

New Jersey Highway Safety Improvement Program Manual

November 2013



U.S. Department of Transportation
Federal Highway Administration



Introduction

This report summarizes the progress made by New Jersey in implementing the Highway Safety Improvement Program (HSIP) from July 1, 2012 to June 30, 2013. Included are projects under the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP).

The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) went into effect on October 1, 2012. It continued the Highway Safety Improvement Program (HSIP), which was previously under the aegis of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). Prior to SAFETEA-LU legislation the HSIP program was commonly referred to as the Hazard Elimination Program (HEP), Sections 152 and 148 of Title 23 of the United States Code.

The goal of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The New Jersey Department of Transportation (NJDOT) is responsible for the adoption and administration of the HSIP. The Bureau of Transportation Data and Safety (TDS) is responsible for the development and implementation of New Jersey's Highway Safety Improvement Program.

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New Jersey Highway Safety Improvement Program Manual (HSIP)

1. Purpose

This manual outlines how New Jersey's Highway Safety Improvement Program is administered. It includes the following areas:

- A. Summary of Federal Guidance.
- B. Organizational Management of the Highway Safety Improvement Program.
- C. NJDOT's Approach to HSIP Investment.
- D. HSIP Supported Programs Overview.
- E. HSIP Funds Eligibility for NJDOT Projects.
- F. HSIP Project Development Process.
- G. Program Implementation Responsibilities and Processes for NJDOT Implemented Projects (Systemic and Non-systemic Improvements).
- H. Post Analysis Responsibilities and Process.
- I. HSIP Reporting Responsibility and Process.

1.1 Summary of Federal Guidance

The term "highway safety improvement project," as defined in 23 U.S.C. 148(a)(4), means strategies, activities, and projects on a public road that are consistent with New Jersey's Strategic Highway Safety Plan ([SHSP](#)).

Highway safety improvement projects are required to be consistent with the New Jersey's SHSP, and are identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. (23 USC 148 (c)(2)(B)). A variety of highway safety improvement projects are eligible for funding through the HSIP. In order to be HSIP funding eligible, New Jersey is required to first consider whether the activity maximizes opportunities to advance safety. Use of HSIP funds is limited to activities that achieve a significant reduction in fatalities and serious injuries on all public roads in New Jersey.

General HSIP Eligibility

A non-exclusive list of examples of highway safety improvement projects is included in 23 U.S.C. 148(a)(4). By law, eligible highway safety improvement projects are subject to all of the following provisions:

- a) Consistency with a New Jersey's most recent Strategic Highway Safety Plan;

- b) Based on crash experience; crash potential; crash rate, or other data-supported means that establish the relative severity of those locations;
- c) Adheres to performance-based goals focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds;
- d) Complies with Title 23 requirements;
- e) Consistency with New Jersey's strategic or performance based safety goals to reduce fatalities and serious injuries on all public roads;
- f) A three-year post analysis of crashes at project locations;
- g) Annual reporting of all HSIP activities.

Consistency with the State's Strategic Highway Safety Plan

Highway safety improvement projects are required to be consistent with New Jersey's Strategic Highway Safety Plan. (23 USC 148(a)(4)(A)). The projects should logically flow from identified SHSP emphasis areas and strategies. New Jersey's SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all of public roads under state, county or local jurisdiction. This is a data-driven, comprehensive plan that establishes statewide goals, objectives, and key emphasis areas and integrates the four Es - engineering, education, enforcement and emergency medical services (EMS). New Jersey's SHSP was developed by the NJDOT in a cooperative process with local, state, federal, and private sector safety stakeholders.

Data-Driven Process

Highway safety improvement projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. (23 USC 148(c)(2)(B)).

Annual Reporting

For each project obligated with HSIP funds, the following information will be provided:

- Improvement category (e.g., intersection improvement, roadway departure)
- Project output (e.g., miles of rumble strips)
- Project cost
- Funding category
- Relationship to the New Jersey's SHSP (i.e. emphasis area, strategy)
- Roadway characteristics (i.e. functional classification, average annual daily traffic (AADT), speed, ownership)

1.2 NJDOT Organizational Management of the HSIP Program

Program management of NJDOT's HSIP Program is carried out by the Bureau of Transportation Data and Safety (TDS) under the Assistant Commissioner of Capital Investment, Planning and Grant Administration.

It is understood that individual programs and projects may be under the lead of units outside of TDS and the Assistant Commissioner of Capital Investment, Planning and Grant Administration, but TDS as NJDOT's Safety Programs Lead, will be responsible for development of programs, tracking performance of all HSIP programs, reporting on them, and looking at how to improve program effectiveness.

1.3. NJDOT Approach to HSIP Investment

Revenues

Under MAP-21 New Jersey is apportioned approximately \$57 million annually for HSIP Program use in federal Fiscal year 2013 and 2014.

Program Investment Context

HSIP investment planning utilizes performance-based goals to focus resources on areas of greatest need and with the greatest potential for the highest rate of return on the investment of HSIP funds. The NJDOT's investment approach will be guided by, and clearly relate to, the emphasis areas and strategies outlined in New Jersey's Strategic Highway Safety Plan (SHSP). The NJDOT's approach to safety investment should, to the greatest extent possible, be based on performance information related to crash data and program results. It is expected that over time better performance information will be available.

Annually, the NJDOT will develop a minimum five-year safety investment strategy and one-year safety obligation plan for all HSIP funded activities and projects. The investment strategy and obligation plan will be provided to the Federal Highway Administration (FHWA) New Jersey's Division Office for concurrence. The elements of the investment strategy and plan are described below. The submission of New Jersey's five-year investment strategy and one-year obligation plan will accompany or shortly follow the submission of New Jersey's Annual Safety Report. The development of the Statewide Transportation Improvement Program (STIP) should reflect the elements of the investment strategy and obligation plan to the extent possible, but it is understood that fiscal constraints may impact programming to some degree.

It is understood that the five-year investment strategy will identify projects to the extent possible but will likely plan investments at a broader program level.

The 2007 SHSP established the following emphasis areas:

- Minimize Roadway Departure Crashes
- Improve Design/Operation of Intersections
- Curb Aggressive Driving
- Reduce Impaired Driving
- Reduce Young Driver Crashes

- Sustain Safe Senior Mobility
- Increase Driver Safety Awareness
- Reduce Pedestrian, Bicycle, Rail and Vehicular Conflicts

New Jersey is currently in the process of updating the SHSP, and any new or revised emphasis areas will need to be taken into consideration in upcoming annual investment plans.

Beyond these strategic considerations, other considerations must be taken into account in NJDOT's HSIP investment strategy.

Because of New Jersey's high pedestrian fatality rate, FHWA has named New Jersey a Pedestrian Safety Focus State. Investments to improve pedestrian safety are imperative. Therefore, Pedestrian Safety improvement projects will be given priority in New Jersey's investment plan.

Because of New Jersey's intersection fatality and severe injury rate, New Jersey has also been identified as an Intersection Focus State. Priority investment must also be considered in this area.

MAP-21 requirements for High Risk Rural Roads (HRRR) stipulate that if the fatality rate on rural roads increase over the most recent two-year period for which data are available, in the next fiscal year the state is required to obligate for this purpose an amount equal to at least 200 percent of its FY2009 High Risk Rural Roads set-aside.

MAP-21 requires that Rail-Highway Grade Crossing funding be set aside from the HSIP apportionments.

MAP-21 requires that a proportionate share of funds be set aside for Transportation Alternatives and 2% of the state's apportionment be set aside for State Planning and Research.

An illustrative example of a five-year investment strategy is provided below:

			2014	2015	2016	2017	2018
Revenue Expectations							
Investment Allocations	Set-asides						
	State System	Intersections					
		Roadway Departure					
		Pedestrian					
		Non-infrastructure					
	Local System	Intersection					
		Roadway Departure					
		Pedestrian					

An illustrative example of an annual obligation plan is depicted below.

	Program Area	Subprogram	Obligation Plan (\$ millions)
Set Asides	HSIP Planning and Program Development		
State System	Crash Reduction / Roadway Departure	Systemic	
		Spot Locations	
	Intersection Improvement	Systemic	
		Spot Locations	
		Safe Corridors	
	Pedestrian Crash Reduction	Systemic	
		Spot Locations	
	Non-infrastructure Program		
Local System	Local Safety/High Risk Rural Roads		
	Safe Routes to School (where applicable)		
	Total Planned Obligation for Fiscal Year 20__		

2. HSIP Supported Programs Overview

The NJDOT has established a number of programs that are supported wholly or in part with HSIP funds. These programs are identified in New Jersey's current STIP.

The summary of the HSIP programs administered and managed by the NJDOT are shown in the subsequent sections. All of these programs are in alignment with SAFETEA-LU and MAP-21, and compliant New Jersey's SHSP.

2.1 Highway Safety Improvement Program Planning

This program provides for safety management planning including generating priority lists and screening locations. This program also provides funds for inspection of railroad-highway grade crossings, location prioritization and the development of solutions to improve safety.

2.2 Crash Reduction Program (Systemic and Non-Systemic) - State Highway System

This program is intended to address a number of safety programs including nighttime crashes, fixed object crashes, and wet pavement crashes. Copies of the most recent Safety Management system lists can be found in Appendix A. This program is funded entirely with HSIP funds. The implementation process is outlined later in this manual.

2.3 Intersection Safety Improvement Program (Systemic and Non-Systemic) – State Highway System

This program provides for the implementation of safety improvements at intersections that have a high number of fatal or severe injury crashes. This program is funded entirely with HSIP funds. The implementation process is outlined later in this manual.

2.4 Safe Corridors Program

This program provides for the implementation of safety improvements along designated Safe Corridor locations. A "Safe Corridor" is an area or segment of highway identified as such due to increased accident rates, fatalities, traffic volume, and/or other highway traffic criteria. These corridors experience a crash rate of 50 percent over the state average and have sustained 1,000 or more crashes over a three-year period.

The Safe Corridor grant program targets resources to 14 ten-mile segments of several highways that have a history of high crash rates. Grants are supported by fines which are doubled in designated Safe Corridors for a variety of moving violations, including speeding.

The NJDOT's Bureau of Transportation Data and Safety (TDS) administers this program. Road Safety Audits (RSAs) are carried out by cross-functional teams to identify safety improvements that can be made in a specific corridor.

2.5 Pedestrian Safety Improvement Program

This program provides pedestrian safety focused improvements and utilizes pedestrian crash data to prioritize locations for screening.

2.6 Non-Infrastructure Program

The NJDOT may flex a portion of its HSIP funding for non-infrastructure activities to improve safety. Such activities may include safety promotion and marketing, such as public service announcements to not text and drive.

2.7 Local Safety Program / High Risk Rural Roads Program

Local governments and Metropolitan Planning Organizations (MPOs) identify potential locations for safety enhancements projects on the non-state highway system, such as, county, city/town, and municipal roadways.

New Jersey's HSIP Local Safety Program Technical Advisory Committee (LSP TAC), is made up of representatives from NJDOT's TDS, Local Aid units, and the respective MPO Safety offices. The New Jersey FHWA Division office, while not a member of the committee, serves in an advisory capacity on the committee. The LSP TAC provides assistance to local agencies throughout the process of identifying and developing local safety and High Risk Rural Roads projects on roadways under local jurisdiction. The LSP TAC reviews local project HSIP applications and makes recommendations for approval of HSIP funding for local safety and High Risk Rural Roads projects.

Selected projects are administered by county and municipal governments with oversight by the NJDOT's Division of Local Aid.

Under SAFETEA-LU, the HRRR Program provides a set aside of funds for construction and operational improvements on high-risk rural roads.

A High Risk Rural Road is any roadway functionally classified as a rural major or minor collector or a rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway.

The HRRR Program is developed using safety data that identifies eligible locations on State and non-state owned roads as defined here and analyzes the highway safety problems to identify safety concerns, identify potential countermeasures, select projects and prioritize high risk rural road projects on all public roads. The HRRR Program continues to be an eligible category under [MAP-21](#). MAP-21 requirements for High Risk Rural Roads stipulate that if the fatality rate on rural roads in New Jersey increase over

the most recent two-year period for which data are available, the state is required to obligate in the next fiscal year for projects on high risk rural roads an amount equal to at least 200 percent of the amount of funds received for fiscal year 2009 for high risk rural roads.

2.8 Safe Routes to School

The Safe Routes to School Grant Program is currently funded through the Transportation Alternatives Program. However, if eligible HSIP improvements are identified, they can be funded with HSIP funds.

3. HSIP Funds Eligibility for NJDOT Projects

It is recognized that there are many standard infrastructure design elements that offer safety advantages. However, HSIP eligible countermeasures are for improvements correlated to the indicated crashes and/or safety performance deficits. Standard design elements are considered “nominal safety improvements” and those countermeasures / improvements implemented in relation to crash data are considered “substantive safety improvements. For a project to be eligible for the use of HSIP funds, in part or total, HSIP funds must be used for substantive safety improvements, and all of the following items must be satisfied, unless otherwise noted:

- A. Shall be consistent with New Jersey’s Comprehensive Strategic Highway Safety Plan ([SHSPS](#)).
- B. Project identified in existing Safety Management Systems Lists, as shown in **Appendix A**, with funding limitations noted in the above section entitled ***Application of HSIP Funds***.
- C. Priority is given to those projects that are identified as addressing New Jersey’s current Focus State Categories, i.e. Pedestrian Safety or Intersection Safety concerns. The FHWA has developed the Focused Approach to Safety in order to better address the most critical data evidenced safety challenges by devoting additional attention to high priority states.
- D. Projects incorporating Systemic Safety Improvements. Subject to the above fiscal limitations, identified by the TDS and coordinated with FHWA’s NJ Division Office, certain projects may be advanced as Systemic Safety Improvements. These projects utilize analyses focused on identified roadway risk factors associated with indicated system crashes. Similar to most common safety planning processes, the systemic approach involves problem identification, countermeasure selection, and project location prioritization. The systemic approach begins by looking at system-wide data to analyze and identify systemic safety problems on particular roadway types. The approach then moves to a micro-level analysis to conduct a risk

assessment of locations across the network. This leads to the selection of relevant mitigating strategies most appropriate for broad implementation across those locations. All applications for Systemic Safety Improvements will be evaluated by the TDS prior to authorization submission.

- E. Other federal-aid funds are eligible to support and improve safety. Improvements to safety features that are routinely provided as part of a broader federal-aid project should be funded from the same source as the broader project. The full scope of New Jersey's safety needs and opportunities on all roadway categories should be achieved by using other funding sources such as National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), etc. Nonetheless, there may be occasions when it is desirable to utilize HSIP funds in conjunction with projects that are primarily funded under these other core programs. Cumulatively, the targeted total expenditure of HSIP funds on these projects do not exceed 10% of each annual apportionment of non-transferred HSIP funds. The purpose of this target is to focus the development and implementation of an HSIP driven program. Participation of HSIP funds on projects primarily funded by other core programs will be considered on a case-by-case basis. Eligibility will be evaluated by the TDS and will be subject to FHWA's NJ Division Office's approval. Projects which are funded in preliminary design under standard Capital Project funding (i.e. NHPP, STP) but which intend to utilize HSIP funds participation for a portion of the construction costs shall be submitted to the FHWA NJ Division Office for consideration while in the concept development or preliminary engineering phase. If approved, HSIP funds will be applied to the safety enhancements at the appropriate participation rate, subject to cost limitations described in this section and as identified in the appropriate benefit-cost or present worth methodologies as described within this manual and established by TDS.
- F. Any application for HSIP funding shall utilize FHWA's Proven Countermeasures where possible. FHWA issued a "[Guidance Memorandum on Promoting the Implementation of Proven Safety Countermeasures](#)". This guidance takes into consideration the latest safety research to advance a group of countermeasures that have shown great effectiveness in improving safety. At a minimum, all HSIP projects will consider using these countermeasures, which are research-proven.
- G. In certain instances, HSIP funds may be eligible for non-infrastructure safety projects. Highway safety improvement projects include any strategy, activity or project on a public road that is consistent with New Jersey's SHSP and corrects or improves a hazardous road location or feature, or addresses a highway safety problem. As such, traditional safety infrastructure-related improvements, as well as non-infrastructure safety projects, are eligible for HSIP funds if identified through a data-driven process (i.e., on the basis of crash experience, crash potential, crash rate, or other data-supported means). To be eligible for HSIP funds, projects to improve data collection and analysis efforts must address a SHSP priority and directly support HSIP implementation efforts. As per the [HSIP](#)

[MAP-21 Interim Eligibility Guidance](#) dated September 24, 2012, “HSIP funding should support implementation of proven, effective activities. Implementation support should either add to existing successful non-infrastructure programs (but not replace existing funding sources), or be used for new, proven activities.” In addition, states should strive to use all available funding (i.e. that available under 23 U.S.C. 405 and 505) for data improvement activities and not rely solely on the HSIP. All non-infrastructure activities are to be coordinated with FHWA’s NJ Division Office prior to project authorize requests.

4. HSIP Project Development Process

4.1 Program Implementation Responsibilities and Process for NJDOT Implemented Projects (Systemic and Non-Systemic Improvements)

For those programs and initiatives under the NJDOT’s lead, the Bureau of Transportation Data and Safety (TDS) will compile relevant crash data and/or establish locations of high risk based on emphasis areas and strategies set forth in the Strategic Highway Safety Plan. These locations will be identified utilizing AASHTO’s Highway Safety Manual (HSM) network screening methods.

- A. For specific programs and initiatives, locations will be prioritized on the basis of crash data or risk assessment utilizing the HSM’s appropriate safety performance functions.
- B. The NJDOT may determine that systemic improvements may be appropriate at a corridor level, regional level or statewide level.
- C. TDS will establish a priority list(s) of locations for advancement to screening utilizing the HSM.
- D. TDS will first screen priority locations against projects in the capital pipeline to determine if there are any overlapping locations. If there are overlapping locations, then TDS will coordinate with the appropriate project manager to determine what, if any, measures can be addressed in the project. If a location does not overlap, TDS will perform, through its own forces or consultant support, an assessment to identify appropriate countermeasures as well as issues that could impact the ability to be implemented. These issues could include among others, environmental, right-of-way, utility relocation or community concerns.
- E. TDS will seek to group or package multiple improvement locations that can be advanced as one sizable project. Locations may be packaged via systemic improvements at a corridor, regional or statewide level. Locations may also

packaged for various types of improvements in a geographic area. The aim of larger projects is lower development costs and better bid prices by contractors.

- F. TDS will coordinate with NJDOT Capital Program Management to reach buy-in on the proposed improvement for advancement.
- G. TDS will then package a proposal for each improvement project and any potential issues and submit to the Capital Program Screening Committee (CPSC) for consideration of advancement to become a project and assignment to NJDOT Capital Program Management / Division of Project Management (CPM/DPM) for further development and implementation.
- H. If recommended by the Capital Program Screening Committee, the proposal will be advanced to the Capital Program Committee for final approval and assignment to Capital Program Management / Division of Project Management as a project. A project manager will be assigned. The Capital Program Committee may choose to assign projects directly to Operations and Maintenance if the projects are of such small scale or they are unable to be implemented as part of a larger project. It is understood that the majority of work should be advanced in packages that are implementable under Capital Program Management.
- I. NJDOT Capital Program Management / Division of Project Management will develop the project for implementation. Should CPM/DPM wish to modify the scope of the project, such revisions need to be coordinated with TDS and reviewed and approved by the CPSC and possibly the FHWA to guard against HSIP ineligibility.
- J. If NJDOT CPM/DPM identifies an improvement that is of small scale that can be implemented more appropriately by NJDOT Operations and Maintenance (NJDOT O&M), the proposal will be brought to the Capital Program Screening Committee for review and recommendation to the Capital Program Committee. NJDOT CPM/DPM will continue to provide engineering support for the improvement even if it is moved to NJDOT O&M for implementation.
- K. Should the NJDOT choose to add infrastructure improvements not essential to the implementation of safety countermeasures, such improvements will not be eligible for HSIP funding.
- L. TDS will continue to monitor the advancement of HSIP funded projects to ensure that they continue to move forward in the spirit of the program and to identify any improvements that need to be made in terms of program development and delivery to improve program performance.

4.2 HSIP Consideration for Substantive Safety Elements On Projects Initiated Utilizing Other Core Program Funding Sources

On a case-by-case basis, projects or portions of projects initiated from other core programs may be eligible for participation in HSIP funds.

- A. Eligibility will be determined based on the guidance on eligibility above, assessed by TDS and approved FHWA's NJ Division Office. FHWA's approval will be coordinated prior to any HSIP funding request and will be subject to the fiscal limitation described above in section 1.1.
- B. The NJDOT will strive to identify such projects early in the development process, ideally during the Screening or Concept Development phase.
- C. The NJDOT will consider, in consultation with FHWA, whether it is appropriate to utilize HSIP funding for the data driven safety-related elements, given that HSIP participation in these types of projects is targeted to be 10% or less of NJDOT's annual apportionment in a given year.
- D. Prior to approval, a candidate project will need to comply with the following criteria. Project selection will be modeled on AASHTO's Highway Safety Manual (HSM), Data Driven Analyses. The Highway Safety Manual methods, where available, shall be used to support safety analyses for all project development activities. Project development activities can include, but are not limited to, alternatives analysis, value engineering and design exceptions. In general, the safety analyses should compare the expected number of crashes for the existing facility to that of the proposed alternative(s). As an example, the HSM methods can be used as a diagnostic tool to identify and prioritize the most cost beneficial design elements for the project. The HSM Integration Guide (http://safety.fhwa.dot.gov/hsm/hsm_integration/) and the CMFs in Practice series (<http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/>) provide examples of how to incorporate HSM methods in project development activities. This includes, at a minimum, the following elements as described in the HSM:
 - Diagnosis
 - Countermeasure Selection
 - Economic Appraisal with B/C ratio greater than 1.
 - Safety Effectiveness Evaluation

5. Post Analysis Responsibilities and Process

Once improvements are implemented at a location with HSIP funding, a three-year post crash analysis is required to assess the effectiveness of the countermeasures.

The Bureau of Traffic Data and Safety will be responsible for documenting countermeasures implemented and the relevant crash data at the time of prioritization. TDS will maintain a log of locations improved and an annual review of crash data for each of the locations for a period of three years following implementation. TDS will assess the effectiveness of countermeasures implemented at the specific location. TDS will also assess the effectiveness of particular countermeasures on a statewide basis.

6. HSIP Reporting Responsibilities and Process

The ultimate measure of the success of this program is a significant reduction in New Jersey's fatalities and serious injuries.

To establish the actual benefit associated with the safety improvement, every project which receives funding under the HSIP will be required to provide a 3 year post analysis of safety performance for the location of the improvements. This data will be included in NJ's Annual Safety Report.

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 federal law, 23 U.S.C§148(g) in SAFETEA(LU) and 23 U.S.C§148(h) in MAP-21.

The NJDOT's Bureau of Transportation Data and Safety will be responsible for preparing the annual report to FHWA in accordance with FHWA requirements and submitting this report to the FHWA NJ Division Office no later than August 31 of each year.

Appendix A

4/8/2013

NJDOT BUREAU OF SAFETY PROGRAMS
TOP 174 HIGH PRIORITY INTERSECTION CRASH LOCATIONS
BY TOTAL SEVERITY FOR 2006-2008

ID#	RANK	SRI	LOCATION	MP	CROSS STREET	Status	CO	MU	FREQ	TOTAL SEVERITY	NO. FATAL	NO. INCAP.	NO. MOD.	NO. PAIN	NO. PDO
1	1	00000028__	NJ 28	2.25	RT 202 (Somerville Circle) (See also #162)	C	18	06	140	159	0	0	1	21	118
2	2	00000001__	US 1	45.44	CR 624 (North Ave.)	B,C	20	04	98	142	0	1	10	26	61
3	3	00000030__	US 30	13.55	CR 686 (Clementon-Gibbsboro Rd.)	B	04	11	72	118	0	1	8	27	36
4	4	16000602__	CR 602 (Allwood Rd.)	1.29	CR 622 (Bloomfield Ave.) (Circle)	B	16	02	95	111	0	0	2	13	81
5	5	20000638__	CR 638 (Valley Rd.)	0	NJ 124	B	20	19	80	106	0	0	1	24	55
6	6	020000561__	CR I (Essex St.)	3.46	NJ 17	C	02	31	84	103	0	0	1	17	66
7	7	00000030__	US 30	9.71	CR 544 (Evesham Rd.)	B,C	04	23	68	102	0	0	5	24	39
8	8	00000030__	US 30	46.45	CR 575 (Pomona Rd.)	C	01	11	52	99	0	1	10	24	17
9	9	20000626__	CR 626 (W. Chestnut St.)	0	US 22	C	20	19	70	98	0	0	1	26	43
10	10	00000034__	NJ 33	35.85	RT 34 (Wall Circle)	C	13	52	85	97	0	0	2	8	75
11	11	00000035__	NJ 35	29.39	RT 36	B,C	13	11	53	96	0	0	5	18	30
12	12	00000082__	NJ 82	0.78	CR 637 (Liberty Ave.)	B	20	19	63	87	0	0	4	16	43
13	13	00000001__	US 1	11.27	CR 571 (Wash.Rd.) (Penns Neck Circle)	B,C	11	13	68	86	0	0	4	10	54
14	14	00000046__	US 46	60.24	RT 3	C?	16	02	62	84	0	1	4	11	46
15	15	00000001__	US 1	40.74	CR 615 (Stiles Ave.)	B	20	09	64	83	0	0	4	11	49
16	16	00000555__	CR 555 (Tuckahoe Rd.)	33.4	CR 689 (Cross Keys Bypass)		08	18	42	78	0	0	9	18	15
17	17	00000001__	US 1	45.14	FAIRMOUNT AVE	C	20	04	53	75	0	2	1	14	36
18	18	01000684__	CR 684 (Spruce Ave.)	2.59	WEST JERSEY AVENUE		01	08	41	72	1	1	5	14	20
19	T19	00000010__	NJ 10	18.74	CR 609 (Eisenhower Pkwy.) (Circle)	C	07	10	56	71	0	0	1	13	42
20	T19	18000655__	CR 655 (Park Ave.)	0.13	BONNIE BURN ROAD	C	18	21	59	71	0	0	1	10	48
21	21	00000038__	NJ 38	3.86	CR 616 (Church-Coles-Cooper Rd.)	B	04	09	46	70	0	3	2	11	30
22	22	20000613__	CR 613 (Central-Brant Ave.)	4.46	GARDEN STATE PARKWAY		20	02	51	69	0	1	0	15	35
23	T23	20121299__	CLINTON AVE	0.46	THIRD ST		20	12	45	68	0	0	2	19	24
24	T23	00000001__	US 1	39.25	CR 608 (E.Milton-Turner-Paterson St.)		20	13	50	68	0	0	2	14	34
25	T23	00000001__	US 1	42.65	CR 616 (Park Ave.)	C	20	09	48	68	0	1	1	15	31
26	T23	00000099W__	US 9W	0	KELBY STREET	B	02	19	63	68	0	0	1	3	59
27	T23	00000031__	NJ 31	6.09	CR 546 (Wash.Xing-Penn.Rd.)(Circle)	C	11	06	58	68	0	0	2	5	52
28	28	00000027__	NJ 27	32.65	CR 616 (Park Ave.)	B	20	09	41	67	0	0	5	16	20
29	29	00000130__	US 130	30.53	NJ 38	C	04	27	59	66	0	0	0	7	52
30	30	04000689__	CR 689 (Berlin-Cross Keys Rd)	1.65	CR 704 (Erial-Williamstown Rd.)		04	15	38	65	0	1	4	16	17
31	31	00000001__	US 1	43.11	NJ 439 (Bayway Circle)	B	20	04	48	63	0	1	1	10	36
32	32	00000030__	US 30	43.96	CR 614 (Cologne Ave.)		01	11	33	60	0	1	4	16	12
33	T33	07051823__	S CLINTON STREET	1.3	FREEWAY DRIVE EAST		07	05	34	59	0	0	3	19	12
34	T33	00000046__	US 46	28.83	VILLAGE WAY	B	14	27	41	59	0	0	3	12	26
35	T35	00000018__	NJ 18	41.75	COMMERCIAL AVE	C	12	14	50	58	0	0	0	8	42
36	T35	00000047__	NJ 47	42.22	BLUEBIRD LANE	C	06	10	38	58	0	2	1	12	23
37	T35	00000082__	NJ 82	0	NJ 124	C?	20	17	46	58	0	0	1	10	35
38	T35	20000624__	CR 624 (North Ave.)	1.02	NJ 81		20	04	48	58	0	0	1	8	39
39	T35	00000022__	US 22	53.63	CR 637 (Springfield Rd.)	B,C	20	19	45	58	0	0	0	13	32
40	T40	00000015__	NJ 15	3.91	CR 699 (Berkshire Valley Rd.)		14	14	43	57	0	0	1	12	30