MISSISSIPPI

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

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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.”

Executive Summary

The State of Mississippi's HSIP, housed within the Traffic Engineering Division of the Mississippi Department of Transportation (MDOT), has completed another year of programming and prioritizing projects that support the state's Strategic Highway Safety Plan. Over the last 12 months, the Mississippi HSIP has made great strides in supporting the goal of reducing (and hopefully one day eliminating) fatal and serious injury crashes by programming safety projects that are both aggressive in reducing targeted crash types and innovative in their approach. These advancements of the last year include, but are not limited to, the following highlights:

Data Enhancements
The MDOT continued its efforts this past year in working towards making significant updates to its crash data analysis system. Once in place, this new system will provide the Mississippi HSIP and its project managers with the ability to conduct better network screening statewide, the ability to better analyze and assess potential project locations with the use of state-calibrated SPFs, and conduct up-to-date crash data analyses using advanced mapping and GPS-located crashes.

Systemic Safety
MDOT has for years prioritized the use of systemic safety improvements such as Safety Edge and Rumble Stripe/Strips as a part of larger construction and mobility projects. More recently, the HSIP has worked to obligate more of its own funding towards supporting the installment of systemic measures, such as FYA installment along corridors, systemic resigning and striping of selected routes, and even systemic access management. Over the next year, MDOT intends to continue implementing safety more from a systemic approach in the hopes of preventing more crashes statewide, and treating more affected routes and intersections.

Innovative Countermeasures
The HSIP, with the support of MDOT's Administration and Districts, has continued its pursuit of implementing innovative countermeasures to address serious crash concerns. Over the past year, MDOT has programmed more funding towards countermeasures such as roundabouts and RCUTs where crash data and volumes have warranted, and it intends to continue this trend into next year.

SHSP Update
Mississippi is currently working on an update to its existing SHSP, which was put in place in January of 2014. The MDOT will have the new plan in place by January 2019. As a part of the ongoing development process, MDOT has worked hand in hand with other state and local agencies to ensure that all voices statewide are heard and encapsulated in the plan. We look forward to producing a document that can be used by all of our valued partners in making the state's roadways safer.

A Culture of Safety
While MDOT has worked to address safety through quantifiable efforts such as safety projects, it has also worked over the past year to further institute a culture of safety across the entire department. The last year has seen MDOT Districts and its supporting Division personnel progress in how they give consideration to innovative countermeasures, as well as the mindset for safety in everyday maintenance and construction activities. More and more, the state is seeing MDOT employees looking to incorporate needed safety improvements as a part of all MDOT projects, whether they are safety funded or not.

The following report for the state of Mississippi will show how MDOT has programmed its money to continue improving safety across the state, as well as how the completed projects have been performing to support those efforts. We feel strongly that not all safety successes in the state will necessarily be captured in the report as the information was requested, but we know that in the last year, the MDOT has worked tirelessly department-wide to ensure that Mississippi's roadways become safer for our fellow drivers than they were the year before.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Highway Safety Improvement Program staff includes full-time engineers, as well as supporting data analysts and clerical staff, all housed within the Mississippi DOT's Traffic Engineering Division. On a day-to-day basis, the HSIP staff works hand-in-hand with other MDOT Divisions in aiding the MDOT Districts towards advancing safety on Mississippi Highways. These regular efforts include data analysis, countermeasure discussion and coordination, as well as the administration of regular safety meetings to keep in contact with the Districts regarding safety matters and concerns.

One of the initiatives that the Mississippi HSIP staff has taken on in the last few years is holding regular safety meetings with its Districts. These meetings are an informal time for HSIP staff to go out into the Districts and discuss locations of concern that are showing up in data analysis, as well as locations that the Districts are fielding calls from the public, community leaders, and elected officials. These meetings have proven invaluable in establishing a rapport between District staff and the HSIP, which has aided in the identification of locations of need that might not have been found as quickly by data analysis alone. The HSIP has also seen these relationships promote a level of trust in the selection of alternative intersection countermeasures, as well as more progressive and non-typical countermeasures that are being implemented across the United States.

The second initiative that directly impacts HSIP projects in Mississippi are the Safety Countermeasure Selection Team meetings. These meetings were established by internal policy in the last several years to ensure that applicable MDOT Divisions (Roadway Design Division, Construction Division, Environmental Division, Planning Division, etc.) and District personnel are extensively involved in the countermeasure selection process for HSIP projects. Before any potential location or set of locations are pursued for HSIP funding, any and all possible countermeasures are discussed with this group in a formalized meeting format. Site visits are conducted as a part of the meeting, and the entire process - including supporting data, location information, countermeasure recommendations, and a benefit to cost analysis - is recorded and summarized in report format. This formal report is then submitted for review and approval by meeting attendees as well as senior MDOT Officials. This ensures that HSIP projects in the state of Mississippi are fully vetted by MDOT staff, and that MDOT utilizes its HSIP funds in the most prudent manner possible.

Once projects are selected, programmed, and constructed using HSIP funds, the MDOT ensures that their performance - in terms of realized crash reductions - is tracked and reported as a part of the HSIP Reporting process. The Mississippi HSIP typically conducts a five year before and after data analysis of each project in

order to provide a healthy set of data to determine the performance of the project's countermeasure(s). In many cases, the state also continues to track projects beyond the five year window to ensure the countermeasure still works and/or other changes are not needed beyond the initial project.

Where is HSIP staff located within the State DOT?

Operations

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

Other-Central Office

Enter additional comments here to clarify your response for this question or add supporting information.

The Mississippi HSIP takes on safety projects year round and evaluates them individually for funding through the program. There is no competitive application process.

Describe how local and tribal roads are addressed as part of HSIP.

As a part of Mississippi's statewide safety efforts, local roads are given consideration for Highway Safety Improvement Program funding during each federal fiscal year. Potential projects are scrutinized under the same set of criteria set forth for state highway safety projects. All HSIP local road safety projects conducted by the Mississippi Department of Transportation are identified through the Circuit Rider Program.

The Circuit Rider program, established in 2012, provides training as well as technical assistance to local road administrators and staff. As a part of the technical assistance portion of the program, Circuit Riders (along with MDOT Traffic Safety personnel) review crash data for local roads and conduct site visits with local government authorities to offer countermeasure identification assistance. Solutions offered by Circuit Riders on these site visits can either be resolved by the local road authority, or can be treated under several available Circuit Rider initiatives. Projects identified in need of additional assistance through the Circuit Rider program can be treated using one of the following:

1. Sign Project : At no cost to the local authority, MDOT provides warning and advisory signage to a local government agency where crash trends - systemic or "hot spot" in nature - have been identified, and where signs and/or low cost countermeasures are deemed an appropriate corrective measure. The local authority may be asked to provide an in-kind service as part of the agreement, such as tree trimming within the Right-of-Way; otherwise, the signs are free of charge to the county or municipality. During the 2018 State Fiscal Year (July 17 - June 18), MDOT spent $53,082 of state funds on this program.

2. Design Project : Should a location or set of locations within a county, municipality or other local governing body's jurisdiction be deemed eligible by MDOT for HSIP funding, those projects are pursued as a part of the statewide HSIP program. Currently, MDOT chooses to focus its local road safety efforts on low cost measures, including resigning and restriping of routes, the installation of reflective sign post delineators, raised pavement marker reinstallation, etc. There is no application deadline currently for local projects; projects are considered throughout the entire fiscal year. All local road safety projects are considered alongside state highway safety

projects. MDOT continues to work with local roadway officials towards developing quality local road safety projects.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Other-Environmental
Other-Right of Way Division

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Under current internal policy, applicable MDOT Divisions (District personnel, Construction Division, Environmental Division, Planning Division, etc .) are extensively involved in the countermeasure selection process. Before any potential location or set of locations are pursued for HSIP Program funding, any and all possible countermeasures are discussed with this group in a meeting format. Site visits are conducted with this group as a part of the meeting, and the entire process - including supporting data, location information, countermeasure recommendations, etc. - is recorded in report format and approved by meeting attendees as well as MDOT leadership. This ensures that all HSIP projects in the state of Mississippi that adhere to this process are fully vetted by the MDOT staff, and that MDOT utilizes its HSIP funds in the most prudent manner possible.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Local Government Agency
FHWA
Other-Office of State Aid Road Construction

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

The Federal Highway Administration - Mississippi Division is an active participant in program planning for the HSIP. MDOT coordinates with the Division Office for review and approval of the three year funding program and its approval on an annual basis.

Other external partners involved in the HSIP project planning process are local government agencies, MPOs, and Mississippi's Office of State Aid Road Construction, who is responsible for major county roadways. We coordinate with these partners when the HSIP is developing a potential Safety Circuit Rider project within their jurisdiction.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

No

To upload a copy of the State processes, attach files below.

File Name:

Enter additional comments here to clarify your response for this question or add supporting information.

Select the programs that are administered under the HSIP.

HSIP (no subprograms)

Enter additional comments here to clarify your response for this question or add supporting information.

Program: HSIP (no subprograms)

Date of Program Methodology: 8/3/2015

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety
Other-Addresses state's priority of advancing safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Relative severity index
Crash rate
Excess proportions of specific crash types

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program 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 : 2
Cost Effectiveness : 1

What percentage of HSIP funds address systemic improvements?

7

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers
Rumble Strips
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs

Enter additional comments here to clarify your response for this question or add supporting information.

- MDOT policy maintains that Safety Edge be installed on all MDOT mill and overlay projects, regardless of funding.
- MDOT's striping policy specifically requires the use of rumble strip/stripe where adequate shoulder is available.
- 1,550 miles of OGFC have been installed on MDOT highways to date

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
SHSP/Local road safety plan
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Other-Input from internal partners

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

Mississippi HSIP projects primarily consider ITS elements when they are a complimentary component of a larger project, such as traffic cameras at a new or improved signal, fiber interconnectivity between signals, or other measures to provide advanced warning to motorists of some down stream condition.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Currently, the Mississippi HSIP uses various principles that are cited in the Highway Safety Manual, though the manual is not used extensively in day to day analysis and decision-making. We are currently developing a crash data analysis system that will wholly incorporate the principles and practices outlined in the HSM, and will fully integrate them into how Mississippi evaluates locations across the state, and potential projects.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$28,737,411	$28,737,411	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$165,174	$165,174	100%
Penalty Funds (23 U.S.C. 154)	$5,603,144	$5,603,144	100%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$3,628,624	$3,628,624	100%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$4,080,656	$4,080,656	100%
Totals	$42,215,009	$42,215,009	100%

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP (23 U.S.C. 148)
Funding figures - Programmed and Obligated - include the 2018 HSIP funding apportionment for the state of Mississippi, as well as a portion of HSIP funds returned* from previous fiscal years totaling $145,589.

HRRR (23 U.S.C. 148(g)(1))
Funding figures shown for this category are made up of HRRR funding returned* from previous fiscal years totaling $165,174.

* Returned funds are from previous years when HSIP projects came in under the programmed construction budget.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

1%

How much funding is obligated to local or tribal safety projects?

1%

Enter additional comments here to clarify your response for this question or add supporting information.

The Mississippi DOT has programmed and obligated funding for a single local road safety project that constitutes less than 1% of the total HSIP funding. Several other projects are within the early design and/or programming stages, and are anticipated to be a part of the next year's HSIP obligation.

The Mississippi HSIP program currently sets aside $250,000 for local road safety projects through its Circuit Rider program each year, with additional projects considered against State Highway projects in terms of benefit to cost and overall safety impact.

How much funding is programmed to non-infrastructure safety projects?

1%

How much funding is obligated to non-infrastructure safety projects?

1%

Enter additional comments here to clarify your response for this question or add supporting information.

In the previous federal fiscal year, Mississippi has begun the process of updating its Strategic Highway Safety Plan, which is included in this proportion of funds.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

There are no impediments currently.

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
MS 12, from Old Highway 12 to Sta 17+47	Access management	Raised island - install new	2.6	Miles	$45000	$50000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	23,650	45	State Highway Agency	Spot	Intersections	Intersections
MS 12, from Sta 17+47 to Russell Street	Access management	Raised island - install new	1.2	Miles	$4029480	$4477200	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	23,650	45	State Highway Agency	Spot	Intersections	Intersections
US 49 SB Fr Main St in Mt. Olive to Walter Lott Rd. in Seminary	Shoulder treatments	Widen shoulder - paved or other	24.2	Miles	$14678450	$16309388.89	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,050	65	State Highway Agency	Spot	Roadway Departure	Roadway Departure
MS 25, Tishomingo County	Intersection traffic control	Systemic improvements - stop-controlled	38.9	Miles	$352996	$392217.78	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,564	55	State Highway Agency	Spot	Intersections	Intersections
MS 25/Lakeland Dr Mast Arm Replacement	Intersection traffic control	Systemic improvements - signal-controlled	5	Intersections	$-35825	$-39805.56	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	54,000	55	State Highway Agency	Systemic	Intersections	Intersections
MS 63 at MS 614	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1	Intersections	$-180	$-180	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	14,850	65	State Highway Agency	Spot	Intersections	Intersections
US 61 at Oak Ridge Road	Intersection traffic control	Modify traffic signal - modify signal mounting (spanwire to mast arm)	1	Intersections	$168718	$187464.44	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	7,000	55	State Highway Agency	Spot	Intersections	Intersections
US 45 Cable Barrier Installation (Alcorn County)	Roadside	Barrier - cable	7.2	Miles	$-30187	$-33541.11	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	10,325	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
MS 53 at Canal Rd and County Farm Rd	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	2	Intersections	$-96506	$-96506	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0	55	State Highway Agency	Spot	Intersections	Intersections
I-20 West Brandon Interchange	Interchange design	Extend existing lane on ramp	1	Interchanges	$-150337	$-167041.11	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	21,100	70	State Highway Agency	Spot	Intersections	Intersections
MS 537 between Hoy Rd and Lake Como Rd	Roadway	Pavement surface - high friction surface	3	Curves	$42909	$47676.67	HSIP (23 U.S.C. 148)	Rural Major Collector	3,800	55	State Highway Agency	Spot	Roadway Departure	Roadway Departure
I-55 Cable Barrier (Carroll, Copiah, Holmes)	Roadside	Barrier - cable	3	Counties	$66081	$73423.33	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	0	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
MS 302 from Southcrest Parkway to US 78	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	7.9	Miles	$-135000	$-150000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0	45	State Highway Agency	Spot	Intersections	Intersections
US 45A at Tarlton Rd	Access management	Median crossover - directional crossover	1	Intersections	$474840	$527600	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	6,930	65	State Highway Agency	Spot	Intersections	Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
MS 27 at Lee Ave/Old Hwy 27 No. 1	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$347490	$386100	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,940	55	State Highway Agency	Spot	Intersections	Intersections
US 45 Road Safety Audit	Non-infrastructure	Road safety audits	1	Plans	$-57249	$-63610	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	0	65	State Highway Agency	Systemic	Data	Data
US 98 Signal Upgrades in Hattiesburg	Intersection traffic control	Systemic improvements - signal-controlled	6	Intersections	$-268	$-297.78	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		State Highway Agency	Spot	Intersections	Intersections
US 90 Traffic Signal Upgrades (Hancock County)	Intersection traffic control	Systemic improvements - signal-controlled	10	Intersections	$5504850	$6116500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	20,450	45	State Highway Agency	Spot	Intersections	Intersections
MS 145 Corridor Upgrades	Intersection traffic control	Systemic improvements - signal-controlled	3.7	Miles	$1701018	$2126272.5	HSIP (23 U.S.C. 148)	Rural Minor Arterial	20,320	45	State Highway Agency	Spot	Intersections	Intersections
Highway 90 Pedestrian Bridge Crossing	Pedestrians and bicyclists	Pedestrian bridge	1	Crosswalks	$250359	$312948.75	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,000	45	State Highway Agency	Spot	Pedestrians	Pedestrians
US 84 at Auburn Dr	Intersection traffic control	Intersection traffic control - other	1	Intersections	$2979000	$3310000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,338	65	State Highway Agency	Spot	Intersections	Intersections
MS 613 Systemic Curves Project	Roadway signs and traffic control	Curve-related warning signs and flashers	32.2	Miles	$688590	$765100	HSIP (23 U.S.C. 148)	Rural Major Collector	0	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US 84 at MS 35	Access management	Median crossover - directional crossover	1	Intersections	$247067	$274518.89	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	0	65	State Highway Agency	Spot	Intersections	Intersections
US 49 at MS 42	Intersection traffic control	Intersection traffic control - other	1	Intersections	$411300	$457000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	26,650	65	State Highway Agency	Spot	Intersections	Intersections
Strategic Highway Safety Plan - 2018 Update	Non-infrastructure	Transportation safety planning	1	Plans	$225000	$250000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Systemic	Data	Data
US 90 Signal and Access Improvements in Pascagoula	Intersection traffic control	Systemic improvements - signal-controlled	4.5	Miles	$231300	$257000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0	45	State Highway Agency	Spot	Intersections	Intersections
District 3 Intersection Improvement Project	Intersection traffic control	Systemic improvements - stop-controlled	72	Intersections	$402222	$446913.33	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Intersections	Intersections
Lauderdale County Safety Circuit Rider Improvements	Roadway signs and traffic control	Curve-related warning signs and flashers	8	Locations	$53545	$53545	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple Routes	0	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US 82 Itta Bena	Advanced technology and ITS	Dynamic message signs	2	Intersections	$157500	$175000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,000	65	State Highway Agency	Spot	Intersections	Intersections

2018 Mississippi Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
I-59 NB lanes at the CR 371 overpass	Alignment	Horizontal and vertical alignment	1	Locations	$90424.8	$100472	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	0	70	State Highway Agency	Spot	Roadway Departure	Roadway Departure
MS 15 at Ovette-Moselle Rd	Advanced technology and ITS	Dynamic message signs	1	Intersections	$28555.2	$31728	HSIP (23 U.S.C. 148)	Rural Minor Arterial	0	55	State Highway Agency	Spot	Intersections	Intersections
MS 21 at Ringgold Rd	Advanced technology and ITS	Dynamic message signs	1	Intersections	$43920	$48800	HSIP (23 U.S.C. 148)	Rural Minor Arterial	0	55	State Highway Agency	Spot	Intersections	Intersections
District 1 Intersection Conflict Warning System Project	Advanced technology and ITS	Dynamic message signs	5	Intersections	$955795	$1061994.44	HSIP (23 U.S.C. 148)	Districtwide	0		State Highway Agency	Systemic	Intersections	Intersections
US 278 at Good Hope/Bethlehem Rd, Terza Rd/Lawrence Bros Rd and Central Academy Dr	Access management	Median crossover - directional crossover	3	Intersections	$-360000	$-400000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	0	65	State Highway Agency	Spot	Intersections	Intersections
US 45 at Wheeler Grove Road	Alignment	Vertical alignment or elevation change	0.3	Miles	$46181	$51312.22	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	14,000	65	State Highway Agency	Spot	Intersections	Intersections
US 84 at MS 184 (west of Waynesboro)	Access management	Change in access - close or restrict existing access	1	Intersections	$101250	$112500	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,850	65	State Highway Agency	Spot	Intersections	Intersections
US 84 at Reservoir Rd/Magnolia Hill	Intersection traffic control	Intersection traffic control - other	1	Intersections	$101250	$112500	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,311	65	State Highway Agency	Spot	Intersections	Intersections
US 49 from the Stone County Line to South Gate Road	Shoulder treatments	Widen shoulder - paved or other	19.9	Miles	$450000	$500000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,950	65	State Highway Agency	Spot	Roadway Departure	Roadway Departure
MS 363 from MS 178 to the Lee County Line	Roadway delineation	Longitudinal pavement markings - new	11.8	Miles	$144000	$160000	HSIP (23 U.S.C. 148)	Rural Major Collector	0	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
MS 9 at MS 341	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$90000	$100000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	0	55	State Highway Agency	Spot	Intersections	Intersections
Circuit Rider Sign Donation/Bright Stick Program	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Statewide	$0	$53082	State and Local Funds	Various Locations	0		County and Municipality	Systemic	Roadway Departure	Roadway Departure

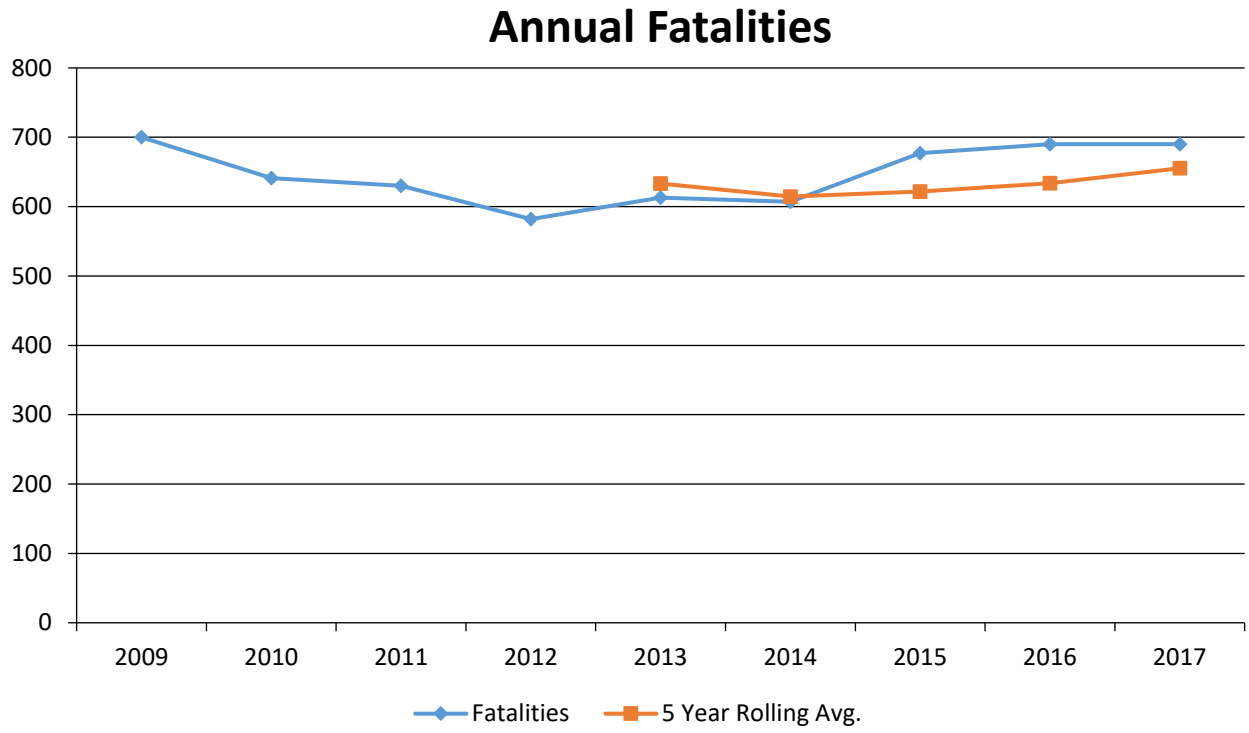
Enter additional comments here to clarify your response for this question or add supporting information.

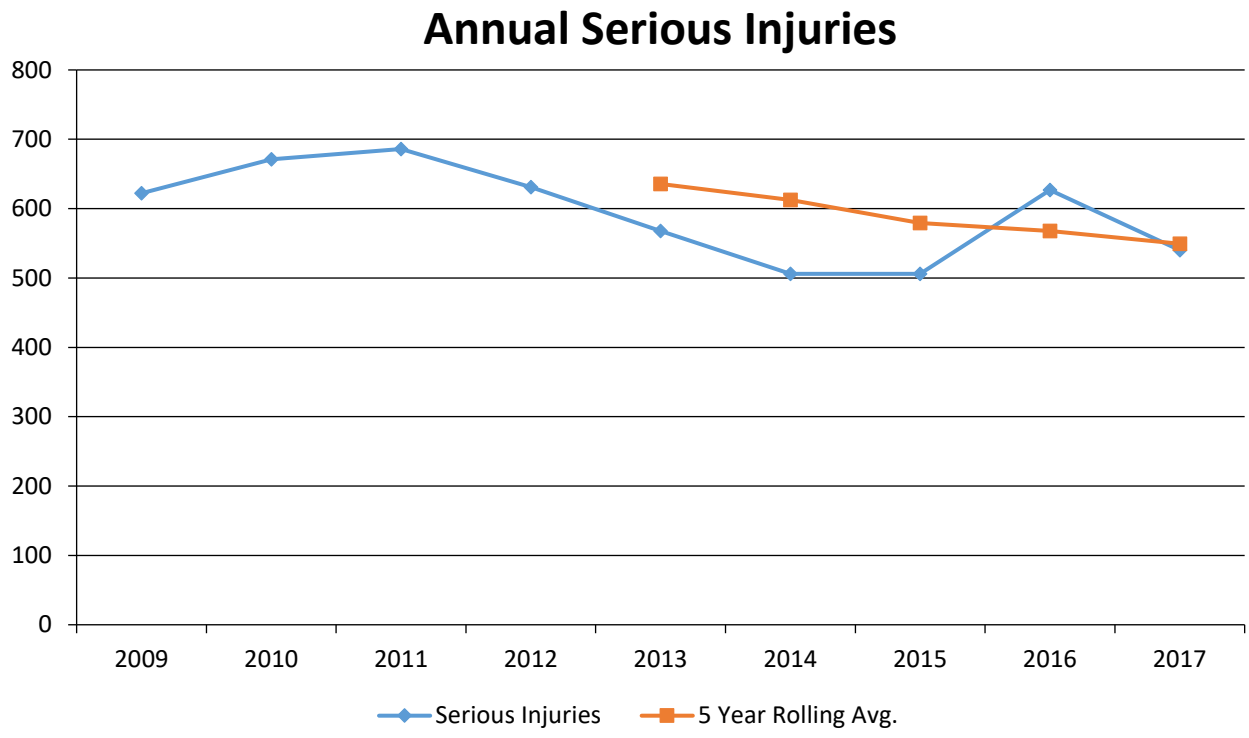
Safety Performance

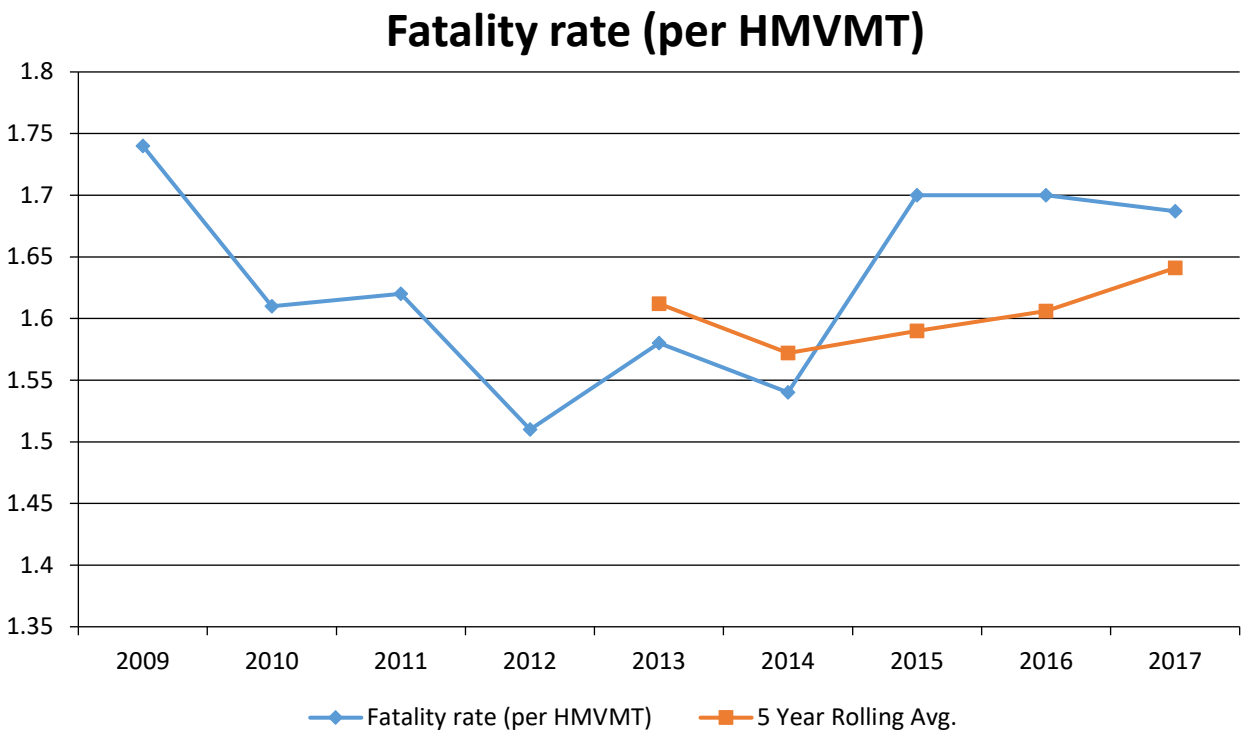
General Highway Safety Trends

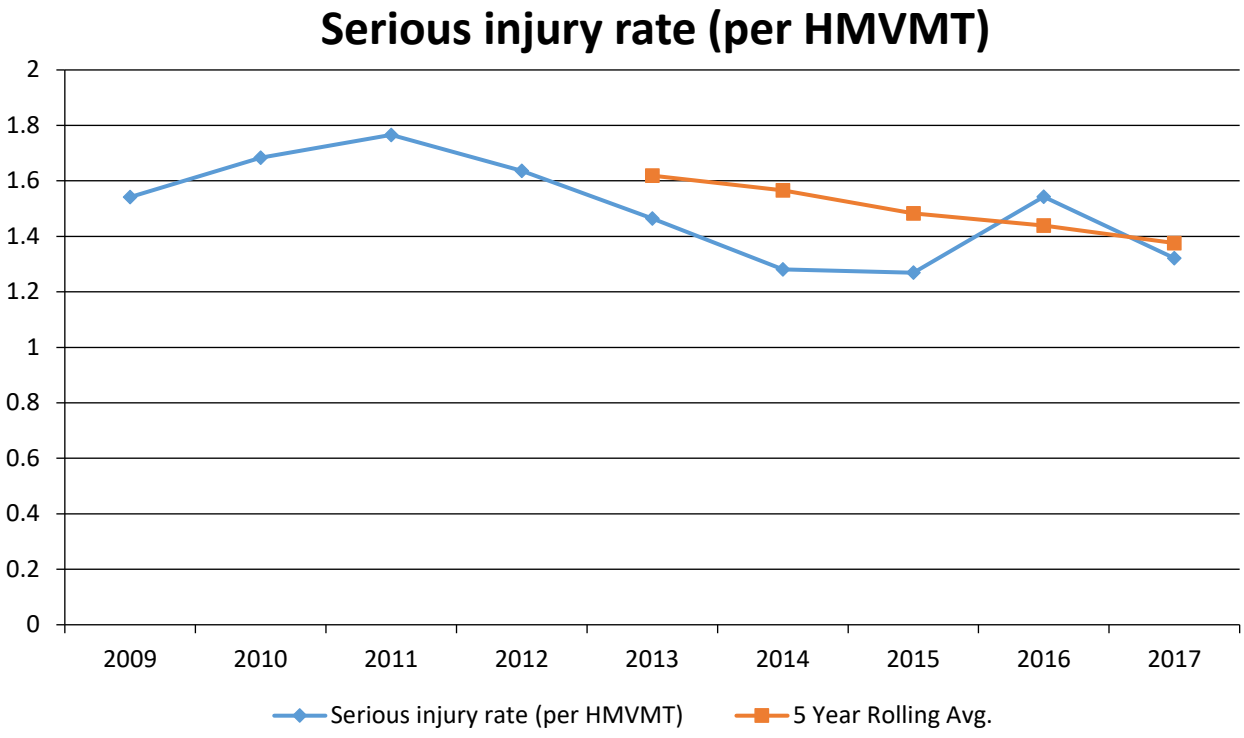
Present data showing the general highway safety trends in the State for the past five years.

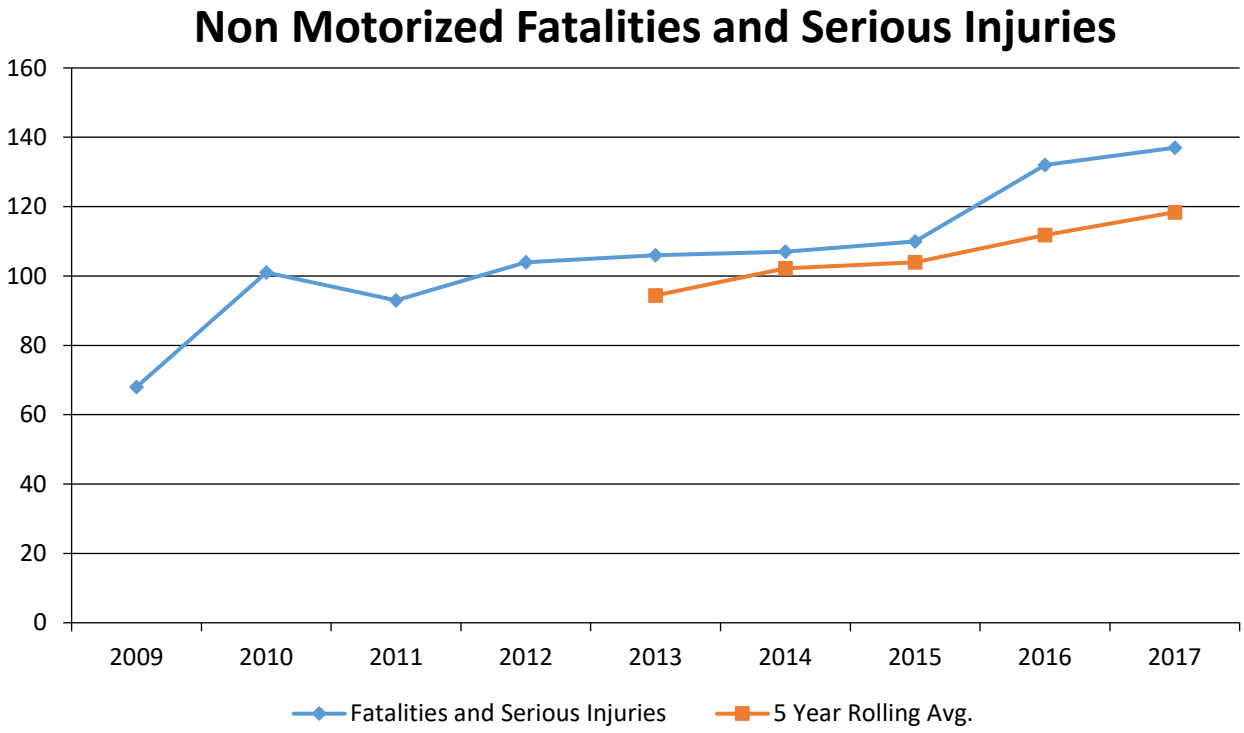
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	700	641	630	582	613	607	677	690	690
Serious Injuries	622	671	686	631	568	506	506	627	540
Fatality rate (per HMVMT)	1.740	1.610	1.620	1.510	1.580	1.540	1.700	1.700	1.687
Serious injury rate (per HMVMT)	1.542	1.684	1.766	1.636	1.465	1.281	1.269	1.543	1.321
Number non-motorized fatalities	68	54	54	55	59	60	68	71	77
Number of non-motorized serious injuries	0	47	39	49	47	47	42	61	60


Annual Fatalities
800
700
600
500
400
300
200
100
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
800
700
600
500
400
300
200
100
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.75
1.7
1.65
1.6
1.55
1.5
1.45
1.4
1.35
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

- The 2017 reported traffic fatalities for the state of Mississippi is an accurate representation of what we in the Mississippi HSIP anticipate the number to be, based upon our own analyses, as well as conversations with the state's FARS Analyst, the Department of Public Safety, and other applicable officials within the state. However, that number is not yet certified, and therefore may be subject to change before final admission into the FARS Public Database. This same note applies to the reported number of non-motorized fatalities for 2017.

- Serious Injuries are reported using Mississippi's Safety Analysis Management System (SAMS).

- The number of non-motorized fatalities are reported using the FARS Database.

- The number of non-motorized serious injuries are reported using Mississippi's SAMS program. Since all values for this category began their reporting for this year, and since the SAMS program currently only retains crash data for the state back through the completed calendar year of 2010, values preceding that year were not reported.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

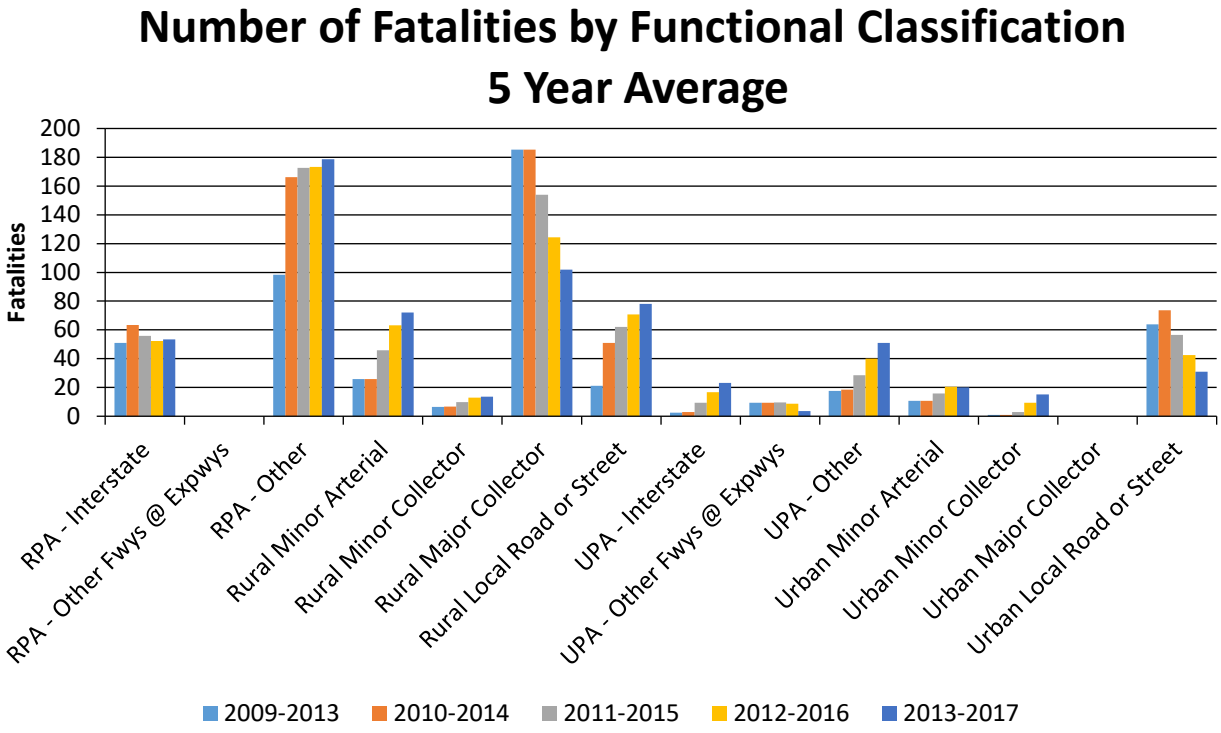
To the maximum extent possible, present this data by functional classification and ownership.

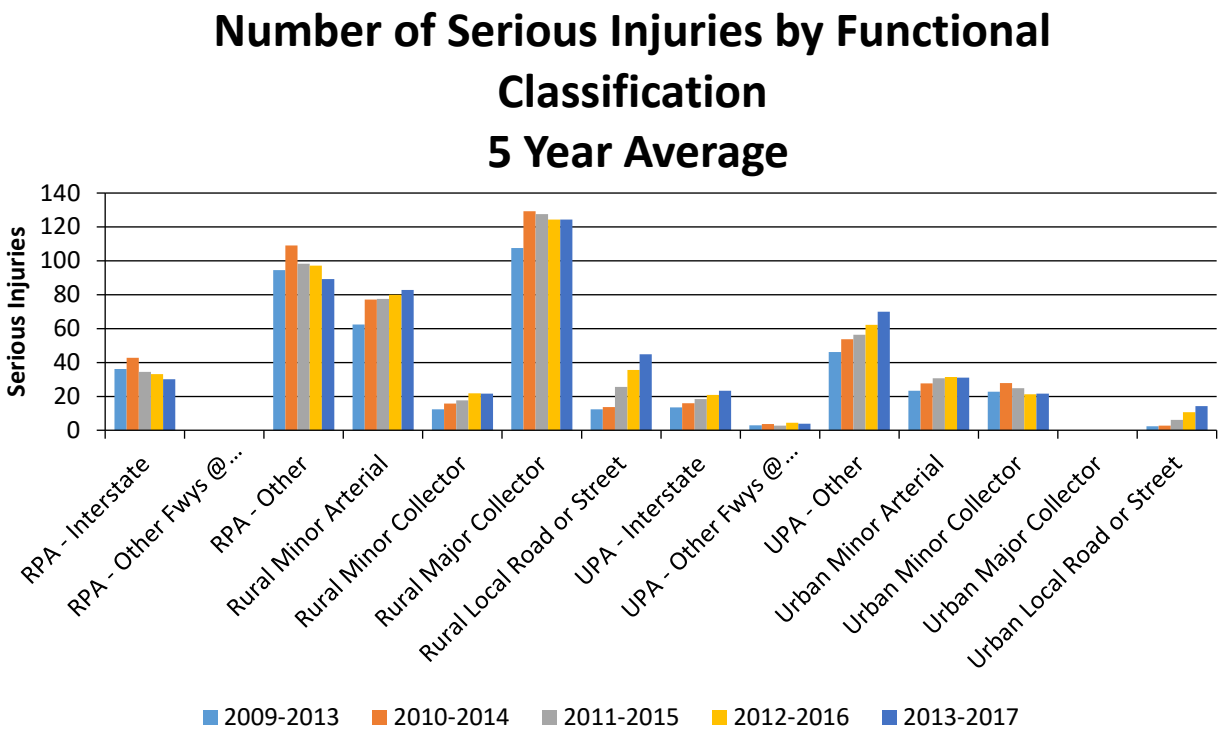
Year 2017

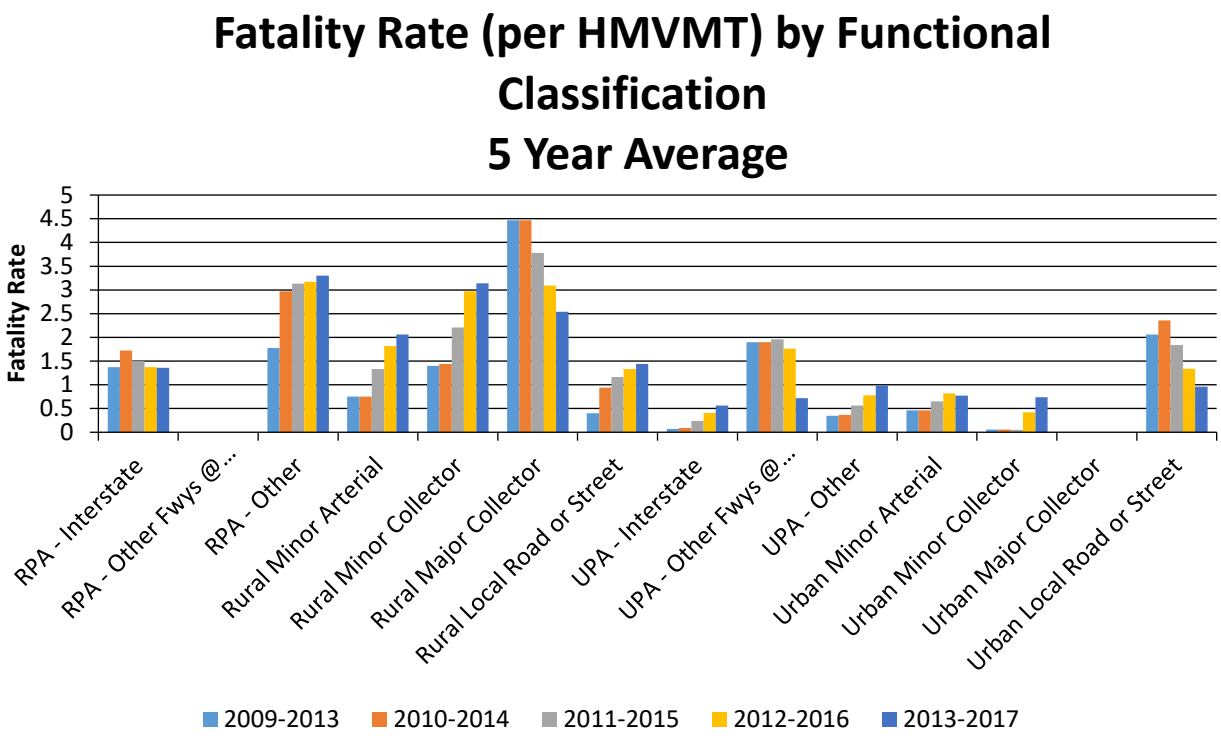
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	53.4	30.2	1.36	0.77
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	178.6	89.2	3.3	1.68
Rural Minor Arterial	72	82.8	2.06	2.4
Rural Minor Collector	13.6	21.6	3.14	4.99
Rural Major Collector	102	124.4	2.54	3.12
Rural Local Road or Street	78.2	44.8	1.44	0.82
Urban Principal Arterial (UPA) - Interstate	23.2	23.4	0.56	0.59
Urban Principal Arterial (UPA) - Other Freeways and Expressways	3.6	3.8	0.72	0.76
Urban Principal Arterial (UPA) - Other	51	70	0.99	1.36
Urban Minor Arterial	20	31	0.77	1.19
Urban Minor Collector	15.2	21.6	0.74	1.09
Urban Major Collector	0	0	0	0
Urban Local Road or Street	31	14.2	0.96	0.43

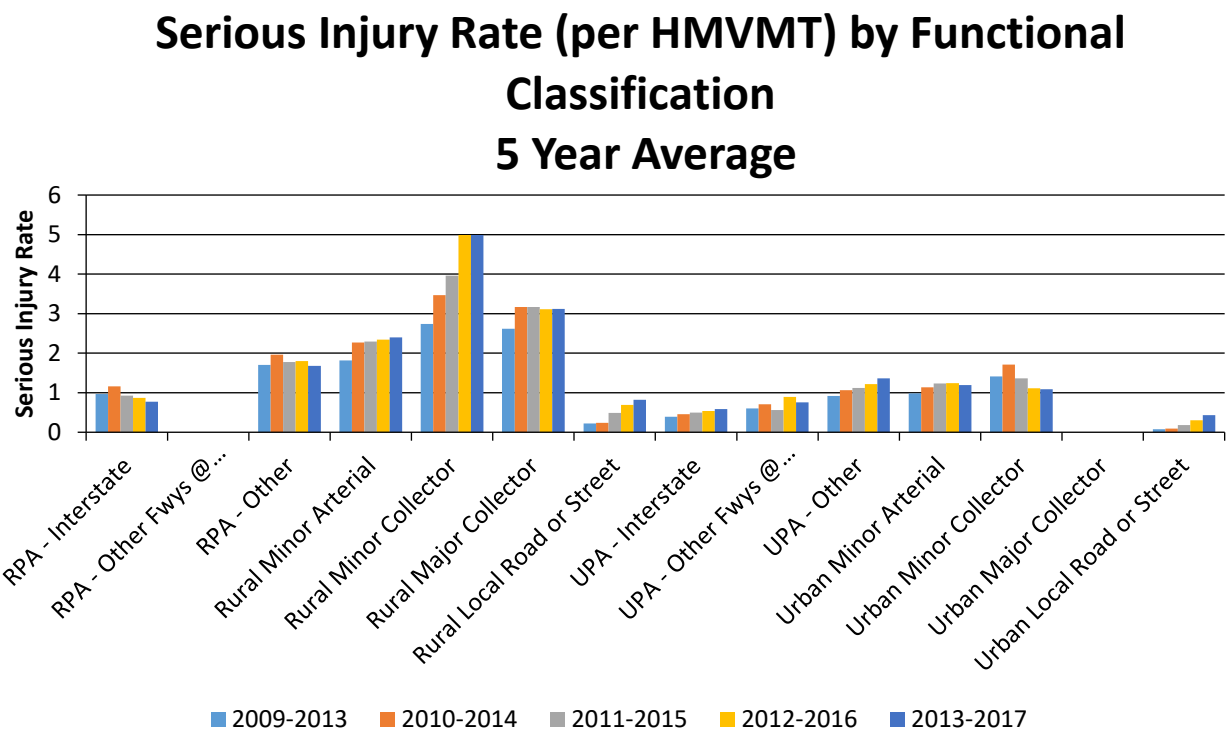
Year 2017

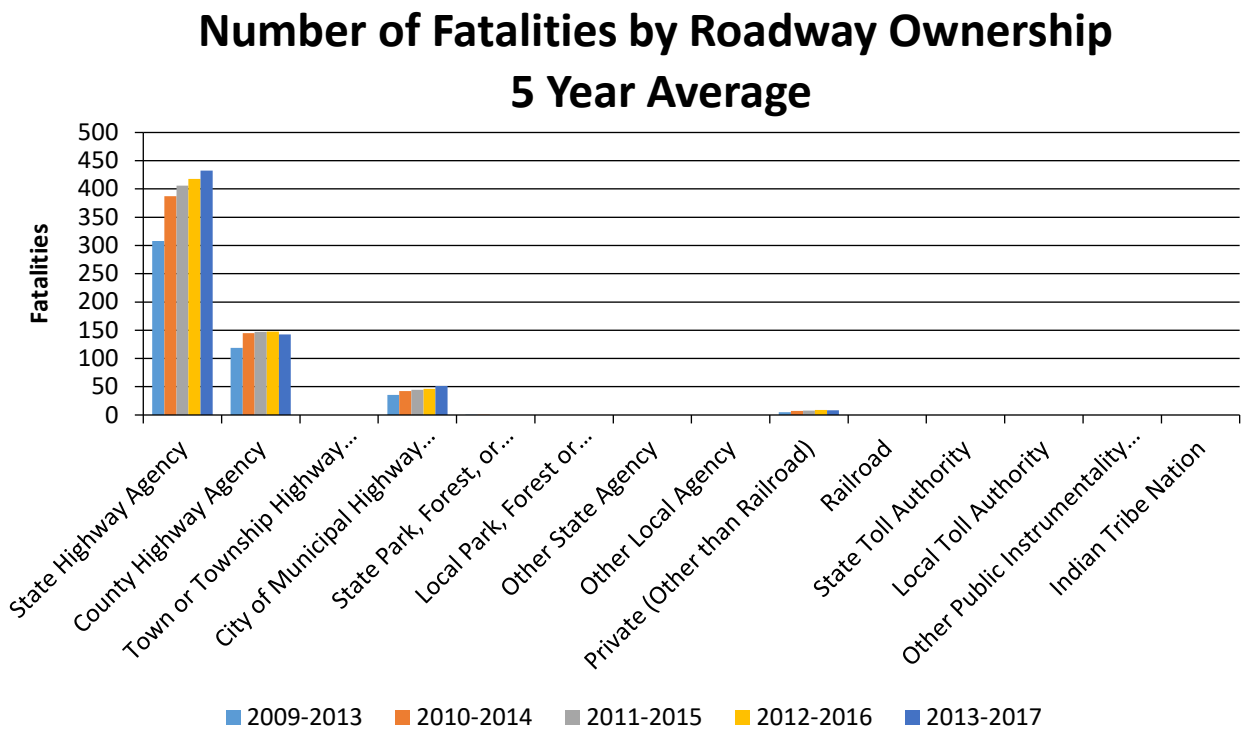
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	432.8	396	1.79	1.64
County Highway Agency	142.4	178.6	1.63	2.04
Town or Township Highway Agency				
City of Municipal Highway Agency	51.6	69.2	0.76	1.02
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)	8.6	8.2	0	0
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

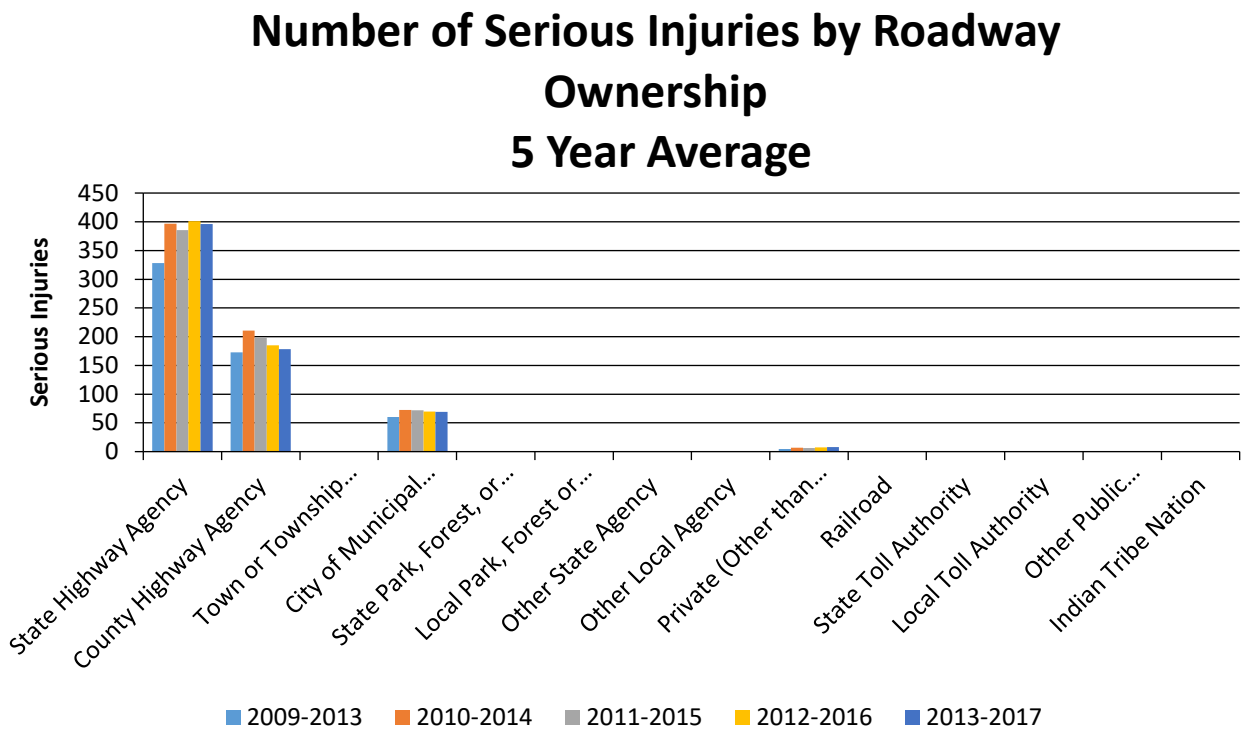

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

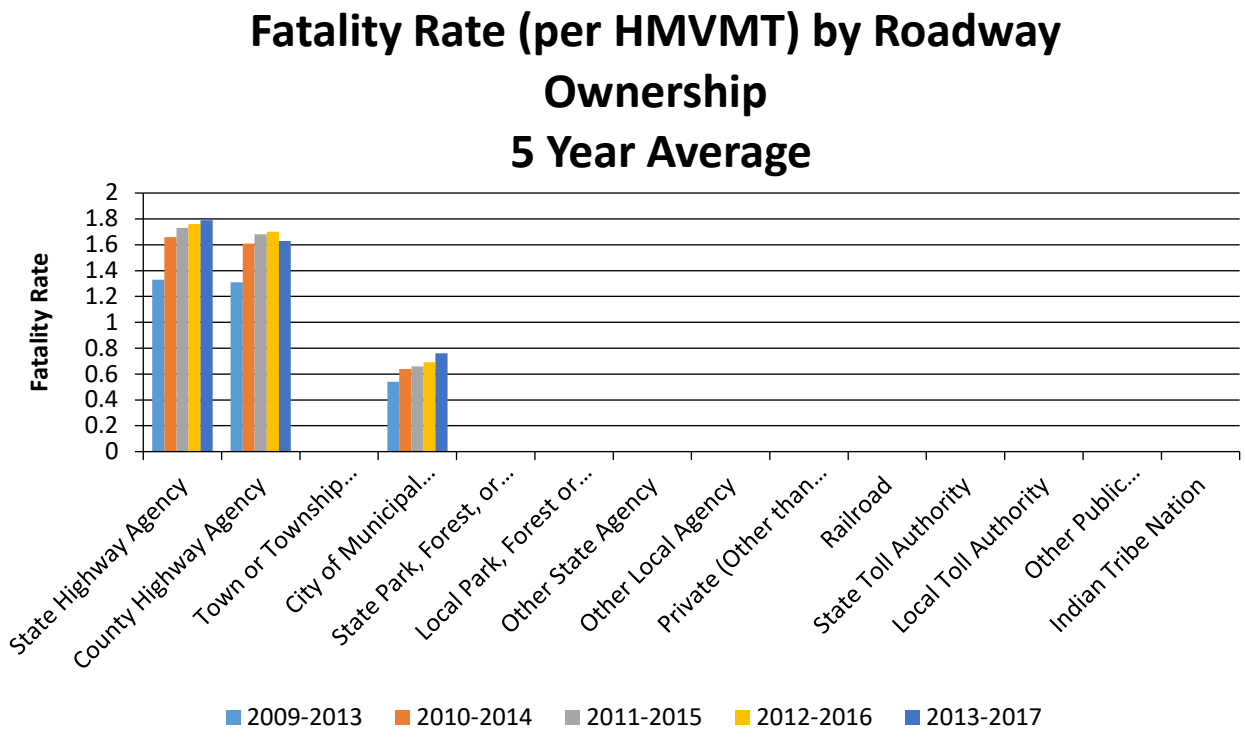

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

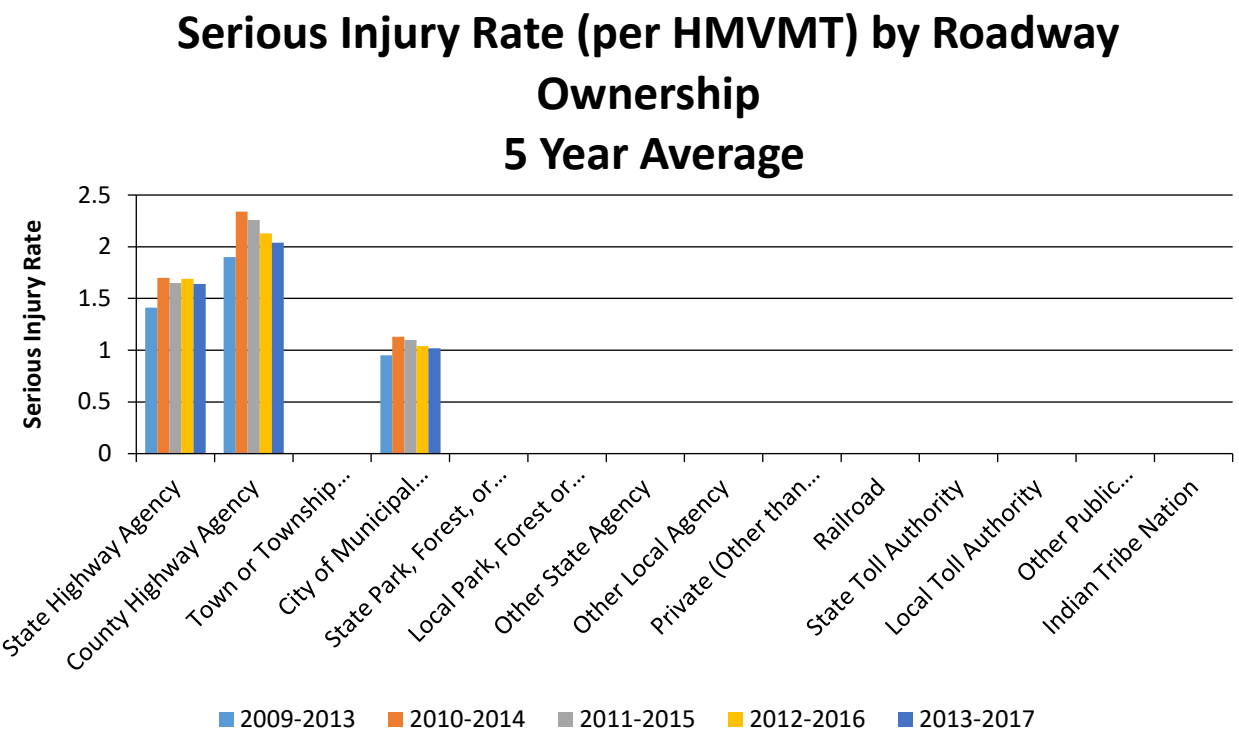

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
Town or Township Highway...
City of Municipal Highway...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than Railroad)
Railroad
State Toll Authority
Local Toll Authority
Other Public Instrumentality...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
450
400
350
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

- 2010 through 2015 fatality data as it relates to functional classification comes from the FARS.

- Functional classification data for Mississippi fatal crashes are based on data from the state's internal crash analysis systems (known as SAMS) for the 2016 and 2017 calendar years. This data, when compared to certified FARS fatality numbers, can fluctuate in its accuracy from year to year.

- The 2016 FARS data appears to not be correct in how it presents functional classification and its breakdown between rural and urban routes. Therefore, MDOT elected to use its own in-house data from the SAMS for this year.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

	Calendar Year 2019 Targets *
Number of Fatalities	697.0

Describe the basis for established target, including how it supports SHSP goals.

MDOT's performance target for number of fatalities is based on seven years' worth of historical crash data in the state. While we always maintain a target of zero fatalities, historical trends in the state are more in line with what is presented.

Number of Serious Injuries	556.0

Describe the basis for established target, including how it supports SHSP goals.

MDOT's performance target for number of serious injuries is based on five years' worth of historical crash data in the state. While we always maintain a target of zero fatalities, historical trends in the state are more in line with what is presented.

Fatality Rate	1.706

Describe the basis for established target, including how it supports SHSP goals.

MDOT's performance target for number of fatalities is based on seven years' worth of historical crash data in the state. The volumes used to calculate the rates are provided by MDOT's Planning Division.

Serious Injury Rate	1.356

Describe the basis for established target, including how it supports SHSP goals.

MDOT's performance target for number of serious injuries is based on five years' worth of historical crash data in the state. The volumes used to calculate the rates are provided by MDOT's Planning Division.

Total Number of Non-Motorized Fatalities and Serious Injuries	131.4

Describe the basis for established target, including how it supports SHSP goals.

MDOT's performance target for non-motorized fatalities and serious injuries is based on five year's worth of historical crash data in the state.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

MDOT's HSIP personnel met numerous times with the Mississippi Office of Highway Safety (MOHS), who is responsible for the state's NHTSA Highway Safety Plan. Our offices worked hand in hand to determine the appropriate performance targets regarding fatalities, fatality rate, and serious injuries that are included both in the Highway Safety Plan as well as the HSIP Report. Additionally, MDOT HSIP personnel have made presentations at several of the state's MPOs to brief them on the new performance target initiatives with regards to safety, as well as briefing them on the targets set at the state level.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

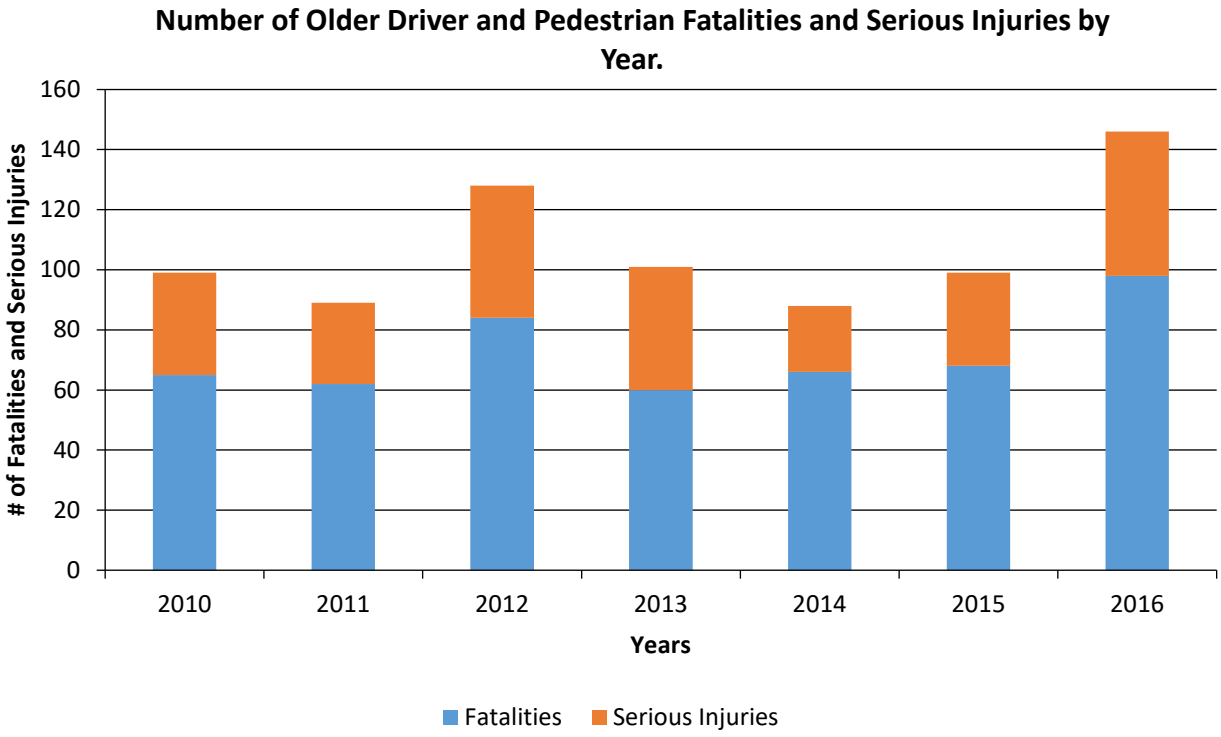
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016
Number of Older Driver and Pedestrian Fatalities	65	62	84	60	66	68	98
Number of Older Driver and Pedestrian Serious Injuries	34	27	44	41	22	31	48



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Other-Before and After Crash Analysis

Enter additional comments here to clarify your response for this question or add supporting information.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

As a part of the HSIP reporting process, the state of Mississippi has kept track of the performance of its HSIP projects. Since this first began, the preferred method of evaluating projects has been to measure the crashes occurring after the project was constructed and in place against crashes at the location before improvements were installed. Using this measuring tool, the state of Mississippi's HSIP has realized an appreciable success in terms of its project effectiveness. Through the Federal Fiscal Year 2018, Mississippi HSIP projects with a minimum of three years of before and after crash data analysis have achieved a 35% reduction of the severity of crashes at its project locations, as well as a 14% reduction in the overall number of crashes at these same locations (Mississippi measures crashes by crash rate to account for any changes in traffic volumes at these locations). While recognizing that these reductions are a positive litmus test for the projects that Mississippi has selected for the HSIP to date, it is the intention of our program to continue aggressively pursuing projects that will help us raise those reduction numbers in the future, and continue to make Mississippi's roads safer for our fellow road users.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

miles improved by HSIP
More systemic programs
RSAs completed
Policy change
Organizational change
Increased awareness of safety and data-driven process
Increased focus on local road safety
HSIP Obligations

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

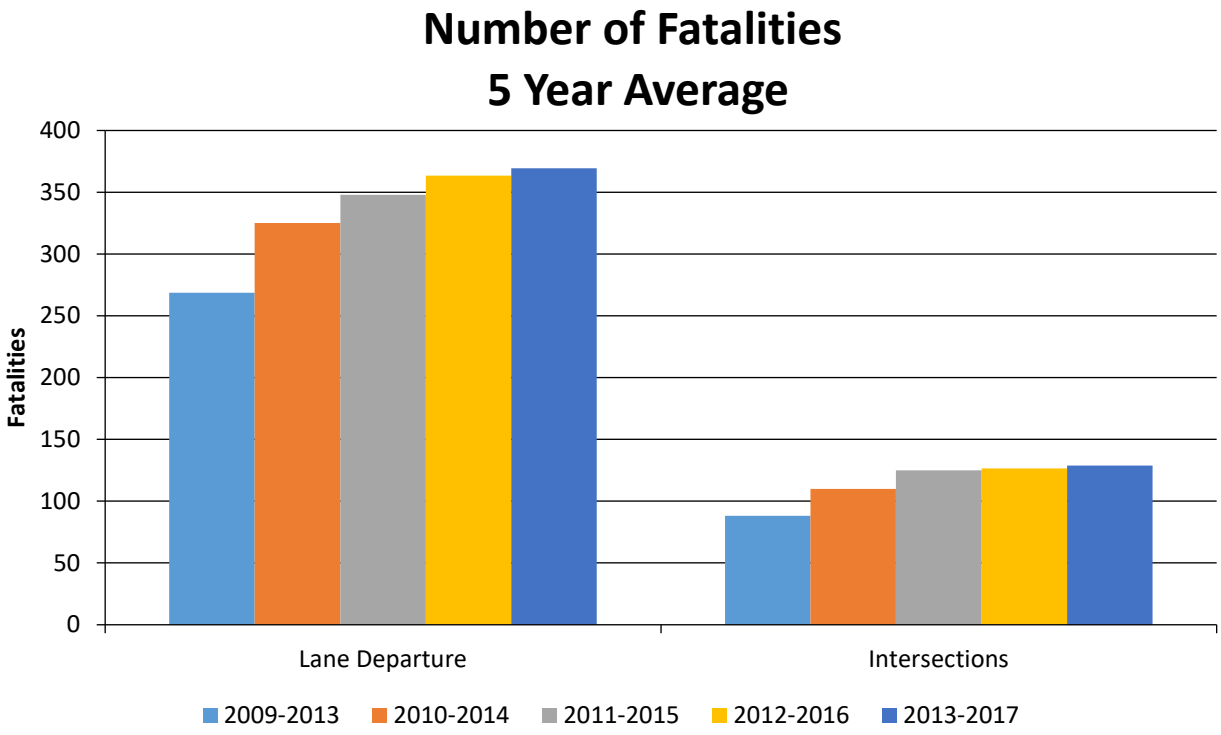
No

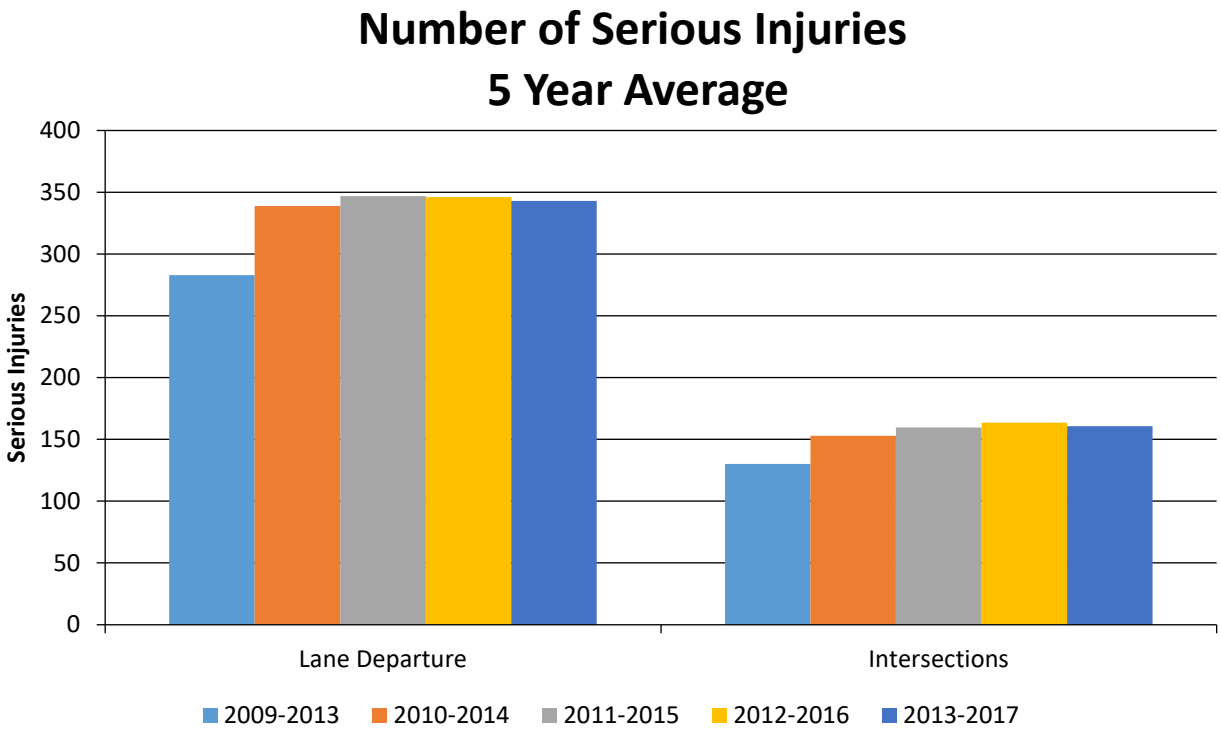
Effectiveness of Groupings or Similar Types of Improvements

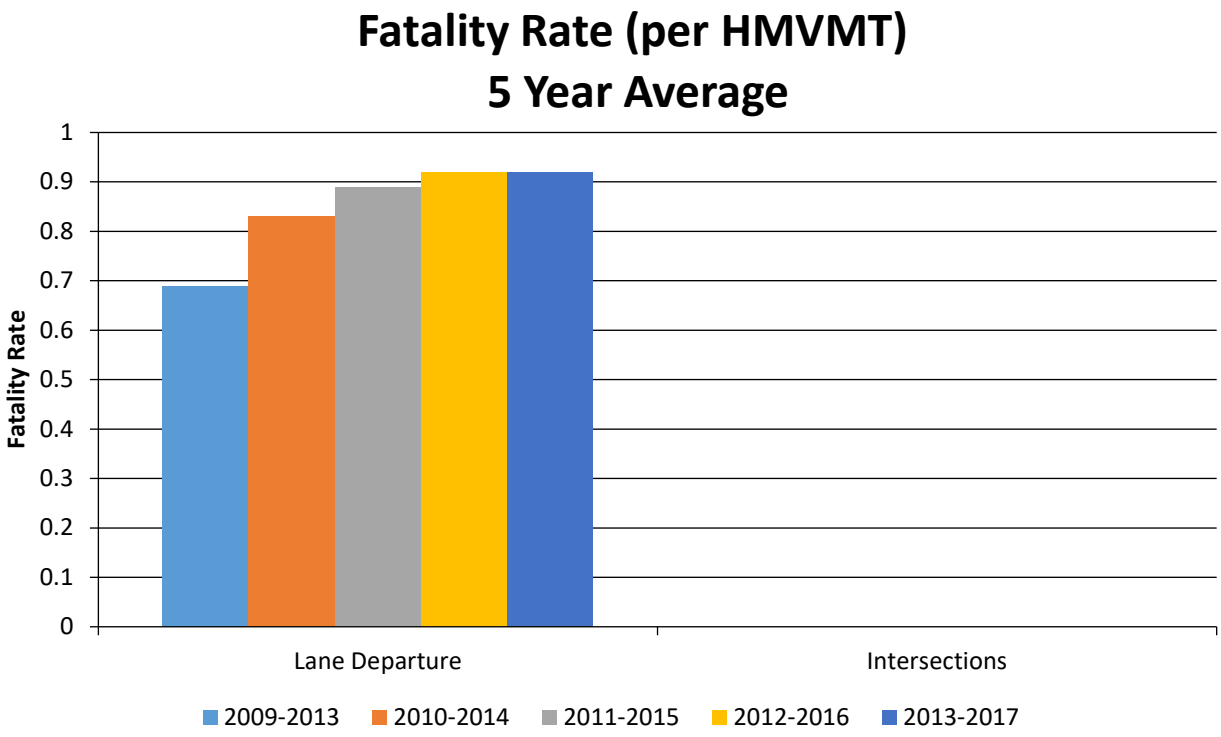
Present and describe trends in SHSP emphasis area performance measures.

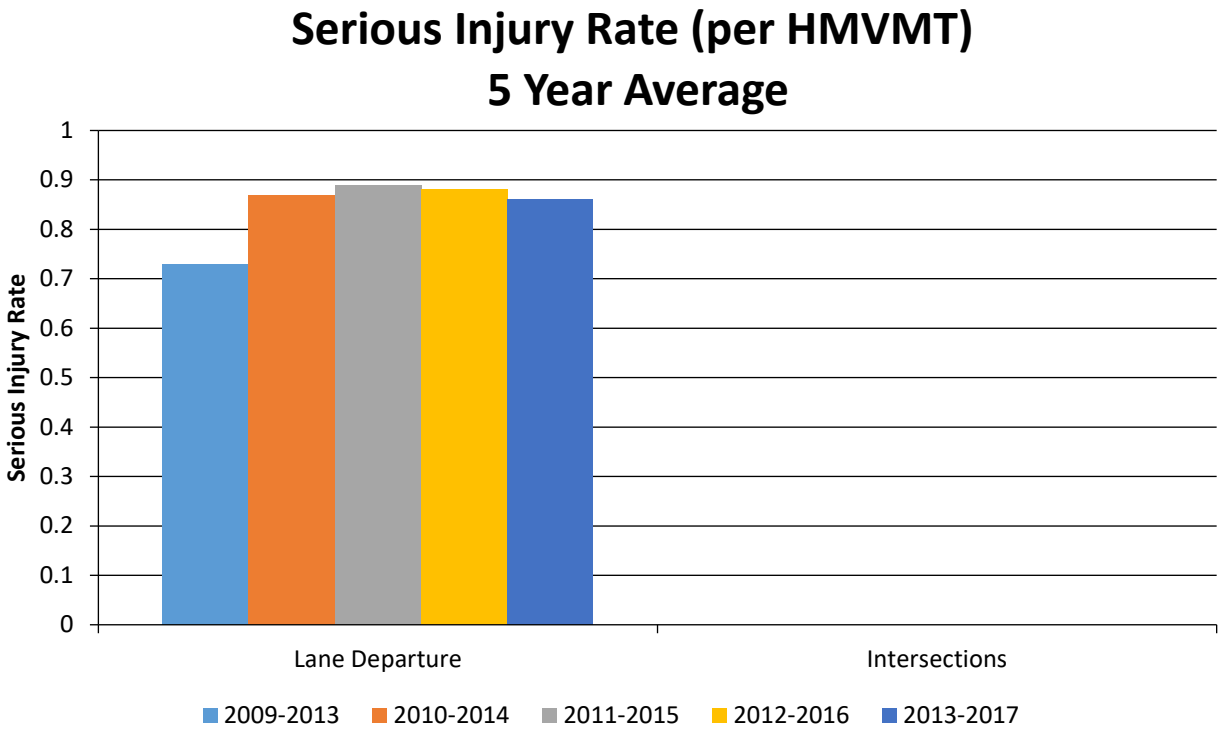
Year 2017

SHSP Emphasis Area	Targeted 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	Other 2	Other 3
Lane Departure		369.4	343	0.92	0.86	0	0	0
Intersections		128.8	160.8	0	0	0	0	0


Number of Fatalities
5 Year Average
Fatalities
400
350
300
250
200
150
100
50
0
Lane Departure
Intersections
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
400
350
300
250
200
150
100
50
0
Lane Departure
Intersections
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
MS 15 at US 84 (Laurel)	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	105.00	136.00		1.00			22.00	35.00	127.00	172.00	
US 11 at 2nd/Goodyear	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	35.00	21.00					5.00	8.00	40.00	29.00	
US 11 at Bruce/Jackson Landing	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	25.00	16.00					9.00	6.00	34.00	22.00	
US 11 at Canal St.	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	46.00	14.00					12.00	14.00	58.00	28.00	
US 11 at Memorial Blvd/MS 43 S	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	76.00	12.00					19.00	2.00	95.00	14.00	
US 11 at Fourth/N. Main	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	23.00	24.00					2.00	1.00	25.00	25.00	
MS 67 at Lickskillet Rd.	Urban Principal Arterial (UPA) - Other Freeways and Expressways	Intersection traffic control	Intersection traffic control - other	22.00	7.00	1.00		2.00		49.00	13.00	74.00	20.00	
Spillway Rd Guardrail	Urban Principal Arterial (UPA) - Other	Roadside	Barrier- metal	27.00	35.00	1.00		1.00	1.00	11.00	10.00	40.00	46.00	
US 49 at MS 22	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Intersection traffic control - other	12.00	12.00				1.00	15.00	5.00	27.00	18.00	
US 98 at Old MS 63 North	Rural Principal Arterial (RPA) - Other	Access management	Median crossover - directional crossover	30.00	13.00	6.00		3.00		32.00	6.00	71.00	19.00	
I-10 at Cedar Lake Rd.	Urban Principal Arterial (UPA) - Interstate	Interchange design	Interchange design - other	54.00	40.00	3.00				33.00	26.00	90.00	66.00	
US 98/Hardy Fr Westover to I-59 (including SB Ramp)	Urban Principal Arterial (UPA) - Other	Interchange design	Installation of new lane on ramp	390.00	521.00			1.00	1.00	82.00	124.00	473.00	646.00	
US 90 at MS 607	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometrics - modify skew angle	7.00	17.00				1.00	4.00	10.00	11.00	28.00	
US 49 at W. Wortham Rd/Grand Way Blvd.	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Intersection traffic control - other	20.00	16.00	1.00	1.00		1.00	16.00	22.00	37.00	40.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Kiln-Delisle at Vidalia Curb and Gutter	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	3.00	1.00					1.00	1.00	4.00	2.00	
US 49 Fr Campbell Loop to N 31st	Urban Principal Arterial (UPA) - Other	Access management	Raised island - install new	94.00	105.00	4.00		1.00	1.00	51.00	43.00	150.00	149.00	
US 90 at Franklin Creek Rd	Rural Principal Arterial (RPA) - Other	Intersection geometry	Intersection geometrics - modify skew angle	15.00	15.00	3.00			1.00	18.00	12.00	36.00	28.00	
US 45 at CR 212	Rural Principal Arterial (RPA) - Other	Access management	Median crossover - directional crossover	5.00		1.00		1.00		6.00	1.00	13.00	1.00	
MS 67 at Sangani - old configuration	Urban Principal Arterial (UPA) - Other	Interchange design	Convert at-grade intersection to interchange	125.00				2.00		64.00		191.00		
MS 67 at Sangani - east ramps (NB)	Urban Principal Arterial (UPA) - Other	Interchange design	Convert at-grade intersection to interchange		71.00						18.00		89.00	
MS 67 at Sangani - west ramps (SB)	Urban Principal Arterial (UPA) - Other	Interchange design	Convert at-grade intersection to interchange		12.00						5.00		17.00	
MS 67 at Sangani - east signal/Indian River Rd.	Urban Principal Arterial (UPA) - Other	Interchange design	Convert at-grade intersection to interchange		42.00						8.00		50.00	
MS 67 at Sangani - west signal/Promenade	Urban Principal Arterial (UPA) - Other	Interchange design	Convert at-grade intersection to interchange		38.00						20.00		58.00	
US 84 at Ferguson Mill Rd.	Rural Principal Arterial (RPA) - Other	Access management	Median crossover - directional crossover	6.00		2.00				7.00	1.00	15.00	1.00	
US 61 at Delta View Rd.	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Intersection traffic control - other	5.00	8.00	1.00				7.00	7.00	13.00	15.00	
I-59 @ 16th Ave	Urban Principal Arterial (UPA) - Interstate	Interchange design	Ramp closure	57.00	49.00					10.00	13.00	67.00	62.00	
MS 35 at I-20 EB Ramps	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	13.00	14.00	1.00				12.00	2.00	26.00	16.00	
US 84 at Magnolia Rd.	Rural Principal Arterial (RPA) - Other	Access management	Median crossover - directional crossover	9.00	24.00	1.00				10.00	5.00	20.00	29.00	
I-55 fr the Pike CL to the Union Street Bridge	Rural Principal Arterial (RPA) - Interstate	Roadside	Barrier - cable	90.00	85.00	4.00	1.00	1.00	1.00	42.00	35.00	137.00	122.00	
RWIS Installations, I-69 over Hurricane Creek	Rural Principal Arterial (RPA) - Interstate	Advanced technology and ITS	Advanced technology and ITS - other	9.00								9.00		
RWIS Installations, I-55 over Coldwater River	Rural Principal Arterial (RPA) - Interstate	Advanced technology and ITS	Advanced technology and ITS - other	5.00	1.00					2.00	1.00	7.00	2.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
US 72 at MS 7	Rural Principal Arterial (RPA) - Other	Roadway signs and traffic control	Roadway signs and traffic control - other	17.00	23.00	4.00	1.00	2.00	1.00	23.00	15.00	46.00	40.00	
MS 463 at Sunny Orchard	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	26.00	27.00					9.00	10.00	35.00	37.00	
MS 463 at Welch Farms	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	13.00	19.00					5.00	3.00	18.00	22.00	
MS 463 at Main/Old Hwy 463	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow		10.00						3.00		13.00	
MS 463 (New)/Madison Pkwy at Post Oak	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow		21.00						7.00		28.00	
MS 463 (Old)/Main at Post Oak	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	14.00	1.00					1.00		15.00	1.00	
MS 463 at Colony Crossing/Key	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	44.00	35.00					11.00	4.00	55.00	39.00	
MS 463 at Woodgreen	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	24.00	18.00					4.00	8.00	28.00	26.00	
MS 463 at Annandale/Reunion	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	11.00	13.00					1.00		12.00	13.00	
MS 463 at Mannsdale Park	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	22.00	33.00					4.00	5.00	26.00	38.00	
MS 463 at St. Joe	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	6.00	5.00					6.00	1.00	12.00	6.00	
MS 463 at Madison Middle School	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	10.00	18.00					3.00	1.00	13.00	19.00	
MS 463 at Highland Colony Parkway	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	93.00	107.00					14.00	10.00	107.00	117.00	
US 51 at Hoy Rd.	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	63.00	61.00	1.00			1.00	13.00	12.00	77.00	74.00	
US 51 at Main/Old MS 463	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	76.00	38.00					16.00	5.00	92.00	43.00	
US 51 at Lake Harbor	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	41.00	47.00					9.00	10.00	50.00	57.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
US 51 at Ridgewood	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	27.00	26.00					8.00	4.00	35.00	30.00	
US 51 at McLellan	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	11.00	10.00				1.00	9.00	2.00	20.00	13.00	
US 51 at Ridgeland/Sunnycrest	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	32.00	42.00					8.00	7.00	40.00	49.00	
US 51 at Jackson St/MS 886	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	126.00	93.00					24.00	22.00	150.00	115.00	
US 51 at Rice Rd	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	130.00	109.00	1.00				24.00	13.00	155.00	122.00	
US 51 at School St.	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	54.00	43.00					9.00	9.00	63.00	52.00	
US 51 at Olympic Way	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	8.00	9.00					5.00	3.00	13.00	12.00	
US 51 at Madison Ave	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	50.00	41.00					9.00	9.00	59.00	50.00	
US 51 at St. Augustine	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	12.00	15.00					6.00	1.00	18.00	16.00	
US 51 at Cobblestone	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	12.00	8.00					3.00	3.00	15.00	11.00	
MS 2 Fr Tippah/Alcorn Co Ln to Kossuth	Rural Minor Arterial	Roadway	Rumble strips - edge or shoulder	47.00	18.00		1.00	2.00	1.00	26.00	8.00	75.00	28.00	
I-20 WB On Ramp at Lost Gap	Rural Principal Arterial (RPA) - Interstate	Interchange design	Extend existing lane on ramp	3.00						2.00		5.00		
US 61 at Oak Ridge/Bowie	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	17.00	11.00	2.00		1.00	2.00	9.00	2.00	29.00	15.00	

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

01/02/2014

What are the years being covered by the current SHSP?

From: 2014 To: 2018

When does the State anticipate completing it's next SHSP update?

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Mississippi is currently in the process of updating its Strategic Highway Safety Plan. The plan will be completed, signed and in place by January 1, 2019.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			94	94						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Roadway Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					100	100				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**99.25**	**99.25**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The Mississippi DOT is in the final stages of completing junction traffic control identification on all state routes. Once that is completed, which is anticipated to be within the next year, the state will be 100% complete with the MIRE requirements.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Life Threatening	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Life Threatening	No	Injuries where there is a high probability of the loss of life	No	N/A	No
Crash Database	Life Threatening	No	N/A	No	N/A	No
Crash Database Data Dictionary	Life Threatening	No	See Previous	No	See Previous	No

Please describe the actions the State is taking to become compliant by April 15, 2019.
The Mississippi Department of Public Safety (DPS) is currently working with a vendor to complete the required updates to the crash report form for the state and are currently on track to make those updates, which will meet the MMUCC 4th edition requirements, by the above described deadline date.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?

2018 Mississippi Highway Safety Improvement Program
No

When does the State plan to complete it’s next HSIP program assessment.

2020

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, 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.