CRIS Data provided by H-GAC via email dated January 6, 2015. Crash records were first evaluated for geographic relevance with respect to the corridor. Of these records, collision ID values were segregated for those that were considered preventable by the nature of the improvement and its context. For the most part, these were in agreement with the corresponding HSIP Work Code (i.e., 538); and the net effect of the changes did not increase the number of crashes considered preventable. Three years of crash records were separately tabulated by severity ID in order to populate the H-GAC input template. The cutoff date for each year was March 1.

The congestion benefit analysis is to be furnished by H-GAC in response to Harris County’s assistance request. A preliminary data search was unable to derive appropriate monetized benefits for the other planning factors. Narrative descriptions of the types of benefits Harris County expects to accrue from the project are offered for further evaluation.