MISSISSIPPI

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT

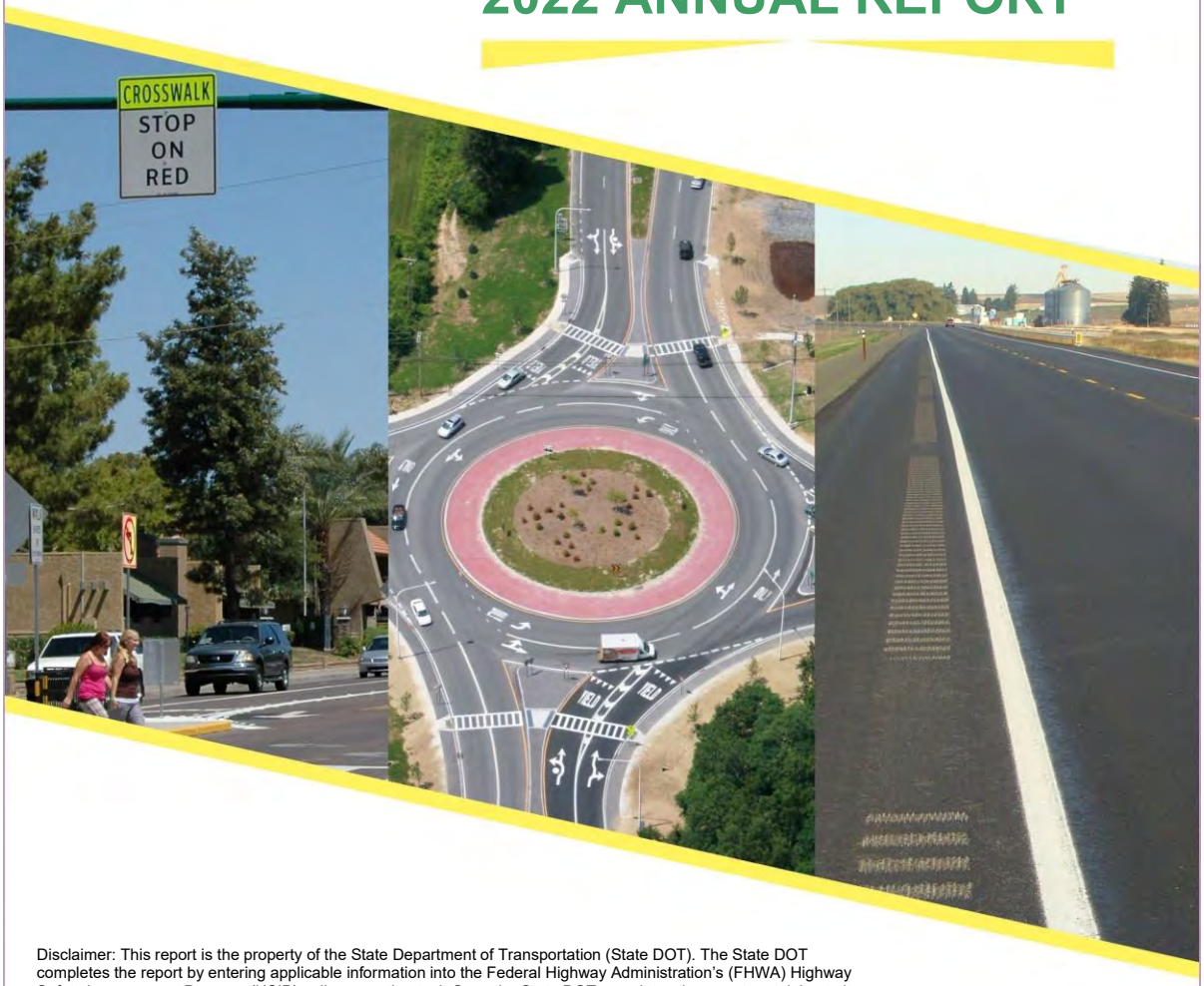

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Photo source: Federal Highway Administration

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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. 407 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 Highway Safety Improvement Program (HSIP), operating out of the Highway Safety Division (HSD) within the Mississippi Department of Transportation (MDOT), has completed another year of prioritizing and programming projects that support the state's most recent Strategic Highway Safety Plan (SHSP). Over the last 12 months, the Mississippi HSIP has made great strides in supporting the goal of reducing 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:

Continued Focus on FHWA's Proven Safety Countermeasures
Mississippi continues to put an emphasis on countermeasures listed in the Federal Highway Administration's list of Proven Safety Countermeasures, including several new roundabouts, additional restricted crossing u-turn (RCUT) locations, rumble strips, Local Road Safety Plans, etc.

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 installation of systemic measures such as cable barrier, edge line delineation enhancements (rumble stripe/strip, audible thermoplastic stripe, etc.), shoulder widening, and systemic access management. Over the past year, Mississippi has also increased its focus on prioritizing improvements on the shoulder and beyond into the clear zone. With lane departure crashes presenting an ongoing concern in the state, Mississippi is moving more of its project focus towards those routes with higher percentages of lane departure crashes. For those locations, MDOT conducts reviews for the presence of edge line delineation (rumble strip/stripe, audible thermoplastic stripe), shoulder width and slope, and obstructions in the clear zone. The focus has been to make improvements along the entire route where narrow shoulders or clear zone hazards exist and where crash history shows patterns of vehicles leaving their lane at a higher than normal rate.

A Culture of Safety
While MDOT has worked to address safety through quantifiable efforts such as safety projects, it has also continued its work 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 HSIP funds to continue improving safety across the state, as well as how the completed projects have been performing to support those efforts.

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 administrative support staff located in MDOT's Highway Safety Division (formerly Highway and Rail Safety 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 regularly scheduled safety meetings to keep in contact with the Districts regarding safety matters and concerns.

One of the primary initiatives that the Mississippi HSIP staff takes on routinely throughout the year is holding regularly scheduled 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 revealed through data analysis, as well as locations that the Districts are fielding calls about from the public, local law enforcement, emergency responders, community leaders, and elected officials. These meetings have proven to be invaluable in establishing a rapport between District staff and the HSIP staff, 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 is 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, Right of Way Division, Traffic Engineering 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 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

How are HSIP funds allocated in a State?

- Other-Central Office

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 administered through the Local Public Agency (LPA) 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 Highway Safety Division 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, sign supports and appropriate hardware are provided free of charge to the county or municipality. During the 2022 State Fiscal Year (*July '21 - June '22*), MDOT spent $17,995 of state funds on this program providing over 390 signs and reflective sign post delineators to locals.

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. If selected for funding, projects are designed and constructed through the state's Local Public Agency (LPA) Program. To date, Circuit Rider projects have mostly involved low cost mitigation strategies including re-signing and re-striping of routes, the installation of reflective sign post delineators, raised pavement marker installation, etc.; however, more robust treatments will be given consideration for funding through the program as crash data dictates. 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.

- Design
- Districts/Regions
- Local Aid Programs Office/Division

- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Environmental

Describe coordination with internal partners.

Under current internal guidelines, applicable MDOT Divisions (*District personnel, Roadway Design Division, Traffic Engineering Division, Environmental Division, Right of Way Division, Planning Division, etc*.) are extensively involved in the countermeasure selection process. 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 meeting format. Site visits are conducted 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 are fully vetted by the MDOT staff, and that MDOT utilizes its HSIP funds in the most prudent manner possible.

MDOT's HSIP staff also maintains a three year plan of active and future HSIP projects and the spending anticipated to occur with each. This plan, which is reviewed and approved by FHWA - Mississippi Division at the beginning of each federal fiscal year, outlines where MDOT intends to spend all of its HSIP dollars across the state. The plan lists project locations, project details, applicable approvals achieved or in process, anticipated funding - amounts and types (Preliminary Engineering (PE), Rights-of-Way, Construction, etc.) - and other details. As new projects arise or ongoing projects have unforeseen changes during the fiscal year, MDOT and FHWA work to review and revise the plan as necessary. This list is another effort between the state and federal partners in Mississippi that help us accurately and effectively track and spend safety dollars in the state.

Identify which external partners are involved with HSIP planning.

- FHWA
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Describe coordination with external partners.

Federal Highway Administration - Mississippi Division (MS Division) is an active and helpful partner in program planning for the HSIP here in the state. MDOT coordinates with the MS Division for development, review and approval of the three-year HSIP project planning and programming list on an annual basis. The MS Division's Area Transportation Engineers and Safety Engineer are involved with project planning and development meetings.

Other external partners involved in the HSIP project planning process are local government agencies, MPOs, and MDOT's Local Public Agency (LPA) Division, who is responsible for managing federally funded projects on local roadways within the State of Mississippi. MDOT coordinates with these partners when the HSIP is developing a potential Safety Circuit Rider project within the local agency's jurisdiction.

Program Methodology

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

Yes

HSIP projects in Mississippi are identified, planned, and implemented utilizing 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, Right of Way Division, Traffic Engineering 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. These reports are known as Safety Countermeasure Alternative Reports (the attached is a screenshot of the program where all of these are kept within MDOT). This formal report is then submitted for review and approval by meeting attendees as well as senior MDOT Officials including District Engineers, Assistant Chief Engineers, as well as the Chief Engineer. 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 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.

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

Program: HSIP (no subprograms)

Date of Program Methodology:8/3/2015

What is the justification for this program?

- 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?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Median width
- Horizontal curvature

- Volume
- Roadside features

What project identification methodology was used for this program?

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

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

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

Ranking based on B/C:1
Available funding:2
Cost Effectiveness:3

What percentage of HSIP funds address systemic improvements?

21

HSIP funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- Clear Zone Improvements
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Audible Thermoplastic Striping
- Other-Rumble Stripe
- Pavement/Shoulder Widening
- Rumble Strips
- Safety Edge

For "install/improve pavement marking and/or delineation" - the state has begun to target groups of roadways with no existing edge line rumble strip/stripe to install audible edge/centerline thermoplastic striping. There has also been a concerted effort to install wider edge line stripes on local roads, as well as the audible stripe.

What process is used to identify potential countermeasures?

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

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.

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 (HSM), 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.

The state has also completed the process of calibrating multiple Safety Performance Functions (SPFs) for Mississippi crash data for inclusion in the new crash analysis system.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$34,092,003	$34,092,003	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$6,690,969	$6,690,969	100%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$5,339,417	$5,339,417	100%
HSIP (23 U.S.C 148) - Extension (prior to IIJA)	$2,243,700	$2,243,700	100%
Totals	$48,366,089	$48,366,089	100%

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%

- In FFY 22, MDOT let to construction another local road safety project, implementing low cost countermeasures on a large number of miles within the county. The state is getting underway with PE for another project of a similar type, and just completed four Local Road Safety Plans (covering Copiah, Hancock, Harrison, Jackson, Pearl River, and Warren Counties) with the hopes that all four will produce more local road safety projects

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

1%

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

1%

- In FFY 22, MDOT has begun the process of updating its Strategic Highway Safety Plan ahead of the January 2024 deadline.

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%

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

There are no impediments.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

Over the past several years, MDOT has used the Force Account program to install low cost, quickly-implementable safety countermeasures at multiple locations throughout the state. This process has allowed MDOT to implement certain safety solutions using HSIP funds to pay for state force installations and materials. So far, the state has installed countermeasures including Intersection Conflict Warning Systems (ICWS), Flashing Yellow Arrow (FYA), super-elevation correction with repaving, Prepare to Stop When Flashing at signals, and more. This has proven to be an invaluable tool for the state's safety program, and in certain instances (installing quick-curb delineators to directionalize an existing intersection while an RCUT is being designed and constructed), has provided a more immediate way to solve a safety issue while design and construction is ongoing for a more permanent solution.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
102186 - MS 43 between Picayune and Henleyfield	Alignment	Horizontal curve realignment	3	Curves	$-178218	$-198020	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,570	55	State Highway Agency	Spot	Lane Departure	4.2.4
106858 - MS 9 at MS 341	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$38474	$42749	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,100	45	State Highway Agency	Spot	Intersections	4.1.3
106953 - MS 145 Corridor Upgrades	Intersection traffic control	Systemic improvements – signal-controlled	3.7	Miles	$-460919	$-512132	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,320	45	State Highway Agency	Spot	Intersections	4.1.2
106699 - US 84 at Auburn Rd	Intersection traffic control	Modify control – new traffic signal	2	Intersections	$-585089	$-650099	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,840	65	State Highway Agency	Spot	Intersections	4.1.1
107181 - US 49 (3 Intersections)	Intersection geometry	Intersection geometry - other	3	Intersections	$11083	$12314	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,691	65	State Highway Agency	Spot	Intersections	4.1.3
107253 - US 49W Railroad Crossing S of 2nd St	Access management	Raised island - install new	2	Approaches	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,000	45	State Highway Agency	Spot	Intersections	4.1.4
107253 - MS 397 at County Line Road (ICWS)	Advanced technology and ITS	Intersection Conflict Warning System (ICWS)	1	Intersections	$27000	$30000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	870	55	State Highway Agency	Spot	Intersections	4.1.4
107253 - US 84 at MS 28 Traffic Signal Upgrades	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$61200	$68000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,750	65	State Highway Agency	Spot	Intersections	4.1.2
107464 - US 49 fr the Stone CL to South Gate Rd	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	19.9	Miles	$9406999	$10452221	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,300	65	State Highway Agency	Spot	Lane Departure	4.2.5
107684 - MS 1 at Friars Point Rd	Advanced technology and ITS	Intersection Conflict Warning System (ICWS)	1	Intersections	$181617	$201797	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	955	55	State Highway Agency	Spot	Intersections	4.1.4
107793 - District 3 Districtwide Intersection	Intersection traffic control	Systemic improvements – stop-controlled	73	Intersections	$2958060	$3286733	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	State Highway Agency	Spot	Intersections	4.1.4

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Improvement Project															
108069 - MS 7 at Eddie L Smith Dr	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$352565	$391739	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,790	40	State Highway Agency	Spot	Intersections	4.1.1
108370 - US 49 fr Goodwater to 1st Ave	Access management	Change in access - close or restrict existing access	9	Crossovers	$3513362	$3903736	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,000	55	State Highway Agency	Spot	Intersections	4.1.6
108426 - MS 13 from Lumberton to Marion County	Roadway	Roadway widening - curve	14.5	Miles	$250693	$278548	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,550	55	State Highway Agency	Spot	Lane Departure	4.2.3
108488 - I-110 SB at US 90 WB	Roadway	Pavement surface – high friction surface	1	Curves	$503655	$559617	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	4,800	35	State Highway Agency	Spot	Lane Departure	4.2.8
108599 - I-59 Slope Corrections in Pearl River County	Roadway	Superelevation / cross slope	3	Locations	$-67825	$-75361	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	23,125	70	State Highway Agency	Spot	Lane Departure	4.2.4
108638 - MS 301 at Star Landing Rd	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$135000	$150000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,894	55	State Highway Agency	Spot	Intersections	4.1.1
108641 - MS 302 at Braybourne Main	Intersection traffic control	Modify control – new traffic signal	3	Intersections	$2250000	$2500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	32,950	65	State Highway Agency	Spot	Intersections	4.1.1
108642 - MS 3 at MS 315	Advanced technology and ITS	Intersection Conflict Warning System (ICWS)	1	Intersections	$244083	$271203	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,290	55	State Highway Agency	Spot	Intersections	4.1.4
108646 - US 82 fr US 45 to Military Rd	Roadway	Pavement surface – high friction surface	5.8	Miles	$225000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	25,250	60	State Highway Agency	Spot	Lane Departure	4.2.8
108667 - MS 583 fr Topisaw Dr to US 84	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	5.6	Miles	$172676	$191862	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,600	55	State Highway Agency	Spot	Lane Departure	4.2.1
108776 - US 72 at MS 7	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$391655	$435172	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,621	65	State Highway Agency	Spot	Intersections	4.1.1

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
108806 - District 5 Districtwide Intersection Improvement Project	Intersection traffic control	Systemic improvements – stop-controlled	84	Intersections	$2070000	$2300000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	State Highway Agency	Spot	Intersections	4.1.4
108839 - US 49W fr Belzoni to Isola - WB lanes	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7.6	Miles	$359181	$399090	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,800	65	State Highway Agency	Systemic	Lane Departure	4.2.1
108860 - SR 145 fr Industrial Park Rd to Bauhaus Dr	Roadway	Roadway widening - add lane(s) along segment	0.3	Miles	$126000	$140000	HSIP (23 U.S.C. 148)	Rural	Major Collector	11,000	55	State Highway Agency	Spot	Intersections	4.1.4
108122LPA - Lauderdale County Safety Circuit Rider Project	Roadway signs and traffic control	Curve-related warning signs and flashers	8	Locations	$570427	$633808	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	County Highway Agency	Spot	Lane Departure	4.2.3
108882 - MS 39 fr Dale Dr to N Hills St	Access management	Median crossover - directional crossover	1	Miles	$4590000	$5100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,000	45	State Highway Agency	Spot	Intersections	4.1.6
108883 - I-20 fr the Natchez Trace to Robinson Rd; I-55 fr MS 463 to the Big Black River	Roadside	Barrier – cable	12.7	Miles	$2315000	$2572222	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	43,100	70	State Highway Agency	Systemic	Lane Departure	4.2.6
108900 - District 2 Districtwide Intersection Improvement Project	Intersection traffic control	Systemic improvements – stop-controlled	83	Intersections	$2925000	$3250000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	99,999	99999	State Highway Agency	Spot	Intersections	4.1.4
108902 - I-55 SB at I-20 WB HFST	Roadway	Pavement surface – high friction surface	1	Curves	$520511	$578346	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	32,000	70	State Highway Agency	Spot	Lane Departure	4.2.8
109026 - MS 30 fr MS 15 to US 45	Roadway delineation	Roadway delineation - other	24.4	Miles	$1309003	$1454448	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	55	State Highway Agency	Spot	Lane Departure	4.2.1
109062 - I-22 fr the Benton CL to the	Roadside	Barrier – cable	33	Miles	$225000	$250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	28,000	70	State Highway Agency	Systemic	Lane Departure	4.2.6

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Coldwater River															
109063 - I-55 fr Tillatoba Creek to Pope Water Valley Rd	Roadside	Barrier – cable	23.5	Miles	$226800	$252000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	16,600	70	State Highway Agency	Systemic	Lane Departure	4.2.6
109061 - District 2 Audible Stripe	Roadway delineation	Roadway delineation - other	120.7	Miles	$2712758	$3014176	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	55	State Highway Agency	Systemic	Lane Departure	4.2.1,4.2.2
109120 - I-55 at Brookway Blvd	Interchange design	Interchange improvements	1	Interchanges	$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	15,260	70	State Highway Agency	Spot	Intersections	4.1.1
109122 - US 49 at RT Braddy Rd and Muse Rd	Intersection geometry	Intersection geometry - other	2	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,802	65	State Highway Agency	Spot	Intersections	4.1.1
109125 - I-59 Clarke, Jasper, Pearl River Cable Median Barrier and Pier Protection	Roadside	Barrier – cable	41.5	Miles	$270000	$300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	18,000	70	State Highway Agency	Systemic	Lane Departure	4.2.6
109129 - US 49 fr WSF Tatum Blvd to Sims Rd	Access management	Median crossover - directional crossover	8	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,300	45	State Highway Agency	Spot	Intersections	4.1.6
109131 - US 80 fr Clinton-Raymond Rd to Shaw Rd	Access management	Raised island - install new	2.8	Miles	$360000	$400000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	45	State Highway Agency	Spot	Intersections	4.1.6
109138 - US 49 fr SR 13 to SR 149	Intersection geometry	Intersection geometry - other	3	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	21,500	65	State Highway Agency	Spot	Intersections	4.1.1
109142 - 2024 Strategic Highway Safety Plan Update	Miscellaneous	SHSP Development	1	Numbers	$270000	$300000	HSIP (23 U.S.C. 148)	N/A	N/A	99,999	99999	State Highway Agency	Statewide Plan	SHSP Development	All
109143 - MS 15 fr N of CR 561 to the Winston CL	Roadway	Rumble strips – center	8.8	Miles	$4590000	$5100000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,300	55	State Highway Agency	Spot	Lane Departure	4.2.1,4.2.2

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
109145 - US 45 at SR 184 and Landfill/Patton Creek Rd	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,950	65	State Highway Agency	Spot	Intersections	4.1.1
109154 - US 49 fr St Charles St to Orange Grove Rd	Access management	Median crossover - directional crossover	2	Intersections	$108000	$120000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,000	50	State Highway Agency	Spot	Intersections	4.1.6
109157 - SR 25/Lakeland Dr fr I-55 to Grants Ferry (Unsignalized Crossover Safety Review)	Miscellaneous	Transportation safety planning	21	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	43,800	50	State Highway Agency	Spot	Intersections	4.1.6
109199 - District 5 Audible Stripe	Roadway delineation	Roadway delineation - other	67	Miles	$1980000	$2200000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	55	State Highway Agency	Systemic	Lane Departure	4.2.1,4.2.2
109216 - District 6 Audible Stripe	Roadway delineation	Roadway delineation - other	61.6	Miles	$1980000	$2200000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	55	State Highway Agency	Systemic	Lane Departure	4.2.1,4.2.2

- Funding values as shown above include both obligated expenditures so far this year for HSIP projects, as well as anticipated obligations for the remainder of this federal fiscal year (FFY). This information represents the best available data at this time for how Mississippi's HSIP funds are to be obligated this FFY.

- Any negative values provided for funding represent the return of funds to the program for one of the following reasons:
> A decreased project cost based on received bids
> Funds released at the project's close
> Funds released due to the project not moving forward within the HSIP

- Any "AADT" or "Speed" fields either with a 99999 or that appear blank above are to be considered N/A - Not Applicable due to multiple routes or locations, or being non-infrastructure projects.

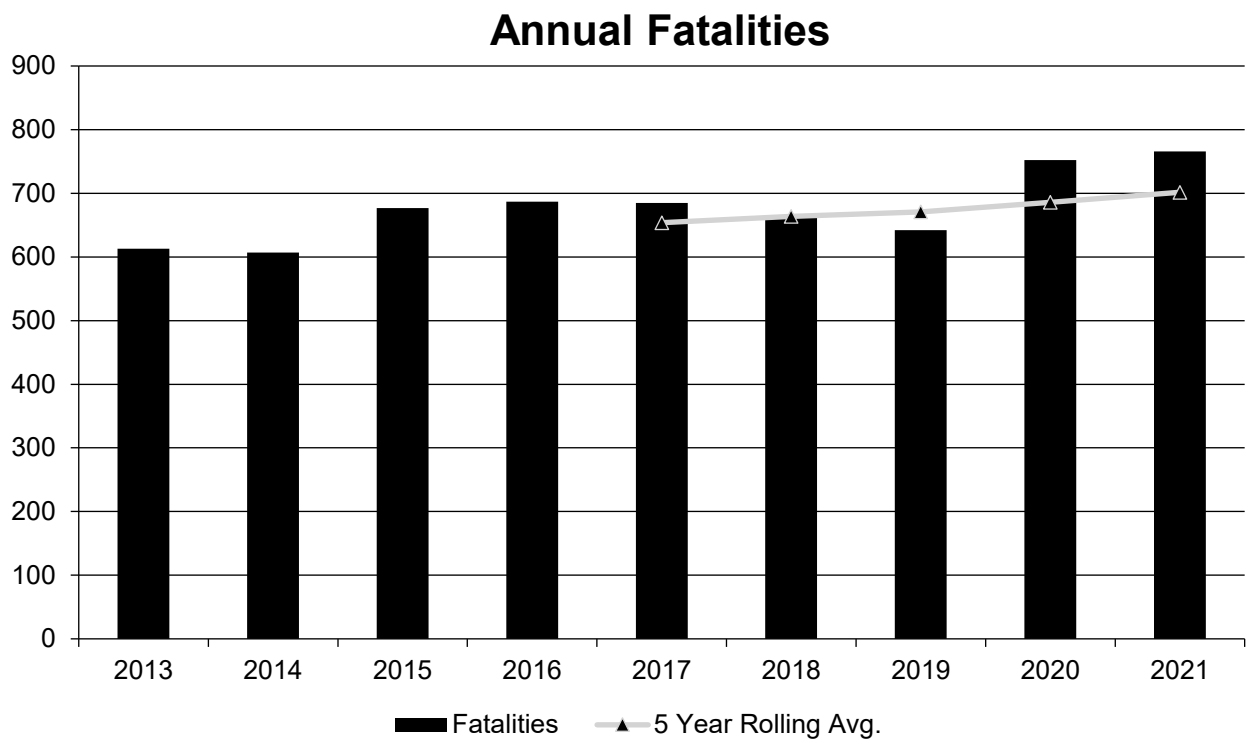
- Some projects listed above as being HSIP (23 U.S.C. 148) funded may also be partially funded with Penalty Funds (23 U.S.C. 154)

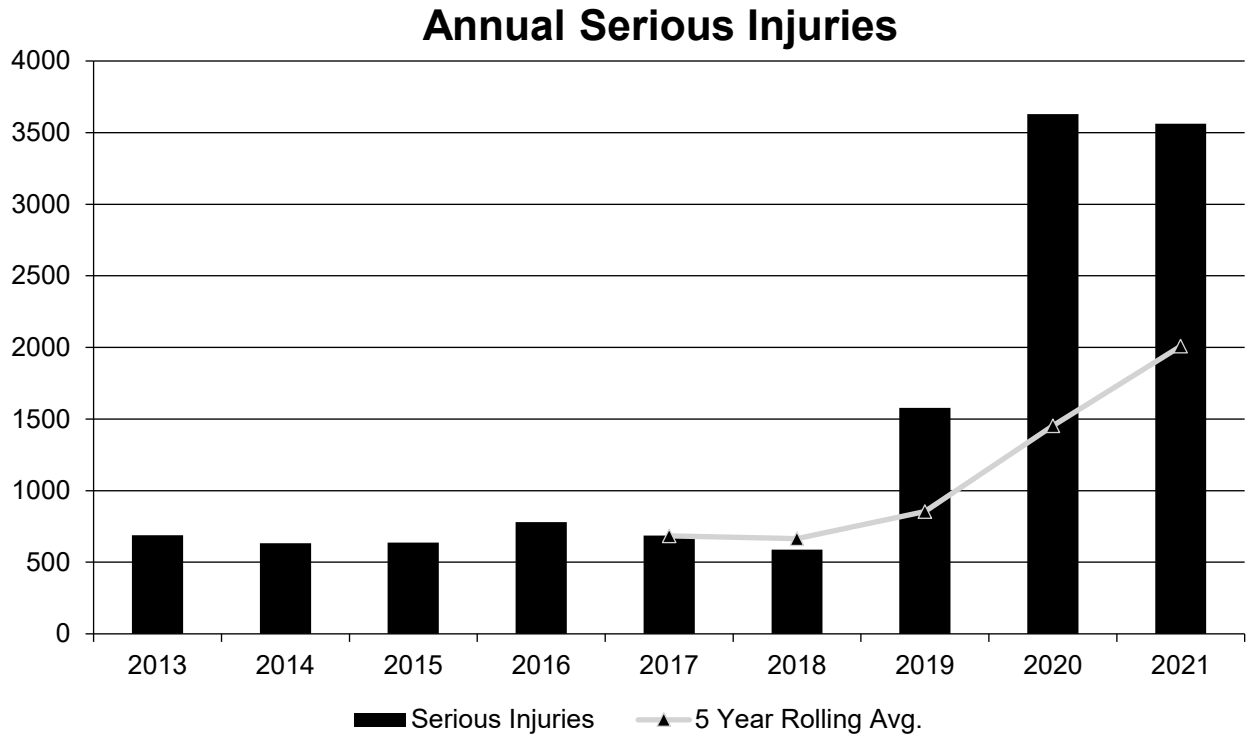
Safety Performance

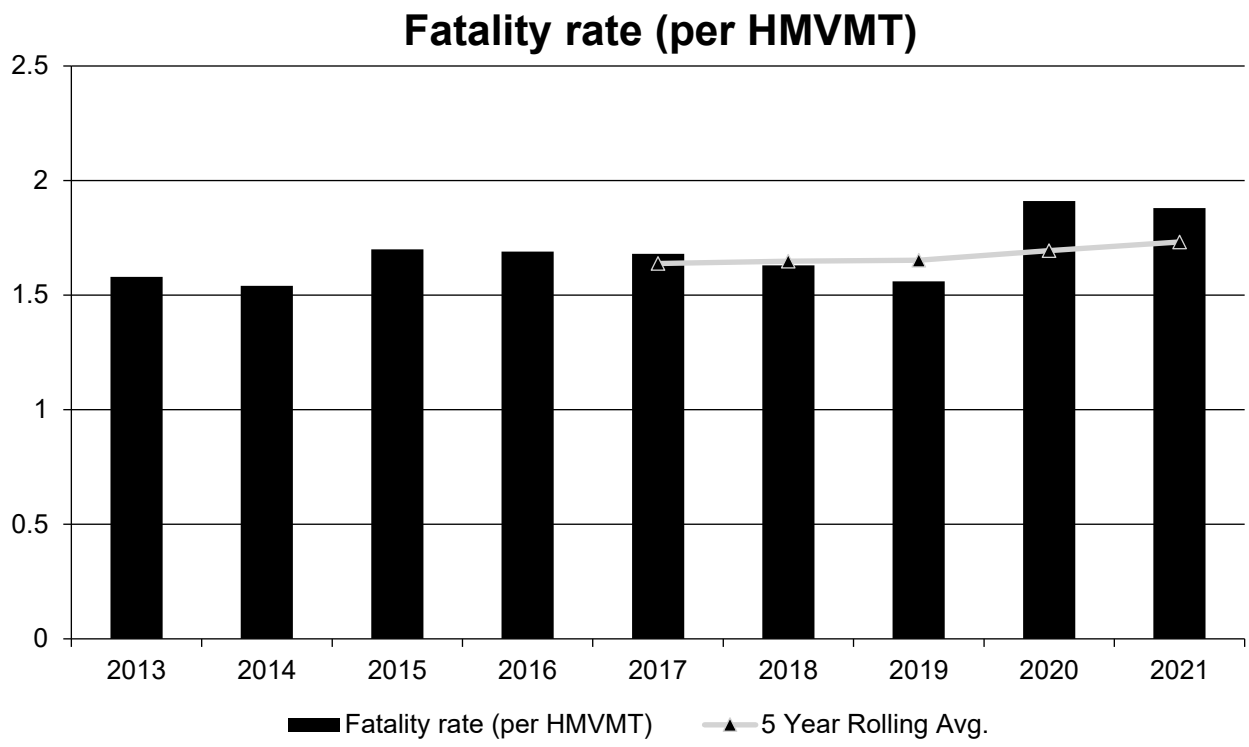
General Highway Safety Trends

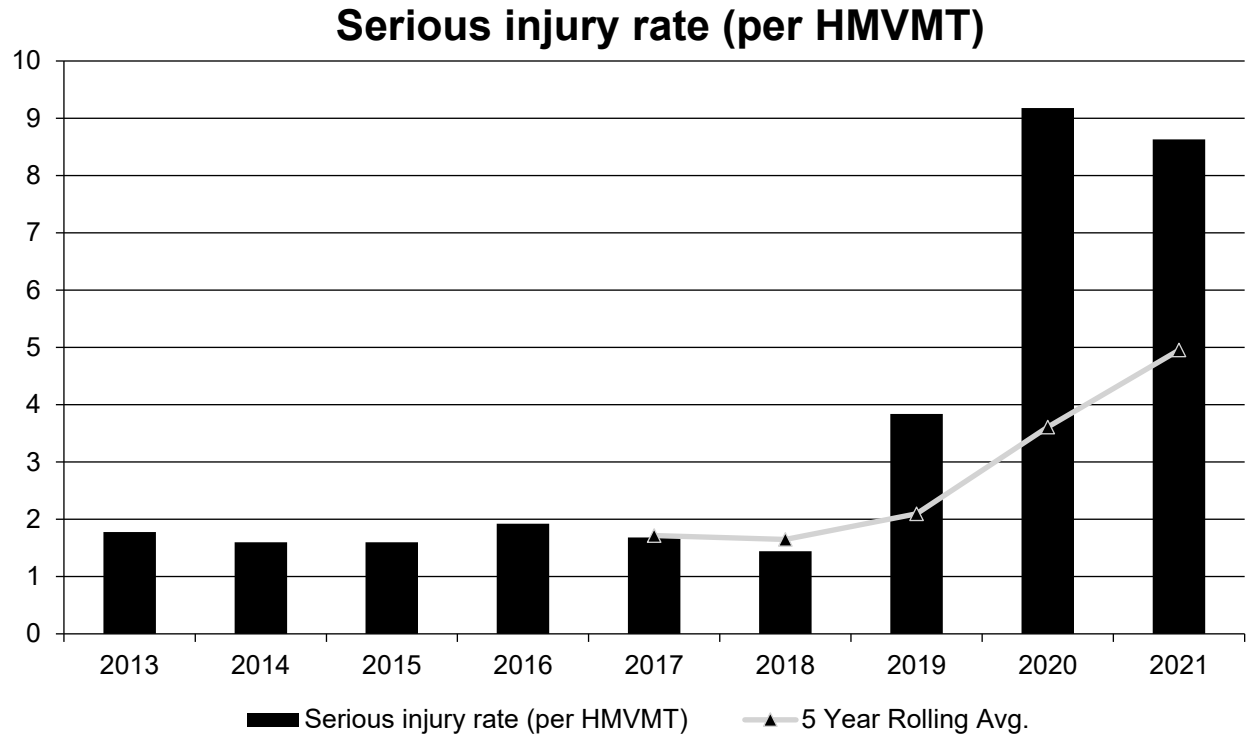
Present data showing the general highway safety trends in the State for the past five years.

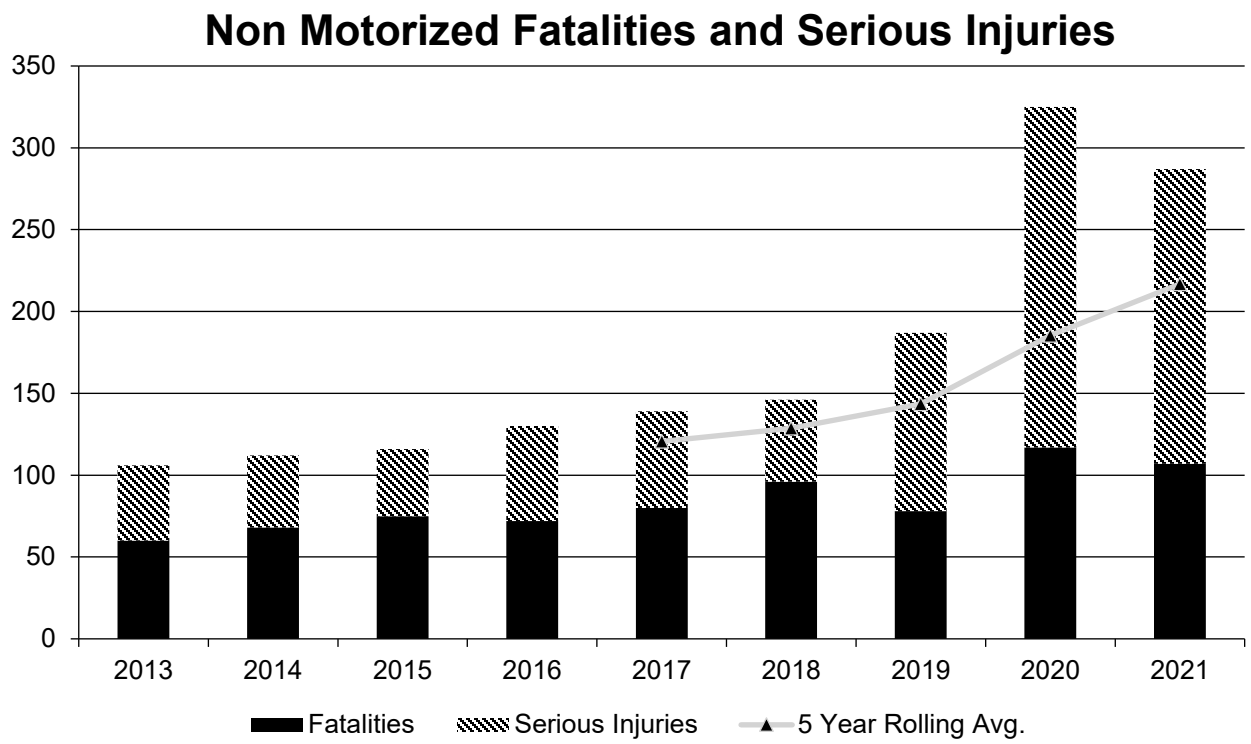
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	613	607	677	687	685	663	642	752	766
Serious Injuries	688	633	637	781	686	587	1,579	3,630	3,562
Fatality rate (per HMVMT)	1.580	1.540	1.700	1.690	1.680	1.630	1.560	1.910	1.880
Serious injury rate (per HMVMT)	1.780	1.600	1.600	1.920	1.680	1.440	3.840	9.180	8.630
Number non-motorized fatalities	60	68	75	72	80	96	78	117	107
Number of non-motorized serious injuries	46	44	41	58	59	50	109	208	180


Annual Fatalities
900
800
700
600
500
400
300
200
100
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
10
9
8
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



- The 2021 reported fatalities for the state of Mississippi are 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. That number is not yet certified, though, 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 2021.
- 2019 and 2020's listed fatality figures were revised due to an amendment made in the certified FARS data for Mississippi.
- Serious Injuries are reported using a combination of Mississippi's Safety Analysis Management System (SAMS) and direct queries against the Mississippi Department of Public Safety's (DPS) eCrash database.
- Serious Injuries recorded in 2021 have, as anticipated, experienced a significant increase from annual recorded Serious Injuries as shown in the previous years from 2018 prior. This is due to the state uniform crash reporting form being changed in September of 2019, which included the state adopting a MMUCC 4th edition-compliant definition of suspected serious injury. The previous Injury A was defined as:

"Life Threatening - Injuries where there is a high probability of the loss of life". Compare that with the new definition, which is:

"Suspected serious injury: A suspected serious injury is any injury other than fatal which results in one or more of the following: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis"

These definitions are vastly different, with the updated definition substantially increasing the type and total number of injuries that were not captured in previous Injury A crashes. Because specific information on injury types is not collected on the crash form, the state is also unable to extrapolate the data to do a true comparison of serious injury crashes: old definition versus new.

Describe fatality data source.

FARS

- Mississippi relies wholly on FARS data for fatal crashes when available; however, we do use data from our Safety Analysis Management System (SAMS) as an interim measure when FARS data is not available and/or finalized when needed for analysis.

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

Year 2021

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	53.6	98.6	1.14	2.08
Rural Principal Arterial (RPA) - Other Freeways and Expressways			0	0
Rural Principal Arterial (RPA) - Other	106.6	241.4	2.03	4.6
Rural Minor Arterial	113	263.4	3.16	7.35
Rural Minor Collector	11.2	38.8	2.76	9.53
Rural Major Collector	117.4	331.6	2.95	8.38
Rural Local Road or Street	58.4	192.8	0.99	3.29
Urban Principal Arterial (UPA) - Interstate	40.8	94.4	0.97	2.25
Urban Principal Arterial (UPA) - Other Freeways and Expressways	11.8	28.8	2.26	5.5
Urban Principal Arterial (UPA) - Other	83.4	302	1.64	6.02
Urban Minor Arterial	34	151	1.32	5.92
Urban Minor Collector	25.4	112	1.47	6.56
Urban Major Collector			0	0
Urban Local Road or Street	22.8	114	0.87	4.42

Year 2021

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	147.6	494.6	1.34	3.12
County Highway Agency	138	497	0.32	1.51
Town or Township Highway Agency				
City or Municipal Highway Agency	106	310.6	2.77	7.08
State Park, Forest, or Reservation Agency	9.2	28		
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, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:760.8

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

A requirement of the HSIP's Safety Performance Targets is to match DPS's Safety Performance Measures in the annual Highway Safety Plan. In a joint effort, MDOT and DPS utilize realized data trends within the state to project future numbers for fatalities, fatality rate and serious injuries. As such, our safety targets are developed in compliance with NHTSA's requirement for the DPS' Highway Safety Plan performance measures. For congruity, the remaining safety targets are developed in the same manner (serious injury rate and non-motorized fatal and serious injuries.) Those values are then used to identify where the most significant problems are with respect to fatal and serious injury crashes, and a plan is developed to treat and hopefully reduce those numbers in the future.

Number of Serious Injuries:3098.0

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

See above.

Fatality Rate:1.870

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

See above.

Serious Injury Rate:7.640

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

See above.

Total Number of Non-Motorized Fatalities and Serious Injuries:258.0

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

See above.

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

MDOT worked hand-in-hand alongside the Mississippi Office of Highway Safety (MOHS) in reviewing the data necessary to develop the three shared safety performance targets: Fatalities, Fatality Rate, and Suspected Serious Injuries. MDOT - more specifically the staff responsible for management of the state's HSIP - worked from there to review data available and develop the two remaining performance targets: Suspected Serious Injury Rate and Non-Motorized Fatalities and Suspected Serious Injuries.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	685.4	701.6
Number of Serious Injuries	2178.4	2008.8
Fatality Rate	1.690	1.732
Serious Injury Rate	5.410	4.954
Non-Motorized Fatalities and Serious Injuries	181.7	216.8

For the second year in a row, the state appears poised to miss all three targets related to fatalities. This is likely due to a a large increase in fatalities in 2020 through the midst of the pandemic, followed by another slight increase in fatalities in 2021.

As for serious injuries, with another year of data on hand under the new definition for A-injury (Suspected Serious Injury), the state was able to meet the targets related to those measures.

Applicability of Special Rules

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

No

The HRRR special rule did not apply to the state for this reporting period, but we were notified in April of 2022 that it would apply for FFY 23

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	68	97	90	92	107	77	100
Number of Older Driver and Pedestrian Serious Injuries	33	47	57	41	130	257	318

- Mississippi was notified in April 2022 that it met for the Older Driver and Pedestrians Special Rule for FFY 2023. As such, the state will incorporate the necessary items to address this special rule during SHSP development that is upcoming in FFY 2023.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Other-Before and After Crash Analysis

- The state measures the true effectiveness of the projects it programs and constructs by the reduction of targeted crashes.

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

Mississippi tracks crash data - before construction begins as well as after construction is completed - for all projects in the state which utilize HSIP funds in any way (excludes planning projects as well as PE-only expenditures). The state tracks project area crash data for a five year time period for before and after construction is completed. While it does begin post-construction tracking immediately, Mississippi does not begin reporting project performance in the report until at least three years of post-construction data is available. A significant program update is that the state is more closely tracking the effectiveness of these projects at reducing targeted crash types as well as the more severe (fatal and serious injury) crashes present at the location. This moves away from an older practice of tracking project effectiveness by comparing all crashes in the project area in the before and after periods. Mississippi believes that this will give a better sense of the true effectiveness of our projects, as well as aid in the state's long-term goal of developing state-specific Crash Reduction Factors based on Mississippi projects.

In reviewing the project tracking matrix provided as an attachment to the report and the data included therein, Mississippi noted several points of interest as they relate to the overall data trends. Of the 216 project locations that Mississippi is reporting on, there has been a 36% overall reduction in targeted crash types, or 929 overall targeted crashes.This is a good indicator that overall, the projects selected are producing the kind of crash reductions that the state hopes to achieve. On the other side of things, some projects have seen an increase in the targeted crash type. A large portion of the projects producing an increase in targeted crash type involve installation of a new traffic signal or modification of an existing traffic signal. Though disappointing, this information is incredibly useful as it can help Mississippi better assess a countermeasure's effectiveness at certain locations involving certain road characteristics and potentially remove or de-prioritize the use of countermeasures that aren't as well-performing as a part of its overall program.

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

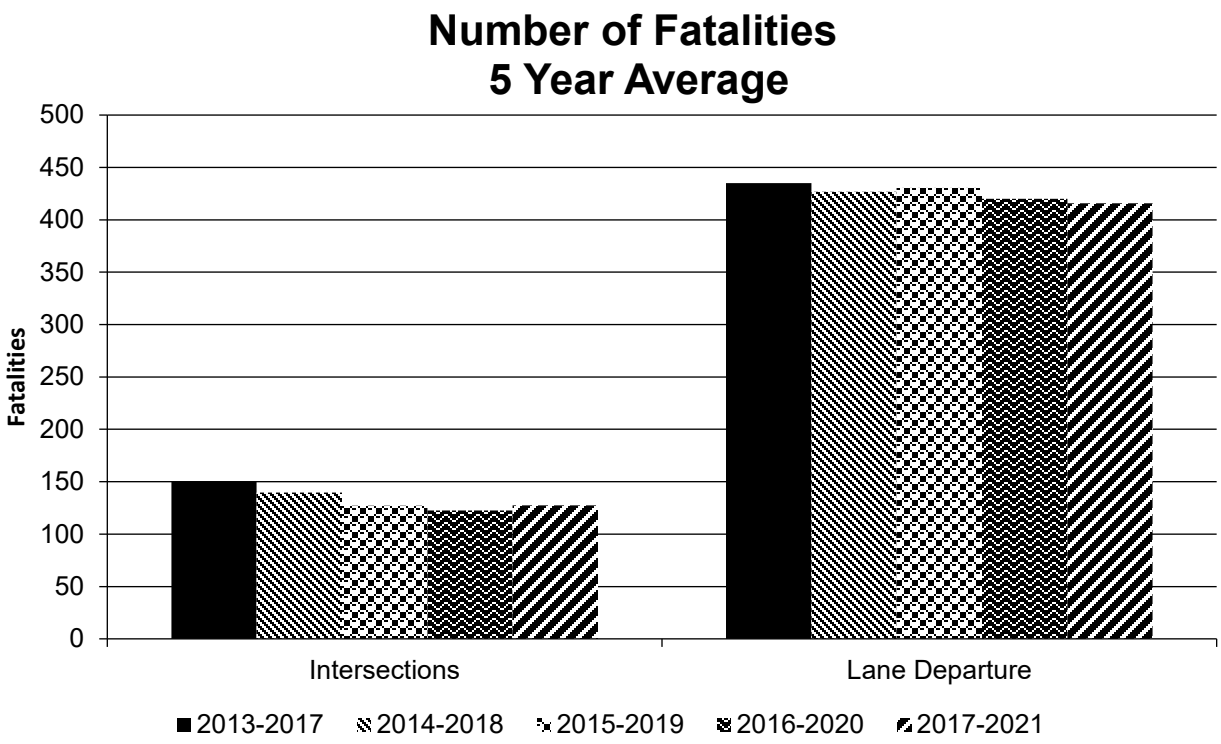
- # miles improved by HSIP
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

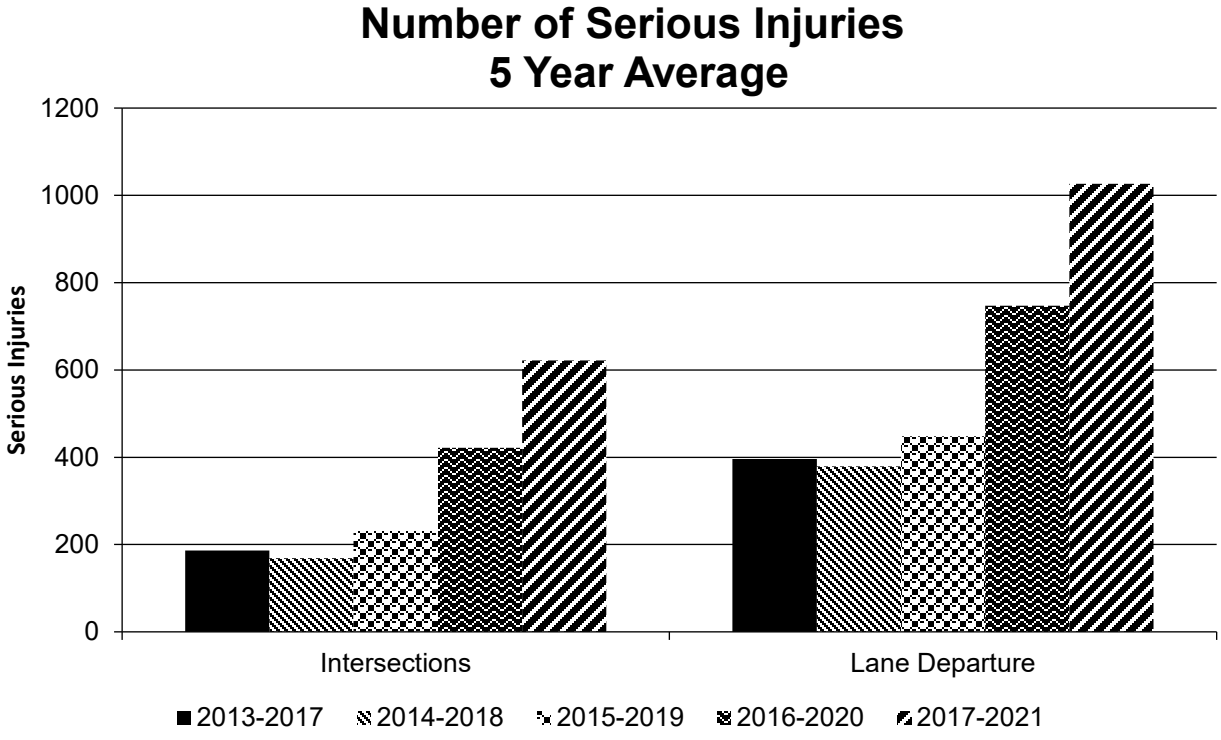
Effectiveness of Groupings or Similar Types of Improvements

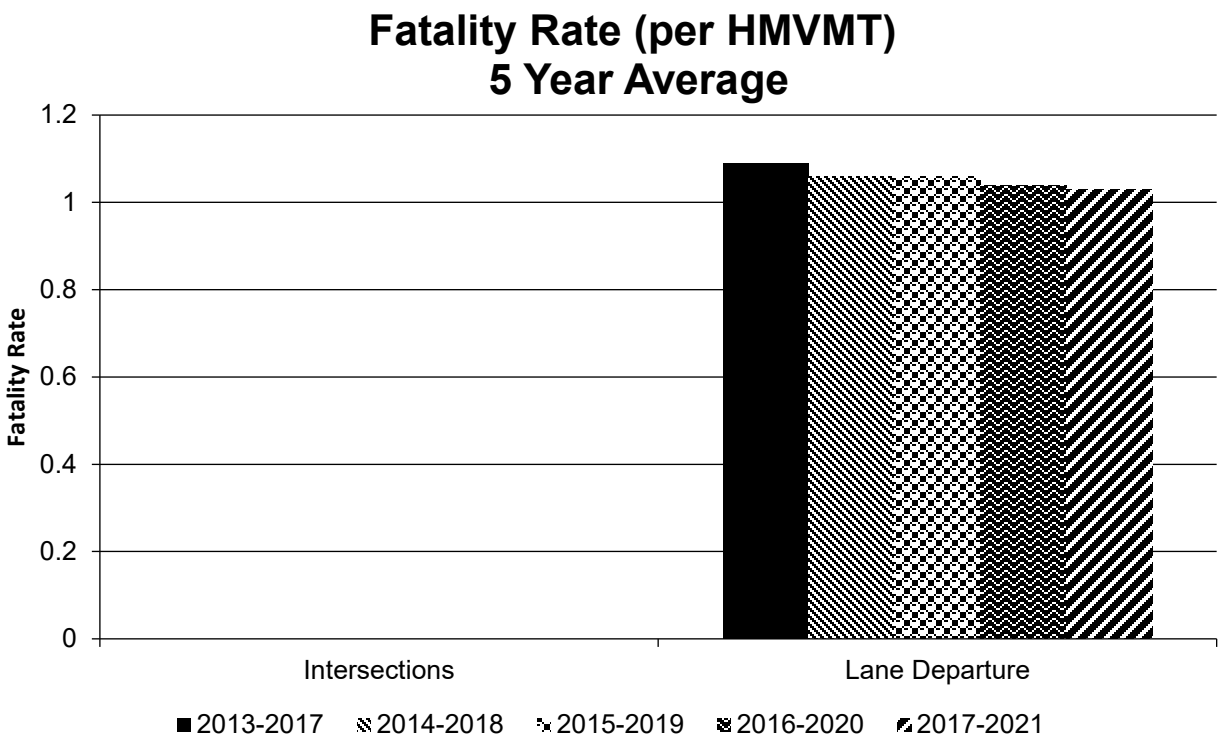
Present and describe trends in SHSP emphasis area performance measures.

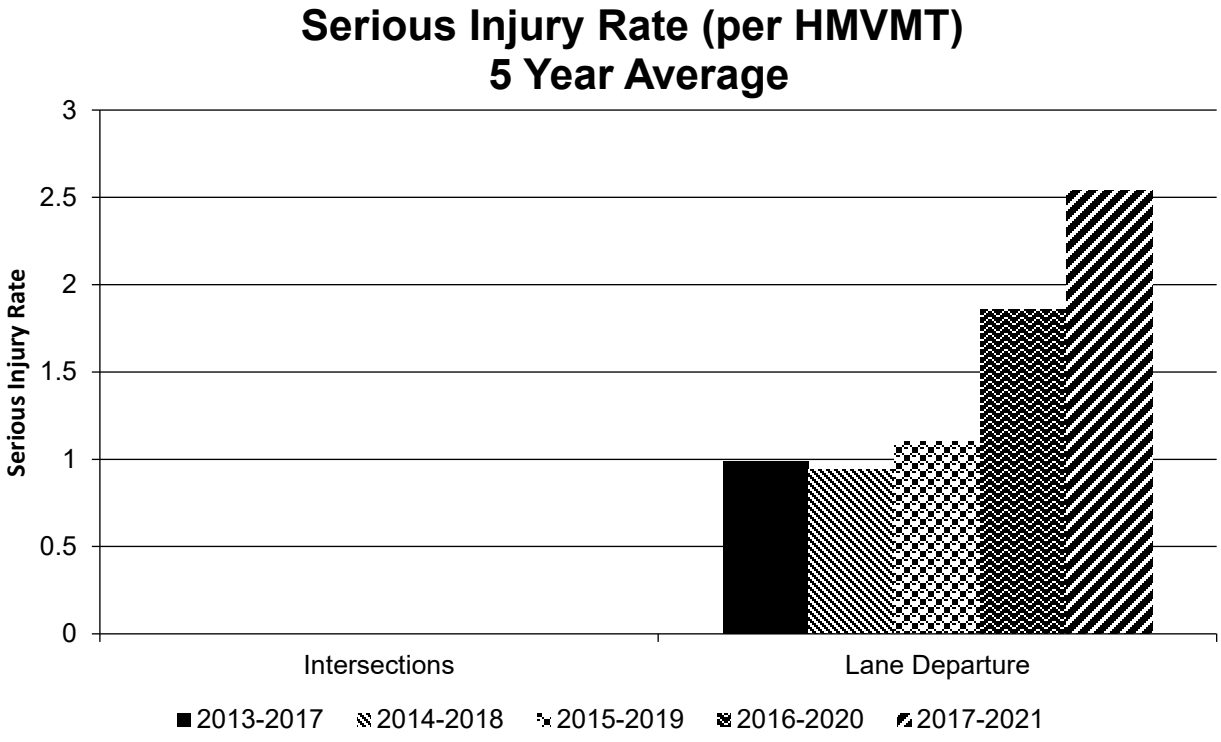
Year 2021

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)
Intersections		127.4	621.8		
Lane Departure		415.8	1,026.8	1.03	2.54


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Intersections
Lane Departure
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
1200
1000
800
600
400
200
0
Intersections
Lane Departure
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1.2
1
0.8
0.6
0.4
0.2
0
Intersections
Lane Departure
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3
2.5
2
1.5
1
0.5
0
Intersections
Lane Departure
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021

Project Effectiveness

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

Compliance Assessment

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

01/03/2019

What are the years being covered by the current SHSP?

From: 2019 To: 2024

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

2024

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*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 SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*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
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			98	98						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*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
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**99.75**	**99.75**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

- While MDOT has reviewed traffic control for 100% of the state, traffic control for several locations remains indeterminate. The state will continue working towards 100% completion of this effort as available data allows.

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 state is in the final stages of completing this assessment with only intersection traffic control remaining. As critical data becomes accessible to aid in this effort, the state intends to finish these remaining items in time to meet the 2026 deadline

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

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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.