	33			2.00	RUMBLE STRIPS: VARIOUS LOCATIONS ON SH-54 IN CUSTER COUNTY &SH-5 IN TILLMAN COUNTY	MS30	$48,554	$48,554	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3022504	BRYAN	HSIPG-207F(019)TR	TR	US070	SAFETY IMPROVEMENT	2	2013		6-20-13	7-1-13	7-29-13	11-4-13	4-24-14	10			0.10	RUMBLE STRIPS: VARIOUS LOCATIONS IN DIVISION 2	MS30	$442,623	$442,623	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3022604	CLEVELAND	HSIPG-214F(019)TR	TR	SH009	SAFETY IMPROVEMENT	3	2013		6-20-13	7-1-13	7-29-13	11-18-13	1-31-14	11			0.10	RUMBLE STRIPS: VAIOUS LOCATIONS IN DIVISION 3	MS30	$64,744	$64,743	$1		Analysis Pending Availability of 5 Years of After Crash Data												
3025604	OKLAHOMA	HSIPG-255N(170)TR	TR	IS035	IMPACT ATTENUATORS	4	2013		8-22-13	9-9-13	9-26-13	10-25-13	2-28-14	9			1.00	REPLACEMENT OF IMPACT ATTENUATORS ALONG THE INTERSTATE IN(CLEVELAND, OKLAHOMA, &LOGAN COUNTIES	MS30	$352,078	$352,077	$1		Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Yrs Before (5 yrs)	Yrs Before (5 yrs)	N of Before (5 yrs)	Yrs After (5 yrs)	Yrs After (5 yrs)	N of After (5 yrs)	Study Period	Service Life (yrs)	Maint / Jnt	Units / year	EB/B	EB/AC	Actual B/C
3027004	TULSA	HSIPG-272N(044)TR	TR	US075	CABLE BARRIER	8	2013		9-19-13	10-7-13	11-1-13	3-17-14		99			6.00	US-75 FROM 126TH STREET NORTH TO THE WASHINGTON CO (CABLE BARRIER)	MS30	$1,340,074	$1,340,073	$1		Analysis Pending Availability of 5 Years of After Crash Data											
3029404	WAGONER	HSIPG-273F(009)TR	TR	SH051	STRIPING & PAVEMENT MARKING	1	2013							14			52.53	DIVISION 1 STRIPING AT VARIOUS LOCATIONS	MS30	$657,569	$657,569	$0		Relevant Crash Data Cannot Be Isolated											
3029405	BRYAN	HSIPG-207F(019)TR	TR	US070	STRIPING & PAVEMENT MARKING	2	2013							10			16.00	DIVISION 2 STRIPING AT VARIOUS LOCATIONS	MS30	$300,000	$300,000	$0		Relevant Crash Data Cannot Be Isolated											
3029406	MCCLAIN	HSIPG-244F(007)TR	TR	IS035	STRIPING & PAVEMENT MARKING	3	2013							5			15.50	DIVISION 3 STRIPING AT VARIOUS LOCATIONS	MS30	$195,316	$195,315	$1		Relevant Crash Data Cannot Be Isolated											
3029407	BECKHAM	HSIPG-235F(020)TR	TR	IS040B	STRIPING & PAVEMENT MARKING	5	2013							6			95.27	DIVISION 5 STRIPING AT VARIOUS LOCATIONS	MS30	$714,624	$714,624	$1		Relevant Crash Data Cannot Be Isolated											
3029409	CIMARRON	HSIPG-213F(007)TR	TR	US056	STRIPING & PAVEMENT MARKING	6	2013							2			65.16	DIVISION 6 STRIPING AT VARIOUS LOCATIONS	MS30	$4,000	$4,000	$0		Relevant Crash Data Cannot Be Isolated											
3029409	TULSA	HSIPG-272F(050)TR	TR	US169	STRIPING & PAVEMENT MARKING	8	2013							81			18.25	DIVISION 8 STRIPING AT VARIOUS LOCATIONS	MS30	$487,043	$487,043	$0		Relevant Crash Data Cannot Be Isolated											
3029410	OKLAHOMA	HSIPG-255F(162)TR	TR	IS035	STRIPING & PAVEMENT MARKING	4	2013							9			5.23	DIVISION IV STRIPING AT VARIOUS LOCATIONS	MS30	$95,000	$95,000	$0		Relevant Crash Data Cannot Be Isolated											
3037604	BEAVER	HSIPG-204F(010)TR	TR	US083	STRIPING & PAVEMENT MARKING	6	2013							8			34.36	INSTALL MULTI-POLYMER PAVEMENT MARKINGS IN BEAVER, WOODWARD & MAJOR COUNTIES DISTRICT VI	MS30	$340,200	$340,200	$0		Relevant Crash Data Cannot Be Isolated											
3037605	CADDO	HSIPG-209F(010)TR	TR	SH009	STRIPING & PAVEMENT MARKING	7	2013							16			20.76	INSTALL MULTI-POLYMER PAVEMENT MARKINGS IN CADDO, COMANCHE & GRADY COUNTIES DISTRICT VII	MS30	$234,943	$234,943	$0		Relevant Crash Data Cannot Be Isolated											
2999604	PAWNEE	STPY-159B(036)	-	SH018	BRIDGE & APPROACHES	8	2014		10-17-13	11-4-13	11-25-13	1-6-14		14			0.76	SH-18 OVR ARKANSAS RVR, FR EAST EDGE OF RALSTON, NORTH APPROX 0.9 MI, 1.50 MILES IN OSAGE CO) (DEL FR 05-13, ADD TO 10-13; PER PRO	LS30	$3,237,757	$3,237,757	$0		Project Not in Traffic Engineering Division											
2304307	BECKHAM	STPY-105C(183)	-	SH030	GRADE, DRAIN & SURFACE	5	2014							20			1.00	SH-30 OVER NORTH FORK OF RED RIVER, 5.0 MI NORTH OF I-40(BRIDGE TIE-INS)	MS30	$2,701,810	$2,701,810	$0		Project Not in Traffic Engineering Division											
2229704	COMANCHE	STPY-115C(134)	-	SH017	BRIDGE & APPROACHES	7	2014		10-17-13	11-4-13	1-2-14	3-6-14		24			0.25	SH-17 OVER WHISKEY CREEK BEGIN APPROX. 0.75 MILE WEST OF SH-65	LS30	$3,000,000	$3,000,000	$0		Project Not in Traffic Engineering Division											
2027504	BECKHAM	HSIPG-040(110)052)000TR	TR	IS040	CABLE BARRIER	5	2014							1			6.00	I-40 CABLE MEDIAN BARRIER, MP 0.0 TO MP 6.0		$452,641	$452,641	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data											
3010005	ATOKA	HSIPG-203N(016)TR	TR	US069	CABLE BARRIER	2	2014							4			10.00	CABLE BARRIER VARIOUS LOCATIONS ALONG US 69 IN ATOKA CO (DEL FR 05-14, ADD TO 05-14, AS PER PROJ MGMT)	MS30	$1,192,206	$1,192,206	$0		Analysis Pending Availability of 5 Years of After Crash Data											
3029504	COMANCHE	HSIP-215C(026)TR	TR	US277	TRAFFIC SIGNALS	7	2014		11-21-13	12-9-13	1-2-14	4-7-14	5-7-14	12			0.10	US277/SH17 IN ELGIN INSTALLATION OF TRAFFIC SIGNAL SYSTEM(75/25 CITY)	MS30	$99,490	$74,618	$0		Analysis Pending Availability of 5 Years of After Crash Data											
3037704	OKMULGEE	HSIPG-259N(016)TR	TR	US075	CABLE BARRIER	1	2014		10-17-13	11-4-13	11-25-13			4			9.72	INSTALL CABLE BARRIER US75 BEGIN 1500' NORTH OF MAIN ST IN HENRYETTA EXTEND10.72 MILES NORTH (ADD TO 10-13, LATE ADD BY TRAFFIC)	MS30	$425,965	$425,965	$0		Analysis Pending Availability of 5 Years of After Crash Data											
3072604	KIOWA	HSIP-239N(011)TR	TR	US183	SCHOOL SIGNS	5	2014		2-20-14	3-10-14	3-31-14			6			0.10	SNYDER SCHOOL ZONE ADVANCE WARNING SIGNS ON US183 AND SIGNING ON US62(ADD TO 02-14, LATE ADD)	MS30	$31,900	$25,440	$0		Analysis Pending Availability of 5 Years of After Crash Data											
3073704	HASKELL	HSIPG-231F(011)TR	TR	SH009	CABLE BARRIER	1	2014		5-15-14	6-2-14	6-19-14			8			61.57	INSTALLATION OF GUARDRAIL/CABLE BARRIER IN VARIOUS LOCATIONS IN DIVISION I	MS30	$2,370,562	$2,370,561	$1		Relevant Crash Data Cannot Be Isolated											
3073804	SEMINOLE	HSIPG-257F(027)TR	TR	SH009	CABLE BARRIER	3	2014							14			19.00	INSTALLATION OF GUARDRAIL/CABLE BARRIER IN VARIOUS LOCATION IN DIVISION III	MS30	$776,830	$776,830	$0		Relevant Crash Data Cannot Be Isolated											
3073904	WOODWARD	STPG-277F(013)MS	MS		SCHOOL SIGNS	6	2014		5-15-14	6-2-14	6-19-14						0.00	INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS AT VARIOUS LOCATIONS IN DIVISION VI (DEL FR 04-14, ADD TO 05-14, FUNDING ISSUES)	Q210	$256,952	$256,952	$0		Project Not in Traffic Engineering Division											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepost	End Milepost	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB/B	EB/AC	Actual B/C
3074404	GARFIELD	HSIP-2240(208)TR	TR	SH074	SCHOOL SIGNS	4	2014		2-20-14	3-10-14	3-20-14	6-16-14	7-9-14	20			1.00	COVINGTON INSTALL SCHOOL ZONE FLASHERS ON SH74(ADD TO 02-14, LATE ADD)	MS30	$23,260	$18,624	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3074504	OKLAHOMA	HSIPG-255A(252)TR	TR	SH152	CABLE BARRIER	4	2014							52			4.60	SH-152 INSTALL CABLE BARRIER BEGIN 0.6 MI WEST OF COUNCIL RD EXTEND EAST 4 MI		$301,523	$301,523	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
3074604	BECKHAM	HSIPG-205C(227)TR	TR	SH152	GUARDRAIL	5	2014		6-19-14	7-7-14	7-22-14			32			0.97	SH-152 INSTALL GUARDRAIL FROM I-40 TO SH-34/SH-6 BRIDGE AT JCT I-40/SH-6	MS30	$169,543	$169,543	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3076904	MUSKOGEE	HSIPG-251F(022)TR	TR		SAFETY IMPROVEMENT	1	2014										0.00	DIVISION 1 INSTALLATION AND UPGRADING OF SIGNING STRIPPING TRANSVERSE RUMBLE STRIPS ON VARIOUS AT GRADE INTERSECTIONS	MS30	$600,905	$600,905	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3079004	CHOCTAW	HSIPG-212F(007)TR	TR		SAFETY IMPROVEMENT	2	2014										0.00	DIVISION 2 INSTALL AND UPGADE SIGING STRIPING TRANSVERSE RUMBLE STRIPSAT VARIOUS GRADE INTERSEC (DEL FR 06-14, ADD TO 07-14; AS P	MS30	$331,229	$331,229	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3079104	SEMINOLE	HSIPG-267F(030)TR	TR		SAFETY IMPROVEMENT	3	2014										0.00	SH-56 DIVISION 3 INSTALL AND UPGRADE SIGNING STRIPING AND TRANVERSE RUMBLESTRIPS VARIOUS GRADE INTERSECTIONS	MS30	$567,680	$567,680	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3079204	KINGFISHER	HSIPG-237F(013)TR	TR		SAFETY IMPROVEMENT	4	2014		6-19-14	7-7-14	7-25-14						0.00	SH 51 DIVISION IV UPGRADE AND INSTALL SIGNS STRIPING AND TRANSVERSE RUMBLESTRIPS ON VARIOUS GRADE INTERSECTIONS	MS30	$431,867	$431,867	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3084504	HASKELL	HSIPY-231C(013)TR	TR	SH026	SCHOOL SIGNS	1	2014		6-19-14	7-7-14	7-22-14			10			1.00	TOWN OF MCCURTAIN SH-26 SCHOOL ZONE ADVANCE WARNING SIGNS (ADD TO 06-14 LATE ADD BY TRAFFIC)	MS30	$25,045	$23,236	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3099604	GRANT	HSIPY-227B(011)TR	TR	SH011	SCHOOL SIGNS	4	2014		6-19-14	7-7-14	7-22-14			14			0.10	SH-11 IN DEER CREEK SCHOOL ZONE SPEED LIMIT SIGNS AND ADVANCE WARNING SIGNS WITH FLASHING BEACONS (ADD TO 06-14, LATE ADD)	MS30	$22,731	$18,185	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3059004	BLAINE	HSIPG-200F(017)TR	TR	US270	STRIPING & PAVEMENT MARKING	5	2014							4			50.50	INSTALL MULTI-POLYMER & THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN DIVISION V	MS30	$597,762	$597,762	$0		Relevant Crash Data Cannot Be Isolated												
2916904	OKMULGEE	HSIPG-0040-6(360)236TR	TR	IS040	CABLE BARRIER	1	2015							3			6.60	CABLE BARRIER ALONG I-40 BEGIN AT MILE MARKER 236 EXTEND EAST 6.6 MI		$700,000	$700,000	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
3079704	MCINTOSH	HSIPG-246N(011)TR	TR	US069	CABLE BARRIER	1	2015							3			14.00	US-69 INSTALL CABLE BARRIER BEGIN AT MUSKOGEE-MCINTOSH CL EXTEND SOUTH 14 MIS TO US-69/SH-150 JCT (DEL FR 05-14, ADD TO 10-14; FUNDING ISSUES)		$3,841,751	$3,841,751	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
3079604	GARFIELD	HSIPG-224N(005)TR	TR	US064	CABLE BARRIER	4	2015							31			5.00	US-64 IN GARFIELD COUNTY BEG EAST SIDE OF S 78TH STREET AND EXT EAST 5 MILE TO N 2990 ROAD INSTALL CABLE BARRIER SLOP CORRECTIONS AND DRAINAGE INLET AD		$900,000	$900,000	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
3082704	PITTSBURG	HSIPG-261N(026)TR	TR	US069	CABLE BARRIER	2	2015							2			6.50	INSTALLATION OF CABLE BARRIER BEGIN AT EAST 1570 RD IN KIOWA EXTEND NORTHEAST 6.5 MI TO 4TH ST IN SAVANNA		$1,200,000	$1,200,000	$0	$0	Analysis Pending Availability of 5 Years of After Crash Data												
2410204	WASHINGTON	NHG-014N (266) TR	TR	US075	SAFETY IMPROVEMENT	6	2009	9-17-07	10-1-07	11-5-07	11-19-07	2-25-09	6-30-09	009	0.00		0.10	SIGN REPLACEMENT AND OVERHEAD SIGN INSPECTION AND REPAIR US-75 IN BARTLESVILLE FROM THE WOODLAND LOOP TO EASTLAND PARKWAY		$99,936				Relevant Crash Data Cannot Be Isolated												
2165204	ROGERS	IMG-0044-2(462) 222 TR	TR		SAFETY IMPROVEMENT	6	2009	10-19-07	11-15-07	12-3-07	1-4-08	3-31-08	6-25-08		0.00		0.10	I-444-244: REPLACE OF OVERHEAD SIGN STRUCTURE ON I-44 AND I-244 IN TULSA		$97,874				Relevant Crash Data Cannot Be Isolated												
2414104	LOVE	IMG-0035-1(146) 013 TR	TR	IS035	CABLE BARRIER	7	2009	10-26-07	11-15-07	12-3-07	1-4-08	2-19-09	1-25-10	017	12.97		5.00	I-35 MEDIAN BARRIER PROJECT BEGINNING @ NORTH EDGE OF RED RIVER & EXT NORTH @ VARIOUS LOCATIONS TO MILE POST 19		$1,445,042				10	29	76	10	21	69	5	25	#####	54.93	$4,520,800	$367,150	12.31

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I I Before (5 yrs)	N I Before (5 yrs)	Fat After (5 yrs)	I I After (5 yrs)	N I After (5 yrs)	Study Period	Service Life (yrs)	Mont / Int	Units / year	EB/B	EB/AC	Actual B/C
2414804	OKLAHOMA	IMG-0035-4(222) 142 TR	TR	IS035	CABLE BARRIER	4	2009	12-17-07	1-17-08	2-4-08	2-29-08	4-17-08	12-16-08	009	8.00	15.00	7.00	I-35 MEDIAN BARRIER BEG @ 2ND STREET, IN EDMOND, & EXT NORTH 7.0 MILE		$1,002,952				3	18	36	3	27	58	5	25	#####	7.00	($6,134,500)	$99,197	(61.84)
2988704	OKLAHOMA	NHG-035N (205) TR	TR	SH074	STRIPING & PAVEMENT MARKING	4	2009	1-8-09	4-1-09					053	0.00		7.48	SH-74 PAVE. MRKS. & REPLACE LENS. BEG @ SH-66 & EXT N. APPROX. 7.43 MI. TO 0.5 MI. N. OF MEMORIL RD. (DEL FR 02-09, ADD TO 04-09, AS PER O.E.) **AUTH**		$361,081				Relevant Crash Data Cannot Be Isolated												
2506104	LOGAN	IMG-0035-4(223) 146 TR	TR	IS035	STRIPING & PAVEMENT MARKING	4	2009	1-8-09	4-17-09	4-25-09	5-19-09	6-22-09	7-31-09	090	0.00		5.83	I-35: PAVMNT MRK, PAVMNT MRK REPLACE LENS BEG @ MM 145.7 & EXT TO MM 152.5 (DEL FR 03-09, ADD TO 04-09, AS PER O.E.) **AUTH**		$149,187				Analysis Pending Availability of 5 Years of After Crash Data												
2506204	OKLAHOMA	IMG-0035-3(256) 126 TR	TR	IS035	STRIPING & PAVEMENT MARKING	4	2009	1-8-09	4-1-09					015	0.00		7.00	I-35: PAVMNT MRKS, & REPLACE LENS BETWEEN MM 126 & 126 AND MM 139 & 136, INCLUDE RAMPS. (DEL FR 02-09, ADD TO 04-09, AS PER O.E.) **AUTH**		$419,567				Relevant Crash Data Cannot Be Isolated												
2412904	CADDO	IMG-0040-3(063) 099 TR	TR	IS040	CABLE BARRIER	7	2009	1-14-09	2-1-09			5-21-09	9-30-09	048	2.60		6.00	I-40: MEDIAN BARRIER PROJECT, FROM MP 89.0 TO 95.0		$561,613				4	10	27	5	9	26	5	25	#####	6.00	($1,264,000)	$65,950	(19.17)
2413604	CADDO	IMG-0040-4(418) 101 TR	TR	IS040	CABLE BARRIER	7	2009	1-14-09	4-17-09	4-25-09	5-9-09	7-16-09	10-31-09	8-48, 9-51	74, 0.00	17.99, 1.66	5.11	I-40: MEDIAN BARRIER PROJECT, FROM MP 101.0 TO 106.0 (DEL FR 02-09, ADD TO 04-09, PRIORITY CHANGE) **AUTH**		$834,460				5	15	24	2	5	29	5	25	$650	5.11	$8,992,000	$43,935	227.20
2409105	POTTAWATOMIE	IMY -0040-5(403) 165 TR	TR	IS040	SAFETY IMPROVEMENT	3	2009	2-19-09	3-1-09	4-7-09	5-2-09	8-19-09	5-2-09	40, 41	73, 0.00	13.16, 1.20	2.63	I-40: BEG. 0.40 MI. W. OF SH-3E (KICKAPOO AVE.), EXT. E. 2.8 MI. TO 1.2 MI. E. OF SH-18 (HARRISON AVE.) (CONCRETE BARRIER & LIGHTING)		$4,709,127				1	7	26	1	5	46	5	25	#####	2.63	$27,600	$354,040	0.08
2509104	TULSA	IMG-0044-2(468) 230 TR	TR	IS044	STRIPING & PAVEMENT MARKING	8	2009	2-19-09	3-20-09	4-7-09	5-1-09	5-19-09	6-13-09	078	0.00		6.00	I-44: INSTALL EPOXY/RAISED PAVEMENT MRK, REPLACE LENS, AT MM230, EXT. NORTH EAST 6.0 MI. TO JCT I-244 MM236		$250,547				Relevant Crash Data Cannot Be Isolated												
2509004	TULSA	IMG-0044-2(468) 000 TR	TR	IS244	STRIPING & PAVEMENT MARKING	8	2009	2-19-09	3-1-09					009	0.00		3.00	I-244: INSTALL EPOXY/RAISED PAVEMENT MRK, REPLACE LENS, AT JCT. I-44, EXT. NORTHEAST 3.0 MI. TO JCT. US-75		$96,359				Relevant Crash Data Cannot Be Isolated												
2509304	TULSA	NHY -030N (062) TR	TR	US169	STRIPING & PAVEMENT MARKING	8	2009	2-19-09	3-1-09					069	0.00		9.50	US-169: INSTALL EPOXY/RAISED PAVEMENT MRK, REPLACE LENS, ALONG US-169		$487,548				Relevant Crash Data Cannot Be Isolated												
2414004	KAY	IMG-0035-4(214) 209 TR	TR	IS035	CABLE BARRIER	4	2009	3-14-09	4-17-09	4-25-09	5-9-09	12-6-09	5-12-10	025	2.09		5.00	I-35: MEDIAN BARRIER PROJECT, FROM MP 209.0 TO 214.0		$845,567				4	5	11	0	1	7	5	25	#####	7.25	$9,663,680	$90,376	100.59
2539004	TULSA	NHG-030N (063) TR	TR	US169	STRIPING & PAVEMENT MARKING	8	2009	3-18-09	5-15-09	6-2-09	6-27-09	9-15-09	11-13-09	091	11.00	17.00	6.00	US-169: FROM 86TH ST., N. 6.0 MI. TO 146TH ST. (DEL FR 04-09, ADD TO 05-09, CHANGE IN PRIORITY) **AUTH**		$215,916				3	15	37	3	20	39	5	25	#####	6.00	($2,620,160)	$43,921	(59.79)
2415504	TULSA	NHG-014N (070) TR	TR	US075	CABLE BARRIER	8	2009	4-16-09	5-15-09	6-2-09	6-30-09	8-4-09	12-11-09	093	9.40	13.40	5.00	US-75 MEDIAN BARRIER BEG AT 75TH ST. NORTH & EXT NORTH TO 126TH ST. NORTH		$494,142				6	9	57	5	9	50	5	25	#####	5.00	$1,955,200	$65,991	34.33
2572104	TEXAS	NHG-009N (078) TR	TR	US054	STRIPING & PAVEMENT MARKING	6	2009	5-6-09						002	0.00		11.61	US-54: INSTALL THERMOPLASTIC PAVMNT MRKGS., BEGIN TEXAS SIL. EXT. N.E. 11.61 MI. TO 0.13 MI. E. OF GOODWELL		$84,500				Relevant Crash Data Cannot Be Isolated												
2539005	CLEVELAND	IMG-0044-1(109) 102 TR	TR	IS044	FORCE ACCOUNT	3	2009	5-12-09						034	0.00		5.00	PAVMNT MRKGS, & LENSE REPLACE (MCCLAIN CO. LN. N. 5.0 MI. TO OKLAHOMA CO. LN. (FORCE ACCOUNT)		$98,000				Relevant Crash Data Cannot Be Isolated												
2539205	ROGERS	IMG-0044-2(467) 236 TR	TR	IS044	FORCE ACCOUNT	8	2009	5-12-09						036	0.00		4.65	I-44 (FROM 145TH ST. E. 3.0 MI. TO 193TH ST. THIS WILL BE THERMOPLASTIC STRIPING PROJECT (FORCE ACCOUNT)		$42,000				Relevant Crash Data Cannot Be Isolated												
2539009	TULSA	NHG-015N (031) TR	TR	SH051	FORCE ACCOUNT	8	2009	5-12-09						090	0.00		14.30	SH-51: FROM PEORIA AVE., S. 14.3 MI. TO WAGONER CL. THIS WILL BE THERMO-PLASTIC STRIPING PROJECT (FORCE ACCOUNT)		$43,300				Relevant Crash Data Cannot Be Isolated												
2571804	SEQUOYAH	NHG-033N (013) TR	TR	US059	STRIPING & PAVEMENT MARKING	1	2009	5-12-09						002	8.31		2.04	US-59: INSTALL THERMOPLASTIC PAVMNT MRKGS, BEGIN 0.10 MI S. OF I-40, EXT. N. & E. 2.04 MI. TO JCT. US-64 E.		$35,000				Relevant Crash Data Cannot Be Isolated												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2587904	MCCURTAIN	NHY -022N (180) TR		TR	US070	STRIPING & PAVEMENT MARKING	2	2009	6-13-09					004	9.00		3.00	MI. (AGENDA #82A) (PAVEMENT MARKING)		$40,000				Relevant Crash Data Cannot Be Isolated												
2588004	PITTSBURG	NHY -013N (115) TR		TR	US069	STRIPING & PAVEMENT MARKING	2	2009	6-13-09					004	0.00		16.96	US-69 FROM JCT US-69B/SH-113 EXT. 17.60 MI. TO MCINTOSH CO. (AGENDA #26) (PAVEMENT MARKING)		$120,000				Relevant Crash Data Cannot Be Isolated												
2579504	TULSA	STPG - 172B (425) TR		TR	SH011	STRIPING & PAVEMENT MARKING	8	2009	6-23-09					036	1.94		13.80	SH-11: INSTALL PAVMNT MRKGS. & RAISED REFLACE LENSES FROM 66TH ST. N. EXT. N. 13.8 MI. TO WASHINGTON CO. (AGENDA #68)		$134,000				Relevant Crash Data Cannot Be Isolated												
2580004	TULSA	STPG - 172B (426) TR		TR	SH151	STRIPING & PAVEMENT MARKING	8	2009	6-23-09					097	0.00		1.80	SH-151: INSTALL PAVMNT MRKGS. FROM US-412 INTERCHG., S. EXT. N. 1.8 MI. TO JCT. SH-51 (AGENDA #69)		$33,000				Relevant Crash Data Cannot Be Isolated												
2580104	TULSA	STPG - 172A (427) TR		TR	US064	STRIPING & PAVEMENT MARKING	8	2009	6-23-09					006	8.07		6.80	US-64: INSTALL PAVMNT MRKGS FROM MINGO RD. EXT. E. 6.80 MI. TO WAGONER CO. (AGENDA #66D)		$60,000				Relevant Crash Data Cannot Be Isolated												
2580204	TULSA	STPG - 172A (428) TR		TR	US064	STRIPING & PAVEMENT MARKING	8	2009	6-23-09					006	0.00		0.10	INSTALL PAVMNT MRKGS. ON/OFF RAMPS US-64/412 @ QUANAH AVE RAMPS EXT. W. TO E.B. EXIT RAMP @ 91ST. W. AVE. (AGENDA #66E)		$26,000				Relevant Crash Data Cannot Be Isolated												
2580304	TULSA	STPG - 172A (429) TR		TR	US064	STRIPING & PAVEMENT MARKING	8	2009	6-23-09					006	0.00		1.60	64/412, W. OF 209TH ST. EXT. TO OSAGE CO. (AGENDA #66F)		$61,000				Relevant Crash Data Cannot Be Isolated												
2415204	OKMULGEE	NHG -014N (268) TR		TR	US075	CABLE BARRIER	1	2009	7-18-09	8-21-09	9-19-09	10-7-09	2-2-09	7-23-09	011	14.58	3.66	US-75: CABLE BARRIER BEG @ 251ST STREET & EXT NORTH TO 211TH STREET (TULSA CO.)		$966,975				1	9	36	1	12	35	5	25	$650	3.92	($1,381,840)	$64,446	(21.44)
4 (tied to 24	CARTER	MG -0035-1(144) 031 TR		TR	IS035	CABLE BARRIER	7	2009	7-24-09	9-18-09	10-6-09	10-29-09	6-1-09	6-31-09	036	6.19	5.00	I-35: MEDIAN BARRIER PROJECT, FROM MP 31.0 TO 36.0		$826,904				3	7	22	0	4	25	5	25	#####	5.00	$6,726,960	$65,130	103.32
2407604	CARTER	MG -0035-1(143) 036 TR		TR	IS035	CABLE BARRIER	7	2009	7-28-09	9-1-09	10-6-09	10-29-09	6-1-09	6-31-09	036	11.69	5.00	I-35: MEDIAN BARRIER PROJECT, FROM MP 36.0 TO 41.0		$742,079				1	7	11	1	0	7	5	25	#####	5.00	$3,772,000	$72,502	52.03
2602104	GARFIELD	NHY -019N (114) TR		TR	US412	STRIPING & PAVEMENT MARKING	4	2009	8-26-09	/					032	0.00	2.96	US-412: INSTALL THERMO PAVEMENT MRKGS AT VARIOUS LOCATIONS IN GARFIELD CO. (AGENDA # 120)		$85,000				Relevant Crash Data Cannot Be Isolated												
4 (tied to 24	CADDO	MG -0040-4(412) 095 TR		TR	IS040	CABLE BARRIER	7	2009	1-14-09	1-1-09			3-16-09	10-30-09	048	9.60	3.00	I-40: MEDIAN BARRIER PROJECT, FROM MP 95.0 TO 98.0 (DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**		$225,972				1	2	6	5	6	6	5	25	#####	3.00	($9,317,700)	$30,066	(309.71)
4 (tied to 24	CADDO	MG -0040-4(417) 096 TR		TR	IS040	CABLE BARRIER	7	2009	1-22-09	1-22-09	2-2-09	2-12-09	3-16-09	10-30-09	048	11.60	3.01	I-40: MEDIAN BARRIER PROJECT, FROM MP 98.0 TO 101.0 (DEL FR 11-08, ADD TO 01-09, AS PER TRAFFIC) **AUTH**		$415,769				4	13	6	2	4	13	5	25	#####	3.00	$7,479,600	$41,614	179.74
2557104	BRYAN	NHY -022N (179) TR		TR	US070	SAFETY IMPROVEMENT	2	2009	2-10-09	3-12-09	3-30-09	4-24-09	7-31-09	11-12-09	006	0.00	0.10	US-70: INTERSECTION MODIFICATION AT US-70 & US-69/US-75 ON RAMPS (DEL FR 02-09, ADD TO 03-09, NO ROW CERT)		$108,967				0	3	8	0	2	23	5	25	$200	1.00	($407,760)	$7,169	(112.68)
4 (tied to 24	CANADIAN	MG -0040-4(421) 125 TR		TR	IS040	CABLE BARRIER	4	2009	3-12-09	3-19-09	3-30-09	4-7-09	6-1-09	10-25-11	005	21.00	2.00	I-40 FROM MP 125 TO MP 127 (CABLE BARRIER)	NA	$491,774				Analysis Pending Availability of 5 Years of After Crash Data												
2414404	BECKHAM	MG -0040-1(090) 016 TR		TR	IS040	CABLE BARRIER	5	2009	3-20-09	3-24-09	3-30-09	4-14-09	6-3-09	6-13-10	001	19.00	5.00	I-40: MEDIAN BARRIER PROJECT, FROM MP 19.0 TO 23.0		$957,504				Analysis Pending Availability of 5 Years of After Crash Data												
2630504	OKLAHOMA	STPG - 155C (709) TR		TR		STRIPING & PAVEMENT MARKING	4	2009	4-13-09								0.10	SH-66: INSTALL PAVMNT MRKGS. AT DEPOT BLVD. IE. 4.0 MI. TO POST RD., IN EDMOND. (AGENDA 187A)		$30,000				Relevant Crash Data Cannot Be Isolated												
2643504	OKLAHOMA	HSIPG -155A (714) TR		TR	SH074	SIGNING	4	2009	7-9-09	8-20-09	9-8-09	9-23-09	2-3-10	5-13-10	063	0.00	7.25	HWY SIGN REPLACEMENT ALONG SH-74 IN OK. CO. FROM 26TH ST. N. 7.25 MI. TO KILPATRICK TURNPIKE (AGENDA 4C)		$224,457				11	59	258	11	45	199	5	25	$100	1.00	$12,040,960	$14,470	832.10
2252604	GARVIN	STPG - 125C (179) TR		TR	SH076	GUARDRAIL	3	2010	12-23-09	1-1-10	2-1-10	2-24-10	6-17-10	5-30-10	032	0.01	8.00	GUARDRAIL INSTALLATION ALONG SH-76 BEGIN GARVIN/CARTER CO. EXTEND NORTH 8 MI. TO SH-76/SH-29 JCT.		$304,916				Analysis Pending Availability of 5 Years of After Crash Data												
2623704	LOGAN	MG -0035-4(232) 160 TR		TR	IS035	CABLE BARRIER	4	2010	1-11-10	1-26-10	2-1-10	2-24-10	7-1-10	2-28-11	030	13.23	10.00	I-35: CABLE BARRIER, FROM MP 160 TO MP 170		$1,306,567				Analysis Pending Availability of 5 Years of After Crash Data												
2704104	TULSA	NHG -030N (266) TR		TR	US169	CABLE BARRIER	8	2010	2-12-10	3-16-10	4-12-10	4-29-10	7-5-10	9-29-10	091	11.00	5.00	US-169: FROM 106TH ST. NORTH EXTEND NORTH 5 MILES TO 156TH ST. NORTH (50% NON-TR)		$526,375				Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EI/K$	EI/AC	Actual $/C
2592704	CREEK	STPY-119A (201) TR	TR	SH067	INTERSECTION MOD. & TRAF SIGNALS	8	2010	2-19-10	4-1-10	5-3-10	5-19-10	6-19-10	1-5-11	035	0.73		0.10	TRAFFIC SIGNAL & INTERSECTION IMPROVEMENTS SH-67 & TURNER TURNPIKE GATE (DEL FR 03-10, ADD TO 04-10, CONST TIMING ISSUES) **AUTH**		$164,575				Analysis Pending Availability of 5 Years of After Crash Data											
2423204	NOBLE	MG-0035-4(217) 192 TR	TR	IS035	CABLE BARRIER	4	2010	2-22-10	3-16-10	4-12-10	4-29-10	6-7-10	12-3-10	033	4.39		5.00	I-35 CABLE MEDIAN BARRIER, MP 192 TO MP 187		$555,160				Analysis Pending Availability of 5 Years of After Crash Data											
2745204	CIMARRON	STPG-113F (081) TR	TR	US056	STRIPING & PAVEMENT MARKING	6	2010	2-22-10						002	31.25		2.37	CIMARRON, MAJOR, TEXAS, WOODS & WOODWARD COUNTIES (MULTI-POLYMER PAVE MARK, VARIOUS LOCATIONS)		$182,000				Relevant Crash Data Cannot Be Isolated											
2745304	CIMARRON	STPG-113F (082) TR	TR	SH056	STRIPING & PAVEMENT MARKING	6	2010	2-24-10						000	36.87		1.20	CIMARRON, MAJOR & WOODWARD COUNTIES (THERMOPLASTIC PAVE MARK, VARIOUS LOCATIONS)		$59,000				Relevant Crash Data Cannot Be Isolated											
1089504	BRYAN	STP-107N (168) TR	TR	US069	INTERSECTION MOD. & TRAF SIGNALS	2	2010	3-22-10	4-1-10	5-3-10	5-14-10	10-4-10	6-13-11	002	10.52		0.20	SIGNALS & INTERSECTION MOD IN CALERA ON US-69/75 AT MAIN STREET & NORTH MCKINLEY STREET		$226,920				Analysis Pending Availability of 5 Years of After Crash Data											
2423005	NOBLE	MG-0035-4(218) 200 TR	TR	IS035	CABLE BARRIER	4	2010	4-14-10	5-20-10	6-7-10	7-2-10	10-5-10	5-31-11	033	22.59		9.00	I-35 CABLE MEDIAN BARRIER FROM MILEPOST 200 NORTH TO MILEPOST 209 (PART OF PROJ IN KAY CO.)		$566,950				Analysis Pending Availability of 5 Years of After Crash Data											
2745404	COMANCHE	MG-0044-1(118) 030 TR	TR	IS044	SIGNING	7	2010	6-2-10	7-22-10	8-10-10	10-19-10	5-3-11	11-14-11	049	4.00		11.86	I-44 FROM SH-36 NORTH TO SH-49 (SIGN REPLACEMENT)		$404,124				Relevant Crash Data Cannot Be Isolated											
2647504	CLEVELAND	HSIPY-114A (243) TR	TR	SH077H	INTERSECTION MOD. & TRAF SIGNALS	3	2012	1-17-12	2-1-12					036	2.67		0.00	SH-77H/ROBINSON STREET INTERSECTION IN NORMAN	LS3E	$1,091,162	$974,881			Analysis Pending Availability of 5 Years of After Crash Data											
2656404	COMANCHE	HSIPG-116A (210) TR	TR	US062	SIGNING	7	2012	2-7-12	3-1-12					003	0.00		25.42	REPLACE SIGNS ALONG US-62 BEGIN AT KIOWA CL EXTEND EAST 25 MI TO JCT I-44 IN COMANCHE CO	LS3E	$251,501	$251,501			Relevant Crash Data Cannot Be Isolated											
2646204	CHOCTAW	HSIPY-112A (097) TR	TR	US271	INTERSECT MODIF	2	2012	2-14-12	3-15-12	4-2-12	4-23-12	5-7-12	8-8-12	006	5.92		0.10	US-271 INTERSECTION MODIFICATION AT COX RD WITH DECELERATION RIGHT & LEFT TURN LANES	LS3E	$411,309	$369,833			Analysis Pending Availability of 5 Years of After Crash Data											
2656604	ROGERS	HSIPG-206A (004) TR	TR	US412	SIGNING	6	2012	2-15-12	3-1-12					016	0.00		15.37	REPLACE SIGNS ALONG US-412 BEGIN AT CREEK TURNPIKE EXTEND EAST 19.5 MI	LS3E	$117,729	$117,729			Relevant Crash Data Cannot Be Isolated											
2656504	MAYES	HSIPG-140A (150) TR	TR	US412	SIGNING	6	2012	2-23-12	3-1-12					016	0.00		10.02	REPLACE SIGNS ALONG US-412 BEGIN AT ROGERS CL EXTEND EAST 10MI TO CHEROKEE TURNPIKE	LS3E	$183,832	$183,832			Relevant Crash Data Cannot Be Isolated											
2929304	SEQUOYAH	HSIPG-209F (001) TR	TR		STRIPING & PAVEMENT MARKING	1	2012	3-28-12	5-1-12						0.00		0.00	DIVISION I INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$921,500	$921,500			Relevant Crash Data Cannot Be Isolated											
2918604	OKLAHOMA	HSIPG-0240-1(367) 009 TR	TR	IS240	CABLE BARRIER	4	2012	4-11-12	5-17-12	6-4-12	6-29-12	8-20-12	3-31-13	071	10.50		3.00	CABLE BARRIER ALONG I-240 BEGIN AT MILE MARKER 8 EXTEND EAST 3 MI (ADD TO 05-12, LATE ADD)	LS3E	$852,946	$852,946			Analysis Pending Availability of 5 Years of After Crash Data											
2507604	SEQUOYAH	HSIPG-0040-6(377) 308 TR	TR	IS040	CABLE BARRIER	1	2012	4-12-12	5-17-12	6-4-12	6-18-12	9-4-12	5-8-13	029	8.00		2.50	CABLE BARRIER ALONG I-40 BEGIN AT EXISTING CABLE BARRIER EAST OF US59 EXTEND EAST 2.5 MI TO CREEK BRIDGE WEST OF US64	LS3E	$507,712	$507,712			Analysis Pending Availability of 5 Years of After Crash Data											
2918704	MUSKOGEE	HSIPG-0040-6(379) 282 TR	TR	IS040	CABLE BARRIER	1	2012	4-12-12	5-17-12	6-4-12	6-29-12	9-4-12	7-23-13	015	6.09		8.00	CABLE BARRIER ALONG I-40 BEGIN AT MILE MARKER 282 EXTEND EAST 8 MI (DEL FR 05-12, ADD TO 05-12 AS PER PROJ MGMT)	LS3E	$925,199	$925,199			Analysis Pending Availability of 5 Years of After Crash Data											
2931004	KAY	HSIPG-236F (003) TR	TR		STRIPING & PAVEMENT MARKING	4	2012	6-6-12	7-1-12						0.00		0.00	DIVISION IV INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$166,585	$166,585			Relevant Crash Data Cannot Be Isolated											
2919104	TULSA	HSIPG-0244-1(003) 000 TR	TR	IS244	CABLE BARRIER	6	2012	6-12-12	7-19-12	8-6-12	8-24-12	2-6-13	7-3-13	009	0.00		6.30	CABLE BARRIER ALONG I-244 BEGIN AT MILE MARKER 0 EXTEND NORTH 2 MI, ALONG SH-11 BEGIN EAST OF HARVARD OVERPASS EXTEND SOUTH EAST 4.3 MI	LS3E, L	$1,191,713	$1,191,713			Analysis Pending Availability of 5 Years of After Crash Data											
2507504	BRYAN	HSIPG-013N (156) TR	TR	US069	CABLE BARRIER	2	2012	6-25-12	7-19-12	8-6-12	8-24-12	11-8-12	10-31-13	003	10.50		6.40	CABLE BARRIER ALONG US69 BEGIN AT BLUE RIVER EXTEND NORTH 6.4 MI TO SH22 (DEL FR 05-12, ADD TO 07-12, NO NEPA)	LS3E, L	$766,509	$766,509			Analysis Pending Availability of 5 Years of After Crash Data											
2508004	BRYAN	HSIPG-013N (157) TR	TR	US069	CABLE BARRIER	2	2012	6-25-12	7-1-12					002	4.39		9.70	CABLE BARRIER ALONG US69 NORTH OF LEMON HILL RD EXTEND NORTH 6.7 MI TO CHOCTAW RD (DEL FR 05-12, ADD TO 07-12, NO NEPA)	LS3E, L	$1,475,100	$1,475,100			Analysis Pending Availability of 5 Years of After Crash Data											

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	N1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	N1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EUKB	EUAC	Actual B/C
2509804	ATOKA	HSIPG -203F (026) TR	TR		STRIPING & PAVEMENT MARKING	2	2012	6-25-12	7-1-12						0.00		0.00	DIVISION II INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$314,820	$314,820			Relevant Crash Data Cannot Be Isolated												
2931804	POTTAWATOMIE	HSIP -263B (006) TR	TR	US270	TRAFFIC SIGNALS	3	2012	6-25-12	7-15-12	8-6-12	8-24-12	12-3-12	2-4-13	023	2.10		0.10	SHAWNEE INSTALLATION OF TRAFFIC SIGNAL SYSTEM US 177/270 JCT ACME RD (ADD TO 07-12, LATE ADDITION)	LS3E	$139,919	$69,959			Analysis Pending Availability of 5 Years of After Crash Data												
2645404	LEFLORE	STPG -140A (211) TR	TR	US259	CONCRETE BARRIER	2	2012	6-27-12	7-15-12	8-6-12	8-24-12	10-1-12		043	11.00		0.20	US-259 3.36 MI SOUTH OF SH63/US-259 JCT INSTALLATION OF BARRIER WALL AND ADJMNT OF SUPERELEVATION(DEL FR 05-12, ADD TO 07-12, NO NEPA)	L29R	$1,095,577	$1,095,577			Analysis Pending Availability of 5 Years of After Crash Data												
2931104	BECKHAM	HSIPG -205F (014) TR	TR		STRIPING & PAVEMENT MARKING	5	2012	6-27-12	7-1-12						0.00		0.00	DIVISION V INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS3E	$318,000	$318,000			Relevant Crash Data Cannot Be Isolated												
2927304	MURRAY	HSIPG -250A (001) TR	TR	SH007	GUARDRAIL	7	2012	7-2-12	8-16-12	9-10-12	10-2-12	1-7-13		008	1.40		0.10	I-35 AT SH-7 GUARDRAIL & FLASHING WARNING SIGNS	LS3E	$167,777	$167,777			Analysis Pending Availability of 5 Years of After Crash Data												
2927104	BRYAN	HSIPG -207C (004) TR	TR	SH078	GUARDRAIL	2	2012	7-30-12	9-20-12	10-8-12	10-24-12	11-26-12	2-13-13	024	6.11		9.99	DIVISION II GUARDRAIL INSTALL SH-78 BEGIN SH69 JCT EXTEND WEST 3MI SH69 BEGIN SH78 JCT EXTEND NORTH 10MI US70 3MI EAST OF C/L EXTEND 1MI EAST	LS3E	$553,359	$103,359			Analysis Pending Availability of 5 Years of After Crash Data												
2955804	MCINTOSH	MIG-0040-6(373) 252 TR	TR	IS040	CABLE BARRIER	1	2012	8-8-12	9-20-12	10-8-12	10-31-12	1-7-13		007	16.00		8.00	CABLE BARRIER INSTALLATION ALONG I-40 BEGIN AT MILE MARKER 262 EAST SIDE OF EUFAULA BRIDGE EXT 8 MI TO MM 270		$1,985,947				Analysis Pending Availability of 5 Years of After Crash Data												
2927204	COMANCHE	HSIPG -216C (004) TR	TR	SH058	GUARDRAIL	7	2012	8-8-12	9-20-12	10-8-12	10-30-12	12-4-12	3-28-13	048	0.00		10.00	INSTALL GUARDRAIL ON SH-58 BEGIN AT SH-49 & EXTEND WEST APPROX 10.0 MILE	LS3E	$332,240	$332,240			Analysis Pending Availability of 5 Years of After Crash Data												
2919604	MCINTOSH	HSIPG -0040-6(378) 256 TR	TR	IS040	CABLE BARRIER	1	2012	8-15-12	9-1-12					007	10.00		5.20	CABLE BARRIER ALONG I-40 BEGIN AT MILMARKER 256 EXTEND 5.2MI EAST	LS3E	$295,069	$295,069			Analysis Pending Availability of 5 Years of After Crash Data												
903340	OKLAHOMA	IMY-0235-1(103)05IP	IP	IS235	GRADE, DRAIN, BRIDGE & SURFACE	4	2011		1-20-11	2-7-11	4-25-11	6-20-11	1-17-13					I-235 SOUTHBND TO WESTBND OFF RAMPS @ THE I-235/I-44 INTERCHANGE(PHASE 2A)(REMAIN DIV 4 CIP) (DEL FR 11-10, ADD TO 01-11; AS PER O.E.) **AUTH**	LS3E	$0	$0	$0		Analysis Pending Availability of 5 Years of After Crash Data												
1496404	OKLAHOMA	STPY-055C(861)SS	SS	SH074	GRADE, DRAIN & SURFACE	4	2015		10-16-15	11-3-14	11-20-14	2-6-15						SH-74 FR NORTH OF MEMORIAL NORTH TO 0.5 MILES NORTH OF NW 164TH ST (FULL CONTROL ACCESS AND INTERCHANGE)	MS30	$10,000,000	$10,000,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
1697605	PAYNE	RABA-0Q16003-00		US177	UTILITIES	4	2003											US-177 FROM SH-33 EXTEND NORTH TO WEST 32ND AVENUE IN STILLWATER UT FOR 1997S(04)	LS3E	$15,607	$15,607	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2132704	CLEVELAND	STPY-144B(22-00)TR	TR	SH009	TRAFFIC SIGNALS	3	2006											SH 9 INTERSECTION AT 24TH AVE. SW IN THE CITY OF NORMAN(642) (H46) (TIE WITH 21301(04))	LS30	$174,475	$139,575	$34,900		Analysis Pending Availability of 5 Years of After Crash Data												
2163205	OKLAHOMA	ITSY-Q120039-00		IS035	SAFETY IMPROVEMENT	4												OKLAHOMA CITY: INTEGRATION & FIBER OPTIC EXPANSION I-40 & I-35 INTERCHANGE TO TINKER,**AUTH**, WITHDRAWN & SUSPENDED 3-6-07	LS30	$0	$0	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2959604	CLEVELAND	IMY-0352299-00IP	IP	IS035	TRAFFIC SIGNALS	3	2009											I-35 N.B. & S.B. RAMPS TERMINALS AT TECUMSEH RD. INSTALL TWO (2) TRAFFICACTUATED SIGNAL CONTROL SYS. (ADD TO 10-07, LATE ADD BY TRAFF)	LS30	$263,824	$198,262	$65,562		Analysis Pending Availability of 5 Years of After Crash Data												
2555211	OKLAHOMA	HSIPY-255F290-00	TR		MONEY ONLY	4	2015											TRAFFIC OPERATIONS CENTER IN THE ODOT CENTRAL OFFICEEQUIPMENT AND INSTALLATION	MS30	$200,000	$200,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2799704	GARVIN	STP-225C(041)SS	SS	SH076	BRIDGE & APPROACHES	3	2015		5-21-15	6-1-15	6-29-15							SH-76 OVER WASHITA RIVER, 9.4 MI NORTH OF STEPHENS CL,(DEL FR 03-15, ADD TO 05-15, UTILITY ISSUES) **AUTH**	LS20	$366,674	$366,673	$1		Analysis Pending Availability of 5 Years of After Crash Data												
2799704	GARVIN	STP-225C(041)SS	SS	SH076	BRIDGE & APPROACHES	3	2015											SH-76 OVER WASHITA RIVER, 9.4 MI NORTH OF STEPHENS CL,(DEL FR 03-15, ADD TO 05-15, UTILITY ISSUES) **AUTH**	LS2E	$1,026,454	$1,026,453	$1		Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section	Start Milepoint	End Milepoint	Length	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Units / year	EB(B)	EB(C)	Actual B/C
2799704	GARVIN	STP-225C(041)SS		SS	SH076	BRIDGE & APPROACHES	3	2015										SH-76 OVER WASHITA RIVER, 9.4 MI NORTH OF STEPHENS CL (DEL FR 03-15, ADD TO 05-15; UTILITY ISSUES) **AUTH**	LS2R	$8,280	$8,280	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2803604	GRADY	STPY-225C(014)-00TR		TR	SH019	BRIDGE & APPROACHES	7	2014		9-16-14	10-6-14	10-23-14	5-4-15					SH-19 OVER WASHITA RIVER AND WASHITA RIVER OFLOW, APPROX 1.5 MI NW OF GARVIN CL;EXTEND SW APPROX 0.99 MIS	MS30	$5,000,000	$5,000,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2838604	CARTER	HSIPY-1108(237)-00TR		TR	SH199	SCHOOL SIGNS	7											SCHOOL ZONE ADVANCE WARNING SIGN WITH FLASHING BEACONS ON SH-199 NEAR DICKSON (DEL FR 03-11, ADD TO ??-??, BID REJECT)	LS3E	$0	$0	$0		Analysis Pending Availability of 5 Years of After Crash Data												
2965604	OKLAHOMA	HSIPG-255N(139)		TR	IS040	INTERSECTION MOD. & TRAF SIGNALS	4	2015		3-15-15	4-6-15	5-15-15	5-1-15					I-40; AIR DEPOT BLVD. ON & OFF RAMP INTERSECTION IMPROVEMENTS & SIGNALS (DEL FR 01-15, ADD TO 03-15, BID REJECT) **AUTH**	MS30	$2,753,295	$1,945,447	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3073004	TULSA	HSIPG-272I(094)-00		TR		TRAFFIC SIGNALS	6	2016										REPLACEMENT OF TRAFFIC SIGNAL BACK PLATES @ VARIOUS LOCATIONS WITHIN DIV 6, DIV 1 & DIV 2 (DEL FR 09-15, ADD TO FFY 2016, AS PER TRAFF)						Analysis Pending Availability of 5 Years of After Crash Data												
3074304	TULSA	HSIPG-272I(099)TR		TR	US064	SIGNING	8	2014		10-16-14	11-3-14	12-4-14	3-10-15					STATEWIDE INSTALL IMPROVED CURVE SIGNAGE AND TRANSVERSE RUMBLE STRIPS AT VARIOUS LOCATIONS (FORMERLY HSIPG 259(250)TR)	Q210	$445,109	$445,109	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3082904	OKLAHOMA	STPY-255N(359)TR/STPY-257R/D		TR	IS040	SIGNING	4	2015		3-15-15	4-6-15	4-27-15	5-29-15					INSTALL OVRHD SIGN STRUCT ACROSS W BND LNS OF I-40, 300' EAST OF AIR DEPOT BLVD; PARTT REPR OVR SE 29TH **AUTH**(DEL FR 01-15, ADD TO 03-15 REJECT)	MS30	$600,000	$600,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3082504	WASHITA	HSIPG-275F(016)-00TR		TR	SH054	SAFETY IMPROVEMENT	5	2014		8-21-14	9-8-14	9-26-14	11-3-14					INSTALLATION AND UPGRADING OF SIGNING, STRIPING AND TRANSVERSE RUMBLESTRIPS AT VARIOUS LOCATIONS IN DIVISION V	MS30	$309,992	$309,992	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3085004	GARFIELD	HSIPG-224N(010)-00TR		TR	US412	RAILROAD SIGNALS	4	2015		11-20-14	12-8-14	1-7-15	4-15-15					US-412 4.5 MILES EAST OF ENID INSTALL ADVANCE WARNING SIGNS @ RR GRADECROSSING W/FLASHERS & SPEED DETECTOR (DEL FR 09-14, ADD TO 11-14; BID REJ.)	MS30	$71,919	$71,919	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3085204	GRADY	HSIPG-226F(013)-00TR		TR	US081	SAFETY IMPROVEMENT	7	2014		8-21-14	9-8-14	9-25-14	3-25-15					DIVISION VII INSTALLATION AND UPGRADE OF SIGNING, STRIPING & RUMBLE STRIPS AT VARIOUS LOCATIONS	MS30	$508,435	$508,435	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3092404	GRADY	HSIP-226C(015)-00TR		TR	SH019C	SCHOOL SIGNS	7	2014		8-21-14	9-8-14	9-25-14	12-9-14					SH-19C IN ALEX INSTALL SCHOOL ZONE WARNING SIGNS W/FLASHING BEACONS	MS30	$26,686	$21,350	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3093504	MCINTOSH	HSIPG-246F(015)-00TR		TR		STRIPING & PAVEMENT MARKING	1	2014										INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN DIVISION I	MS30	$266,166	$266,166	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3093704	PITTSBURG	HSIPG-261F(029)-00TR		TR		STRIPING & PAVEMENT MARKING	2	2015										INSTALL MULTI-POLYMER & THERMOPLASTIC PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN DIVISION II	MS30	$400,000	$400,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3097304	POTTAWATOMIE	HSIPG-263B(021)-00TR		TR		STRIPING & PAVEMENT MARKING	3	2014										INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN DIVISION III	MS30	$425,276	$425,276	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3110404	TEXAS	HSIPG-270F(011)-00TR		TR		STRIPING & PAVEMENT MARKING	6	2015										DIVISION VI INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	MS30	$155,000	$155,000	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3110504	TULSA	HSIPG-272F(081)-00		TR		STRIPING & PAVEMENT MARKING	8	2014										DIVISION VIII INSTALLATION OF MULTI-POLYMER PAVEMENT MARKINGS AT VARIOUS LOCATIONS	LS30	$1,004,098	$1,004,098	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3140004	CANADIAN	HSIPG-209F(026)-00TR		TR		STRIPING & PAVEMENT MARKING	4	2015										DIVISION IV. OF MULTI-POLYMER & THERMOPLASTIC PAVEMENT MARKINGS	LS3E	$1,300,500	$1,300,500	$0		Analysis Pending Availability of 5 Years of After Crash Data												
3142004	GRANT	HSIP-227B(014)TR		TR	US060	SCHOOL SIGNS	4	2015		2-15-15	3-2-15	3-23-15	7-15-15					POND CREEK US60 INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS	MS30	$25,440	$12,720	$0		Analysis Pending Availability of 5 Years of After Crash Data												

HSIP Report FFY 2005 - 2013

Listing of HSIP Projects for August 2014 Report - FFY 2005 to FFY 2014

Job Piece #	County	Project No.	Proj. Suffix	Highway	Work Type	Division	FFY	FHWA Auth	Let Date	Award Date	Work Order Date	Work Start Date	Actual Comp Date	Control Section *	Start Milepoint *	End Milepoint *	Length *	Description	Fund Code	Project Total	Federal Funds	State Funds	Other Funds	Fat Before (5 yrs)	I1 Before (5 yrs)	NI1 Before (5 yrs)	Fat After (5 yrs)	I1 After (5 yrs)	NI1 After (5 yrs)	Study Period	Service Life (yrs)	Maint / Int	Usful Year	EUAB	EUAC	Actual B/C
2640604	WOODS	STP-176B(163)-00	TR	US064	BRIDGE & APPROACHES	6	2015											US-64 OVER HOUSTON CR, 0.1 MI WEST OF US-50	MS3E		$1,536,973	$614,667		Analysis Pending Availability of 5 Years of After Crash Data													
3149504	BRYAN	HSIPG-207N(030)-00	TR	US070	GUARDRAIL	2	2015											US-70, GUARDRAIL, FROM SH-78 EAST 20 MI & FROM 1.77 MI EAST OF THEMARSHALL C/L EAST 0.55 MI.	MS3E		$384,548	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3155704	CHOCTAW	HSIPG-212N(014)-00	TR	US271	GUARDRAIL	2	2015											US-271 FROM INDIAN NATION TPK EAST TO US-70 - US-70 EAST TO US-70B((GUARDRAIL)	MS3E		$973,205	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3085104	CREEK	HSIPG-219R(027)-00	TR		GUARDRAIL	8	2015		11-20-15	12-8-14	12-29-14	6-15-15						INSTALLATION OF GUARDRAIL/CABLE BARRIER IN VARIOUS LOCATION IN DIV VIII(DEL FR 10-14, ADD TO 11-14, NEPA ISSUES)	MS3E		$1,605,189	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3164304	GARFIELD	HSIP-224(021)-00	TR	SH074	SCHOOL SIGNS	4	2015											SH-74 IN GARBER INSTALL SCHOOL ZONE ADVANCE WARNING SIGNS	MS3E		$20,130	$0		Analysis Pending Availability of 5 Years of After Crash Data													
2714204	JOHNSTON	STP-235B(023)-00	TR	SH099	BRIDGE & APPROACHES	3	2015											SH-99 OVER WASHITA RIVER, 1.2 MI SOUTH OF SH-22(LATE ADD TO 08/2015)	MS3E		$4,493,256	$957,104		Analysis Pending Availability of 5 Years of After Crash Data													
3147204	LEFLORE	HSIPG-240N(034)-00	TR	US271	GUARDRAIL	2	2015											US-271 INSTALLATION OF GUARDRAIL IN POCOLA	MS3E		$231,607	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3147304	MCCURTAIN	HSIPG-245N(030)-00	TR	US070(259)	GUARDRAIL	2	2015											US-70(259) INSTALLATION OF GUARDRAIL (CABEL TO BROKEN BOW	MS3E		$150,816	$0		Analysis Pending Availability of 5 Years of After Crash Data													
2555212	OKLAHOMA	HSIPY-255E(323)-00	TR		MONEY ONLY	4	2015											ITS OPERATIONS AND MAINTENANCE ACTIVITIES FOR 2015	MS3E		$600,000	$0		Analysis Pending Availability of 5 Years of After Crash Data													
2716704	ROGERS	STP-266A(001)-00	TR	SH020	INTERSECTION MODIFICATION	8	2015											SH-20 INTERSEC @ SH-20 & CLUBHOUSE/SOUTHAVEN RD & @ SH-20 & TRAILWOOD DR(APPROX. 9.5 MILES EAST OF TULSA C/L (DEL FR 07-15, ADD TO 09-15 UTILITIES)	MS3E		$2,432,208	$1,042,400		Analysis Pending Availability of 5 Years of After Crash Data													
2704504	STEPHENS	STP-269C(016)-00	TR	SH053	BRIDGE & APPROACHES	7	2015											SH-53 OVER NEGRO CREEK ON WEST SIDE OF LOCO, 5.84 MIS W. OF JCT SH-89	MS3E		$2,947,479	$1,263,206		Analysis Pending Availability of 5 Years of After Crash Data													
3139904	TULSA	HSIP-272(087)-00	TR	US075	TRAFFIC SIGNALS	6	2015		6-16-15	7-6-15	7-20-15							GLENPOOL INSTALLATION OF TRAFFIC SIGNAL AT US75/SH117 JCT(75/25)	MS3E		$147,763	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3159404	WAGONER	HSIP-273N(013)-00	TR	SH072	TRAFFIC SIGNALS	1	2015											CITY OF COWETA INSTALL TRAFFIC SIGNAL SYSTEM AT SH-72/SH-51B INTERSECTION (ADD TO 09-15; LATE ADD)	MS3E		$28,050	$0		Analysis Pending Availability of 5 Years of After Crash Data													
2700506	WOODWARD	HSIPG-277N(026)-00	TR		GUARDRAIL	6	2015											GUARDRAIL IMPROVEMENTS - VARIOUS LOCATIONS WITHIN DIV 6(DEL FR 06-15; ADD TO 09-15; NEPA ISSUES)	MS3E		$211,592	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3073006	WOODWARD	HSIPG-277N(027)-00	TR		TRAFFIC SIGNALS	6	2015		6-16-15	7-6-15	7-20-15							REPLACEMENT OF TRAFFIC SIGNAL BACK PLATES @ VARIOUS LOCATIONS WITHIN DIVISION 6 & DIVISION 5	MS3E		$49,010	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3169104	MULTIPLE	HSIPG-259D(77)-00	TR		SAFETY IMPROVEMENT	9	2015											ITS DEMONSTRATION PROJECT FOR THE INTEGRATION & INSTALLATION OF ITS COMPONENTS TO ODOT SNOW PLOW TRUCKS FOR INFORMATION GATHERING	MS3E		$900,000	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3132504	MCCLAIN	HSIPG-3500(007)-00	TR	IS035	CABLE BARRIER	3	2015		6-16-15	7-6-15	8-3-15							I-35 HI-TENSION CABLE BARRIER PROJECT MP 104.5 TO MP 105.5 AND MP 99.5 TO MP 99.5	MS3E		$269,995	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3155604	MURRAY	HSIPG-3500(010)-00	TR	IS035	CABLE BARRIER	7	2015		6-16-15	7-6-15	8-3-15							I-35 FROM MILE MARKER 44 IN CARTER CO. NORTH TO MILE MARKER 52 MURRAY CO.(CABLE BARRIER)	MS3E		$1,471,965	$0		Analysis Pending Availability of 5 Years of After Crash Data													
3160305	LOVE	HSIPG-3500(019)-00	TR	IS035	CONTRACT P.E. (AS OF 10/1/2013)	7	2015											ITS: I-35 INSTALLATION OF RWIS, CCTV AND VEHICLE DETECTORS FROM TX TO KS(EC# 14790) (PE FOR 31523(04))	MS3E		$10,000	$0		Analysis Pending Availability of 5 Years of After Crash Data													

*Some values for projects unevaluated, or evaluated before 2012, are unverified and subject to significant error.

FFY = Federal Fiscal Year
Fat = Fatality
I1 = Incapacitating Injury
NI1 = Non Incapacitating Injury
EUAB = Equivalent Uniform Annual Benefit
EUAC = Equivalent Uniform Annual Cost

Injury Values Used to Calculate Benefits		
Minor	0.003	(Not Used)
Moderate	0.047	(N I 1)
Serious	0.105	(Not Used)
Severe	0.266	(I 1)
Critical	0.553	(Not Used)

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

1. Graphs of General Highway Safety Trends

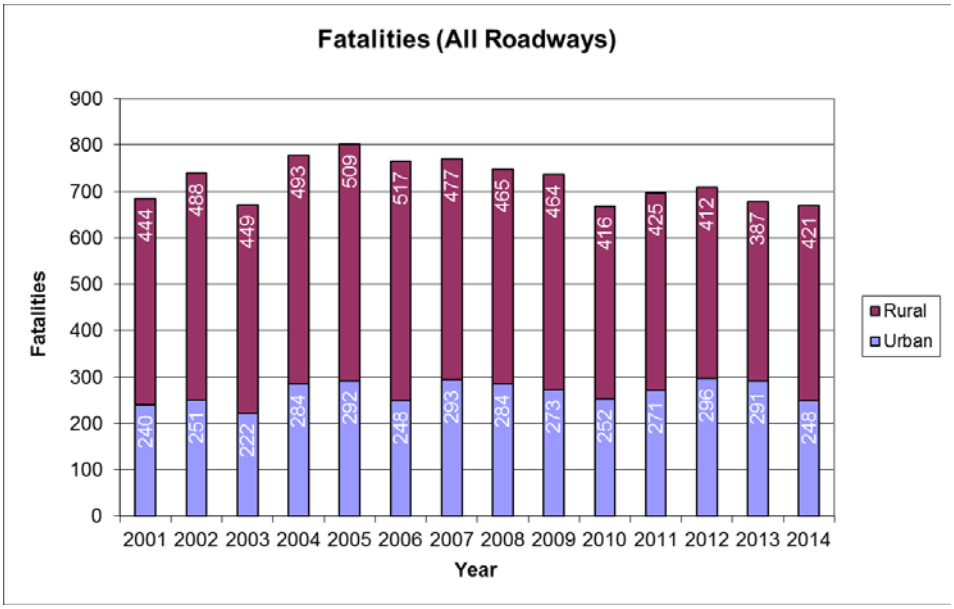


Fig. 1

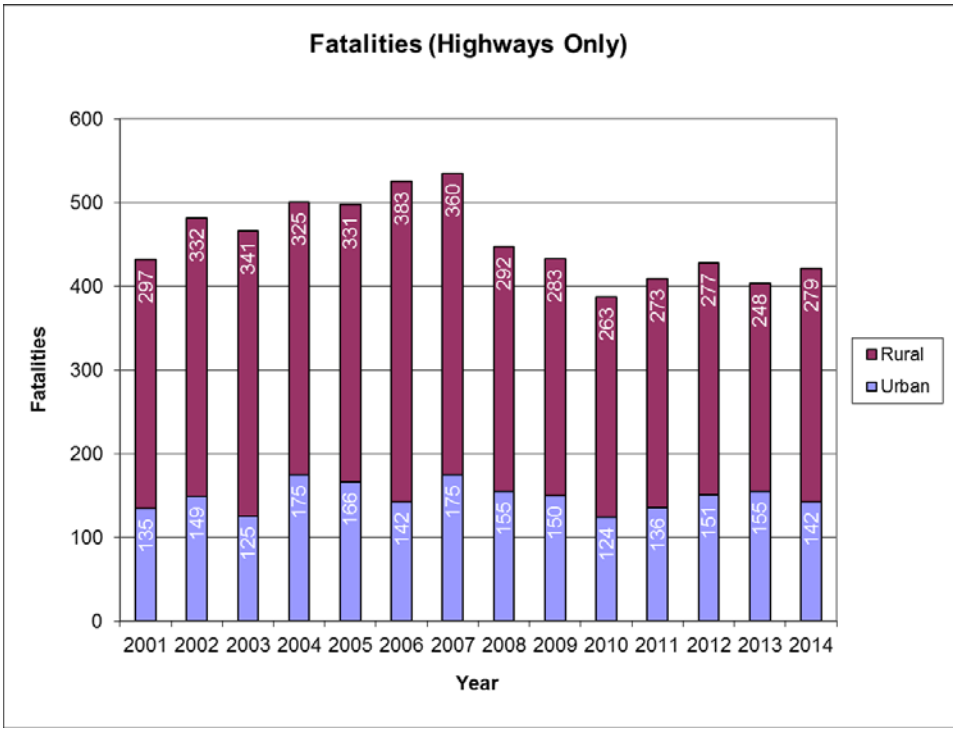


Fig. 2

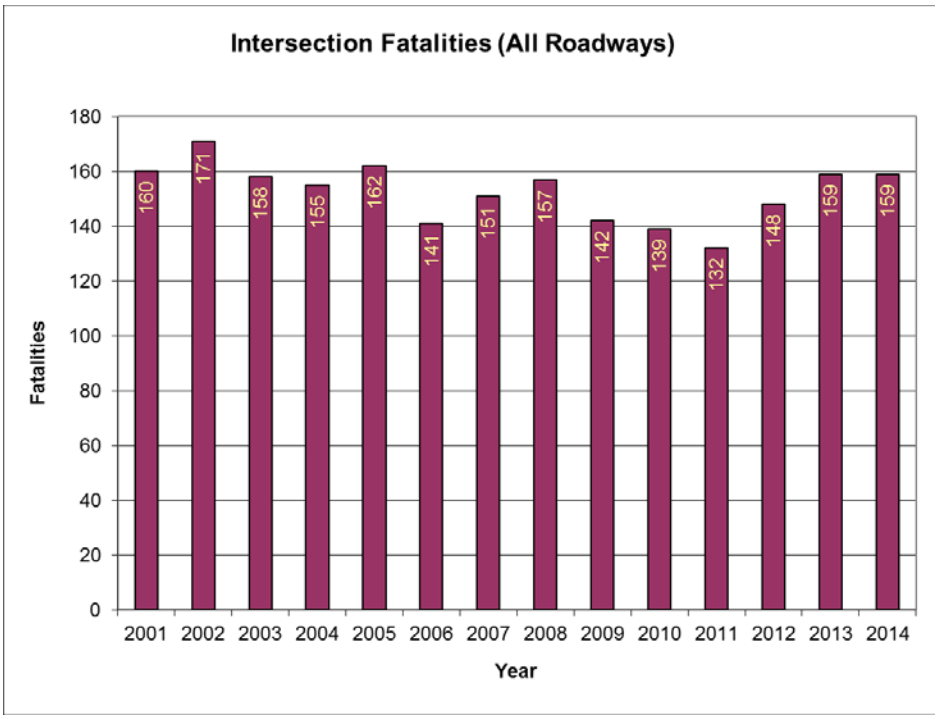

Intersection Fatalities (All Roadways)
Fatalities
Year
180
160
140
120
100
80
60
40
20
0
2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014
160 171 158 155 162 141 151 157 142 139 132 148 159 159

Fig. 3

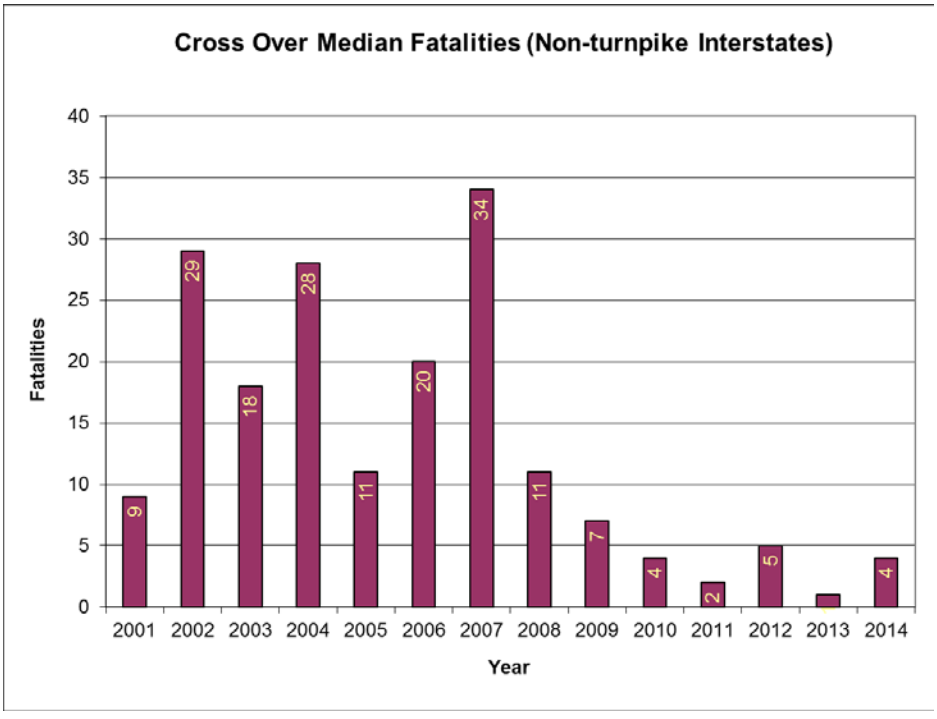

Cross Over Median Fatalities (Non-turnpike Interstates)
Fatalities
Year
40
35
30
25
20
15
10
5
0
2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014
9 29 18 28 11 20 34 11 7 4 2 5 4

Fig. 4

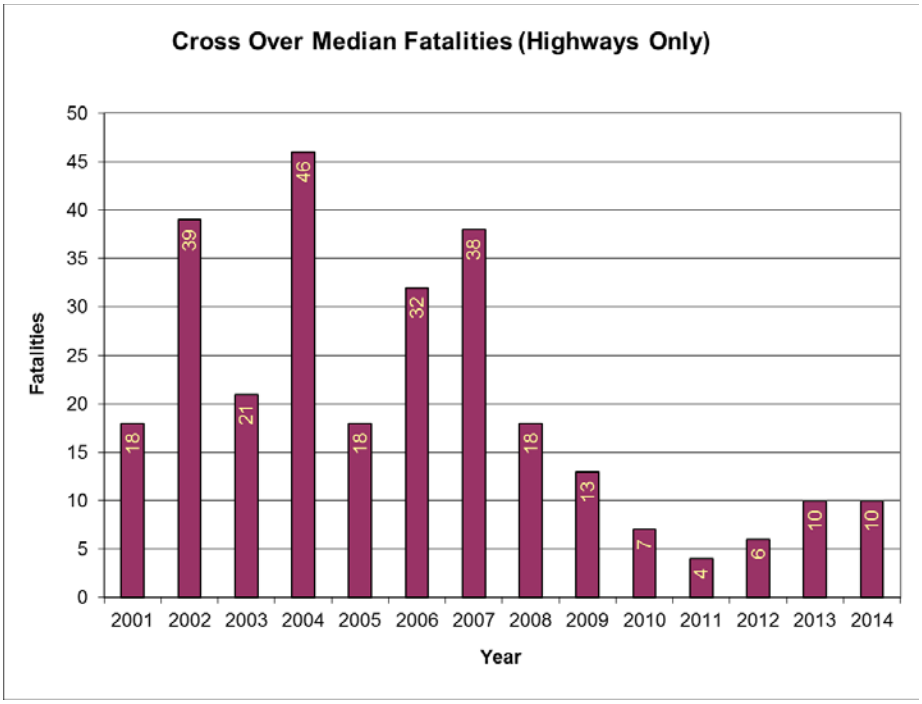

Cross Over Median Fatalities (Highways Only)
Fatalities
Year
0
5
10
15
20
25
30
35
40
45
50
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
18
39
21
46
18
32
38
18
13
7
4
6
10
10

Fig. 5

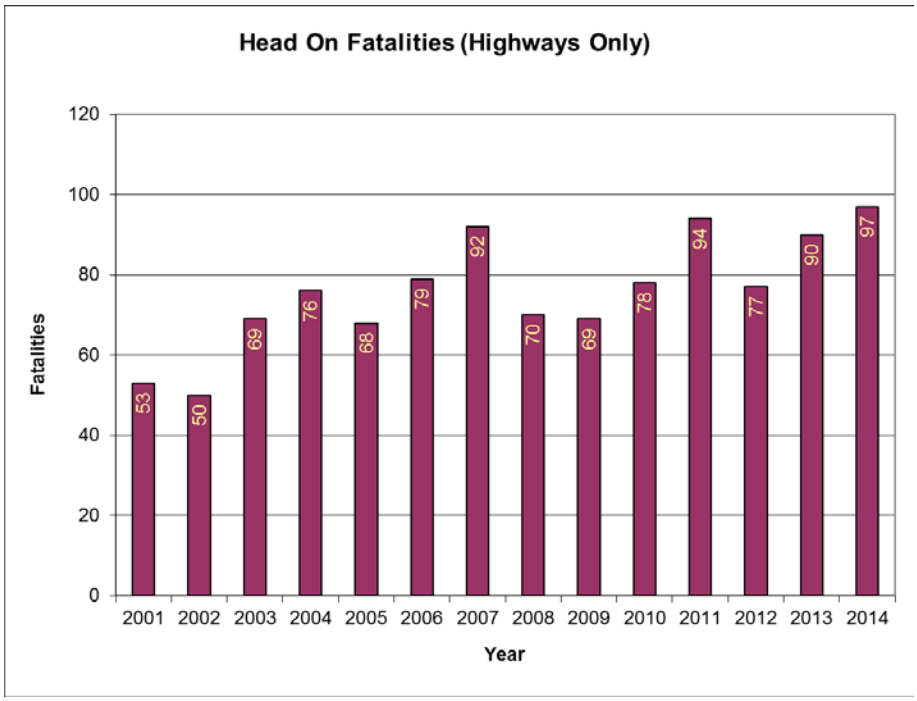

Head On Fatalities (Highways Only)
Fatalities
Year
0
20
40
60
80
100
120
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
53
50
69
76
68
79
92
70
69
78
94
77
90
97

Fig. 6

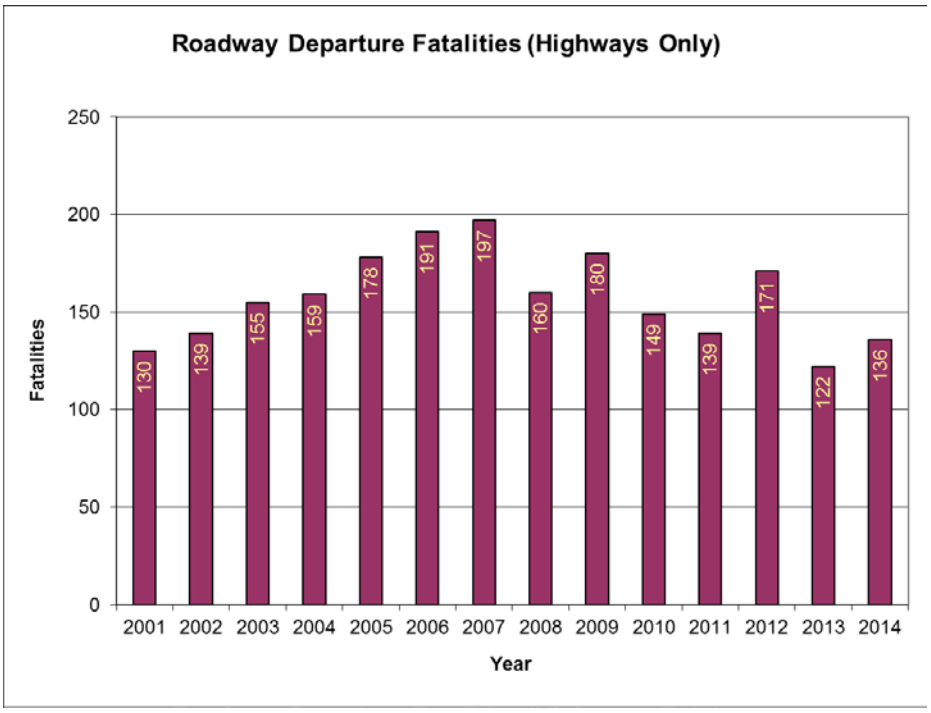


Fig. 7

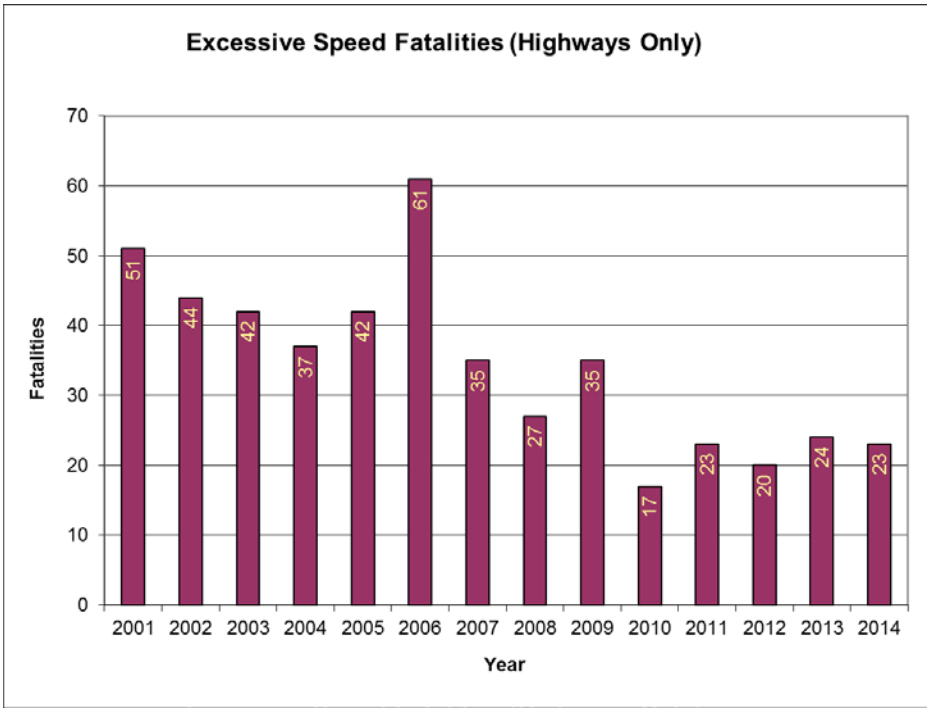


Fig. 8

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

2. Description of Overall HSIP Effectiveness

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

a. SHSP Emphasis Areas

Crossover fatalities and injuries have diminished drastically on highways treated with cable median barrier. Because of this success, installation of cable median barrier is being considered even for highways with narrow medians. The overall fatality trend for 2013 is downward, with the decrease dominated by declines in single vehicle crashes, roadway departures, and rural crashes.

b. Subprogram types

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

c. System Wide Treatments

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

D. High Risk Rural Roads Program (HRRRP)

ODOT did not utilize any HRRRP funds for FFY 2014. Oklahoma did not meet the HRRR Special Rule for FFY 2016 funding, based on a decline in fatalities per hundred million vehicle miles of travel on rural collectors and local roads, per 23 U.S.C 148(g)(1). See Appendix G1 for calculations.

E. Older Drivers and Pedestrians Special Rule

Oklahoma did not meet the criteria for the Older Drivers and Pedestrians Special Rule, based on a decline in the rate of fatalities and serious injuries per capita among the State's population of persons aged 65 and older, per 23 U.S.C. 148(g)(2). See Appendix G2 for calculations.

F: References

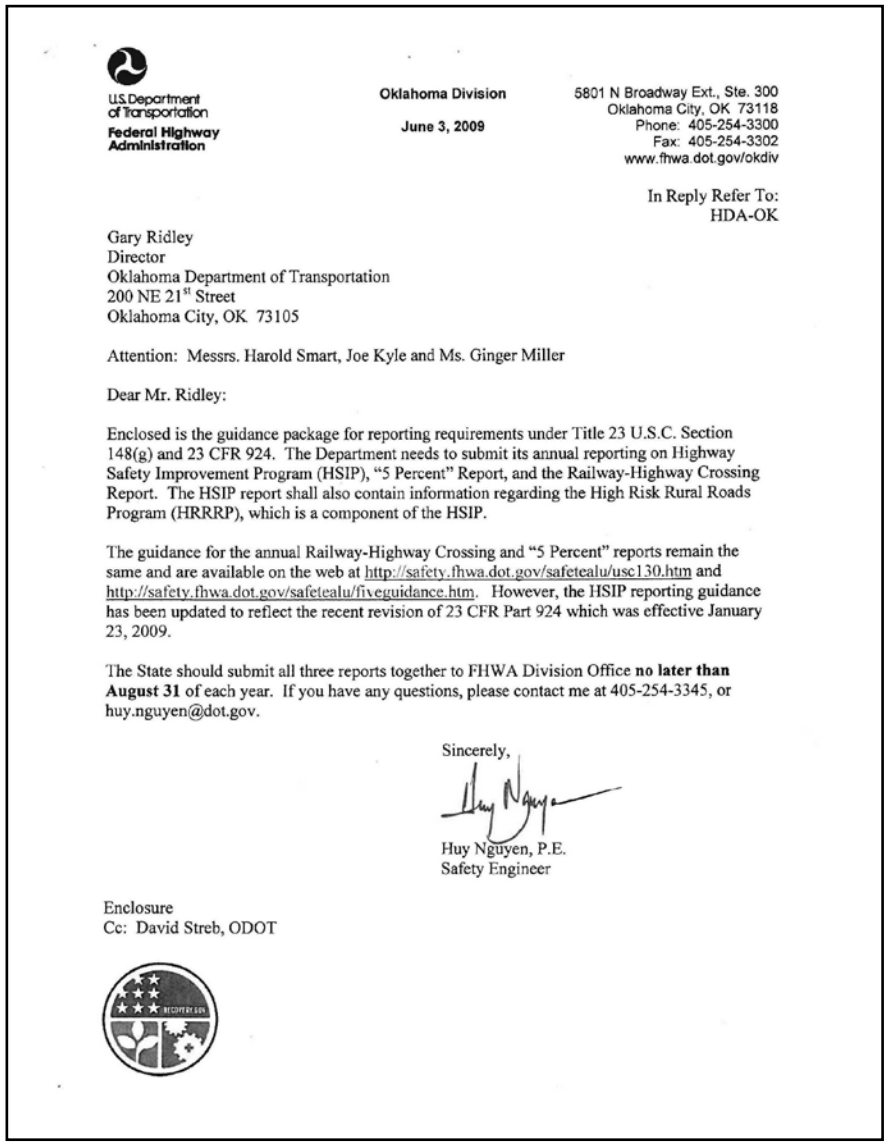
Lindeburg, Michael R., P.E. Engineering-In-Training Reference Manual, 8th Ed. Professional Publications, Inc. Belmont, 1998.

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

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

Rogoff, Peter, Acting Undersecretary for Policy. Memorandum. Subject: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment. Office of the Secretary of Transportation. June 13, 2014.

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



U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

June 3, 2009

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

In Reply Refer To:
HDA-OK

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

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

Dear Mr. Ridley:

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

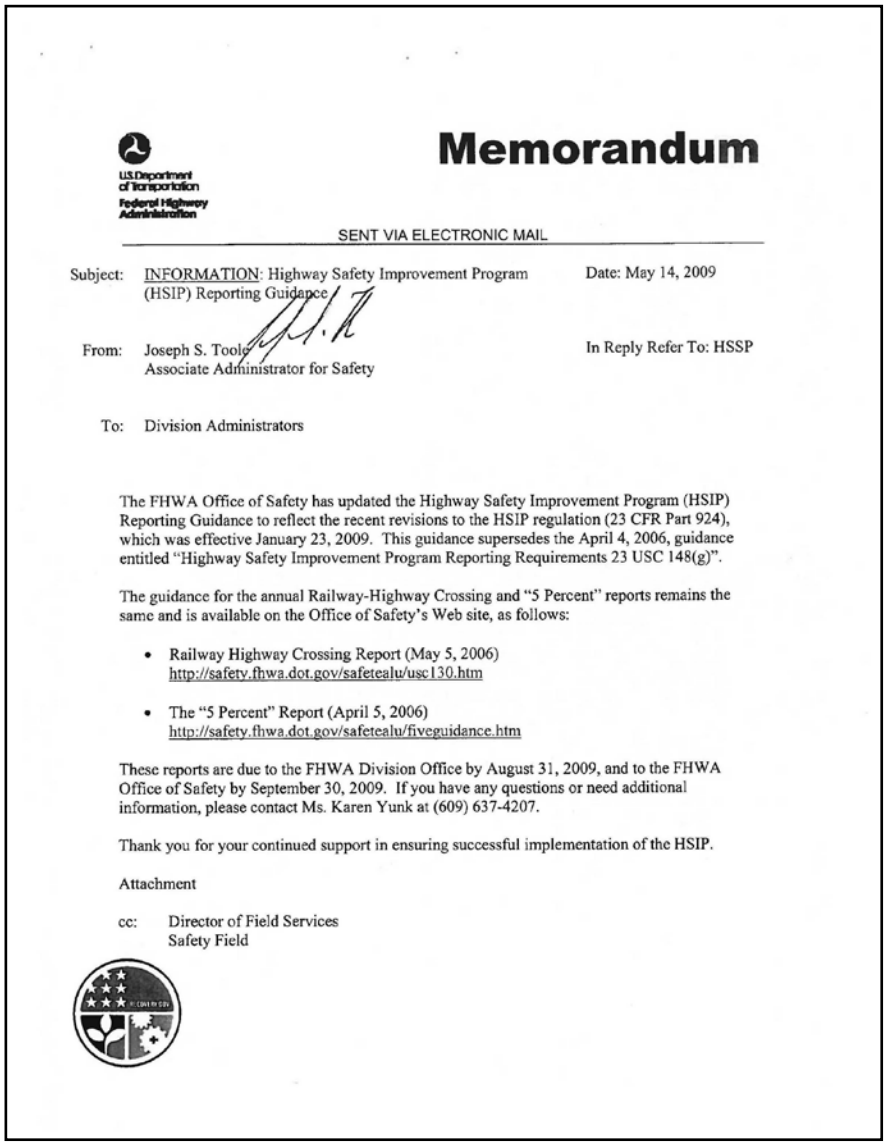
The guidance for the annual Railway-Highway Crossing and "5 Percent" reports remain the same and are available on the web at http://safety.fhwa.dot.gov/safetealu/usc130.htm and http://safety.fhwa.dot.gov/safetealu/fiveguidance.htm. However, the HSIP reporting guidance has been updated to reflect the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

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

Sincerely,

Huy Nguyen, P.E.
Safety Engineer

Enclosure
Cc: David Streb, ODOT



U.S. Department of Transportation
Federal Highway Administration

Memorandum

SENT VIA ELECTRONIC MAIL

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

Date: May 14, 2009

From: Joseph S. Toole
Associate Administrator for Safety

In Reply Refer To: HSSP

To: Division Administrators

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

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

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

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

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

Attachment

cc: Director of Field Services
Safety Field

HIGHWAY SAFETY IMPROVEMENT PROGRAM
REPORTING GUIDANCE
May 15, 2009

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

Table of Contents

1. Introduction

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

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

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

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

2. Reporting Frequency and Schedule

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

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

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

3. Content and Structure of the HSIP Report

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

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

A. Program Structure

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

i. Program Administration
ii. Program Methodology

i. Program Administration

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

ii. Program Methodology

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

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

B. Progress in Implementing the HSIP projects

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

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

i. HSIP Funds Available (Programmed):

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

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

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

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

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

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

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

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

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

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

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

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

The cost should reflect the total cost of each project.

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

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

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

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

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

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

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

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

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

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

D. High Risk Rural Roads Program (HRRRP)

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

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

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

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

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

HRRRP Funds Available (Programmed)

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

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

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

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

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

HRRRP Projects Initiated

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

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

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

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

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

The cost should reflect the total cost of each project.

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

ii. Methodology used to identify HRRR locations

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

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

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

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

iii. Narrative summarizing the overall HRRRP effectiveness

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

4. Protection of Data from Discovery & Admission into Evidence

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

HSIP Reporting Guidance
May15, 2009

Attachment 1: General Listing of Projects

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

Attachment 2: Highway Safety Improvement Categories

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

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

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

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

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

+ Describe in narrative

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

Table 13.1
Discount Factors for Discrete Compounding

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

ECONOMICS

13 CALCULATING UNIFORM SERIES EQUIVALENCE

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

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

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

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

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

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

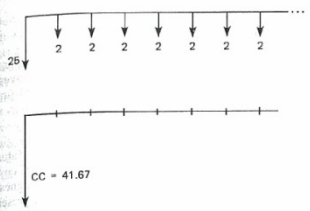
$$P = \frac{A}{i} \quad (i \text{ in decimal form}) \qquad 13.10$$

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

Example 13.4

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

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



C. Annual Cost Method

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

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

Example 13.13

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

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

(solution)

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

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

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

25 CHOICE OF ALTERNATIVES: COMPARING AN ALTERNATIVE WITH A STANDARD

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

A. Benefit-Cost Ratio Method

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

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

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

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

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

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

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

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

Example 13.14

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

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

(solution)

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

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

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

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

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

B. Rate of Return Method

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

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

26 RANKING MUTUALLY EXCLUSIVE MULTIPLE PROJECTS

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

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

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

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

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

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

27 ALTERNATIVES WITH DIFFERENT LIVES

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

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

Appendix C: Discount Rates

Discount Rates

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

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

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

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

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

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

  They currently invest in bills and notes.

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

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

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

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

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

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

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

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

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

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

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

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

* See Attachment

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

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

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

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

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

  Effective Dates: March 96 through February 97

  Nominal Discount Rates

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

  Real Discount Rates (No Inflation)

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

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

Appendix D: Oklahoma Highway Safety Office Crash Facts

2013
OKLAHOMA
Crash Facts

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

Document Location:
http://www.ok.gov/ohso/Data/Crash_Data_and_Statistics/Crash_Facts_2013.html

This publication is issued by the Oklahoma Department of Public Safety as authorized by the Commissioner of Public Safety. The Oklahoma Department of Libraries has been notified of the posting of the 2013 Crash Fact Book to the Department of Public Safety web site: www.dps.state.ok.us.

NOTE: Oklahoma Crash Facts for 2014 are not yet available as of August 31, 2015.

Appendix E: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment.

U.S. Department of Transportation

Office of the Secretary of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

June 13, 2014

MEMORANDUM TO: **SECRETARIAL OFFICERS**
MODAL ADMINISTRATORS

From: Peter Rogoff
Acting Under Secretary for Policy
x64540

Kathryn Thomson
General Counsel
x64702

Subject: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment

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Departmental guidance on valuing reduction of fatalities and injuries by regulations or investments has been published periodically by this office since 1993. We issued a thorough revision of our guidance in 2013 and indicated that we planned to issue annual updates to adjust for changes in prices and real incomes since then.

Our 2013 revision indicated a VSL of $9.1 million in current dollars for analyses using a base year of 2012. Using the 2013 value as a baseline, and taking into account both changes in prices and changes in real incomes, we now find that these changes over the past year imply an increased VSL of $9.2 million for analyses prepared in 2014. The procedure for adjusting VSL for changes in prices and real incomes is described on pages 6-7 of the guidance. We also indicated in our guidance that VSL values for future years could be projected based on forecasts of median real wages by the Congressional Budget Office and an elasticity of VSL with respect to income of 1.0. Based on revised wage forecasts from the Congressional Budget Office issued in September 2013, we estimate that there will be an expected 1.18 percent annual growth rate in median real wages over the next 30 years (2013-2043). These estimates imply that VSL in future years should be estimated to grow by 1.18 percent per year before discounting to present value.

This guidance also includes a table of the relative values of preventing injuries of varied severity, unchanged since the 2013 guidance. We also prescribe a sensitivity analysis of the effects of using alternative VSL values. Instead of treating alternative values in terms of a probability distribution, analysts should apply only a test of low and high alternative values of $5.2 million and $13.0 million.

This guidance and other relevant documents will be posted on the Reports page of the Office of Transportation Policy website, http://www.dot.gov/policy, and on the General Counsel's regulatory information website, http://www.dot.gov/regulations. Questions should be addressed to Jack Wells, (202) 366-9224 or jack.wells@dot.gov.

cc: Regulations officers and liaison officers

Revised Departmental Guidance 2014:

Treatment of the Value of Preventing Fatalities and Injuries in Preparing Economic Analyses

On the basis of the best available evidence, this guidance identifies $9.2 million as the value of a statistical life to be used for U.S. Department of Transportation analyses assessing the benefits of preventing fatalities and using a base year of 2013. It also establishes policies for projecting future values and for assigning comparable values to prevention of injuries.

Background

Prevention of injury, illness, and loss of life is a significant factor in many private economic decisions, including job choices and consumer product purchases. When government makes direct investments or controls external market impacts by regulation, it also pursues these benefits, often while also imposing costs on society. The Office of the Secretary of Transportation and other DOT administrations are required by Executive Order 13563, Executive Order 12866, Executive Order 12893, OMB Circular A-4, and DOT Order 2100.5 to evaluate in monetary terms the costs and benefits of their regulations, investments, and administrative actions, in order to demonstrate the faithful execution of their responsibilities to the public. Since 1993, the Office of the Secretary of Transportation has periodically reviewed the published research on the value of safety and updated guidance for all administrations. Our previous guidance, issued on February 28, 2013, stated that we planned to update our guidance annually to adjust for changes in prices and real incomes. This guidance updates our values based on 2013 prices and real incomes.

The benefit of preventing a fatality is measured by what is conventionally called the Value of a Statistical Life (VSL), defined as the additional cost that individuals would be willing to bear for improvements in safety (that is, reductions in risks) that, in the aggregate, reduce the expected number of fatalities by one. This conventional terminology has often provoked misunderstanding on the part of both the public and decision-makers. What is involved is not the valuation of life as such, but the valuation of reductions in risks. While new terms have been proposed to avoid misunderstanding, we will maintain the common usage of the research literature and OMB Circular A-4 in referring to VSL.

Most regulatory actions involve the reduction of risks of low probability (as in, for example, a one-in-10,000 annual chance of dying in an automobile crash). For these low-probability risks, we shall assume that the willingness to pay to avoid the risk of a fatal injury increases proportionately with growing risk. That is, when an individual is willing to pay $1,000 to reduce the annual risk of death by one in 10,000, she is said to have a VSL of $10 million. The assumption of a linear relationship between risk and willingness to pay therefore implies that she would be willing to pay $2,000 to reduce risk by two in 10,000 or $5,000 to reduce risk by five in 10,000. The assumption of a linear relationship between risk and willingness to pay (WTP) breaks down when the annual WTP becomes a substantial portion of annual income, so the assumption of a constant VSL is not appropriate for substantially larger risks.

When first applied to benefit-cost analysis in the 1960s and 1970s, the value of saving a life was measured by the potential victim's expected earnings, measuring the additional product society might have lost. These lost earnings were widely believed to understate the real costs of loss of life, because the value that we place on the continued life of our family and friends is not based entirely, or even principally, on their earning capacity. In recent decades, studies based on estimates of individuals' willingness to pay for improved safety have become widespread, and offer a way of measuring the value of reduced risk in a more comprehensive way. These estimates of the individual's value of safety are then treated as the ratio of the individual marginal utility of safety to the marginal utility of wealth. These estimates of the individual values of changes in safety can then

be aggregated to produce estimates of social benefits of changes in safety, which can then be compared with the costs of these changes.

Studies estimating the willingness to pay for safety fall into two categories. Some analyze subjects' responses in real markets, and are referred to as revealed preference (RP) studies, while others analyze subjects' responses in hypothetical markets, and are described as stated preference (SP) studies. Revealed preference studies in turn can be divided into studies based on consumer purchase decisions and studies based on employment decisions (usually referred to as hedonic wage studies). Even in revealed preference studies, safety is not purchased directly, so the value that consumers place upon it cannot be measured directly. Instead, the value of safety can be inferred from market decisions that people make in which safety is one factor in their decisions. In the case of consumer purchase decisions, since goods and services usually display multiple attributes, and are purchased for a variety of reasons, there is no guarantee that safety will be the conclusive factor in any purchasing decision (even products like bicycle helmets, which are purchased primarily for safety, also vary in style, comfort, and durability). Similarly, in employment decisions, safety is one of many considerations in the decision of which job offer to accept. Statistical techniques must therefore be used to identify the relative influence of price (or wage), safety, and other qualitative characteristics of the product or job on the consumer's or worker's decision on which product to buy or which job to accept.

An additional complication in RP studies is that, even if the real risks confronted by individuals can be estimated accurately by the analyst, the consumer or employee may not estimate these risks accurately. It is possible for individuals, through lack of relevant information or limited ability to analyze risks, to assign an excessively low or high probability to fatal risks. Alternatively, detailed familiarity with the hazards they face and their own skills may allow individuals to form more accurate estimates of risk at, for example, a particular job-site than those derived by researchers, which inevitably are based on more aggregate data.

In the SP approach, market alternatives incorporating hypothetical risks are presented to test subjects, who respond with what they believe would be their choices. Answers to hypothetical questions may provide helpful information, but they remain hypothetical. Although great pains are usually taken to communicate probabilities and measure the subjects' understanding, there is no assurance that individuals' predictions of their own behavior would be observed in practice. Against this weakness, the SP method can evaluate many more alternatives than those for which market data are available, and it can guarantee that risks are described objectively to subjects. With indefinitely large potential variations in cost and risk and no uncontrolled variation in any other dimension, some of the objections to RP models are obviated. Despite procedural safeguards, however, SP studies have not proven consistently successful in estimating measures of WTP that increase proportionally with greater risks.

RP studies involving decisions to buy and/or use various consumer products have focused on decisions such as buying cars with better safety equipment, wearing seat belts or helmets, or buying and installing smoke detectors. These studies often lack a continuum of price-risk opportunities, so that the price paid for a safety feature (such as a bicycle helmet) does not necessarily represent the value that the consumer places on the improvement in safety that the helmet provides. In the case of decisions to use a product (like a seatbelt) rather than to buy the product, the "price" paid by the consumer must be inferred from the amount of time and degree of inconvenience involved in using the product, rather than the directly observable price of buying the product. The necessity of making these inferences introduces possible sources of error. Studies of purchases of automobiles probably are less subject to these problems than studies of other consumer decisions, because the price of the safety equipment is directly observable, and there are usually a variety of more or less expensive safety features that provide more of a range of price-risk trade-offs for consumers to make.

While there are many examples of SP studies and RP studies involving consumer product purchases, the most widely cited body of research comprises hedonic wage studies, which estimate the wage differential that

employers must pay workers to accept riskier jobs, taking other factors into account. Besides the problem of identifying and quantifying these factors, researchers must have a reliable source of data on fatality and injury risks and also assume that workers' psychological risk assessment conforms to the objective data. The accuracy of hedonic wage studies has improved over the last decade with the availability of more complete data from the Bureau of Labor Statistics' (BLS) Census of Fatal Occupational Injuries (CFOI), supported by advances in econometric modeling, including the use of panel data from the Panel Study of Income Dynamics (PSID). The CFOI data are, first of all, a complete census of occupational fatalities, rather than a sample, so they allow more robust statistical estimation. Second, they classify occupational fatalities by both industry and occupation, allowing variations in fatalities across both dimensions to be compared with corresponding variations in wage rates. Some of the new studies use panel data to analyze the behavior of workers who switch from one job to another, where the analysis can safely assume that any trade-off between wage levels and risk reflects the preferences of a single individual, and not differences in preferences among individuals.

VSL estimates are based on studies of groups of individuals that are covered by the study, but those VSL estimates are then applied to other groups of individuals who were not the subjects of the original studies. This process is called benefit transfer. One issue that has arisen in studies of VSL is whether this benefit transfer process should take place broadly over the general population of people that are affected by a rulemaking, or whether VSL should be estimated for particular subgroups, such as workers in particular industries, and people of particular ages, races, and genders. Advances in data and econometric techniques have allowed specialized estimates of VSL for these population subgroups. Safety regulations issued by the U.S. Department of Transportation typically affect a broad cross-section of people, rather than more narrowly defined subgroups. Partly because of that, and partly for policy reasons, we do not consider variations in VSL among different population groups (except to take into account the effect on VSL of rising real income over time).

Principles and policies of DOT guidance

This guidance for the conduct of U.S. Department of Transportation analyses is a synthesis of empirical estimates, practical adaptations, and social policies. We continue to explore new empirical literature as it appears and to give further consideration to the policy resolutions embodied in this guidance. Although our approach is unchanged from previous guidance, the numbers and their sources are new, consistent with OMB guidance in Circular A-4 and other sources, and with the use of the best available evidence. The methods we adopt are:

1. Prevention of an expected fatality is assigned a single, nationwide value in each year, regardless of the age, income, or other distinct characteristics of the affected population, the mode of travel, or the nature of the risk. When Departmental actions have distinct impacts on infants, disabled passengers, or the elderly, no adjustment to VSL should be made, but analysts should call the attention of decision-makers to the special character of the beneficiaries.

2. In preparing this guidance, we have adjusted the VSL from the year of the source data to the year before the guidance is issued, based on two factors: growth in median real income and monetary inflation, both measured to the last full year before the date of the guidance.

3. The value to be used by all DOT administrations will be published annually by the Office of the Secretary of Transportation.

4. Analysts should project VSL from the base year to each future year based on expected growth in real income, according to the formula prescribed on page 8 of this guidance. Analysts should not project future changes in VSL based on expected changes in price levels.

5. Alternative high and low benefit estimates should be prepared, using a range of VSLs prescribed on pages 10-11 of this guidance.

In Circular A-4 (2003), the Office of Management and Budget endorsed VSL values between $1 million and $10 million, drawing on two recently completed VSL meta-analyses.[1] In 2013 dollars, these values would be between $1.25 million and $12.5 million. The basis for our 2008 guidance comprised five studies, four of which were meta-analyses that synthesized many primary studies, identifying their sources of variation and estimating the most likely common parameters. These studies were written by Ted R. Miller;[2] Ikuho Kochi, Bryan Hubbell, and Randall Kramer;[3] W. Kip Viscusi;[4] Janusz R. Mrozek and Laura O. Taylor;[5] and W. Kip Viscusi and Joseph Aldy.[6] They narrowed VSL estimates to the $2 million to $7 million range in dollar values of the original data, between 1995 and 2000 (about $3 million to $9 million at current prices). Miller and Viscusi and Aldy also estimated income elasticities for VSL (the percent increase in VSL per one percent increase in income). Miller's estimates were close to 1.0, while Viscusi and Aldy estimated the elasticity to be between 0.5 and 0.6. DOT used the Viscusi and Aldy elasticity estimate (averaged to 0.55), along with the Wages and Salaries component of the Employer Cost for Employee Compensation, as well as price levels represented by the Consumer Price Index, to project these estimates to a 2007 VSL estimate of $5.8 million.

Since these studies were published, the credibility of these meta-analyses has been qualified by recognition of weaknesses in the data used by the earlier primary studies whose results are synthesized in the meta-analyses. We now believe that the most recent primary research, using improved data (particularly the CFOI data discussed above) and specifications, provides more reliable results. This conclusion is based in part on the advice of a panel of expert economists that we convened to advise us on this issue. The panel consisted of Maureen Cropper (University of Maryland), Alan Krupnick (Resources for the Future), Al McGartland (Environmental Protection Agency), Lisa Robinson (independent consultant), and W. Kip Viscusi (Vanderbilt University). The Panel unanimously concluded that we should base our guidance only on hedonic wage studies completed within the past 10 years that made use of the CFOI database and used appropriate econometric techniques.

A White Paper prepared for the U.S. Environmental Protection Agency (EPA) in 2010 identified eight hedonic wage studies using the CFOI data;[7] we also identified seven additional studies, including five published since the EPA White Paper was issued (see Table 1). Some of these studies focus on estimating VSL values for narrowly defined economic, demographic, or occupational categories, or use inappropriate econometric techniques, resulting in implausibly high VSL estimates. We therefore focused on nine studies that we think

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[1] Viscusi, W. K. and J.E. Aldy (2003). "The Value of a Statistical Life: A Critical Review of Market Estimates Throughout the World." *Journal of Risk and Uncertainty*, 27(1): 5-76; and Mrozek, J.R. and L. O. Taylor (2002). "What Determines the Value of a Life? A Meta-Analysis." *Journal of Policy Analysis and Management*. 21(2).

[2] Miller, T. R. (2000). "Variations between Countries in Values of Statistical Life." *Journal of Transport Economics and Policy*. 34(2): 169-188. http://www.bath.ac.uk/e-journals/jtep/pdf/Volume_34_Part_2_169-188.pdf

[3] Kochi, I., B. Hubbell, and R. Kramer (2006). "An Empirical Bayes Approach to Combining and Comparing Estimates of the Value of a Statistical Life for Environmental Policy Analysis." *Environmental and Resource Economics*. 34(3): 385-406.

[4] Viscusi, W. K. (2004). "The Value of Life: Estimates with Risks by Occupation and Industry." *Economic Inquiry*. 42(1): 29-48.

[5] Mrozek, J. R., and L. O. Taylor (2002). "What Determines the Value of Life? A Meta-Analysis." *Journal of Policy Analysis and Management*. 21(2).

[6] Viscusi, W. K. and J. E. Aldy (2003). "The Value of a Statistical Life: A Critical Review of Market Estimates Throughout the World." *Journal of Risk and Uncertainty*. 27(1): 5-76.

[7] U.S. Environmental Protection Agency (2010), *Valuing Mortality Risk Reductions for Environmental Policy: A White Paper (Review Draft)*. Prepared by the National Center for Environmental Economics for consultation with the Science Advisory Board – Environmental Economics Advisory Committee.

are useful for informing an appropriate estimate of VSL. There is broad agreement among researchers that these newer hedonic wage studies provide an improved basis for policy-making.[8]

The 15 hedonic wage studies we have identified that make use of the CFOI database to estimate VSL are listed in Table 1. Several of these studies focus on estimating how VSL varies for different categories of people, such as males and females,[9] older workers and younger workers,[10] blacks and whites,[11] immigrants and non-immigrants,[12] and smokers and non-smokers,[13] as well as for different types of fatality risks.[14] Some of these studies do not estimate an overall ("full-sample") VSL, instead estimating VSL values only for specific categories of people. Some of the studies, as the authors themselves sometimes acknowledge, arrive at implausibly high values of VSL, because of econometric specifications which appear to bias the results, or because of a focus on a narrowly-defined occupational group. Moreover, these papers generally offer multiple model specifications, and it is often not clear (even to the authors) which specification most accurately represents the actual VSL. We have generally chosen the specification that the author seems to believe is best. In cases where the author does not express a clear preference, we have had to average estimates based on alternative models within the paper to get a representative estimate for the paper as a whole.

Table 1: VSL Studies Using CFOI Database

(VSLs in millions of dollars)

	Study	Year of Study $	VSL in Study-Year $	VSL in 2012$	Comments
1.	Viscusi (2003) *	1997	$14.185M	$21.65M	Implausibly high; industry-only risk measure
2.	Leeth and Ruser (2003) *	2002	$7.04M	$8.90M	Occupation-only risk measure
3.	Viscusi (2004)	1997	$4.7M	$7.17M	Industry/occupation risk measure
4.	Kniesner and Viscusi (2005)	1997	$4.74M	$7.23M	Industry/occupation risk measure
5.	Kniesner *et al.* (2006) *	1997	$23.70M	$36.17M	Implausibly high; industry/occupation risk measure

[8] A current survey of theoretical and empirical research on VSL may be found in: Cropper, M., J.K. Hammitt, and L.A. Robinson (2011). "Valuing Mortality Risk Reductions: Progress and Challenges." *Annual Review of Resource Economics.* 3: 313-336. http://www.annualreviews.org/doi/abs/10.1146/annurev.resource.012809.103949

[9] Leeth, J.D. and J. Ruser (2003). "Compensating Wage Differentials for Fatal and Nonfatal Injury Risks by Gender and Race." *Journal of Risk and Uncertainty*, 27(3): 257-277.

[10] Kniesner, T.J., W.K. Viscusi, and J.P. Ziliak (2006). "Life-Cycle Consumption and the Age-Adjusted Value of Life." *Contributions to Economic Analysis and Policy.* 5(1): 1-34; Viscusi, W.K. and J.E. Aldy (2007). "Labor Market Estimates of the Senior Discount for the Value of Statistical Life." *Journal of Environmental Economics and Management.* 53: 377-392; Aldy, J.E. and W.K. Viscusi (2008). "Adjusting the Value of a Statistical Life for Age and Cohort Effects." *Review of Economics and Statistics.* 90(3): 573-581; and Evans, M.F. and G. Schaur (2010). "A Quantile Estimation Approach to Identify Income and Age Variation in the Value of a Statistical Life." *Journal of Environmental Economics and Management.* 59: 260-270.

[11] Viscusi, W.K. (2003). "Racial Differences in Labor Market Values of a Statistical Life." *Journal of Risk and Uncertainty.* 27(3): 239-256, and Leeth, J.D. and J. Ruser (2003), *op. cit.*

[12] Hersch, J. and W.K. Viscusi (2010). "Immigrant Status and the Value of Statistical Life." *Journal of Human Resources.* 45(3): 749-771.

[13] Viscusi, W.K. and J. Hersch (2008). "The Mortality Cost to Smokers." *Journal of Health Economics.* 27: 943-958.

[14] Scotton, C.R. and L.O. Taylor. "Valuing Risk Reductions: Incorporating Risk Heterogrneity into a Revealed Preference Framework." *Resource and Energy Economics.* 33 and Kochi, I and L.O. Taylor (2011). "Risk Heterogeneity and the Value of Reducing Fatal Risks: Further Market-Based Evidence." *Journal of Benefit-Cost Analysis.* 2(3): 381-397.

6.	Viscusi and Aldy (2007) *	2000			Industry-only risk measure; no full-sample VSL estimate
7.	Aldy and Viscusi (2008) *	2000			Industry-only risk measure, no full-sample VSL estimate
8.	Evans and Smith (2008)	2000	$9.6M	$12.84M	Industry-only risk measure
9.	Viscusi and Hersch (2008)	2000	$7.37M	$9.86M	Industry-only risk measure
10.	Evans and Schaur (2010)	1998	$6.7M	$9.85M	Industry-only risk measure
11.	Hersch and Viscusi (2010)	2003	$6.8M	$8.43M	Industry/occupation risk measure
12.	Kniesner *et al.* (2010)	2001	$7.55M	$9.76M	Industry/occupation risk measure
13.	Kochi and Taylor (2011)*	2004			VSL estimated only for occupational drivers
14.	Scotton and Taylor (2011)	1997	$5.27M	$8.04M	Industry/occupation risk measure; VSL is mean of estimates from three preferred specifications
15.	Kniesner *et al.* (2012)	2001	$4M - $10M	$5.17M - $12.93M	Industry/occupation risk measure; mean VSL estimate is $9.05M

* Studies shown in grayed-out rows were not used in determining the VSL Guidance value.

We found that nine of these studies provided usable estimates of VSL for a broad cross-section of the population.[15] We excluded Viscusi (2003) and Kniesner *et al.* (2006) on the grounds that their estimates of VSL were implausibly high (Viscusi acknowledges that the estimated VSLs in his study are very high). We excluded Leeth and Ruser (2003) because it used only variations in occupation for estimating variation in risk (the occupational classifications are generally regarded as less accurate than the industry classifications). We excluded Viscusi and Aldy (2007) and Aldy and Viscusi (2008) because they did not estimate overall "full-sample" VSLs (they focused instead on estimating VSLs for various subgroups). We excluded Kochi and Taylor (2011) because it estimated VSL only for a narrow occupational group (occupational drivers). For Scotton and Taylor (2011) and Kniesner *et al.* (2012) we calculated average values for VSL from what appeared to be the preferred model specifications. For our 2013 guidance, we adopted the average of the VSLs estimated in the remaining nine studies, updated to 2012 dollars (based both on changes in the price level and changes in real incomes from the year for which the VSL was originally estimated). This average was $9.14 million, which we rounded to $9.1 million for purposes of that guidance.

For any one study, updating to 2012 was essentially multiplying the base year VSL of that study by the ratio of 2012 CPI to the study's base year CPI and by the ratio of 2012 Real Incomes to the study's base year Real Incomes. The following equation shows the calculation:

[15] In addition to Viscusi (2004) [cited in footnote 4], Viscusi and Hersch (2008) [cited in footnote 13], Evans and Schaur (2010) [cited in footnote 10], Hersch and Viscusi (2010) [cited in footnote 12], and Scotton and Taylor (2011) [cited in footnote 14], these include Kniesner, T.J. and W.K. Viscusi (2005). "Value of a Statistical Life: Relative Position vs. Relative Age." *AEA Papers and Proceedings*. 95(2): 142-146; Evans, M.F. and V.K. Smith (2008). "Complementarity and the Measurement of Individual Risk Tradeoffs: Accounting for Quantity and Quality of Life Effects." National Bureau of Economic Research Working Paper 13722; Kniesner, T.J., W.K. Viscusi, and J.P. Ziliak (2010). "Policy Relevant Heterogeneity in the Value of Statistical Life: New Evidence from Panel Data Quantile Regressions." *Journal of Risk and Uncertainty*. 40: 15-31; and Kniesner, T.J., W.K. Viscusi, C. Woock, and J.P. Ziliak (2012). "The Value of a Statistical; Life: Evidence from Panel Data." *Review of Economics and Statistics*. 94(1): 74-87.

2012 VSL = Base Year VSL * (2012 CPI/Base Year CPI) * (2012 Real Income/Base Year Real Income)

For example, in the case of the 2005 Kniesner and Viscusi study, the VSL estimate is $4.74 million in 1997 dollars. To adjust that 1997 estimate to 2012 dollars, we use the ratio of 2012 CPI to 1997 CPI and the ratio of 2012 real dollars to 1997 real dollars. The resulting estimate in 2012 dollars is $7.23 million:

$7.23 million ($2012) = $4.74 million * (229.594/160.5) * (335/314)

Our VSL guidance will be updated each year to take into account both the increase in the price level and the increase in real incomes. The procedure for updating the overall VSL value is the same as that for updating values for individual VSL studies shown above. For the 2013 update, the formula is as follows:

2013 VSL = 2012 VSL * (2013 CPI/2012 CPI) * (2013 Real Income/2012 Real Income)

$9.22 million = $9.14 million * (232.957/229.594) * ($333/$335)

Again, we round the VSL value to two significant digits, or $9.2 million.

The VSL literature is generally in agreement that VSL increases with real incomes, but the exact rate at which it does so is subject to some debate. In our 2011 guidance, we cited research by Viscusi and Aldy (2003) that estimated the elasticity of VSL with respect to increases in real income as being between 0.5 and 0.6 (i.e., a one-percent increase in real income results in an increase in VSL of 0.5 to 0.6 percent). We accordingly increased VSL by 0.55 percent for every one-percent increase in real income. More recent research by Kniesner, Viscusi, and Ziliak (2010) has derived more refined income elasticity estimates ranging from 2.24 at low incomes to 1.23 at high incomes, with an overall figure of 1.44.[16] An alternative specification yielded an overall elasticity of 1.32. Similarly, Costa and Kahn (2004) estimated the income-elasticity of VSL to be between 1.5 and 1.6.[17] These empirical results are consistent with theoretical arguments suggesting that the income-elasticity of VSL should be greater than 1.0.[18]

In view of the large increase in the income elasticity of VSL that would be suggested by these empirical results, and because the literature seems somewhat unsettled, we decided in our 2013 guidance to increase our suggested income-elasticity figure only to 1.0. While this figure is lower than the elasticity estimates of Kniesner *et al.* and Costa and Kahn, it is higher than that of Viscusi and Aldy, the basis for our previous guidance. It is difficult to state with confidence whether a cross-sectional income elasticity (such as those

[16] Kniesner, T.J., W.K. Viscusi, and J.P. Ziliak (2010). "Policy Relevant Heterogeneity in the Value of Statistical Life: New Evidence from Panel Data Quantile Regressions." *Journal of Risk and Uncertainty.* 40(1):15–31.

[17] Costa, D.L. and M.E. Kahn (2004). "Changes in the Value of Life, 1940-1980." *Journal of Risk and Uncertainty.* 29(2): 159-180.

[18] Eeckhoudt, L.R. and J.K. Hammitt (2001). "Background Risks and the Value of a Statistical Life." *Journal of Risk and Uncertainty.* 23(3): 261-279; Kaplow, L. (2005). "The Value of a Statistical Life and the Coefficient of Relative Risk Aversion." *Journal of Risk and Uncertainty,* 31(1); Murphy, K.M. and R.H. Topel (2006). "The Value of Health and Longevity." *Journal of Political Economy.* 114(5): 871-904; and Hammitt, J.K. and L.A. Robinson (2011). "The Income Elasticity of the Value per Statistical Life: Transferring Estimates between High and Low Income Populations." *Journal of Benefit-Cost Analysis.* 2(1): 1-27.

estimated in these empirical analyses), representing the difference in sensitivity to fatality risks between low-income and high-income workers in a given population, corresponds to a longitudinal elasticity, representing the way in which VSL is affected by growth in income over time for an overall population. Consequently, we adopt this more moderate figure, pending more comprehensive documentation.

The index we use to measure real income growth as it affects VSL is the Median Usual Weekly Earnings (MUWE), in constant (1982-84) dollars, derived by BLS from the Current Population Survey (Series LEU0252881600 – not seasonally adjusted). This series is more appropriate than the Wages and Salaries component of the Employment Cost Index (ECI), which we used previously, because the ECI applies fixed weights to employment categories, while the weekly earnings series uses a median employment cost for wage and salary workers over the age of 16. A median value is preferred because it should better reflect the factors influencing a typical traveler affected by DOT actions (very high incomes would cause an increase in the mean, but not affect the median). In contrast to a median, an average value over all income levels might be unduly sensitive to factors that are less prevalent among actual travelers. Similarly, we do not take into account changes in non-wage income, on the grounds that this non-wage income is not likely to be significant for the average person affected by our rules. The MUWE has been virtually unchanged for the past decade, so this has very little effect on the VSL adjustment over the past ten years. However, it is likely to be more significant in the future.

We have chosen the Consumer Price Index for All Urban Consumers Current Series (CPI-U) as a price index that similarly is representative of changes in the value of money that would be considered by a typical worker making decisions corresponding to his income level. This index grew from 2002 to 2012 by 27.62 percent, raising estimates of VSL in 2002 dollars by over 27 percent over ten years.

In 2011, we adopted a procedure for estimating VSL in each future year as it would respond to expected growth in real income levels. Logical consistency required that higher incomes in the future would influence projected VSLs, just as they affect the current year's baseline. The procedure we now specify uses the projected rate of growth of the Real Median Wage for Workers Covered by Social Security, estimated by the Congressional Budget Office (CBO).[19] While the growth rate forecast fluctuates significantly over the next decade in response to incentives in the Affordable Care Act to receive wage compensation versus health insurance benefits, we believe that it is reasonable to use a long-term average growth rate to estimate changes in future VSL. We have calculated the average projected growth rate in the real median wage, based on the CBO data over the next 30 years, to be 1.18 percent per year. With an income elasticity of 1.0, the base-year VSL should thus be increased by 1.18 percent per year to estimate VSL for any future year (in base-year dollars), before discounting to present value.[20]

For future years, the formula for calculating future values of VSL is therefore:

$VSL_{2013+N} = VSL_{2013} \times 1.0118^{N}$

where VSL_{2013+N} is the VSL value N years after 2013

[19] The projected growth of the mean real wage is reported by CBO in its 2013 Long-Term Budget Outlook. CBO has provided us with unpublished forecasts of median real wages, which grow slightly more slowly than mean real wages and which we believe are more relevant to estimating the VSL of the average person affected by transportation-related safety risks. We use these projected median real wage forecasts in our guidance for adjustments of future VSLs.
http://www.cbo.gov/publication/45308

[20] 1.0118^1.0 = 1.0118 (annual income growth factor of 1.0118, raised to the power of the income elasticity, 1.0, yields annual real VSL growth of 1.0118).

and VSL_{2013} is the VSL value in 2013 (i.e., $9.2 million).

When conducting sensitivity analyses using alternative VSL values (see page 10), analysts should use those alternative VSL values in place of the $9.2 million value used here. We emphasize that future VSL values should be adjusted only for changes in real wages, not for changes in price levels. For analysts using base years prior to 2013, the VSL for 2012 (adjusted for changes in real income and prices) is $9.1 million. For 2011 this value was $9.0 million in 2011 dollars.

Value of Preventing Injuries

Nonfatal injuries are far more common than fatalities and vary widely in severity, as well as probability. In principle, the resulting losses in quality of life, including both pain and suffering and reduced income, should be estimated by potential victims' WTP for personal safety. While estimates of WTP to avoid injury are available, often as part of a broader analysis of factors influencing VSL, these estimates are generally only available for an average injury resulting in a lost workday, and not for a range of injuries varying in severity. Because detailed WTP estimates covering the entire range of potential disabilities are unobtainable, we use an alternative standardized method to interpolate values of expected outcomes, scaled in proportion to VSL. Each type of accidental injury is rated (in terms of severity and duration) on a scale of quality-adjusted life years (QALYs), in comparison with the alternative of perfect health. These scores are grouped, according to the Abbreviated Injury Scale (AIS), yielding coefficients that can be applied to VSL to assign each injury class a value corresponding to a fraction of a fatality.

In our 2011 guidance, the values of preventing injuries were updated by new estimates from a study by Spicer and Miller.[21] The measure adopted was the quality-adjusted percentage of remaining life lost for median utility weights, based on QALY research considered "best," as presented in Table 9 of the cited study. The rate at which disability is discounted over a victim's lifespan causes these percentages to vary slightly, and the study shows estimates for 0, 3, 4, 7, and 10 percent discount rates. These differences are minor in comparison with other sources of variation and uncertainty, which we recognize by sensitivity analysis. Since OMB recommends the use of alternative discount rates of 3 and 7 percent, we present the scale corresponding to an intermediate rate of 4 percent for use in all analyses. The fractions shown should be multiplied by the current VSL to obtain the values of preventing injuries of the types affected by the government action being analyzed.

Table 2: Relative Disutility Factors by Injury Severity Level (AIS)
For Use with 3% or 7% Discount Rate

AIS Level	Severity	Fraction of VSL
AIS 1	Minor	0.003
AIS 2	Moderate	0.047
AIS 3	Serious	0.105
AIS 4	Severe	0.266

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

AIS 5	Critical	0.593
AIS 6	Unsurvivable	1.000

For example, if the analyst were seeking to estimate the value of a "serious" injury (AIS 3), he or she would multiply the Fraction of VSL for a serious injury (0.105) by the VSL ($9.2 million) to calculate the value of the serious injury ($966,000). Values for injuries in the future would be calculated by multiplying these Fractions of VSL by the future values of VSL (calculated using the formula on page 8).

These factors have two direct applications in analyses. The first application is as a basis for establishing the value of preventing nonfatal injuries in benefit-cost analysis. The total value of preventing injuries and fatalities can be combined with the value of other economic benefits not measured by VSLs, and then compared to costs to determine either a benefit/cost ratio or an estimate of net benefits.

The second application stems from the requirement in OMB Circular A-4 that evaluations of major regulations for which safety is the primary outcome include cost-effectiveness analysis, in which the cost of a government action is compared with a non-monetary measure of benefit. The values in the above table may be used to translate nonfatal injuries into fatality equivalents which, when added to fatalities, can be divided into costs to determine the cost per equivalent fatality. This ratio may also be seen as a "break-even" VSL, the value that would have to be assumed if benefits of a proposed action were to equal its costs. It would illustrate whether the costs of the action can be justified by a VSL that is well within the accepted range or, instead, would require a VSL approaching the upper limit of plausibility. Because the values assigned to prevention of injuries and fatalities are derived in part by using different methodologies, it is useful to understand their relative importance in drawing conclusions. Consequently, in analyses where benefits from reducing both injuries and fatalities are present, the estimated values of injuries and fatalities prevented should be stated separately, as well as in the aggregate.

While these injury disutility factors have not been revised in this update of our VSL guidance, the peer review process for this guidance raised the question as to whether their accuracy could be further improved. We therefore believe that a more thorough review of the value of preventing injuries is warranted. While the results of that review are not incorporated in this guidance, we plan to incorporate the results of that review in future guidance as soon as it is completed.

Recognizing Uncertainty

Regulatory and investment decisions must be made by officials informed of the limitations of their information. The values we adopt here do not establish a threshold dividing justifiable from unjustifiable actions; they only suggest a region where officials making these decisions can have relatively greater or lesser confidence that their decisions will generate positive net benefits. To convey the sensitivity of this confidence to changes in assumptions, OMB Circular A-4 and Departmental policy require analysts to prepare estimates using alternative values. We have previously encouraged the use of probabilistic methods such as Monte Carlo analysis to synthesize the many uncertain quantities determining net benefits.

While the individual estimates of VSL reported in the studies cited above are often accompanied by estimates of confidence intervals, we do not, at this time, have any reliable method for estimating the overall probability distribution of the average VSL that we have calculated from these various studies. Consequently, alternative VSL values can only illustrate the conclusions that would result if the true VSL actually equaled the higher or lower alternative values. Analysts should not imply a known probability that the true VSL would exceed or fall short of either the primary VSL figure or the alternative values used for sensitivity analysis. Kniesner et al.

(2012) suggest that a reasonable range of values for VSL is between $4 million and $10 million (in 2001 dollars), or $5.2 million to $13.0 million in 2013 dollars. This range of values includes all the estimates from the eight other studies on which this guidance is based. For illustrative purposes, analysts should calculate high and low alternative estimates of the values of fatalities and injuries by using alternative VSLs of $5.2 million and $13.0 million, with appropriate adjustments for future VSL values and for values of injuries calculated using the VSL.

Because the relative costs and benefits of different provisions of a rule can vary greatly, it is important to disaggregate the provisions of a rule, displaying the expected costs and benefits of each provision, together with estimates of costs and benefits of reasonable alternatives to each provision.

This guidance and other relevant documents will be posted on the Reports page of the Office of Transportation Policy website, http://www.dot.gov/policy. Questions should be addressed to Jack Wells, (202) 366-9224, or jack.wells@dot.gov.

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

U.S. Department of Transportation
Federal Highway Administration

Memorandum

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

Date: October 4, 2012

From: Tony Furst
Associate Administrator for Safety

In Reply Refer To:
HSSP

To: Division Administrators

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

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

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

Appendix G1: High Risk Rural Roads Special Rule Calculations

	Rural Collectors & Local Roads[1]				
Calendar Year	Fatalities[2]	DVMT[3]	VMT[4]	Fatality Rate per HMVMT[5]	5-Year Rolling Average Fatality Rate
2005	314	23904268	8725057820	3.60	
2006	271	24844344	9068185560	2.99	
2007	242	24891708	9085473420	2.66	
2008	302	24989413	9121135745	3.31	
2009	260	23354116	8524252340	3.05	3.12
2010	261	23351200	8523188000	3.06	3.02
2011	265	23522815	8585827475	3.09	3.03
2012	245	23756572	8671148780	2.83	3.07
2013	215	22461715	8198525975	2.62	2.93

[1]Local Roads, Minor Collectors, and Major Collectors; Urban Area Type = Rural

[2]Persons fatally injured on rural collectors/local roads. Fatality Analysis Reporting System: http://www.nhtsa.gov/FARS

[3]Daily Vehicle Miles Traveled, rural collectors/local roads, from Oklahoma Highway Pavement Management System report

[4]Total annual vehicle miles of travel, rural collectors/local roads.

[5]Persons fatally injured per hundred million vehicle miles of travel on rural collectors/local roads

Appendix G2: Older Drivers and Pedestrians Special Rule Calculations

> 23 U.S.C. 148(g)(2) **Older drivers.—** 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, that State shall be required to include, in the subsequent Strategic Highway Safety Plan of the State, strategies to address the increases in those rates, taking into account the recommendations included in the publication of the Federal Highway Administration entitled "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA–RD–01–103), and dated May 2001, or as subsequently revised and updated.

The number fatalities and serious per capita (i.e., per person) for any single year is calculated as follows (designated as *I&F Rate*):

$$\text{I\&F Rate} = \frac{Total\ number\ of\ drivers\ and\ pedestrians\ aged\ 65\ or\ older\ killed\ or\ seriously\ injured\ in\ State}{Total\ number\ of\ residents\ aged\ 65\ or\ older\ in\ State \times 1\ Year}$$

The units of *I&F Rate* are $\frac{Injuries}{Persons \times Years}$ i.e. injuries per person per year. This number has been multiplied by 1000 for reporting purposes, in compliance with the apparent intent of published guidance.

An alternative calculation has been recommended based on the following: Published tables indicate, by State, the number of residents in that State aged 65 or more, ***per 1,000 residents of the State***. This number (designated as *65 Rate*) is thus by definition

$$\text{65 Rate} = \frac{Total\ number\ of\ residents\ aged\ 65\ or\ older\ in\ State}{Total\ number\ of\ residents\ in\ State/1000}$$

$$= \frac{Total\ number\ of\ residents\ aged\ 65\ or\ older\ in\ State}{Total\ number\ of\ residents\ in\ State} \times 1000$$

The units of *65 Rate* are $\frac{Persons}{Persons}$ i.e. it is a dimensionless ratio.

If the total number of relevant injuries and fatalities is divided by this ratio, the result, designated as *Unknown Metric*, is

$$\text{Unknown Metric} = \frac{Total\ number\ of\ drivers\ and\ pedestrians\ aged\ 65\ or\ older\ killed\ or\ seriously\ injured\ in\ State}{\text{65 Rate} \times 1\ Year}$$

$$= \frac{Total\ number\ of\ drivers\ and\ pedestrians\ aged\ 65\ or\ older\ killed\ or\ seriously\ injured\ in\ State}{Total\ number\ of\ residents\ aged\ 65\ or\ older\ in\ State \times 1000 \times 1\ Year\ /\ Total\ number\ of\ residents\ in\ State}$$

$$= \frac{Total\ number\ of\ drivers\ and\ pedestrians\ aged\ 65\ or\ older\ killed\ or\ seriously\ injured \times Total\ number\ of\ residents}{Total\ number\ of\ residents\ aged\ 65\ or\ older\ \times 1000 \times 1\ Year}$$

The units of *Unknown Metric* are thus $\frac{Injuries \times Persons}{Persons \times Years}$ or $\frac{Injuries}{Years}$ These units, in which "persons" cancel out, do not reflect a "per capita" number, as specified by 148(g)(2). Furthermore, *Unknown Metric* does not reflect the rate of injuries per year either; it is equal to this rate divided by the (dimensionless) fraction of older residents in the State.

In the following table, *I&F Rate* is reported as "Deaths and Serious Injuries per 1,000 (65 & Older)". *Unknown Metric* is also reported.

	Victims 65 Years of Age and Older											Persons 65 & Older per 1,000 Population[2]	Total Oklahoma Population 65 & Older[3]	**Deaths & Serious Injuries per 1,000 (65 & Older) per 148(g)(2)**	**Five Year Rolling Average of Death/Injury Rate**	Unknown Metric	Five Year Rolling Average of Unknown Metric
	Drivers					Pedestrians					Killed and Seriously Injured[6]						
	Injuries[1]		Fatalities			Injuries[1]		Fatalities									
Year	Minor Injuries[7]	Serious Injuries[8]	FARS[4]	HSO[5]	ODOT[1]	Minor Injuries[7]	Serious Injuries[8]	FARS[4]	HSO[5]	ODOT[1]							
2005	747	186	75	76	76	10	10	10	10	10	281	129	468968	**0.60**		2.18	
2006	723	169	72	70	70	6	7	7	7	7	255	133	473545	**0.54**		1.92	
2007	736	221	74	74	74	17	8	5	5	5	308	132	480140	**0.64**		2.33	
2008	739	222	85	85	85	13	6	4	4	4	317	135	490637	**0.65**		2.35	
2009	688	204	88	86	88	10	12	4	3	3	308	134	495962	**0.62**	**0.61**	2.30	2.22
2010	711	235	67	67	65	11	10	5	5	5	317	136	508741	**0.62**	**0.61**	2.33	2.25
2011	758	227	82	82	79	9	6	9	9	9	324	136	515859	**0.63**	**0.63**	2.38	2.34
2012	803	237	69	69	72	12	10	8	9	8	324	141	534381	**0.61**	**0.62**	2.30	2.33
2013	757	223	71		73	10	12	10		11	316	142	549197	**0.58**	**0.61**	2.23	2.31
2014*	827	192			91	8	7			4	294		562531	**0.52**	**0.59**		

[1]Oklahoma SAFE-T Crash Database.

[2]FHWA (Older Drivers and Pedestrians Special Rule Interim Guidance)

[3]U.S. Census Bureau, Population Estimates Division, http://www.census.gov/popest/data/historical/index.html

[4]Fatality Analysis Reporting System

[5]Oklahoma Highway Safety Office Crash Facts

[6]Sum of ODOT serious injuries and FARS fatalities (if available) or ODOT fatalities

[7]Injury Severity = 3 = B = Non-Incapacitating

[8]Injury Severity = 4 = A = Incapacitating

*Data for 2014 are incomplete