
Highway Safety Improvement Program

*Data Driven Decisions*

# Louisiana
# Highway Safety Improvement Program
# 2016 Annual Report

Prepared by: LA

## Disclaimer

**Protection of Data from Discovery & Admission into Evidence**

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

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# 2. Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways – ***Destination Zero Deaths***. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in October, 2011. The 2011 SHSP targets four emphasis areas: impaired driving, occupant protection, infrastructure and operations, and crashes involving young drivers. Since 2007, traffic fatalities have dropped from 993 to as low as 677 in 2011 and serious injuries were reduced from 16,626 in 2005 to 13,433 in 2014. Louisiana experienced an increase in fatalities in 2015. However, Louisiana remains below our target of reducing fatalities in half by 2030.

Louisiana has accomplished a number of successes in each emphasis area including the following:

- **Data and analysis improvements:** State-specific safety performance functions (SPFs) for network screening and calibrated Highway Safety Manual (HSM) models for alternatives evaluations and project level analysis have been developed as well as a draft Highway Safety Improvement Program (HSIP) Project Selection Guide outlining the criteria that will be used to select and prioritize all HSIP projects. Also for evaluation of the SHSP, web-based data dashboards have been created for safety stakeholders to assess progress (http://datareports.lsu.edu/shsps.aspx).

  SPF development is still currently underway for intersections and state specific SPF for segments are being used for network screening on state routes. A Level of Service of Safety website has been developed to display the results of the network screening process for safety stakeholders. The goal is to institutionalize the use of the network screening results and share this information with the MPOs for further integration of quantitative safety in the planning process.

  Also, we have made significant improvements in local road safety data such as crash locations, traffic volume estimates, and roadway attribute information so that advanced data analysis methods will be possible in the near future.

- **Systemic safety improvements:** A statewide systemic cable median barrier study produced a prioritized list of candidate locations where median barrier would be considered for installation. High speed, controlled access facilities statewide with a median width less than 100' were analyzed in the study. A systemic roadway departure project on 2-lane rural roadways with a shoulder width between 2' and 6' and lane width of 12' is also being implemented at 282 curves (radius equal to or greater than 1640') throughout the state. The countermeasures for the systemic curve project include enhanced signing and striping (i.e. 6" edge lines) and high friction surface treatment where pavement condition allows.

  We continue to implement the projects identified through the systemic cable median barrier study. 182.6 miles of cable median barrier were installed in 15-16. Maintenance of cable median barrier is very expensive and we are exploring options of providing funding for this.

We continue to implement district-wide projects identified through the systemic roadway departure analysis. Enhanced delineation and high friction surface treatments are being installed on 60 two-lane rural curves in Districts 04 and 08 this year. The other projects were put on hold pending new high friction surface treatment specification.

· **Occupant Protection:** LADOTD funded $1,555,053.75 for overtime enforcement to address Occupant Protection. Louisiana was averaging 81% safety belt use and the use of these funds helped in the continued effort to improve safety belt usage. Observed seat belt use reached 85.9 percent in 2015. University Medical Center, ThinkFirst of Ark-La-Tex, Louisiana Passenger Safety Task Force, Hispanic Outreach Occupant Protection, and Louisiana Highway Safety Commission (LHSC) provided overtime enforcement to 78 local police departments and sheriff's offices along with Louisiana State Police.

· **Young Drivers:** Sudden Impact Program (comprehensive injury prevention program targeting adolescents) reached just over 20,000 students. Think First Program coordinated and implemented 104 programs on underage drinking and impaired driving for youth (reached 7,337 students and 2,080 adults).

· **Impaired Driving:** DWI overtime enforcement was implemented in Tier One Alcohol Problem ID Parishes corresponding with national and state mobilizations. DWI courts were established in three judicial districts. No Refusal Programs are expanding across the state.

**SHSP Implementation & Update**

Louisiana is using a two-tiered approach to implement the SHSP: Statewide Emphasis Area Teams create data-driven action plans and track implementation of SHSP strategies and action steps, and regional Safety Coalitions utilize data to identify regional safety needs and develop data-driven five-year regional safety plans which identify three to five emphasis areas consistent with the SHSP.

The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an Executive Committee. The team consists of representatives from the Louisiana Department of Transportation and Development (LADOTD), Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), Local Technical Assistance Program (LTAP), Louisiana Planning Council (LPC), Louisiana Municipal Association (LMA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), in addition to the statewide emphasis area team leaders and regional safety coalition coordinators.

LADOTD hosted the Louisiana Transportation Safety Summit. Over 300 safety stakeholders learned new and exciting information on how to keep Louisiana moving toward Destination Zero Deaths. It was an action-packed two and half days. Experts on issues ranging from changing the way speed limits are set to designing roadways to accommodate all users along with suggestions on ways to improve safety in and around railroad tracks.

**Regional Highway Safety Coalitions**

The Louisiana two-tiered approach to lowering fatalities and serious injuries is accomplished in part by developing and continually implementing the federally required SHSP. Each region is charged with

forming a multidisciplinary or 4E safety coalition, reviewing the regional and local crash data, and developing a continually evolving, data driven action plan that is linked to the SHSP.

All nine Regional Safety Coalitions are up and running. Five coalitions have adopted regional safety action plans (Acadiana, North Shore, South Central, New Orleans, and Capital Region) and Southwest, Central, Northeast Louisiana Regions are in the final stages of developing their action plans. The newly established Northwest Coalition is in the process of developing their regional action plans.

**Local Road Safety**

Funding for Local Road Safety Improvement Projects is available through the Louisiana Local Road Safety Program (LRSP). Eligible projects include those for roadways and transportation systems owned and operated by parish and/or municipal road agencies. Specific funds are available for selected projects and additional funding sources or resources may be available depending on the type of project.

Louisiana Department of Transportation and Development (DOTD) administers the LRSP in coordination with Louisiana Technical Assistance Program (LTAP). Proposed projects can be submitted anytime throughout the year, with the selection process conducted by the LRSP Project Selection Team on a quarterly basis.

# Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

# Program Structure

### Program Administration

**3. How are Highway Safety Improvement Program funds administered in the State?**

Central

**4. Describe how local roads are addressed as part of Highway Safety Improvement Program**.

The Local Road Safety Program (LRSP) is allocated approximately $3-5 million per year. Eligible projects include those for roadways and transportation systems owned and operated by parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources or resources may be available depending on the type of project. Funding for Local Road Safety Improvement Projects is available through the Louisiana Local Road Safety Program (LRSP).

Louisiana Department of Transportation and Development (DOTD) administers the LRSP in coordination with Louisiana Technical Assistance Program (LTAP). LTAP coordinates activities and resources in conjunction with the LADOTD to facilitate annual project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement Projects.

LADOTD has implemented a three-year program to collect roadway data on the local road system. This program will collect the MIRE Fundamental Data Elements (FDEs) data on all public roads. This will enhance DOTD, and LTAP's capability to work with the local agencies, share data, and collaborate on infrastructure improvements.

**5. Identify which internal partners are involved with Highway Safety Improvement Program planning**.

Design
Planning
Operations

**6. Briefly describe coordination with internal partners**.

LADOTD Highway Safety Improvement Projects are selected for implementation through a data driven competitive process. LADOTD utilizes a Stage 0 planning process for identifying potential highway safety improvement projects. Stage 0 determines the feasibility of a project along with the scope, budget, and safety benefit. The Stage 0 for proposed safety projects for inclusion in the HSIP is prepared by the LADOTD District Office, Road Design Section, Highway Safety Section, Consultant, MPO or the Transportation Planning Section. The Stage 0 report is reviewed for safety effectiveness and completeness and approved by the Highway Safety Section before being submitted to the Project Selection Team for inclusion in the Department's Highway Program. Proposed projects are evaluated utilizing an evaluation form specifically developed for highway safety projects. This form consistently evaluates proposed highway safety projects based on safety and feasibility factors.

**7. Identify which external partners are involved with Highway Safety Improvement Program planning**.

Metropolitan Planning Organizations
Governors Highway Safety Office
Local Government Association
Other-FHWA and State Police
Other-LTAP and LCTS

**8. Identify any program administration practices used to implement the HSIP that have changed since the last reporting period**.

Other-None

**9. Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate**.

Projects that are identified through the HSIP have the overall goal of reducing the number and severity of crashes and decreasing the potential for crashes on all public roads.

The LADOTD performs HSIP components of planning, implementation, and evaluation to accomplish requirements of the program. These components involve the following: data-driven identification of crash locations, development and implementation of an annual program of projects and report annually to the FHWA on progress and effectiveness. FHWA is involved in all three components, both formally and through informal technical assistance.

## Program Methodology

**10. Select the programs that are administered under HSIP.**

| | | |
|---|---|---|
| Intersection | Roadway Departure | Local Safety |

## 11. Program: Intersection

**Date of Program Methodology: 1/1/2009**

**What data types were used in the program methodology?**

| *Crashes* | *Exposure* | *Roadway* |
|---|---|---|
| All crashes | Traffic Volume | Other-Stop and Signal Controlled |

**What project identification methodology was used for this program?**

Crash frequency

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

No

**How are highway safety improvement projects advanced for implementation?**

Other-selection Committee

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

Rank of Priority Consideration

| | |
|---|---|
| Available funding | 1 |
| Cost Effectiveness | 1 |

## 11. Program: Roadway Departure

**Date of Program Methodology: 10/1/2012**

**What data types were used in the program methodology?**

| *Crashes* | *Exposure* | *Roadway* |
|---|---|---|
| All crashes | Traffic | Median width |

Volume Horizontal curvature
Other-Fatal/Serious/Moderate

**What project identification methodology was used for this program?**
Crash frequency
Crash rate
Excess proportions of specific crash types

**Are local roads (non-state owned and operated) included or addressed in this program?**
No

**How are highway safety improvement projects advanced for implementation?**
selection committee

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

| | |
|---|---|
| Available funding | 1 |
| Cost Effectiveness | 1 |

## 11. Program: Local Safety

**Date of Program Methodology: 7/1/2008**

**What data types were used in the program methodology?**

| *Crashes* | *Exposure* | *Roadway* |
|---|---|---|
| All crashes | Traffic | Horizontal curvature |
| | Volume | Functional classification |
| | | Roadside features |

**What project identification methodology was used for this program?**
Crash frequency
Crash rate
Excess proportions of specific crash types

**Are local roads (non-state owned and operated) included or addressed in this program?**
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

**How are highway safety improvement projects advanced for implementation?**
Competitive application process
selection committee

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

Rank of Priority Consideration

| | |
|---|---|
| Available funding | 1 |
| Cost Effectiveness | 1 |

**12. What proportion of highway safety improvement program funds address systemic improvements?**

36%

**Highway safety improvement program funds are used to address which of the following systemic improvements?**

Cable Median Barriers
Rumble Strips
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Safety Edge
Other-High friction surface treatment

**13. What process is used to identify potential countermeasures?**

Engineering Study
Road Safety Assessment

**14. Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.**

Other-Highway Safety Methodology using state specific SPFs

**15. Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.**

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# Progress in Implementing Projects

## Funds Programmed

**16. Reporting period for Highway Safety Improvement Program funding.**

State Fiscal Year

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

| Funding Category | Programmed* | | Obligated | |
|---|---|---|---|---|
| | Amount | Percentage | Amount | Percentage |
| **HSIP (Section 148)** | $10,582,000.00 | 22 % | $42,957,039.34 | 39 % |
| **HRRRP (SAFETEA-LU)** | $0.00 | 0 % | $415,902.89 | 0 % |
| **Penalty Transfer - Section 154** | $18,843,500.00 | 39 % | $15,236,295.19 | 14 % |
| **Penalty Transfer – Section 164** | $18,843,500.00 | 39 % | $9,248,243.58 | 8 % |
| **Other Federal-aid Funds (i.e. STP, NHPP)** | $0.00 | 0 % | $34,596,628.20 | 32 % |
| **State and Local Funds** | $0.00 | 0 % | $6,630,156.66 | 6 % |
| **Totals** | $48,269,000.00 | 100% | $109,084,265.86 | 100% |

**18. How much funding is programmed to local (non-state owned and operated) safety projects?**
$2,085,000.00
**How much funding is obligated to local safety projects?**
$1,833,618.00

**19. How much funding is programmed to non-infrastructure safety projects?**
$5,000,000.00
**How much funding is obligated to non-infrastructure safety projects?**
$3,772,315.00

**20. How much funding was transferred in to the HSIP from other core program areas during the reporting period?**
$0.00
**How much funding was transferred out of the HSIP to other core program areas during the reporting period?**
$0.00

**21. Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future**.

LADOTD has no impediments to obligating funds if the obligation rate is not 100%.

**22. Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.**

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## General Listing of Projects

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

| Project | Improvement Category | Output | HSIP Cost | Total Cost | Funding Category | Functional Classification | AADT | Speed | Roadway Ownership | Relationship to SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Emphasis Area | Strategy |
| **H.000464 US 190 & LA 1026 (Roundabout)** | Intersection traffic control Modify control - traffic signal to roundabout | 1 Numbers | 3005000 | 3005000 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.001491 LA 20 Widening: LA 308 - St Patrick Stree** | Roadway Roadway widening - travel lanes | 1 Numbers | 7713269 | 7713269 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.002163 Roundabout on LA 342 at LA 724** | Intersection traffic control Modify control - traffic signal to roundabout | 1 Numbers | 574299 | 574299 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.009012 Widen Intersection At LA 67 & LA 10** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 705234.06 | 783593.41 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.009012 Widen Intersection At LA 67 & LA 10** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 78359.35 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |

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| **H.009475 LA 538: Roundabout At Ravendale** | Intersection traffic control Modify control - two-way stop to roundabout | 1 Numbers | 1871661.97 | 1871661.97 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.009956 LA 44: Turn Lanes** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 4651740 | 5168600 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.009956 LA 44: Turn Lanes** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 516860 | 226860 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010026 LA 431 Realign Curve, C/L Rumble Strips** | Alignment Horizontal curve realignment | 1 Numbers | 2786886.97 | 3096541.08 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010026 LA 431 Realign Curve, C/L Rumble Strips** | Alignment Horizontal curve realignment | 1 Numbers | 309654.11 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010178 LA 120: Curve Realignment** | Alignment Horizontal curve realignment | 1 Numbers | 1964247.3 | 2182497 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010178 LA 120: Curve Realignment** | Alignment Horizontal curve realignment | 1 Numbers | 218249.7 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010197 US 171: J-Turn @ N. Perkins Ferry Rd.** | Access management Median crossover - directional crossover | 1 Numbers | 891856.1 | 990951.22 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010197 US 171: J-Turn @ N. Perkins** | Access management Median crossover - directional crossover | 1 Numbers | 99095.12 | 99095.12 | State and Local | | 0 | 0 | | Intersections | Page 3-12 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **Ferry Rd.** | | | | | Funds | | | | | | |
| **H.010202 I-20: Exit Lane Extension (Exits 3 & 5)** | Interchange design Extend existing lane on ramp | 1 Numbers | 2333509.04 | 2594226.17 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010202 I-20: Exit Lane Extension (Exits 3 & 5)** | Interchange design Extend existing lane on ramp | 1 Numbers | 260717.13 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010275 LA 792: Curve Improvement** | Alignment Horizontal curve realignment | 1 Numbers | 975943.39 | 1084381.54 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010275 LA 792: Curve Improvement** | Alignment Horizontal curve realignment | 1 Numbers | 108438.15 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010287 LA 3249: Roundabout @ I-20/Well Rd.** | Intersection traffic control Modify control - modifications to roundabout | 1 Numbers | 67003.09 | 67003.09 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010289 LA 22: Roundabout Dunson/Ridgedell Rds** | Intersection traffic control Modify control - modifications to roundabout | 1 Numbers | 31791.26 | 31791.26 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010680 I-10: Cable Barrier in WBR & Iberville** | Roadside Barrier - cable | 1 Numbers | 2797822.17 | 2797822.17 | Penalty Transfer - Section 154 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010683 I-55: Median** | Roadside Barrier - cable | 1 Numb | 9029983.85 | 9029983.85 | Penalty Transfe | | 0 | 0 | | Roadway Departur | Page 3- |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **Cable Barrier** | | ers | | | r - Section 154 | | | | | e | 11/12 |
| **H.010864 I-10: District 07 Cable Barrier** | Roadside Barrier - cable | 1 Numbers | 417867.06 | 417867.06 | Penalty Transfer - Section 154 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010865 I-210: District 07 Cable Barrier** | Roadside Barrier - cable | 1 Numbers | 262343.71 | 262343.71 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)** | Roadside Barrier-metal | 1 Numbers | 10429728.97 | 11214727.33 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011224 US 190: Guardrail/Rutting Rep. (Phase 1)** | Roadside Barrier-metal | 1 Numbers | 784998.36 | 784998.36 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011302 LA 28: Left Turn Lanes @ LA 116** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 1174232.68 | 1304702.98 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011302 LA 28: Left Turn Lanes @ LA 116** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 130470.3 | 130470.3 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011659 LA 28: Turn Lane Improvement** | | 1 Numbers | 515867.29 | 573185.88 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |

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| **s** | | | | | | | | | | | |
| **H.011659 LA 28: Turn Lane Improvements** | | 0 Numbers | 57318.59 | 57318.59 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011688 US 165: Corridor Study US 165 Bus - LA 2** | Miscellaneous | 0 Numbers | 833710.25 | 833710.25 | Penalty Transfer - Section 154 | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011764 District 58 Guardrail Replacement A** | Roadside Barrier-metal | 1 Numbers | 1855871.87 | 1855871.87 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011765 District 58 Guardrail Replacment B** | Roadside Barrier-metal | 1 Numbers | 1199900.76 | 1199900.76 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011880 Districts 08 & 58 Low Cost Safety Imrpov** | Roadway Pavement surface - high friction surface | 1 Numbers | 1532086.66 | 1947989.55 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011880 Districts 08 & 58 Low Cost Safety Imrpov** | Roadway Pavement surface - high friction surface | 1 Numbers | 415902.89 | 0 | HRRRP (SAFETEA-LU) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011943 District 05 Low Cost Safety Improv** | Roadway Pavement surface - high friction surface | 1 Numbers | 3649623.54 | 4080241.27 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011943 District 05** | Roadway Pavement surface - high friction | 1 Numb | 25104 | 4080241.27 | Penalty Transfe | | 0 | 0 | | Roadway Departur | Page 3- |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **Low Cost Safety Improv** | surface | ers | | | r-Section 164 | | | | | e | 11/12 |
| **H.011943 District 05 Low Cost Safety Improv** | Roadway Pavement surface - high friction surface | 1 Numbers | 405513.73 | 405513.73 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012202 District 07 Low Cost Safety Improv** | Roadway Pavement surface - high friction surface | 1 Numbers | 2465180.32 | 2763273.24 | HSIP (Section 148) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012202 District 07 Low Cost Safety Improv** | Roadway Pavement surface - high friction surface | 1 Numbers | 273908.92 | 273908.92 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012202 District 07 Low Cost Safety Improv** | Roadway Pavement surface - high friction surface | 1 Numbers | 24184 | 2763273.24 | Penalty Transfer-Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012276 US 61: J-Turns at Thomas RD** | Access management Median crossover - directional crossover | 1 Numbers | 13031.36 | 14479.29 | HSIP (Section 148) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.012276 US 61: J-Turns at Thomas RD** | Access management Median crossover - directional crossover | 1 Numbers | 1447.93 | 1447.93 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.012312 New Olreans Pedestrian Feasibility Study** | Miscellaneous | 0 Numbers | 380420.98 | 380420.98 | Penalty Transfer - Section 154 | | 0 | 0 | | Pedestrians | other |
| **H.012369 US** | Miscellaneous | 0 | 144106.5 | 144106.5 | Penalty | | 0 | 0 | | Roadway | Page |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **190 Barrier Feasibility Study** | | Numbers | 8 | 8 | Transfer – Section 164 | | | | | Departure | 3-11/12 |
| **H.012462 St Charles Ped/Bicycle Master Plan** | Miscellaneous | 0 Numbers | 300500 | 300500 | Penalty Transfer – Section 164 | | 0 | 0 | | Pedestrians | other |
| **H.972177 LA Center For Transportation Safety** | Non-infrastructure Training and workforce development | 1 Numbers | 145200 | 145200 | Penalty Transfer - Section 154 | | 0 | 0 | | NA | other |
| **H.0972194 2016 HSIP Non-Infrastructure Project** | Non-infrastructure Enforcement | 1 Numbers | 504831.7 | 3167187.45 | Penalty Transfer - Section 154 | | 0 | 0 | | Data | other |
| **H.972205 SA LR Coordinator July 2016-July 2018** | Non-infrastructure Data/traffic records | 1 Numbers | 121488 | 121488 | Penalty Transfer - Section 154 | | 0 | 0 | | Data | other |
| **H.972206 Section 33 LTAP 1/1/2016-12/31/2016** | Non-infrastructure Training and workforce development | 1 Numbers | 338440 | 338440 | Penalty Transfer – Section 164 | | 0 | 0 | | NA | other |
| **H.000687 I-12 @ US 11 Interchange Lighting** | Lighting Site lighting - interchange | 1 Numbers | 806078.97 | 895643.3 | Other Federal-aid Funds | | 0 | 0 | | Intersections | Page 3-12 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | (i.e. STP, NHPP) | | | | | | |
| **H.000687 I-12 @ US 11 Interchange Lighting** | Lighting Site lighting - interchange | 1 Numbers | 89564.33 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.003452 I-12 @ Northshore Blvd Inter. Lighting** | Lighting Site lighting - interchange | 1 Numbers | 779393.77 | 865993.08 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.003452 I-12 @ Northshore Blvd Inter. Lighting** | Lighting Site lighting - interchange | 1 Numbers | 86599.31 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.005693 LA 447/I-12 Interchange** | Interchange design Interchange design - other | 1 Numbers | 6707947.99 | 6707947.99 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.009140 LA 1026 @ LA 1030 Roundabout** | Intersection traffic control Modify control - traffic signal to roundabout | 1 Numbers | 1550877.89 | 1550877.89 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **H.009142 LA 86 & LA 320: Roundabout** | Intersection traffic control Modify control - traffic signal to roundabout | 1 Numbers | 1692663.98 | 1692663.98 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010192 Lake Charles ITS Phase 2** | Advanced technology and ITS Dynamic message signs | 1 Numbers | 2476087.96 | 2808021.02 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | NA | other |
| **H.010192 Lake Charles ITS Phase 2** | Advanced technology and ITS Dynamic message signs | 1 Numbers | 331933.06 | 0 | State and Local Funds | | 0 | 0 | | NA | other |
| **H.010432 US 167 & US 63: Turn Lane @ Reynolds Dr.** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 859179.28 | 1073974.1 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010432 US 167 & US 63: Turn Lane @ Reynolds Dr.** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 214794.82 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010442 LA 3073: Intersect Improv @ JCT LA 89** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 1078220.61 | 1347775.77 | Other Federal-aid Funds (i.e. | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | STP, NHPP) | | | | | | |
| **H.010442 LA 3073: Intersect Improv @ JCT LA 89** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 269555.16 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010894 US 165: Right Turn Lane @ LA 112** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 339680.8 | 387241.9 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010894 US 165: Right Turn Lane @ LA 112** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 47561.1 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010975 LA 175: NB Left Turn Lane At LA 3015** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 389082.88 | 486353.6 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010975 LA 175: NB Left Turn Lane At LA 3015** | Intersection geometry Auxiliary lanes - add left-turn lane | 1 Numbers | 97270.72 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.003451 I-12: LA 434 Intchg Lighting** | Lighting Site lighting - interchange | 1 Numbers | 738196.71 | 820218.57 | Other Federal-aid Funds | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(Lacombe)** | | | | | (i.e. STP, NHPP) | | | | | | |
| **H.003451 I-12: LA 434 Intchg Lighting (Lacombe)** | Lighting Site lighting - interchange | 1 Numbers | 82021.86 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010728 LA 1090: US 190 to I-10 Widening** | Roadway Roadway widening - add lane(s) along segment | 1 Numbers | 821016.06 | 1026270.08 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010728 LA 1090: US 190 to I-10 Widening** | Roadway Roadway widening - add lane(s) along segment | 1 Numbers | 205254.02 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.010821 US 71: Widening of Service Rd Connections** | Interchange design Interchange design - other | 1 Numbers | 847440.32 | 1059300.4 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010821 US 71: Widening of Service Rd Connections** | Interchange design Interchange design - other | 1 Numbers | 211860.08 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010983 I-55: Ramp Widening, NB** | Interchange design Interchange design - other | 1 Numbers | 265850.82 | 295389.8 | Other Federal-aid | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Off Ramp @ LA 16** | | | | | Funds (i.e. STP, NHPP) | | | | | | |
| **H.010983 I-55: Ramp Widening, NB Off Ramp @ LA 16** | Interchange design Interchange design - other | 1 Numbers | 29538.98 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010985 US 90: Imp @ US 90B & Near LA 18** | Interchange design Extend existing lane on ramp | 1 Numbers | 578752.72 | 723440.9 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010985 US 90: Imp @ US 90B & Near LA 18** | Interchange design Extend existing lane on ramp | 1 Numbers | 144688.18 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010987 LA 433: BYU Bonfouca-US 11 Center Turn** | Miscellaneous | 0 Numbers | 377371.2 | 471714 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.010987 LA 433: BYU Bonfouca-US 11 Center Turn** | Miscellaneous | 0 Numbers | 94342.8 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011267 I-20** | Roadway delineation | 1 | 773592.3 | 773592.3 | Other | | 0 | 0 | | Roadway | Page |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **& I-49 Pavement Marking Repl I** | Roadway delineation - other | Numb ers | | | Federal -aid Funds (i.e. STP, NHPP) | | | | | Departur e | 3-11/12 |
| **H.011269 I-10 Pavement Marking Replacement IV** | Roadway delineation Roadway delineation - other | 1 Numb ers | 747305.3 4 | 747305.3 4 | Other Federal -aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departur e | Page 3-11/12 |
| **H.011341 DIST 03 Flashing Yellow Arrow Upgrade** | Intersection traffic control Modify traffic signal - modernization/replac ement | 1 Numb ers | 2794278. 38 | 3492847. 98 | Other Federal -aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersecti ons | Page 3-12 |
| **H.011341 DIST 03 Flashing Yellow Arrow Upgrade** | Intersection traffic control Modify traffic signal - modernization/replac ement | 1 Numb ers | 698569.6 | 0 | State and Local Funds | | 0 | 0 | | Intersecti ons | Page 3-12 |
| **H.011350 Cameron Ferry Traveler Message Signing** | Advanced technology and ITS Dynamic message signs | 1 Numb ers | 559139.5 6 | 698924.4 6 | Other Federal -aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersecti ons | Page 3-12 |
| **H.011350 Cameron** | Advanced technology and ITS Dynamic | 1 Numb | 139784.9 | 0 | State and | | 0 | 0 | | Intersecti ons | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Ferry Traveler Message Signing** | message signs | ers | | | Local Funds | | | | | | |
| **H.011354 LA 107: Stilley Rd & Pinegrove Int Impr** | Roadway delineation Longitudinal pavement markings - new | 1 Numbers | 377026.82 | 471283.53 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011354 LA 107: Stilley Rd & Pinegrove Int Impr** | Roadway delineation Longitudinal pavement markings - new | 1 Numbers | 94256.71 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011393 I-55: LA 38(Kentwood) Intchg Lighting** | Lighting Site lighting - interchange | 1 Numbers | 809509.32 | 899454.81 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011393 I-55: LA 38(Kentwood) Intchg Lighting** | Lighting Site lighting - interchange | 1 Numbers | 89945.49 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011441 LA 3185: Right Turn Lane @ LA 20** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 170363.62 | 212954.53 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **H.011441 LA 3185: Right Turn Lane @ LA 20** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 42590.91 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011442 LA 3127: Right TL @ Asphalt Plant Rd.** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 231200 | 289000 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011442 LA 3127: Right TL @ Asphalt Plant Rd.** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 57800 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011443 LA 56: Right Turn Lane @ LA 24** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 193649.91 | 242062.39 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011443 LA 56: Right Turn Lane @ LA 24** | Intersection geometry Auxiliary lanes - add right-turn lane | 1 Numbers | 48412.48 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011503 I-10 Twin Span ITS** | Advanced technology and ITS Congestion detection / traffic monitoring system | 1 Numbers | 633118.13 | 703464.59 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Intersections | Page 3-12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **H.011503 I-10 Twin Span ITS** | Advanced technology and ITS Congestion detection / traffic monitoring system | 1 Numbers | 70346.46 | 0 | State and Local Funds | | 0 | 0 | | Intersections | Page 3-12 |
| **H.011554 I-10 & I-210 Pavement Marking Repl. II** | Roadway delineation Roadway delineation - other | 1 Numbers | 1011845.7 | 1124273 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011554 I-10 & I-210 Pavement Marking Repl. II** | Roadway delineation Roadway delineation - other | 1 Numbers | 112427.3 | 0 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011640 I-10 Atchafalaya Speed Limit Signs** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 248122 | 248122 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011641 US 90: Pavement Marking Repl II** | Roadway delineation Roadway delineation - other | 1 Numbers | 2456518.75 | 2456518.75 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.011848 I-12: Incident Management Detour** | Roadway signs and traffic control Roadway signs and traffic control - other | 1 Numbers | 69250 | 69250 | Other Federal-aid Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Signing** | | | | | (i.e. STP, NHPP) | | | | | | |
| **H.011883 I-55 Signing: US 51 - I-12** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 1584792.4 | 1584792.4 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012358 I-20: Raised Pavement Marking Repl. IV** | Roadway delineation Roadway delineation - other | 1 Numbers | 206460.01 | 206460.01 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012359 I-210: Pavement Marking Repl I** | Roadway delineation Roadway delineation - other | 1 Numbers | 629265 | 629265 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012361 I-12 Pavement Marking Replacement I** | Roadway delineation Roadway delineation - other | 1 Numbers | 595089 | 595089 | Other Federal-aid Funds (i.e. STP, NHPP) | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012362 I-55: Pavement Marker Repl I** | Roadway delineation Roadway delineation - other | 1 Numbers | 198260 | 198260 | Other Federal-aid | | 0 | 0 | | Roadway Departure | Page 3-11/12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Funds (i.e. STP, NHPP) | | | | | | |
| **H.006468 Beauregard Parish Guardrail Repl** | Roadside Barrier-metal | 1 Numbers | 504028 | 630035.3 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.006468 Beauregard Parish Guardrail Repl** | Roadside Barrier-metal | 1 Numbers | 126007 | 630035.3 | State and Local Funds | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.006482 City of Westlake Sign Replacement** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 59612 | 59612 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.006567 Pedestrian Crosswalk Enhancements** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 985971.18 | 985971.18 | Penalty Transfer - Section 154 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.009453 Various Roads: Signing (St. Charles)** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 55000 | 55000 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.009466 Various Roads:Signing (Webster)** | Roadway signs and traffic control Roadway signs (including post) - new | 1 Numbers | 15000 | 15000 | Penalty Transfer – Section | | 0 | 0 | | Roadway Departure | Page 3-11/12 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | or updated | | | | 164 | | | | | | |
| **H.011949 RWD Signing Plaquemines Parish** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 45000 | 45000 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012258 St. John Parish Local Road Signing** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 24000 | 24000 | Penalty Transfer – Section 164 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012299 RWD Signing (Linwood Ave)** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 10000 | 10000 | Penalty Transfer - Section 154 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |
| **H.012325 Village of Tangipahoa Signing** | Roadway signs and traffic control Roadway signs (including post) - new or updated | 1 Numbers | 9000 | 9000 | Penalty Transfer - Section 154 | | 0 | 0 | | Roadway Departure | Page 3-11/12 |

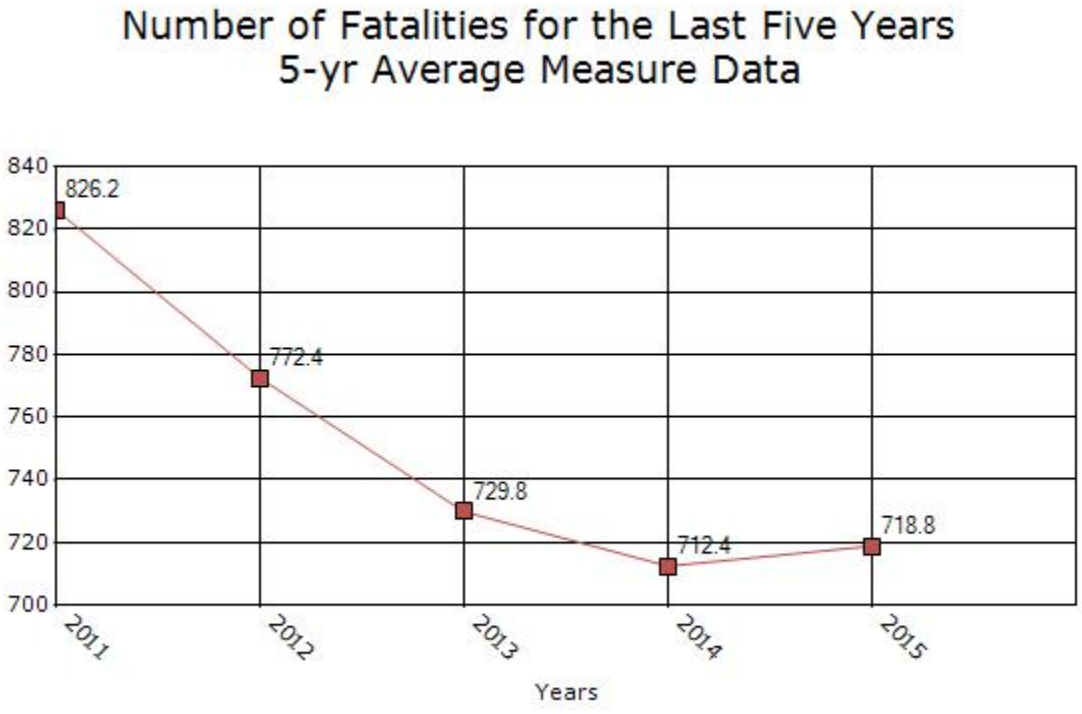
# Progress in Achieving Safety Performance Targets

## Overview of General Safety Trends

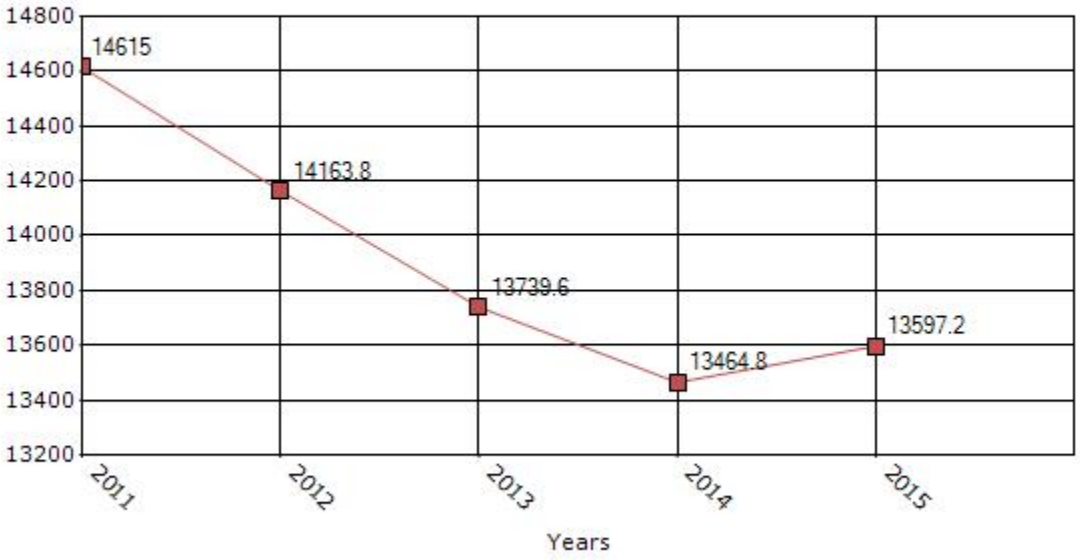
**24. Present data showing the general highway safety trends in the state for the past five years.**

| Performance Measures* | 2011 (5-yr avg) | 2012 (5-yr avg) | 2013 (5-yr avg) | 2014 (5-yr avg) | 2015 (5-yr avg) |
|---|---|---|---|---|---|
| **Number of fatalities** | 826.2 | 772.4 | 729.8 | 712.4 | 718.8 |
| **Number of serious injuries** | 14615 | 14163.8 | 13739.6 | 13464.8 | 13597.2 |
| **Fatality rate (per HMVMT)** | 1.81 | 1.69 | 1.57 | 1.51 | 1.51 |
| **Serious injury rate (per HMVMT)** | 32.18 | 31.01 | 29.72 | 28.69 | 28.63 |

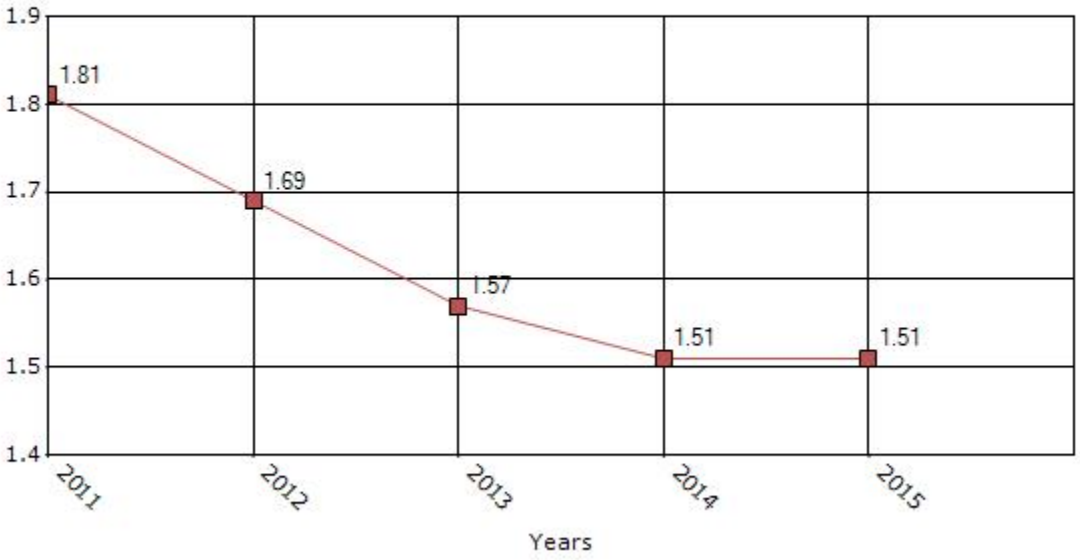
*Performance measure data is presented using a five-year rolling average.

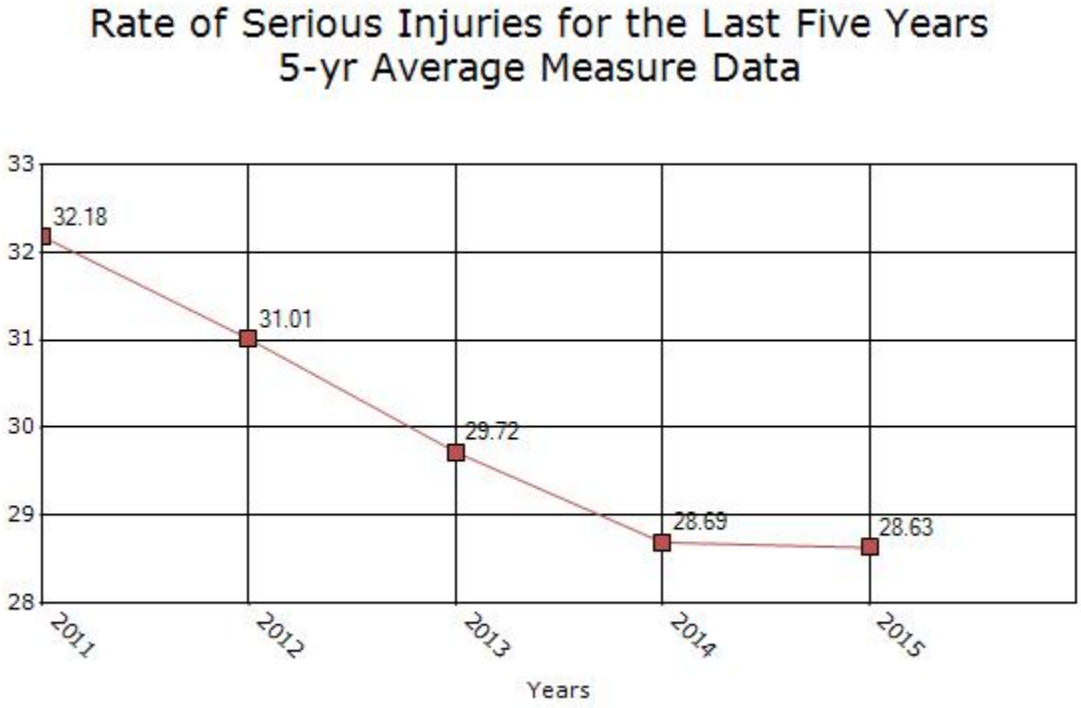


## Number of Serious Injuries for the Last Five Years
## 5-yr Average Measure Data




## Rate of Fatalities for the Last Five Years
## 5-yr Average Measure Data



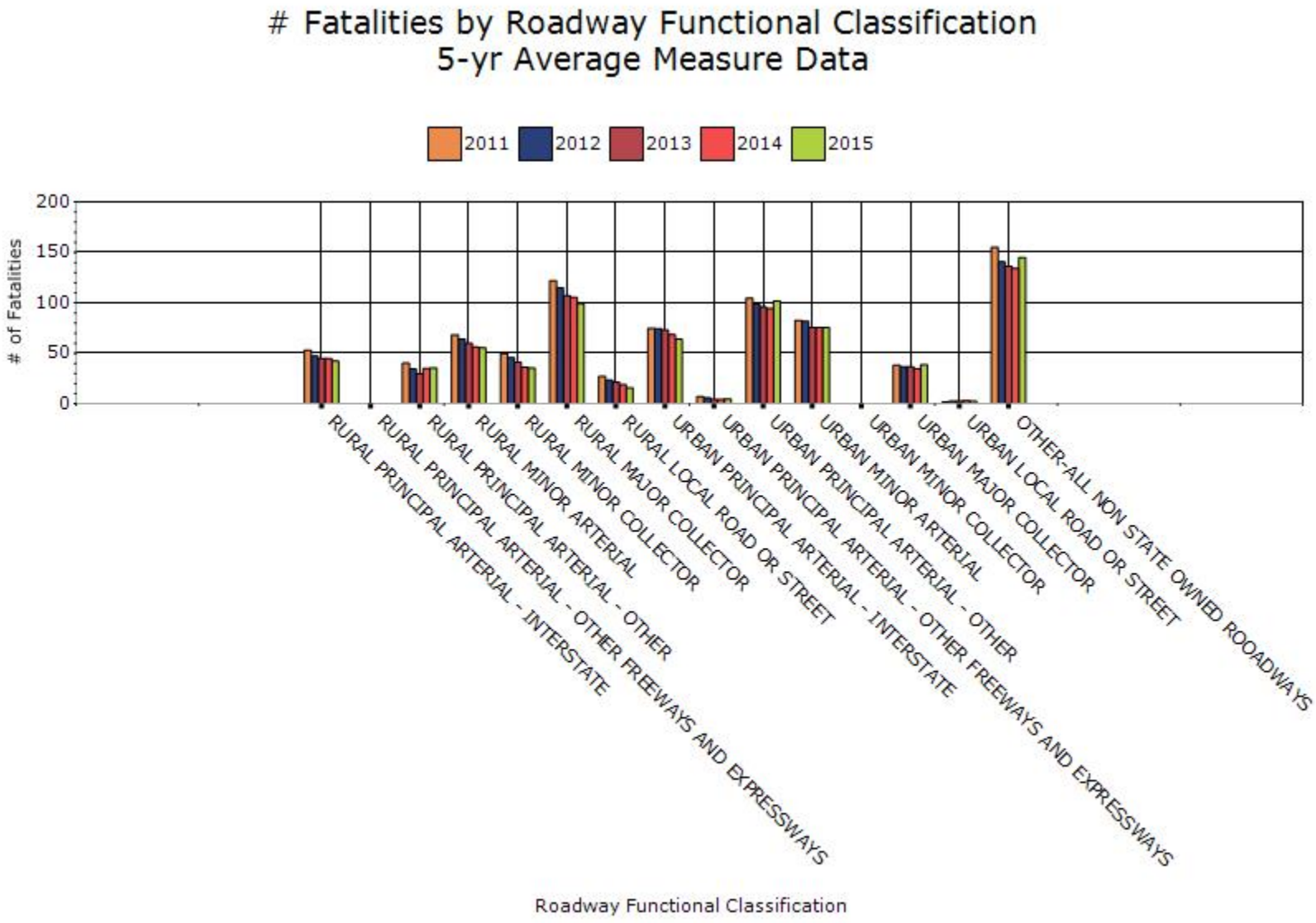

Rate of Serious Injuries for the Last Five Years
5-yr Average Measure Data
33
32
31
30
29
28
32.18
31.01
29.72
28.69
28.63
2011
2012
2013
2014
2015
Years

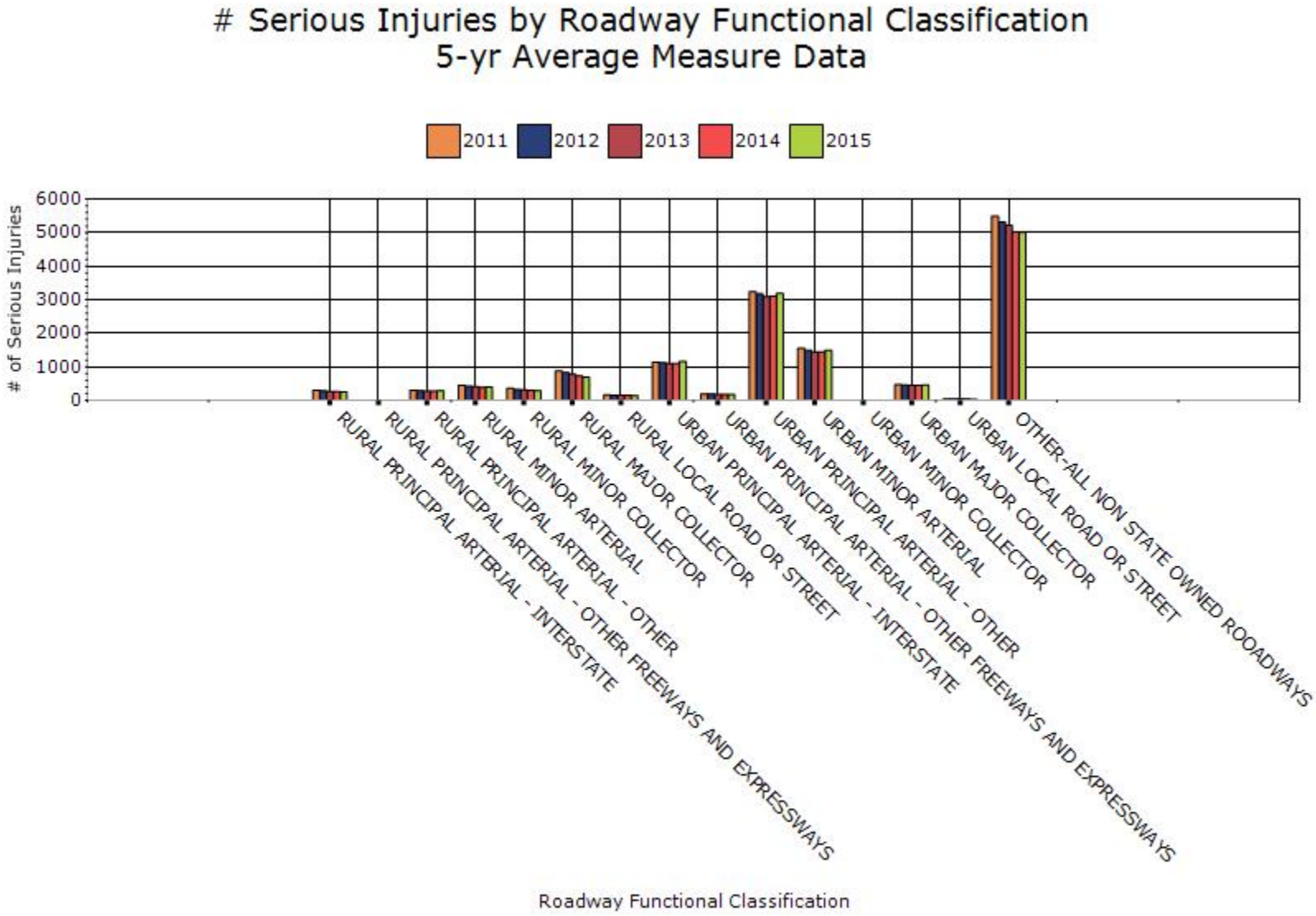
**25. To the maximum extent possible, present performance measure data by functional classification and ownership.**

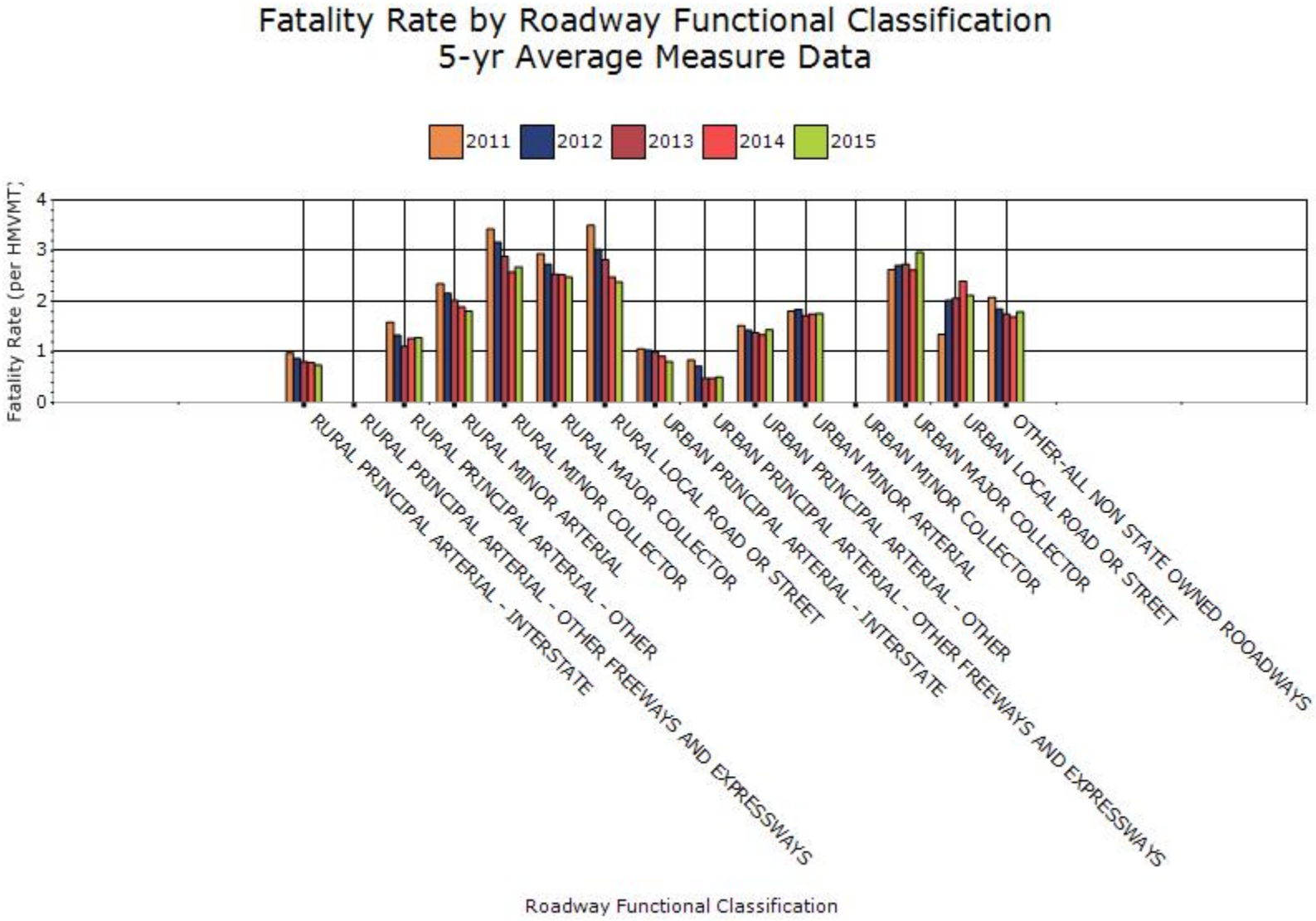
## Year - 2015

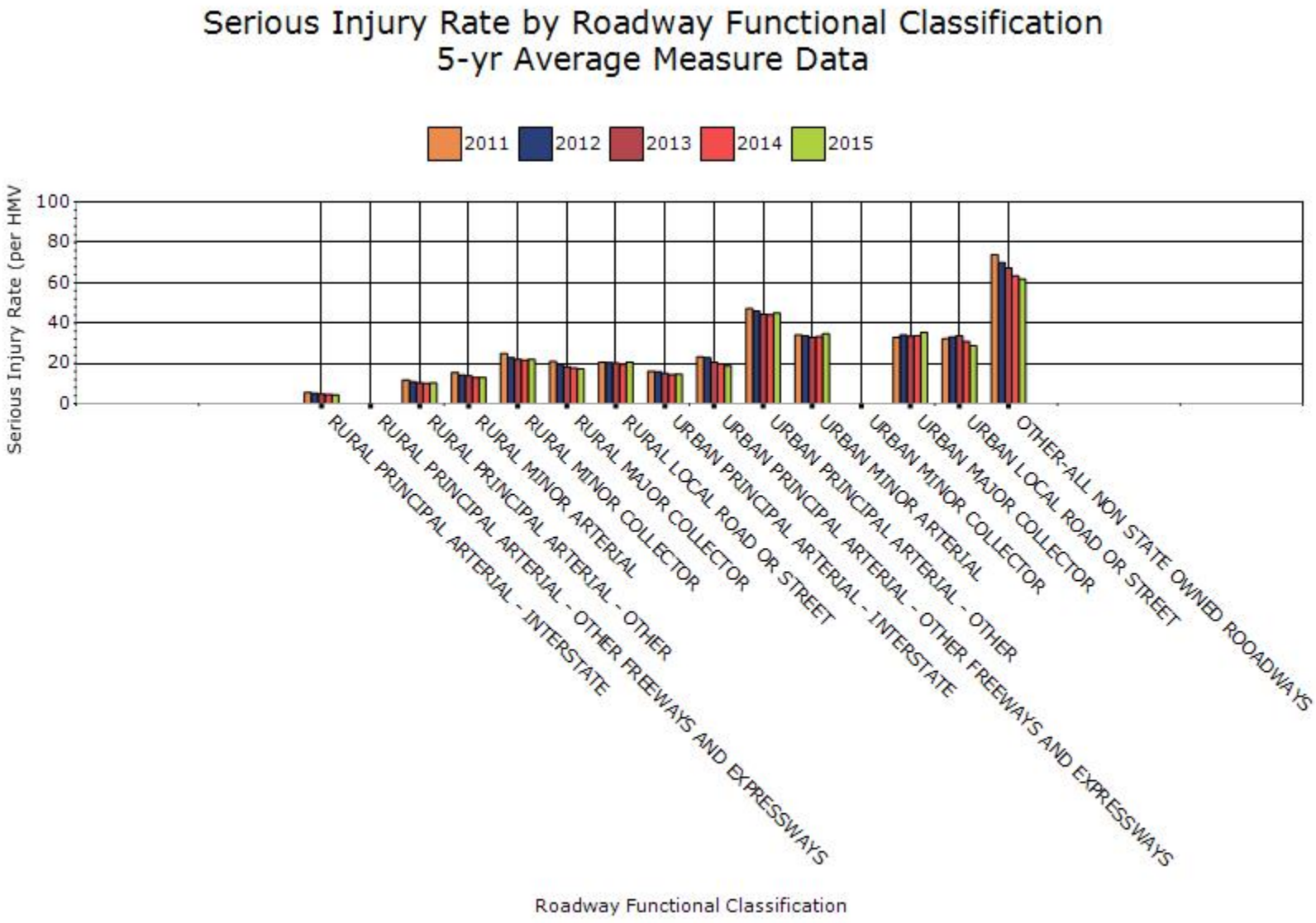
| Function Classification | Number of fatalities (5-yr avg) | Number of serious injuries (5-yr avg) | Fatality rate (per HMVMT) (5-yr avg) | Serious injury rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| **RURAL PRINCIPAL ARTERIAL - INTERSTATE** | 42.4 | 257 | 0.74 | 4.49 |
| **RURAL PRINCIPAL ARTERIAL - OTHER** | 35.6 | 286.6 | 1.28 | 10.31 |
| **RURAL MINOR ARTERIAL** | 55.4 | 402 | 1.81 | 13.1 |
| **RURAL MINOR COLLECTOR** | 35.4 | 291.2 | 2.68 | 21.95 |
| **RURAL MAJOR COLLECTOR** | 99.2 | 691.6 | 2.48 | 17.24 |
| **RURAL LOCAL ROAD OR STREET** | 15.8 | 139.4 | 2.38 | 20.67 |
| **URBAN PRINCIPAL ARTERIAL - INTERSTATE** | 64 | 1163.8 | 0.81 | 14.66 |
| **URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS** | 4.8 | 176.8 | 0.5 | 18.83 |
| **URBAN PRINCIPAL ARTERIAL - OTHER** | 101.8 | 3187.6 | 1.44 | 44.98 |
| **URBAN MINOR ARTERIAL** | 75.6 | 1490 | 1.76 | 34.65 |
| **URBAN MAJOR COLLECTOR** | 38.8 | 460.8 | 2.97 | 35.37 |
| **URBAN LOCAL ROAD OR STREET** | 2.6 | 32.4 | 2.12 | 28.75 |

| | | | | |
|---|---|---|---|---|
| **OTHER-ALL NON STATE OWNED ROOADWAYS** | 145 | 5008.6 | 1.79 | 61.73 |


# Fatalities by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
200
150
100
50
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
OTHER-ALL NON STATE OWNED ROOADWAYS
Roadway Functional Classification

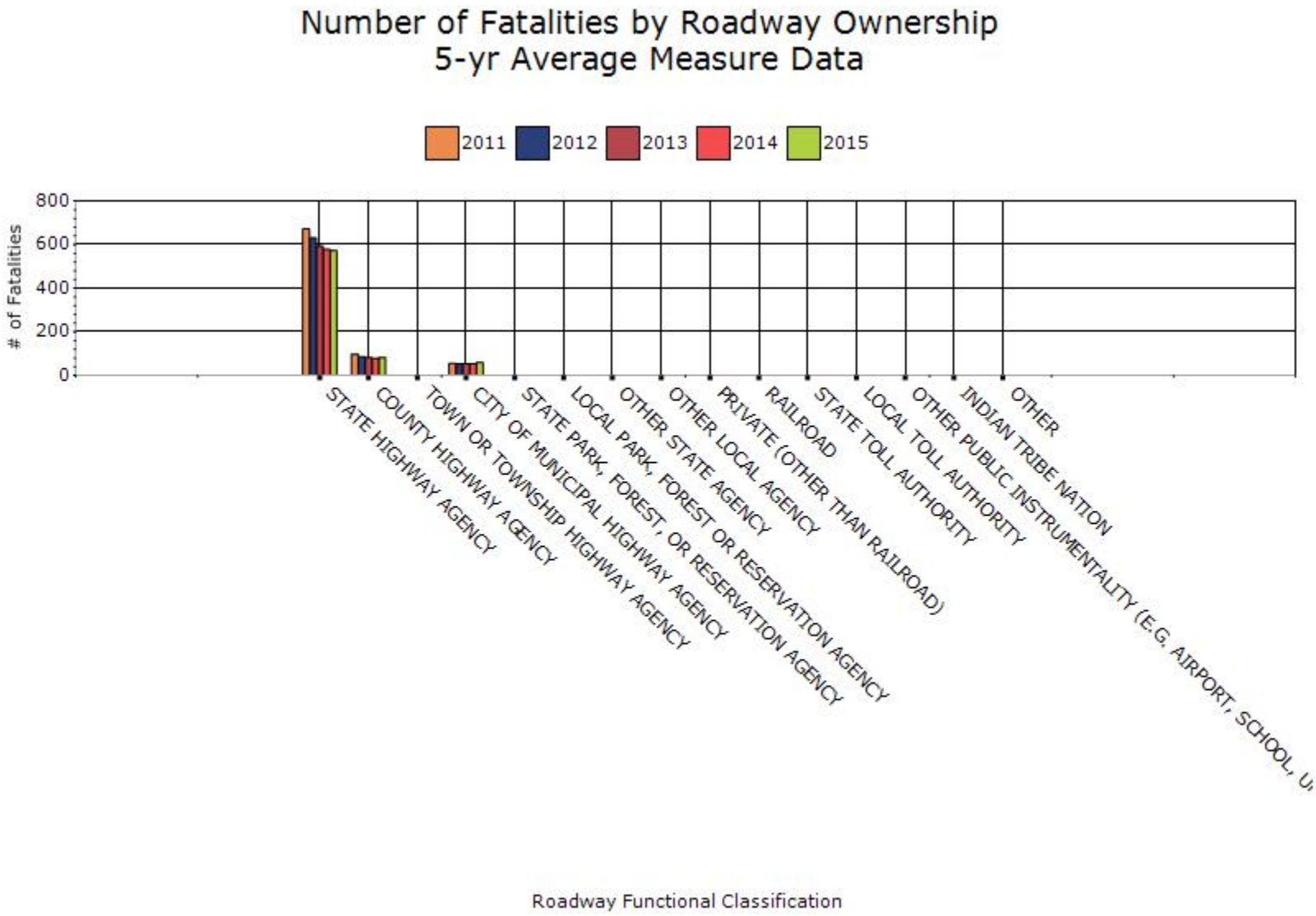

# Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
6000
5000
4000
3000
2000
1000
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
OTHER-ALL NON STATE OWNED ROADWAYS
Roadway Functional Classification

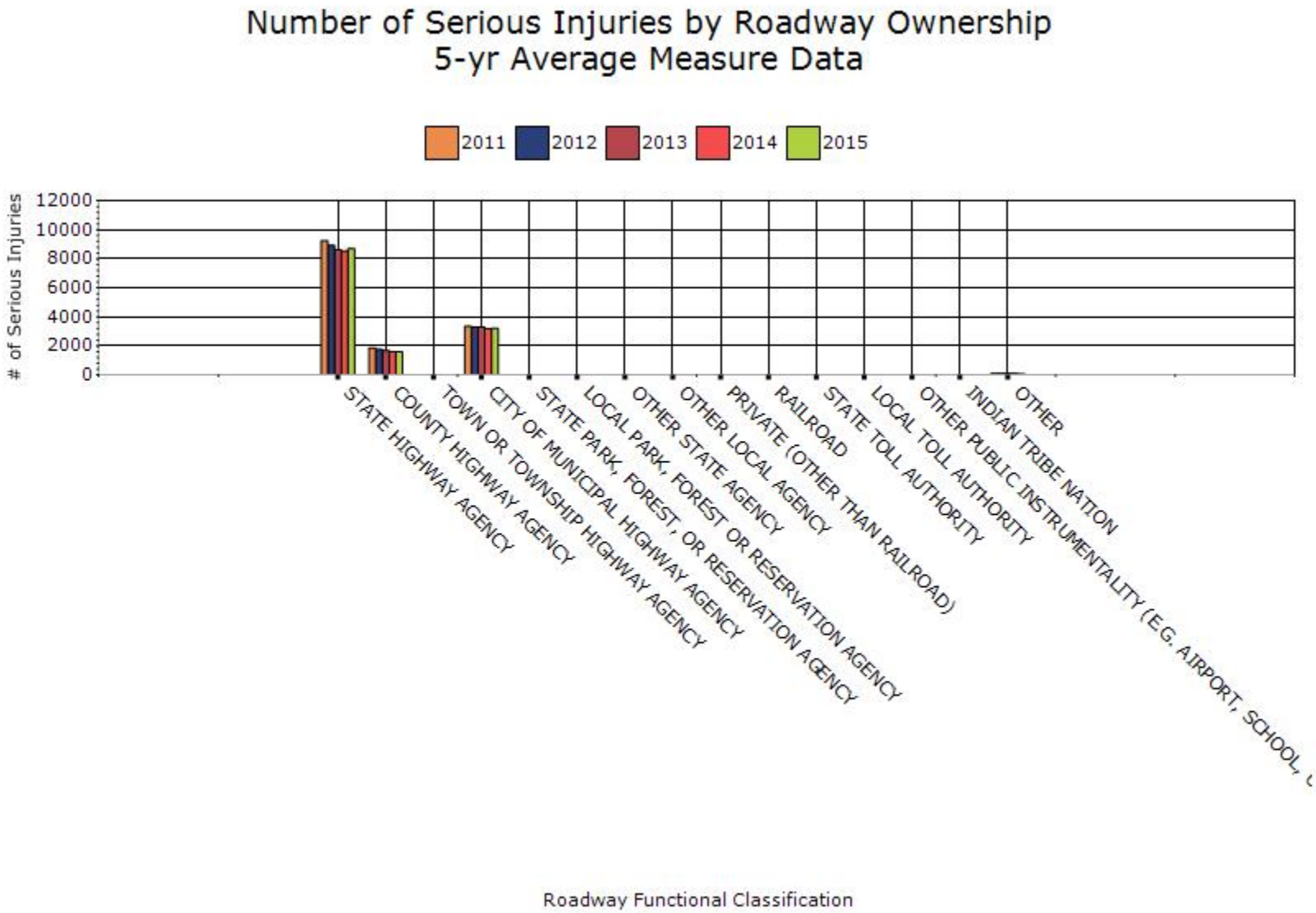

Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
0
1
2
3
4
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
OTHER-ALL NON STATE OWNED ROADWAYS
Roadway Functional Classification

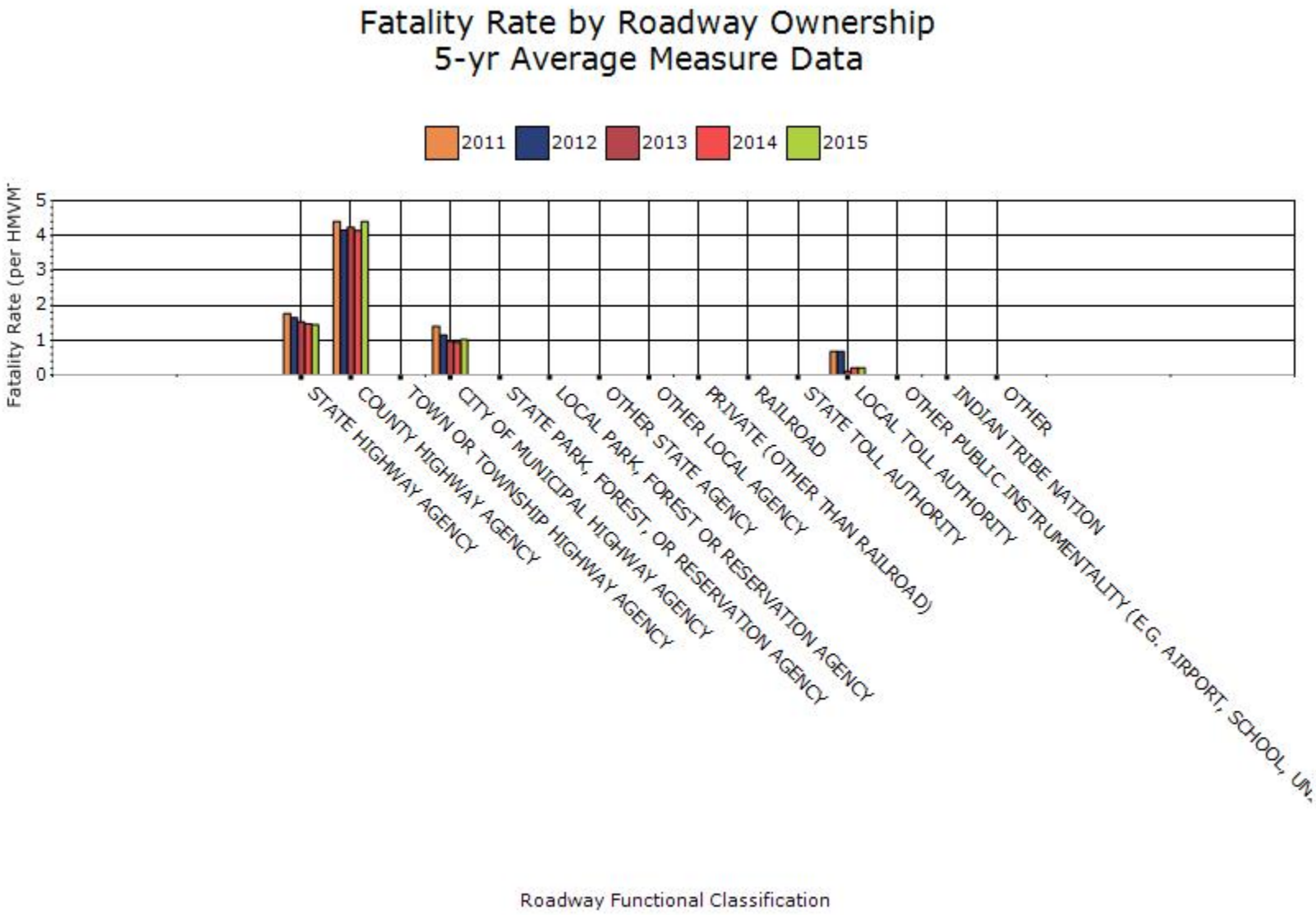

Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMV
100
80
60
40
20
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
OTHER-ALL NON STATE OWNED ROOADWAYS
Roadway Functional Classification

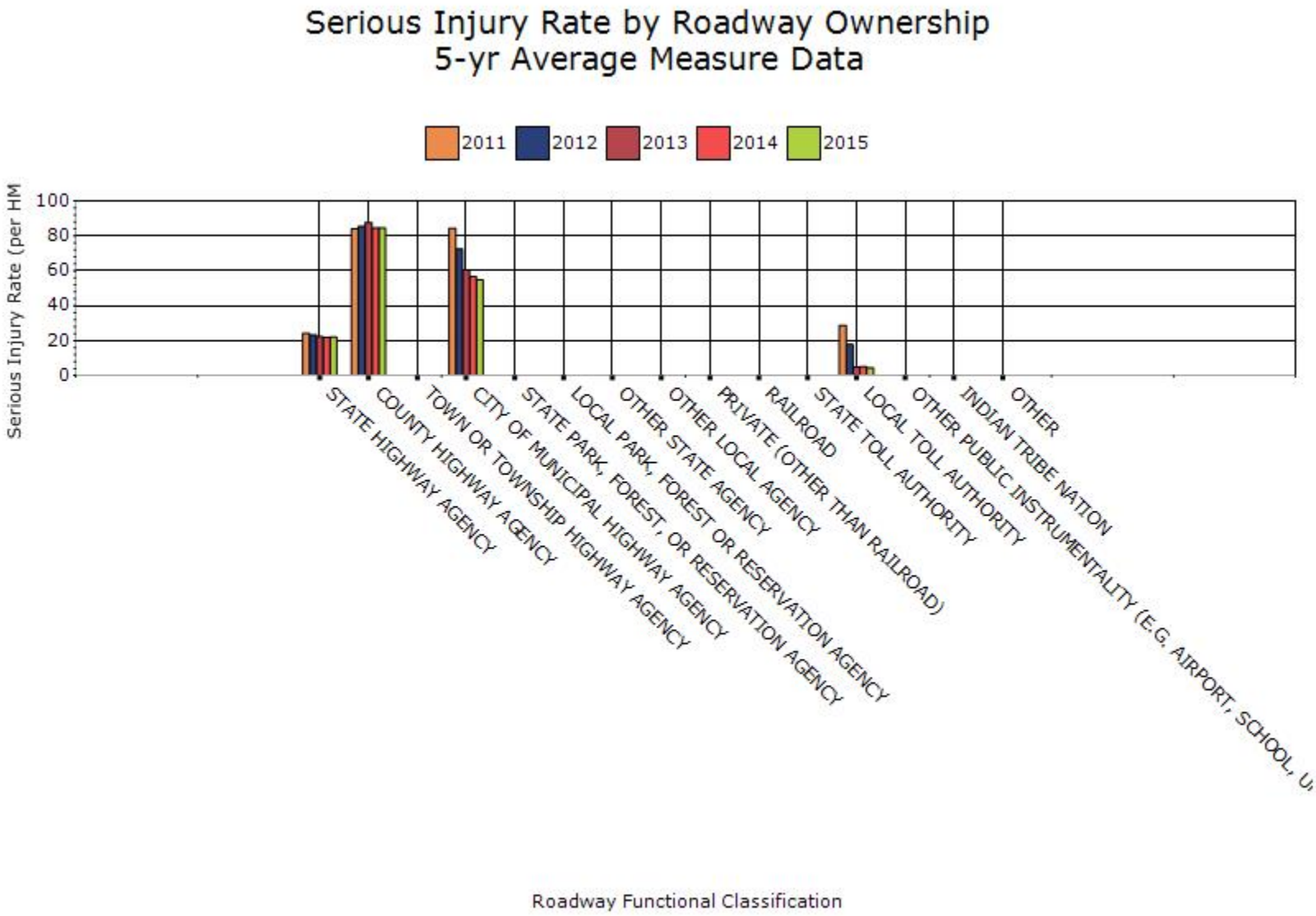
## Year - 2015

| Roadway Ownership | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) |
|---|---|---|---|---|
| **STATE HIGHWAY AGENCY** | 573 | 8692.2 | 1.45 | 22.04 |
| **COUNTY HIGHWAY AGENCY** | 83 | 1594.2 | 4.4 | 84.58 |
| **CITY OF MUNICIPAL HIGHWAY AGENCY** | 59.6 | 3203.8 | 1.02 | 54.78 |
| **LOCAL TOLL AUTHORITY** | 0.8 | 16.4 | 0.21 | 4.36 |
| **OTHER** | | 81.2 | | |


Number of Fatalities by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
800
600
400
200
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
12000
10000
8000
6000
4000
2000
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL,
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVM
0
1
2
3
4
5
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UN.
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HM
100
80
60
40
20
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification

**26. Describe any other aspects of the general highway safety trends on which you would like to elaborate**.

While the slight increase in fatalities is concerning, we recognize that the overall number of licensed drivers and vehicle-miles traveled is increasing as well. In addition, we have successfully connected to vital statistics which is a supplement to our current data collection efforts, therefore enhancing our ability to identify FARS cases.

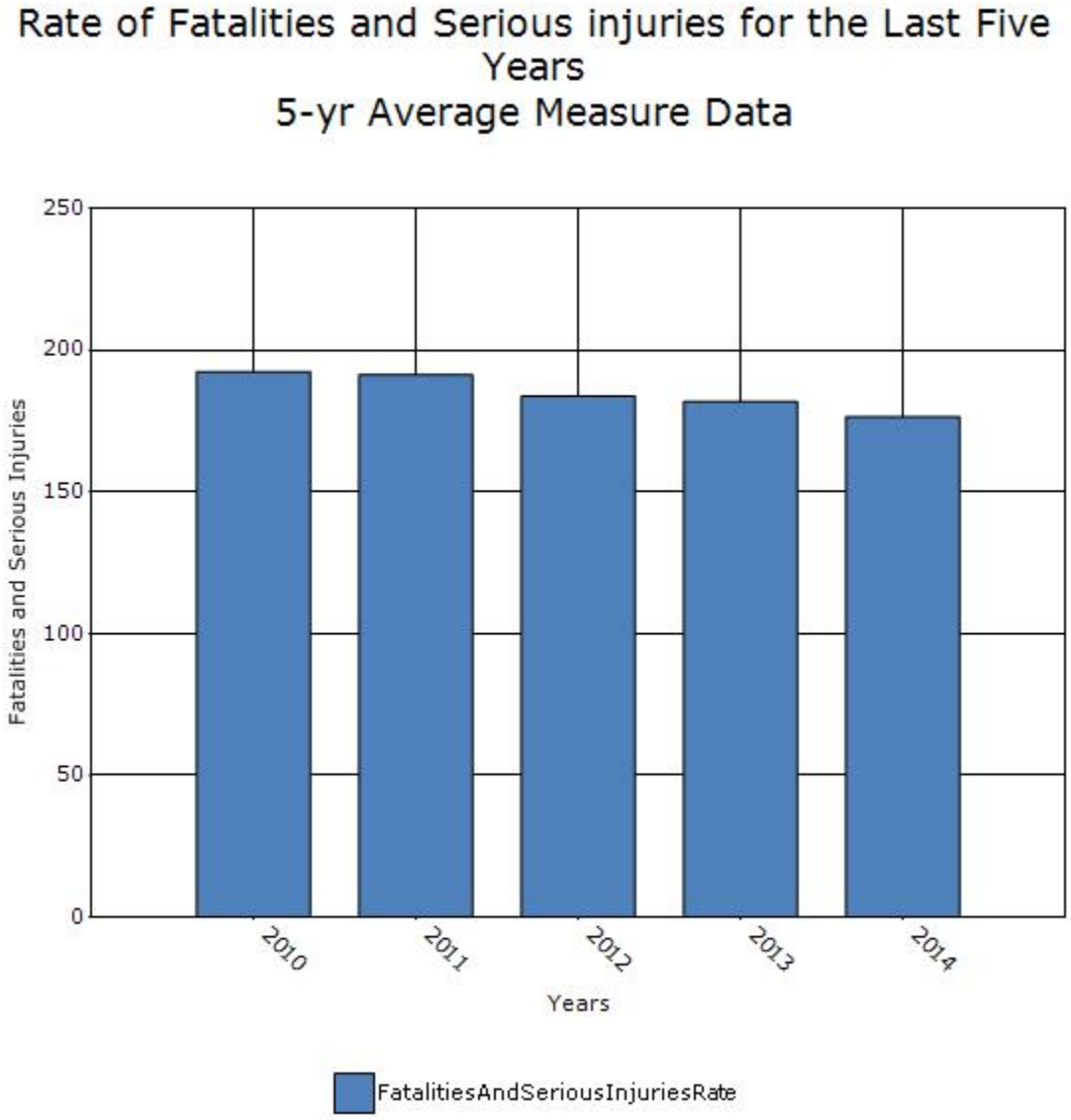
## Application of Special Rules

**27. Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians 65 years of age and older.**

| Older Driver Performance Measures | 2010 (5-yr avg) | 2011 (5-yr avg) | 2012 (5-yr avg) | 2013 (5-yr avg) | 2014 (5-yr avg) |
|---|---|---|---|---|---|
| **Fatality rate (per capita)** | 15.56 | 15.22 | 14.91 | 14.38 | 13.35 |
| **Serious injury rate (per capita)** | 176.82 | 175.95 | 168.86 | 167.37 | 163.12 |
| **Fatality and serious injury rate (per capita)** | 192.38 | 191.17 | 183.77 | 181.75 | 176.47 |

*Performance measure data is presented using a five-year rolling average.

Rates are based on 100,000 licensed drivers.




**28. Does the older driver special rule apply to your state?**

No

## Assessment of the Effectiveness of the Improvements (Program Evaluation)

**29. What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?**

Other-Louisiana experienced an increase in fatalities in 2015. Louisiana remains below our target of reducing fatalities in half by 2030.

**30. What significant programmatic changes have occurred since the last reporting period?**

None

**31. Briefly describe significant program changes that have occurred since the last reporting period**.

We have produced state-specific Safety Performance Functions for various functional classifications, which establish an estimated baseline safety performance to compare similar locations against each other. This comparison is made using the Level of Service of Safety (LOSS I through IV) and the 80ile line separates the locations in Level of Service of Safety IV from the rest of the locations. From this list, locations are identified to have a High Potential for Safety Improvement if they are LOSS IV in total crashes or LOSS IV in fatal/injury crashes and have at least 3 fatal or serious/moderate injury crashes in a 3 year period. This list is sent out to safety stakeholders (Districts, HQ sections, MPOs, and LPAs) as a result of the first step – network screening - in our HSIP project selection process.

This year the LADOTD Highway Safety Section has implemented Evaluation Forms to ensure consistency as projects are reviewed for inclusion into the HSIP. The Evaluation Forms include evaluation factors focused on safety and feasibility. The form has also been a useful communication tool for emphasizing the importance of data driven safety analysis to the sponsors.

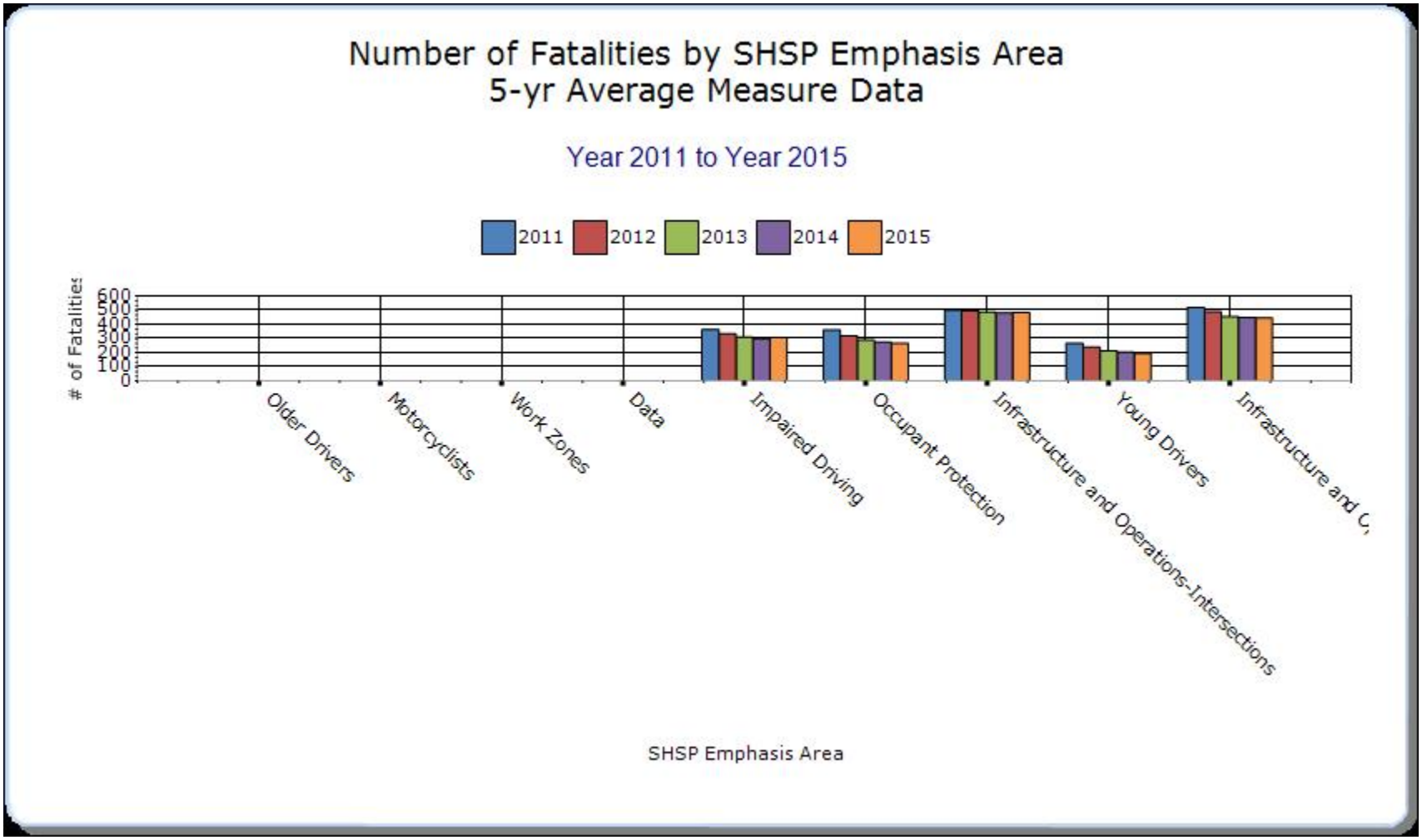
In the future, it is envisioned that the Stage 0 Evaluation Form will be expanded and include weighted scores to help prioritize projects within the program.

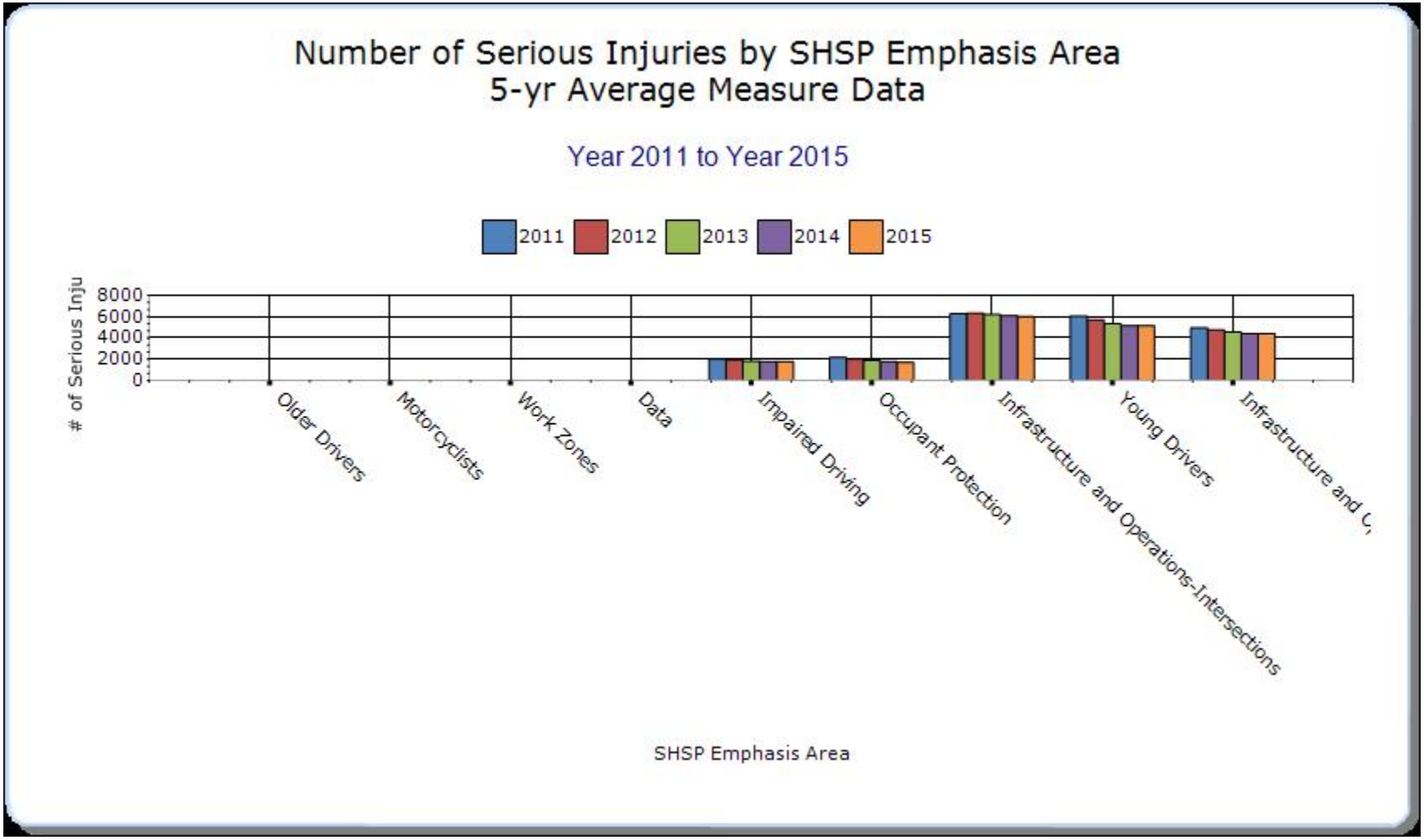
## SHSP Emphasis Areas

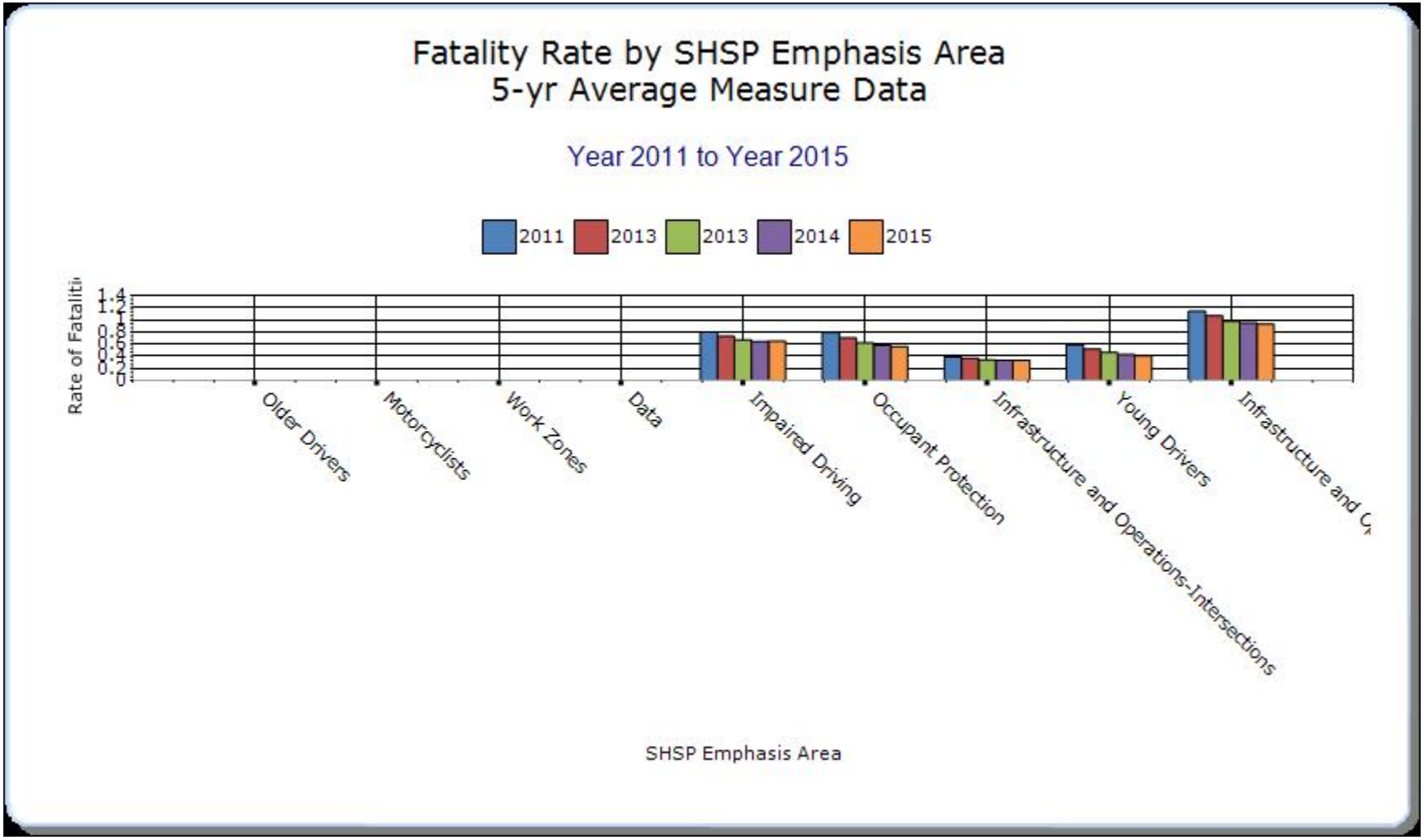
**32. Present and describe trends in SHSP emphasis area performance measures.**

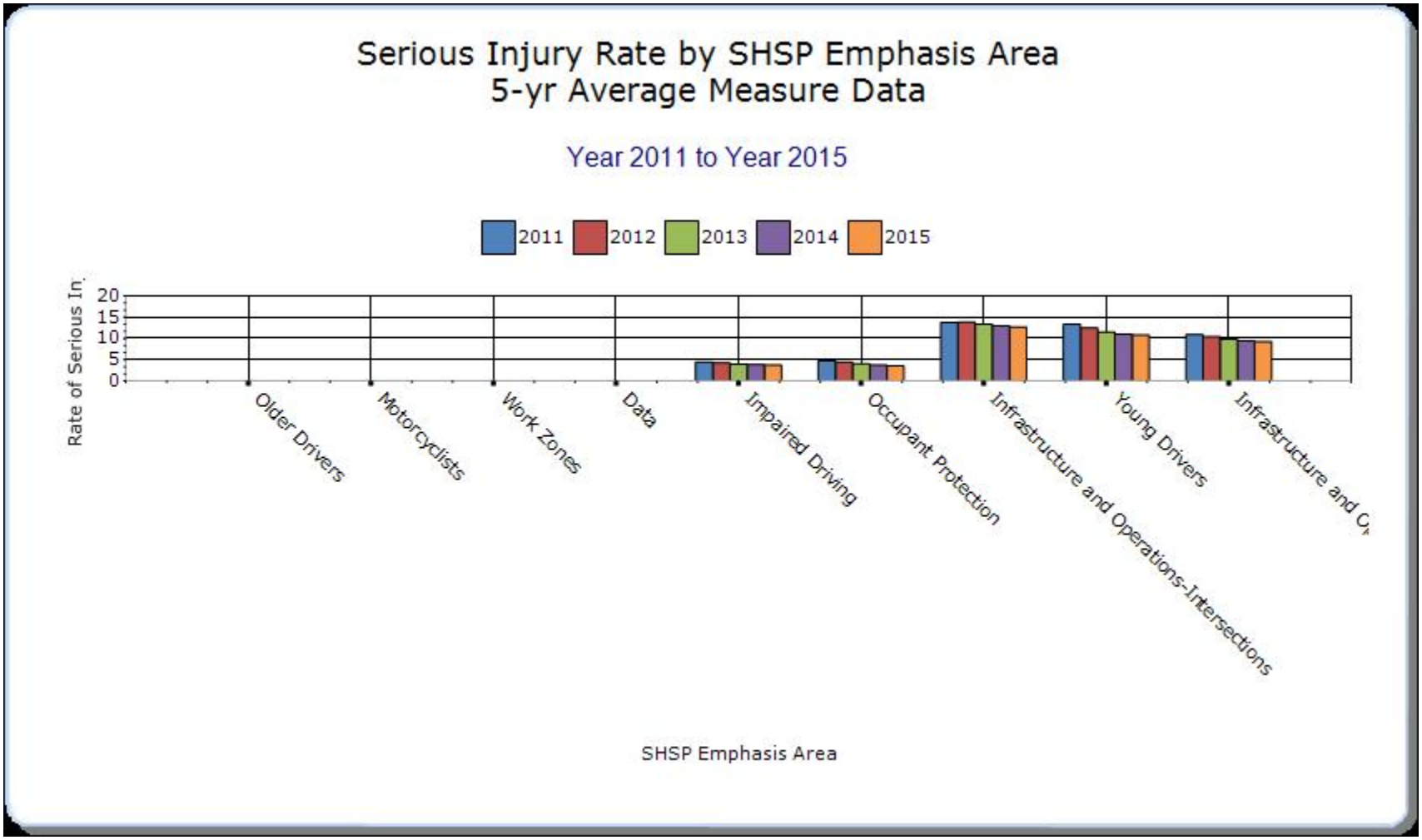
**Year - 2015**

| HSIP-related SHSP Emphasis Areas | Target Crash Type | Number of fatalities (5-yr avg) | Number of serious injuries (5-yr avg) | Fatality rate (per HMVMT) (5-yr avg) | Serious injury rate (per HMVMT) (5-yr avg) | Other-1 (5-yr avg) | Other-2 (5-yr avg) | Other-3 (5-yr avg) |
|---|---|---|---|---|---|---|---|---|
| **Impaired Driving** | All | 307.6 | 1780.8 | 0.65 | 3.74 | | | |
| **Occupant Protection** | All | 267.6 | 1708.4 | 0.56 | 3.59 | | | |
| **Infrastructure and Operations-Intersections** | All | 483.6 | 6028.4 | 0.33 | 12.71 | | | |
| **Young Drivers** | All | 195.6 | 5151.8 | 0.41 | 10.84 | | | |
| **Infrastructure and Operations-Roadway Departure** | All | 445 | 4412 | 0.93 | 9.3 | | | |


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Fatalities
600
500
400
300
200
100
0
Older Drivers
Motorcyclists
Work Zones
Data
Impaired Driving
Occupant Protection
Infrastructure and Operations-Intersections
Young Drivers
Infrastructure and C
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Serious Inju
8000
6000
4000
2000
0
Older Drivers
Motorcyclists
Work Zones
Data
Impaired Driving
Occupant Protection
Infrastructure and Operations-Intersections
Young Drivers
Infrastructure and
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalit
1.4
1.2
0
Older Drivers
Motorcyclists
Work Zones
Data
Impaired Driving
Occupant Protection
Infrastructure and Operations-Intersections
Young Drivers
SHSP Emphasis Area

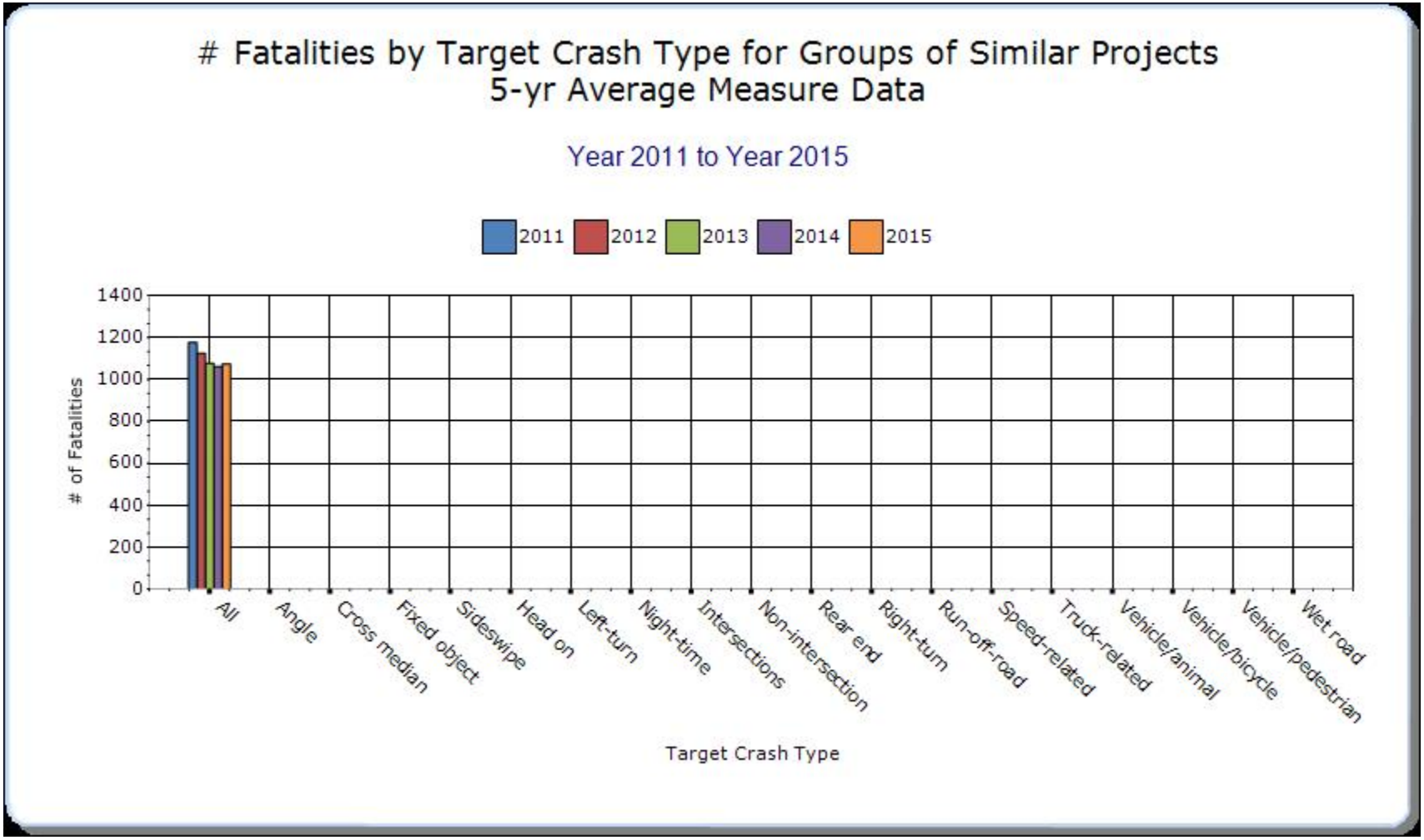


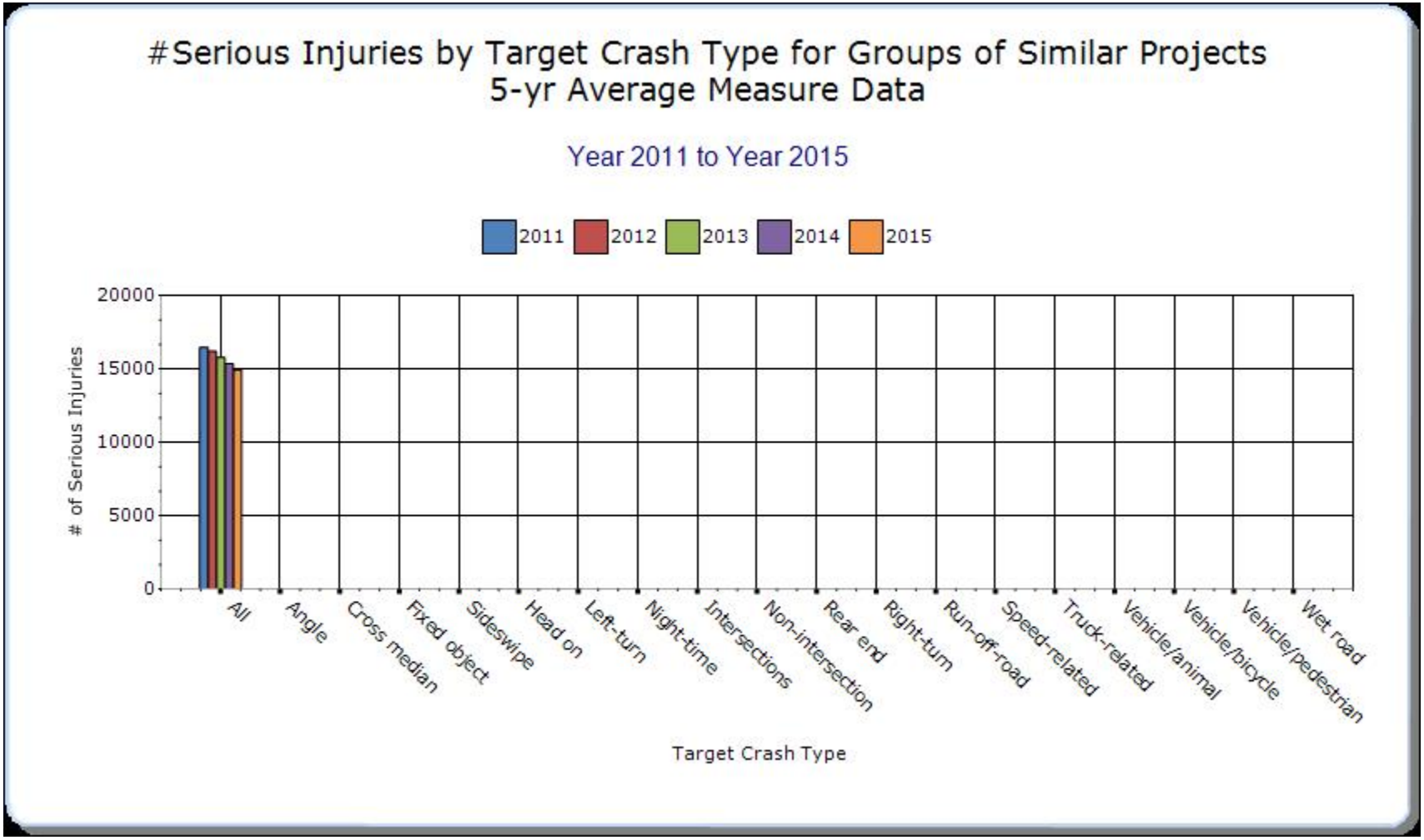

## Groups of similar project types

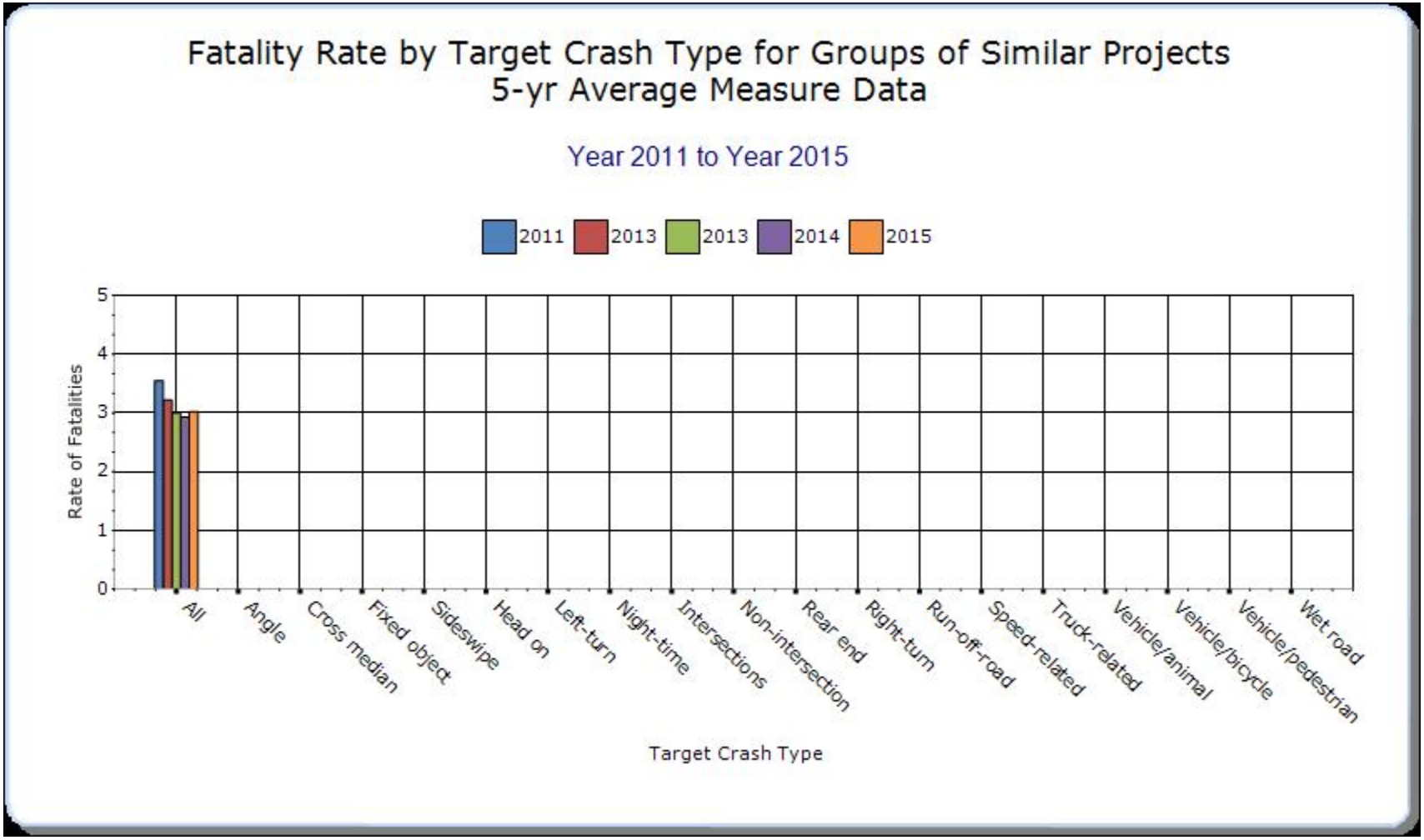
**33. Present the overall effectiveness of HSIP subprograms.**

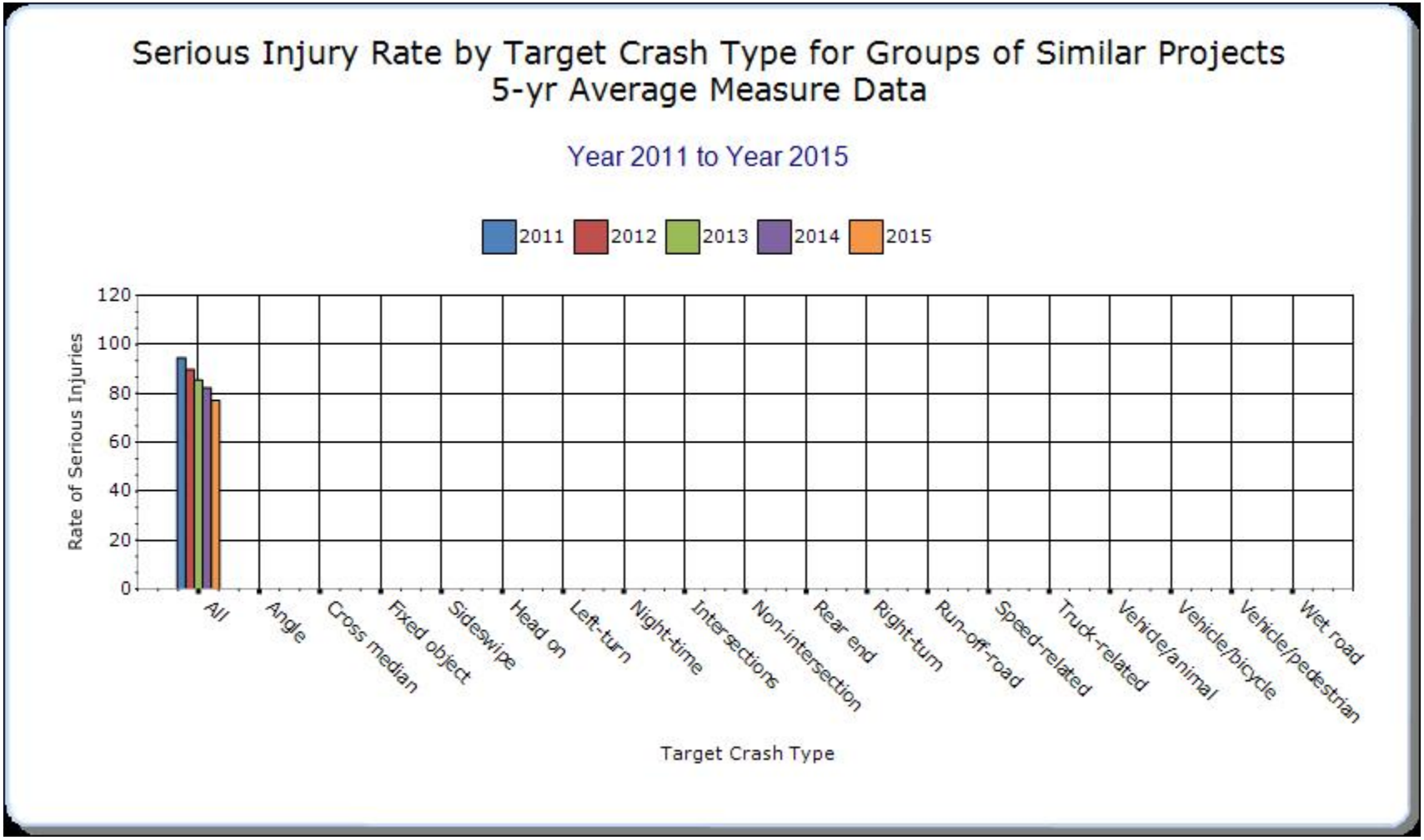
## Year - 2015

| HSIP Sub-program Types | Target Crash Type | Number of fatalities (5-yr avg) | Number of serious injuries (5-yr avg) | Fatality rate (per HMVMT) (5-yr avg) | Serious injury rate (per HMVMT) (5-yr avg) | Other-1 (5-yr avg) | Other-2 (5-yr avg) | Other-3 (5-yr avg) |
|---|---|---|---|---|---|---|---|---|
| **Intersection** | All | 483.6 | 6028.4 | 0.33 | 12.71 | | | |
| **Roadway Departure** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Local Safety** | All | 144 | 4495.2 | 1.76 | 55.11 | | | |


# Fatalities by Target Crash Type for Groups of Similar Projects
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Fatalities
1400
1200
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
20000
15000
10000
5000
0
# of Serious Injuries
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
0
1
2
3
4
5
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

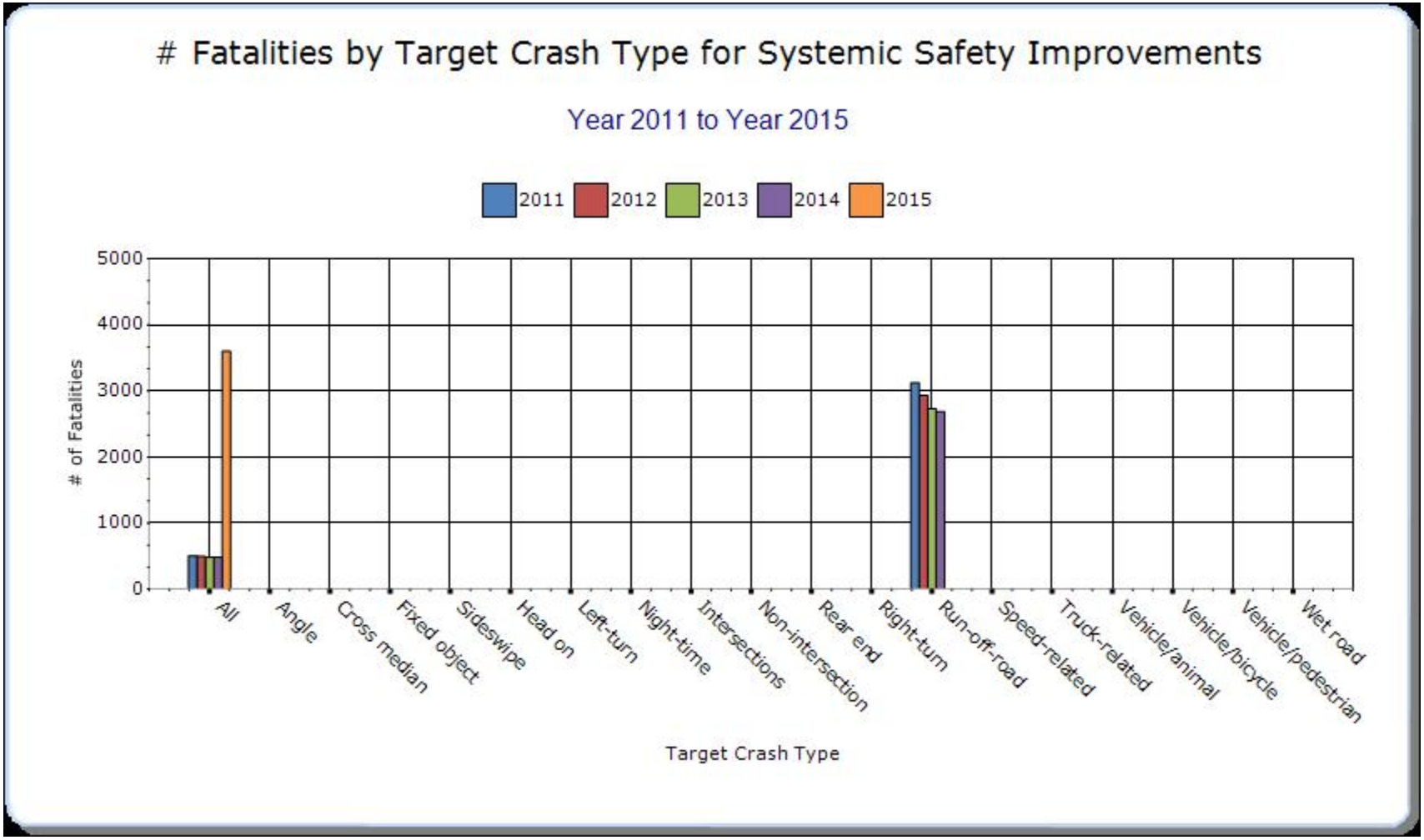


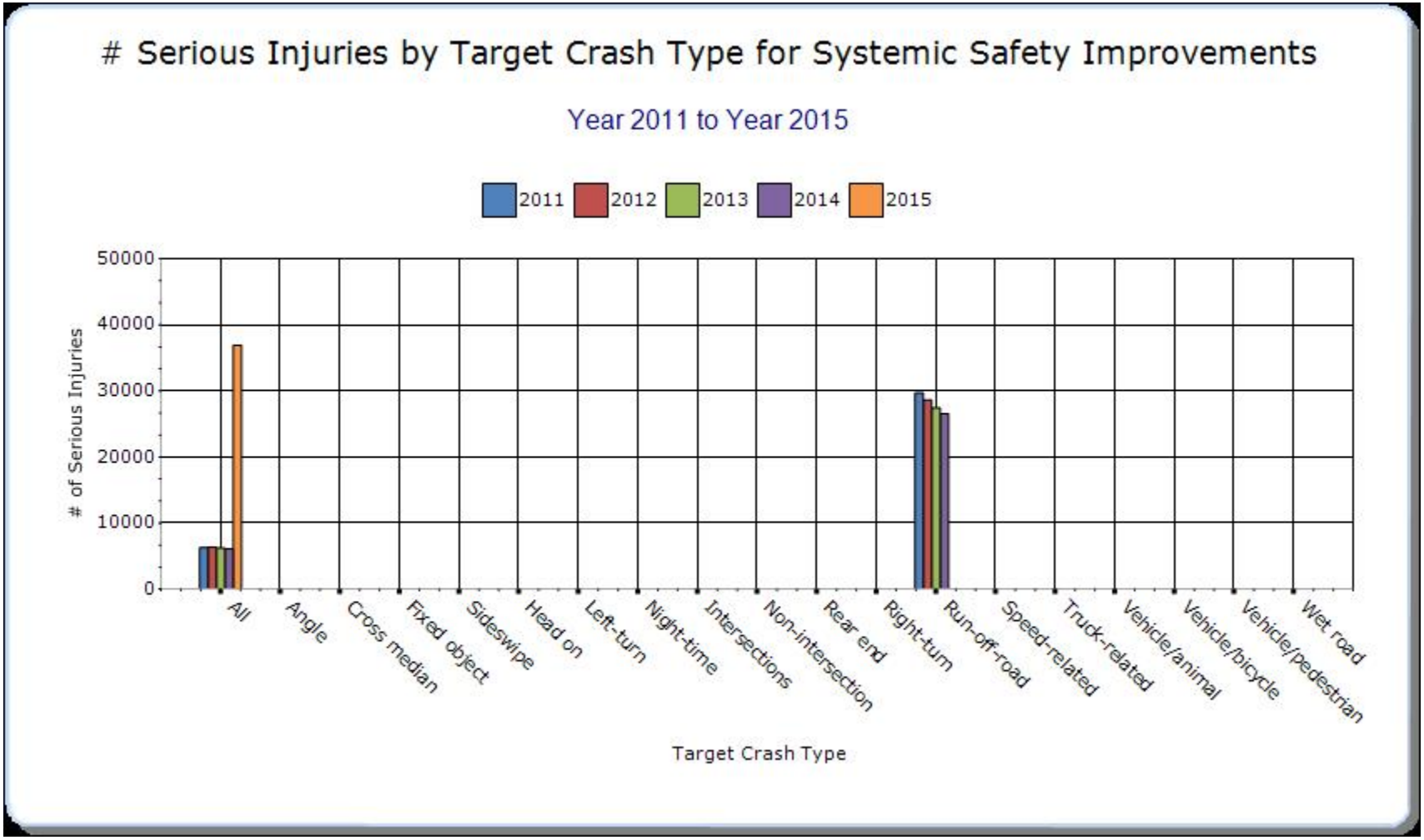

## Systemic Treatments

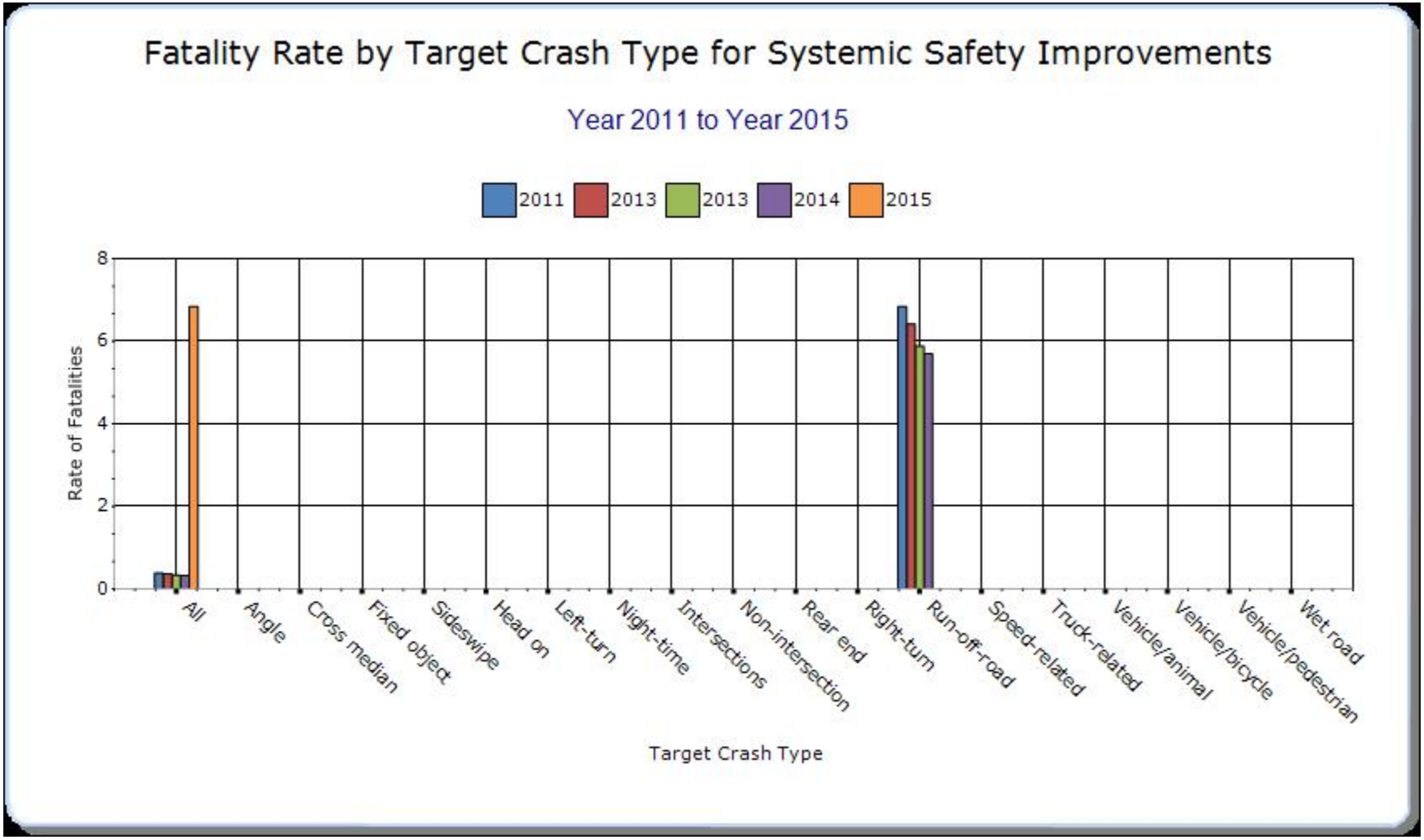
**34. Present the overall effectiveness of systemic treatments.**

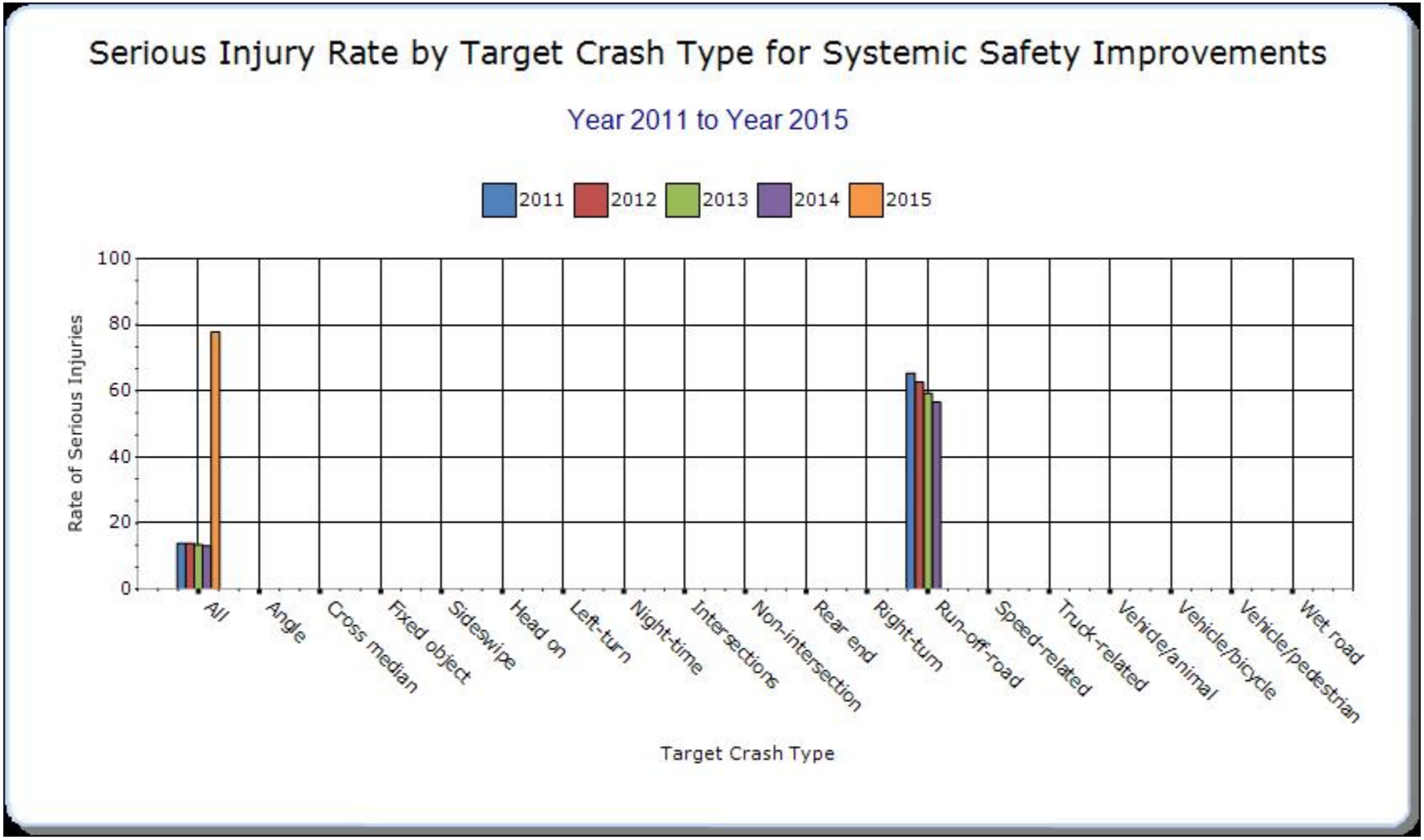
## Year - 2015

| Systemic improvement | Target Crash Type | Number of fatalities (5-yr avg) | Number of serious injuries (5-yr avg) | Fatality rate (per HMVMT) (5-yr avg) | Serious injury rate (per HMVMT) (5-yr avg) | Other-1 (5-yr avg) | Other-2 (5-yr avg) | Other-3 (5-yr avg) |
|---|---|---|---|---|---|---|---|---|
| **Install/Improve Signing-Intersections** | All | 483.6 | 6028.4 | 0.33 | 12.71 | | | |
| **Rumble Strips** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Install/Improve Signing** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Install/Improve Pavement Marking and/or Delineation** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Upgrade Guard Rails** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Cable Median Barriers** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Safety Edge** | All | 445 | 4412 | 0.93 | 9.3 | | | |
| **Other-High friction surface treatment** | All | 445 | 4412 | 0.93 | 9.3 | | | |


# Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2012
2013
2014
2015
5000
4000
3000
2000
1000
0
# of Fatalities
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


# Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2012
2013
2014
2015
50000
40000
30000
20000
10000
0
# of Serious Injuries
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
0
2
4
6
8
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2012
2013
2014
2015
Rate of Serious Injuries
100
80
60
40
20
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

**35. Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate**.

na

## Project Evaluation

**36. Provide project evaluation data for completed projects (optional)**.

| Location | Functional Class | Improvement Category | Improvement Type | Bef-Fatal | Bef-Serious Injury | Bef-All Injuries | Bef-PDO | Bef-Total | Aft-Fatal | Aft-Serious Injury | Aft-All Injuries | Aft-PDO | Aft-Total | Evaluation Results (Benefit/ Cost Ratio) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NA** | NA | | | | | | | | | | | | | |

# Optional Attachments

| Sections | Files Attached |
| --- | --- |

# Glossary

**5 year rolling average** means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).
**Emphasis area** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
**Highway safety improvement project** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
**HMVMT** means hundred million vehicle miles traveled.
**Non-infrastructure projects** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
**Older driver special rule** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
**Performance measure** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
**Programmed funds** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
**Roadway Functional Classification** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
**Strategic Highway Safety Plan (SHSP)** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
**Systematic** refers to an approach where an agency deploys countermeasures at all locations across a system.
**Systemic safety improvement** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
**Transfer** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.