

## HSIP/HR3 Example Projects

From the HSIP Cycle 5 and HR3 Cycle 3 Call-for-Projects

**NOTE: Caltrans has prepared and intends to share these example projects within the governance of United States Code: Title 23, Section 148 (h) (4) as amended by MAP-21 to read as follows: "DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION- Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."**

\* [Click each Application ID to view the corresponding full application file in pdf.](#)

Application ID (Click to View Full Application)	Good Example of:	Countermeasures	HR3 Eligibility	Percent intended for non- Motorized Travel	Spot Or Systemic	Project Focus	Crash Data	Total Cost	Federal Amount Requested	Final B/C Ratio
<a href="#">02-Shasta County-2</a>	- Simple application - Rural higher cost improvement type	R16: Widen shoulder (paved)	Yes	25	Spot location	Roadway	Local Data	\$1,000,000	\$900,000	4.27
<a href="#">03-Placer County-1</a>	- Large Systemic striping project - Large number of rural and urban corridors improved - Clear crash data & diagrams - Only fatal and severe injury crashes used & high B/C	R32: Install edge-lines and centerlines	No	0	Systemic	Roadway	Local Data	\$1,050,300	\$900,000	15.06
<a href="#">04-Concord-1</a>	- Multiple locations with similar crash patterns - Locations with different countermeasures combined - Simple and clearly labeled attachments - Summary of collisions and costs by location	S6: Provide protected left turn phase (left turn lane already exists) S7: Convert signal to mast arm (from pedestal-mounted)	No	0	Systemic	Intersection	Local Data	\$249,600	\$224,500	7.87
<a href="#">04-El Cerrito-1</a>	- Intersection and segment countermeasures combined - Agency hired an engineering consultant to complete a lot of the analysis and application - Collision diagrams informative for Agency - beyond the minimum application requirements	R37: Install sidewalk/pathway (to avoid walking along roadway) NS18: Install pedestrian crossing (with enhanced safety features / curb-extensions) R30: Install dynamic/variable speed warning signs	No	50	Spot location	Intersection	Local Data	\$264,400	\$237,800	39.56
<a href="#">06-Tulare County-1</a>	- low cost holistic approach to a rural corridor - Multiple countermeasure used - more than 3	R35: Install edgeline rumble strips/stripes R34: Install centerline rumble strips/stripes R4: Install Guardrail	Yes	0	Systemic	Roadway	Local Data	\$791,000	\$711,000	19.91
<a href="#">06-Tulare County-2</a>	- Shows how locations with no crash data can be improved by combining them with high crash locations - Simple, clear scope and attachments - Good example for all agencies, but best for rural	NS5: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS6: Upgrade intersection pavement markings (NS.I.) NS8: Install flashing beacons as advance warning (NS.I.)	Yes	0	Systemic	Intersection	Local Data	\$992,000	\$891,500	203.51
<a href="#">07-Manhattan Beach-2</a>	- Multiple locations with similar Ped/Bike crashes - Locations with different countermeasures combined - Signalized and unsignalized locations combined - Simple, clear scope and attachments	NS17: Install pedestrian crossing (new signs and markings only) NS18: Install pedestrian crossing (with enhanced safety features / curb-extensions) S19: Install pedestrian countdown signal heads	No	100	Systemic	Intersection	Local Data	\$248,600	\$223,700	6.32
<a href="#">07-Temple City-1</a>	- Improves safety for All Modes of travel - Urban corridor approach - Separate Collision diagrams for each countermeasure - Wide range of crash data used	S2: Improve signal hardware: lenses, back-plates, mounting, size, and number S19: Install pedestrian countdown signal heads	No	25	Systemic	Intersection	SafeTREC TIMS	\$665,000	\$598,300	10.00
<a href="#">09-Ridgecrest-3</a>	- Agency wide approach split between two applications - One application focused on signalized intersections and the other on non-signalized intersections.	S2: Improve signal hardware: lenses, back-plates, mounting, size, and number S3: Improve signal timing (coordination, phases, red, yellow, or operation)	No	25	Systemic	Intersection	Local Data	\$426,000	\$383,400	2.70
<a href="#">09-Ridgecrest-4</a>	- These two applications could have been combined. - Good example for all agencies, especially for rural	NS6: Upgrade intersection pavement markings (NS.I.) NS5: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	No	20	Systemic	Intersection	Local Data	\$528,000	\$475,200	4.35
<a href="#">11-El Cajon-4</a>	- example of a sign-Upgrade project - Shows advantages for using GIS to catalog roadway elements	NS5: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	No	10	Systemic	Roadway	Both	\$135,500	\$121,800	14.24
<a href="#">11-San Diego-1</a>	- Demonstrates how agencies can mix highly effective countermeasures with countermeasures and locations with no crash data to fund improvements that could not be funded on their own.	R3: Install Median Barrier R37: Install sidewalk/pathway (to avoid walking along roadway)	No	35	Spot location	Roadway	Local Data	\$893,100	\$803,700	3.51
<a href="#">12-Orange-2</a>	- Multiple locations with similar Ped/Bike crashes - Simple, clear scope and attachments	NS18: Install pedestrian crossing (with enhanced safety features / curb-extensions)	No	100	Systemic	Intersection	Local Data	\$246,700	\$222,000	13.64
<a href="#">12-Orange County-1</a>	- Improves safety for All Modes of travel - Urban corridor approach - Great road-diet example; even though the agency did not use that countermeasure - Simple, clear scope and attachments	S6: Provide protected left turn phase (left turn lane already exists) R1: Add segment lighting R37: Install sidewalk/pathway (to avoid walking along roadway)	No	50	Systemic	Intersection	Local Data	\$2,316,900	\$900,000	20.00