MISSISSIPPI

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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Photo source: Federal Highway Administration

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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. 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:

2024 Strategic Highway Safety Plan Update
In January 2024, the DOT published the latest version of the State's Strategic Highway Safety Plan, which is available at the SHSP's new homepage: https://mdot.ms.gov/portal/strategic_highway_safety_plan. Through the update, the State continued its vision of Toward Zero Deaths while embracing some new ways of coordinating and collaborating efforts among the State's many roadway safety partners. While many of the Plan's Emphasis Areas remained consistent with previous plans, new strategies and objectives were identified through several new and innovative steps included in the plan update process. One of the major changes in the SHSP process was the implementation of a new SHSP Working Group. The establishment of this group allowed MDOT to expand the number of active participants in critical steps throughout the plan development process. The Working Group consisted of members of local and state law enforcement, state Metropolitan Planning Organization leadership, Attorneys General representatives, the Department of Public Safety (DPS), and more. This gave the plan a better incorporation of input across the 4E's than simply having the DOT manage most of the process. The update also included a new Vision Team, which brought together leadership from multiple state agencies and organizations to both give direction at the beginning of the plan update and develop buy-in at the end of the process as the plan was nearing completion. The result of these new steps was a plan that identified quality countermeasures beyond just engineering in a way that will hopefully lead Mississippi into a safer system for all road users while the plan is in place through 2028.

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 uturn (RCUT) locations, rumble strips/stripes, Local Road Safety Plans, etc.

Systemic Safety
MDOT has for years prioritized the use of systemic safety improvements such as Safety Edge and Rumble Strips/Stripe 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 strip/stripe, 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 reviews for the presence of edge line delineation (rumble 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 greater rate than anticipated for its homogenous class.

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. We feel strongly that not all safety successes in the state will necessarily be captured in the report, 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 road users 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 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 and Districts as well as local public agencies in advancing safety on Mississippi roadways. 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.

On the local road safety side, MDOT administers safety to local roads in the state through its Circuit Rider program. This program aims to provide crash data, technical assistance, countermeasure recommendations, training, and even project funding where needs are identified on public roadways. The program provides warning and advisory signage for crash reduction purposes to local public agencies for free, develops Local Road Safety Plans on behalf of LPAs in order to identify and prioritize local safety needs, and provides funding for design and construction services related to identified safety projects.

Where is HSIP staff located within the State DOT?

Operations

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data
- 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 2023 State Fiscal Year (*July '23 - June '24)*, MDOT spent $29,775 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. 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 currently no application deadline 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 toward 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
- Other-Circuit Riders

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 is 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
- Governors Highway Safety Office
- 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.

MDOT and Governor's Highway Safety Association representatives, represented in the state by the Mississippi Department of Public Safety, Office of Highway Safety (DPS-OHS), work together closely through the year on numerous activities such as state performance target development and assessment.

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 (*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 and senior MDOT Officials, including District Engineers, Assistant Chief Engineers, and the Chief Engineer. This ensures that HSIP projects in 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	Exposure	Roadway
• All crashes	• Traffic • Volume	• Median width • Horizontal curvature • 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?

42

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

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. It also intends to take on calibration of more site types in the coming year(s).

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)	$37,908,919	$37,908,919	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$6,961,284	$6,961,284	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	$4,985,577	$4,985,577	100%
Totals	$49,855,780	$49,855,780	100%

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

$4,528,958

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

$4,528,958

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

1%

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

1%

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
103926 - Safety Analysis Management System (SAMS) version 2	Miscellaneous	Data analysis	1	Numbers	$-531025	$-590028	HSIP (23 U.S.C. 148)	N/A	N/A	99,999	99999	State Highway Agency	Systemic	Data	
107127 - US 90 Traffic Signal Upgrades - Hancock County	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	10	Intersections	$128784	$143093	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,450	45	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
107253 (301200) - MS 182 at County Lake Road - Force Account Work	Intersection geometry	Intersection geometry - other	1	Intersections	$21600	$24000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,780	55	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
107526 - SR 13 from the Jefferson Davis County Line North 12.7 Miles to the Junction at Bowen Road	Roadway	Roadway widening - curve	14.5	Miles	$-275285	$-305872	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,550	55	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40
108247 - US 49 at MS 35	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$139352	$154836	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,980	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
108459 - MS 12 from MS 50 to the Alabama State Line and MS 69 from Fabritek Rd (Columbus Airport) to the Alabama State Line	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	15.5	Miles	$7719640	$8577378	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,900	55	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40
108488 - Interstate 110 Southbound at US 90 WB	Roadway	Pavement surface – high friction surface	1	Curves	$-1822	$-2024	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	4,800	35	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
108633 - MS 15 from Audubon Drive to I-59	Access management	Raised island - install new	3.9	Miles	$1335049	$1483388	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,000	45	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
108634 - MS 67 from US 49 to Lickskillet	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	19.4	Miles	$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,550	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
108860 - SR 145 from 500 feet South of Industrial Park Road to 500 feet North of Bauhaus Drive	Roadway	Roadway widening - add lane(s) along segment	0.3	Miles	$67500	$75000	HSIP (23 U.S.C. 148)	Rural	Major Collector	11,000	55	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
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	$686457	$762730	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	43,100	70	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109026 - MS 30 from MS 15 to SR 145	Roadway delineation	Delineators post-mounted or on barrier	24.4	Miles	$349496	$388329	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	55	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40
109062 - I-22 from the Benton County Line to the Coldwater River	Roadside	Barrier – cable	33	Miles	$-7424	$-8249	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	28,000	70	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109063 - I-55 from Tillatoba Creek to Pope Water Valley Rd and south of MS 315 to Shiloh Rd	Roadside	Barrier – cable	23.5	Miles	$70742	$78602	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	16,600	70	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109119 - US 49 at Siloam Road and at MS 149	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	3	Intersections	$189000	$210000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	21,500	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109122 - US 49 at RT Braddy Road & US 49 at Muse Road	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2	Intersections	$4725847	$5250941	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,802	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
109131 - US 80 from Clinton-Raymond Road to Shaw Road	Access management	Raised island - install new	2.8	Miles	$270000	$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	45	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109142 - Support Implementation of the 2024 Strategic Highway Safety Plan	Miscellaneous	Transportation safety planning	1	Numbers	$90000	$100000	HSIP (23 U.S.C. 148)	N/A	N/A	99,999	99999	State Highway Agency	SHSP Implementation	Data	SHSP Pgs 1-59
109142 - Strategic Highway Safety Plan 2024 Update	Miscellaneous	SHSP Development	1	Numbers	$297000	$330000	HSIP (23 U.S.C. 148)	N/A	N/A	99,999	99999	State Highway Agency	SHSP	Data	SHSP Pgs 1-59
109145 - US 45 at MS 184/Central Avenue and US 45 at Landfill/Patton Creek Road	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2	Intersections	$2000000	$2222222	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,950	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109154 - US 49 from Orange Grove Boulevard to St. Charles Street	Access management	Median crossover - directional crossover	2	Intersections	$2130500	$2367222	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,000	50	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109195 - MS 3 at Willie Morris Parkway	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$157500	$175000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,153	55	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109196 - MS 161 from US 61 to 6th Street	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	3.4	Miles	$315000	$350000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,727	45	State Highway Agency	Spot	Pedestrians	SHSP Pgs 41-43
109323 - US 49 at E Wortham Rd and Desoto Park Rd	Intersection traffic control	Modify control – new traffic signal	2	Intersections	$10800	$12000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,745	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109338 - MS 42 from I-59 to Sunrise Road	Access management	Median crossover - directional crossover	13	Intersections	$270000	$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,000	55	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
109456 - District 3 - Audible Stripe (MS 16, MS 433, MS 432)	Roadway delineation	Roadway delineation - other	36.5	Miles	$1018493	$1131659	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	55	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109491 - US 45 at Robison Street/Mitchell Avenue	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$112500	$125000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,429	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109515 - MS 18 at Greenway Drive	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$162000	$180000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,461	45	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109518 - US 82 at Sturgis-Maben Road	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$157500	$175000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,357	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109545 - MS 3 from US 61 to Yazoo City	Miscellaneous	Road safety audits	34.2	Miles	$315000	$350000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,980	55	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40
109550 - District 3 - Audible Stripe (MS 27, MS 28)	Roadway delineation	Roadway delineation - other	85.8	Miles	$2561822	$2846469	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	99,999	55	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109576 - MS 1 from MS 14 to the Washington County Line	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$690678	$767420	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,600	55	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
108122LPA - Lauderdale County Safety Circuit Rider Project (seven routes)	Roadway delineation	Longitudinal pavement markings – new	30.3	Miles	$7450	$8278	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	County Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109188LPA - Tate County Safety Circuit Rider Project (eight routes)	Roadway delineation	Longitudinal pavement markings – new	57.8	Miles	$1447899	$1608777	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	County Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109557LPA - Pearl River County Safety Circuit Rider Project (eight routes)	Roadway delineation	Longitudinal pavement markings – new	44.3	Miles	$2620714	$2911904	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	County Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
109125 - I-59 Clarke, Jasper, Pearl River Cable Median Barrier and Pier Protection	Roadside	Barrier – cable	41.5	Miles	$9000000	$10000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	18,000	70	State Highway Agency	Systemic	Lane Departure	SHSP Pgs 38-40
109316 - MS 25 at Mt Helms Rd and MS 25 at Pisgah Rd	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2	Intersections	$3150000	$3500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,310	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109314 - District 7 Districtwide	Intersection traffic control	Systemic improvements – stop-controlled	90	Intersections	$3307500	$3675000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	99,999	99999	State Highway Agency	Systemic	Intersections	SHSP Pgs 41-43
109129 - US 49 fr WSF Tatum Blvd to Sims Rd	Access management	Median crossover - directional crossover	7	Intersections	$1710000	$1900000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,112	45	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109359 - MS 25 at Longview Rd	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$2430000	$2700000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,776	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109403 - US 45 fr Misso Rd to Magnolia Dr	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	5	Intersections	$225000	$250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,567	55	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109580 - US 84 at MS 33	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$315000	$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,789	65	State Highway Agency	Spot	Intersections	SHSP Pgs 41-43
109542 - MS 25 fr 0.3 miles N of MS 8 to the MS 25 By-Pass	Roadway delineation	Roadway delineation - other	5.2	Miles	$315000	$350000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,000	55	State Highway Agency	Spot	Lane Departure	SHSP Pgs 38-40

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

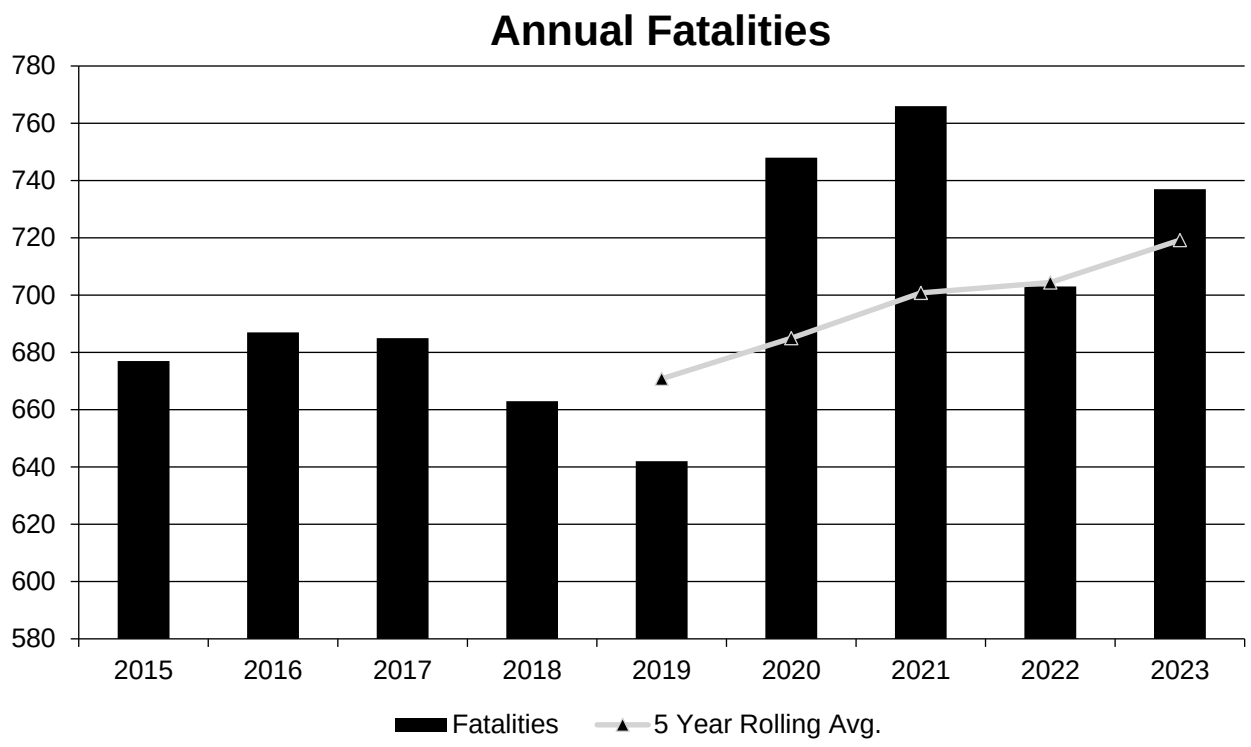
Some projects listed above as being HSIP (23 U.S.C. 148) funded may also be partially funded with Penalty Funds (23 U.S.C. 154)

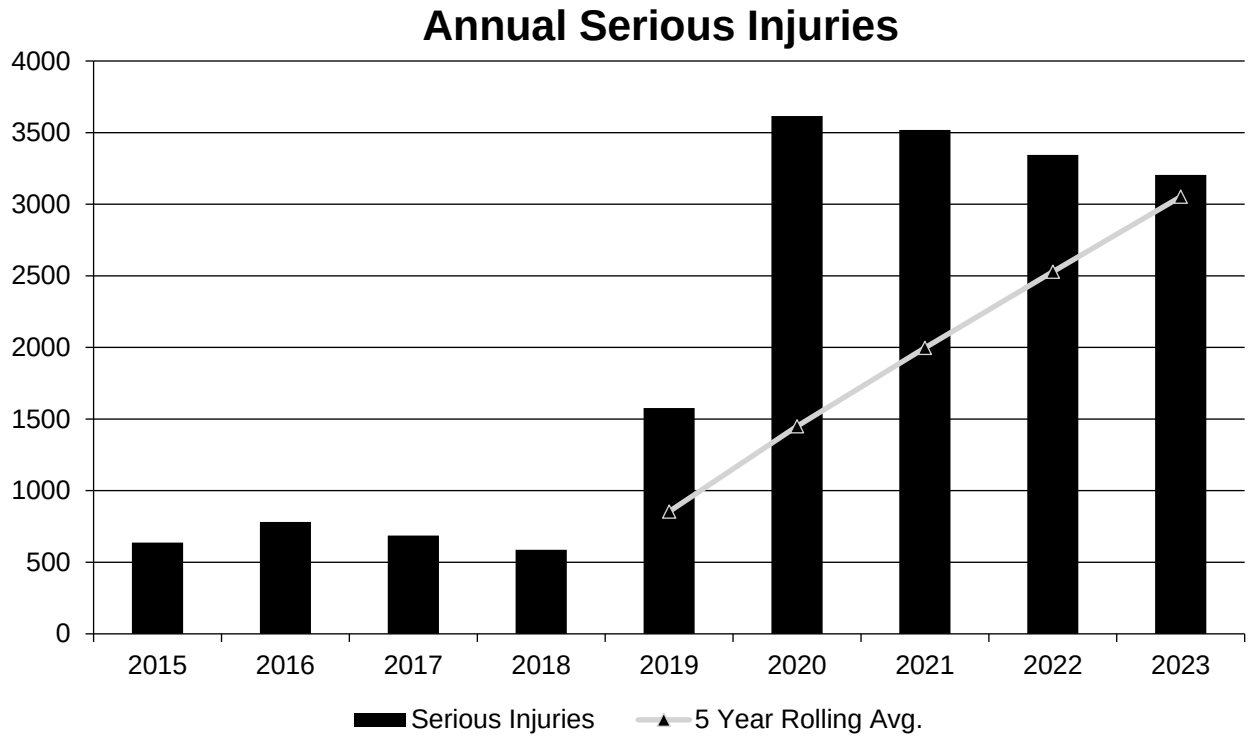
Safety Performance

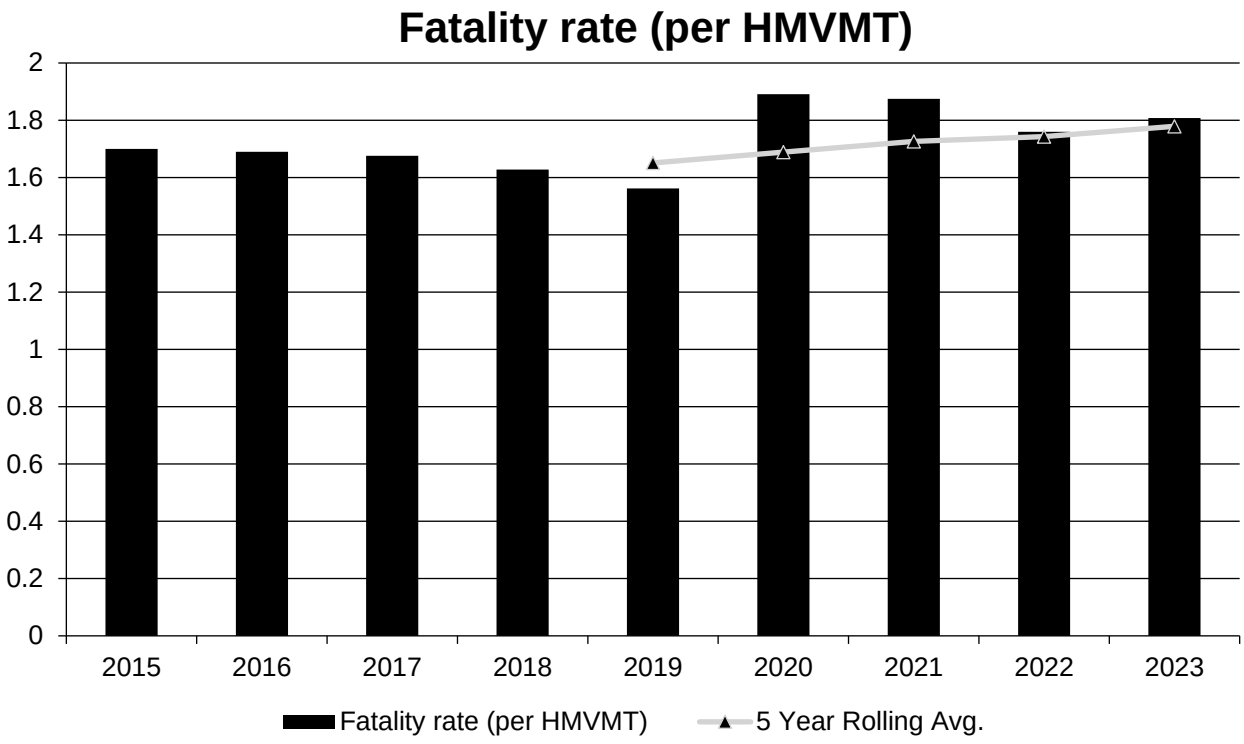
General Highway Safety Trends

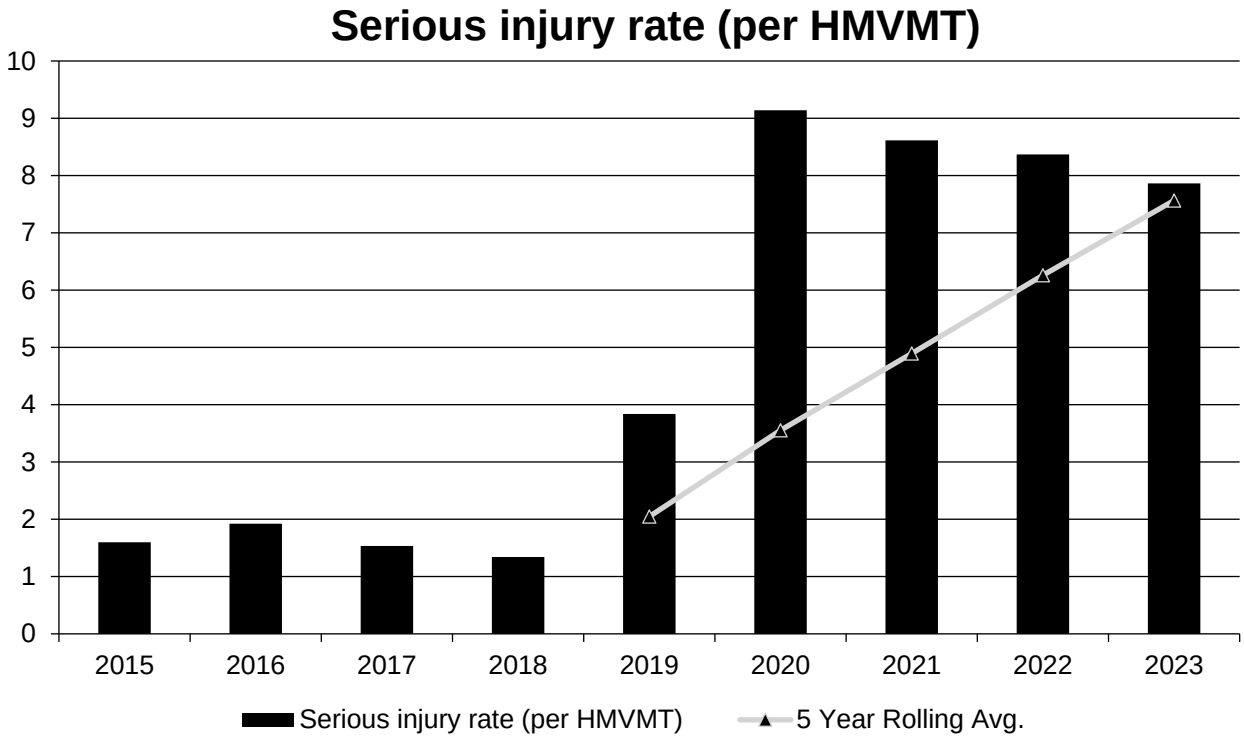
Present data showing the general highway safety trends in the State for the past five years.

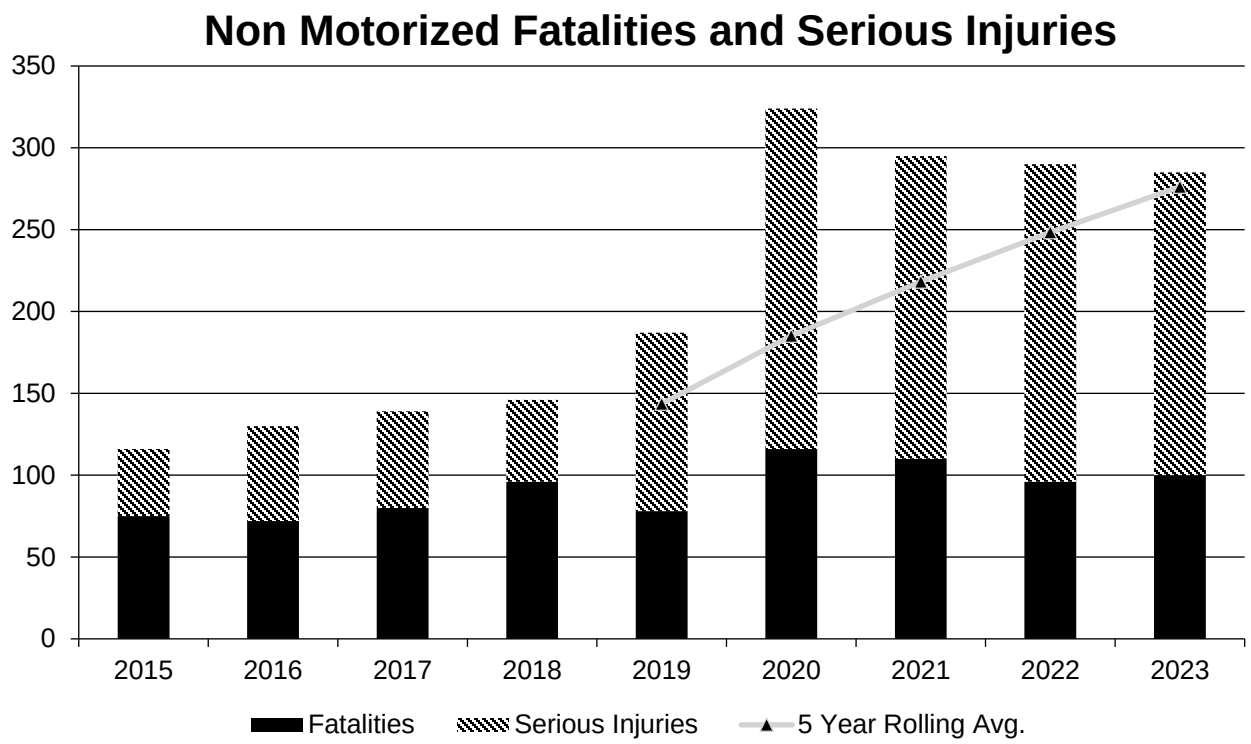
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	677	687	685	663	642	748	766	703	737
Serious Injuries	637	781	686	587	1,577	3,616	3,519	3,344	3,205
Fatality rate (per HMVMT)	1.700	1.690	1.676	1.628	1.562	1.891	1.875	1.760	1.808
Serious injury rate (per HMVMT)	1.600	1.922	1.534	1.341	3.838	9.141	8.614	8.370	7.863
Number non-motorized fatalities	75	72	80	96	78	116	110	96	100
Number of non-motorized serious injuries	41	58	59	50	109	208	185	194	185


Annual Fatalities
780
760
740
720
700
680
660
640
620
600
580
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
10
9
8
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2023

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	50.6	150.8	1.05	3.12
Rural Principal Arterial (RPA) - Other Freeways and Expressways			0	0
Rural Principal Arterial (RPA) - Other	106.2	368.8	1.99	6.92
Rural Minor Arterial	113.6	407.6	3.17	11.38
Rural Minor Collector	12.4	56.2	3.05	13.81
Rural Major Collector	128.2	507.4	3.29	13.03
Rural Local Road or Street	67	291.8	1.16	5.05
Urban Principal Arterial (UPA) - Interstate	44.8	146.2	1.06	3.48
Urban Principal Arterial (UPA) - Other Freeways and Expressways	12	38.4	2.28	7.29
Urban Principal Arterial (UPA) - Other	83.6	508.6	1.68	10.24
Urban Minor Arterial	31.8	251.4	1.25	9.88
Urban Minor Collector	26.6	171.4	1.55	10.01
Urban Major Collector			0	0
Urban Local Road or Street	23.2	182.2	0.91	7.15

Year 2023

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	134.8	520.2	1.25	4.05
County Highway Agency			0.34	1.59
Town or Township Highway Agency				
City or Municipal Highway Agency	104.8	442.4	2.79	11.03
State Park, Forest, or Reservation Agency	12	45.8		
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 2025 Targets *

Number of Fatalities:757.0

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

Number of Serious Injuries:3217.0

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

Fatality Rate:1.860

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

Serious Injury Rate:7.920

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

Total Number of Non-Motorized Fatalities and Serious Injuries:271.0

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

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

MDOT works hand-in-hand each year 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 Serious Injuries. MDOT - more specifically, the staff responsible for the management of the state's HSIP - worked from there to review the data available and develop the two remaining performance targets: Serious Injury Rate and Non-Motorized Fatalities and Serious Injuries.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 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	760.8	719.2
Number of Serious Injuries	3098.0	3052.2
Fatality Rate	1.870	1.779
Serious Injury Rate	7.640	7.565
Non-Motorized Fatalities and Serious Injuries	258.0	276.2

Based on reported values provided in this year's HSIP report, it appears that Mississippi will meet for four of the five performance measurement categories listed above, with the one exception being Non-Motorized Fatalities and Serious Injuries. Though many factors play a role in meeting the majority of the measures, fatalities continuing to be down from 2020 and 2021 figures likely plays a role in the state coming in under the set figures.

Additionally, serious injuries appear to be down again for the third year in a row in 2023 after reaching a "high" value in 2020, the first full year that the new Suspected Serious Injury definition was in place.

While meeting four of the five targets is good, Mississippi will continue to pursue improvements in these values, specifically in the state's trend of rising non-motorized related fatalities and serious injuries.

Applicability of Special Rules

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

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	90	92	107	77	100	78	92
Number of Older Driver and Pedestrian Serious Injuries	57	41	130	257	318	370	326

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Other-Before and After Crash Analysis

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

Mississippi tracks crash data for construction projects - before construction begins as well as after construction is completed - for all projects in the state that utilize HSIP funds. The state tracks project area crash data for a five-year time period 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 suspected 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 120 project locations that Mississippi is reporting on, there has been a 14% overall reduction in targeted crash types, which equates to about 61 targeted crashes per year across the project locations. This is a good indicator that, overall, the projects selected are mostly producing the kind of crash reductions that the state hopes to achieve. Some of the standout project types in terms of targeted crash reductions have been RCUTs, Roundabouts, Raised Median installations, and friction enhancements. However, 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 the 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?

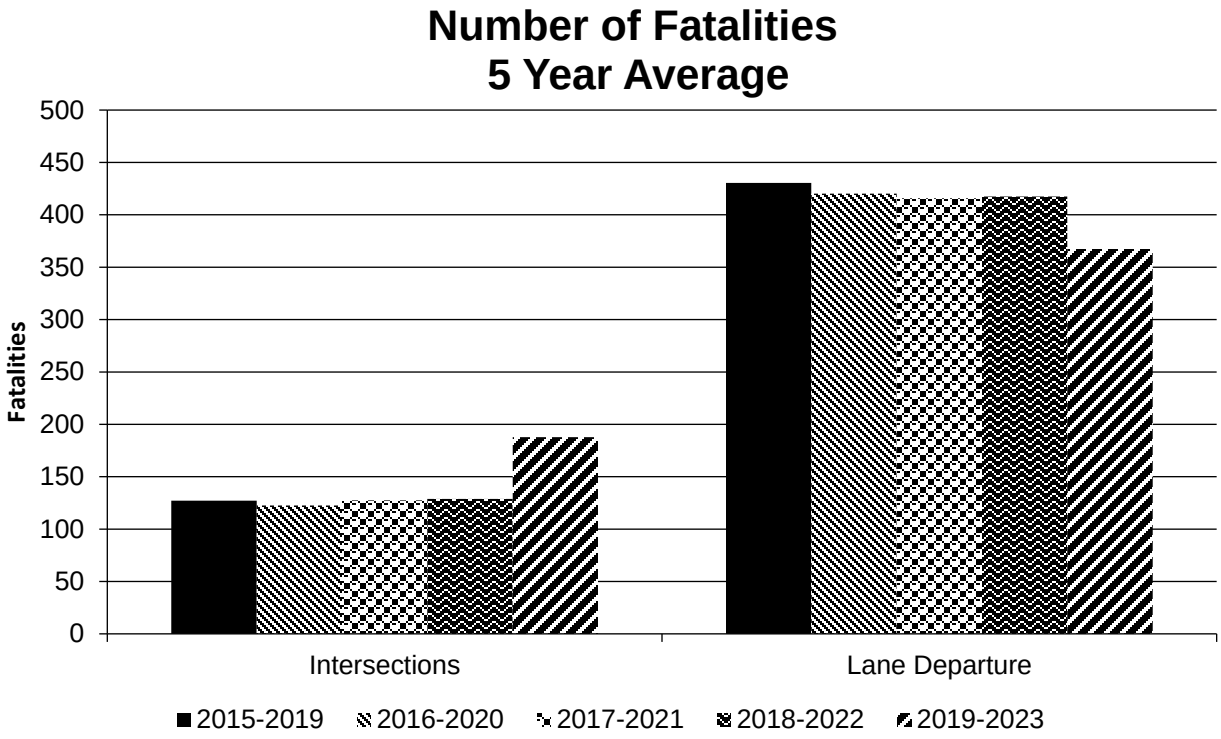
- # miles improved by HSIP
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

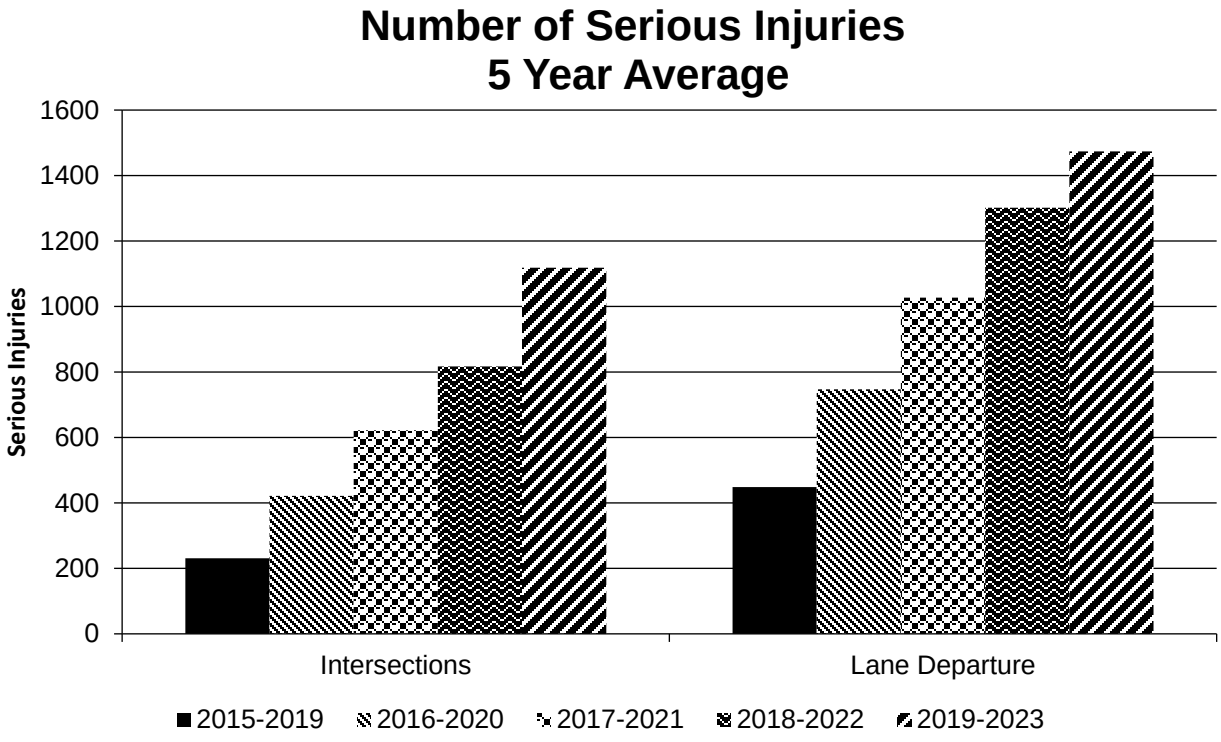
Effectiveness of Groupings or Similar Types of Improvements

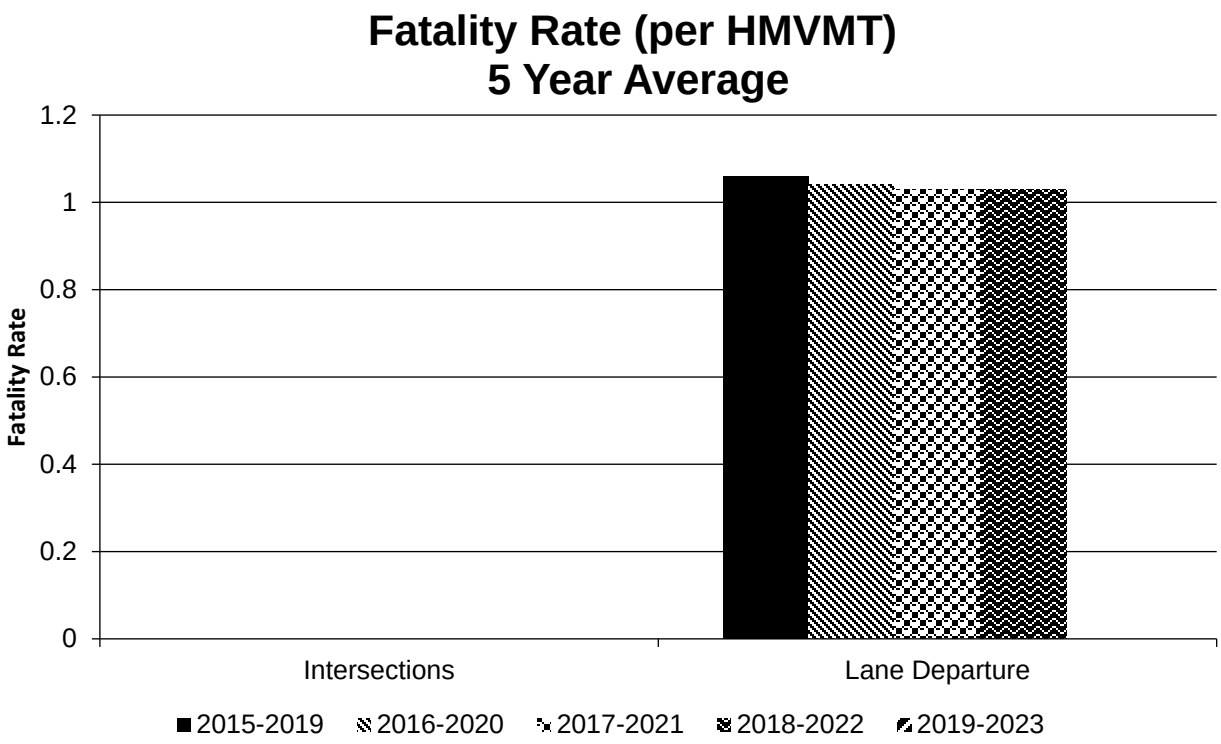
Present and describe trends in SHSP emphasis area performance measures.

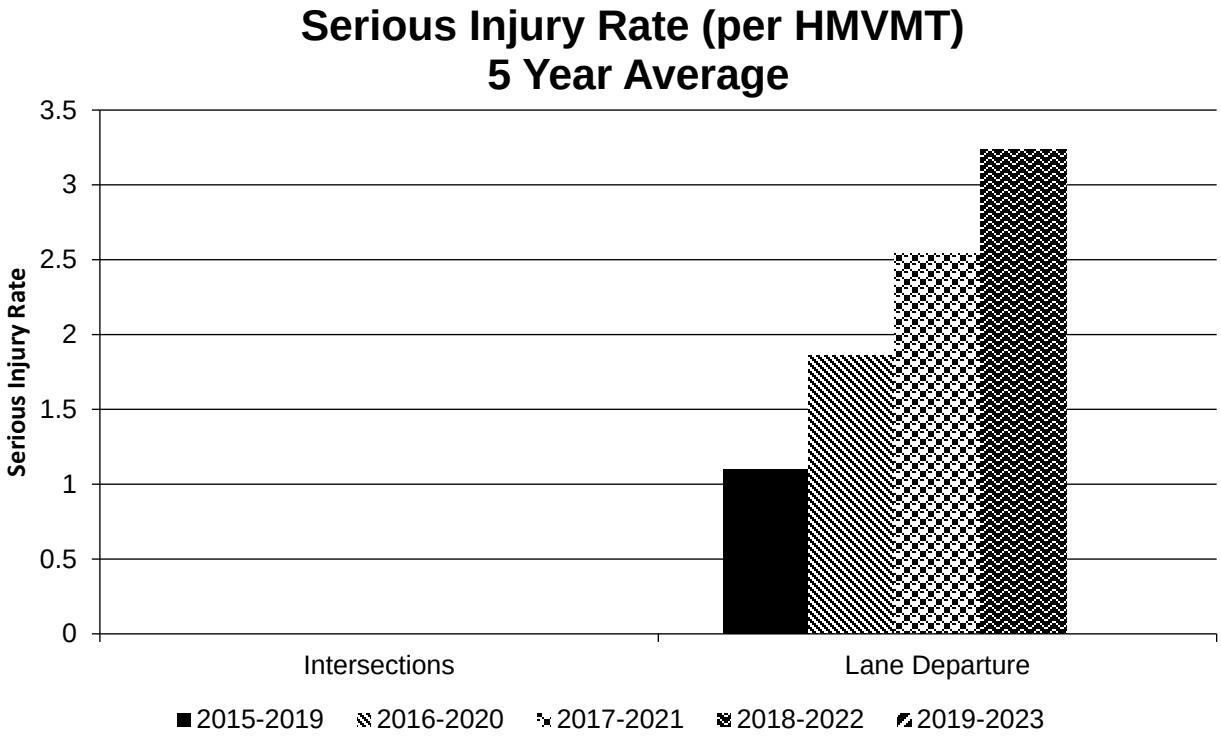
Year 2023

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		187.8	1,118.4		
Lane Departure		367.4	1,473.8		


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Intersections
Lane Departure
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
Intersections
Lane Departure
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Fatality Rate (per HMVMT)
5 Year Average
1.2
1
0.8
0.6
0.4
0.2
0
Fatality Rate
Intersections
Lane Departure
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Serious Injury Rate (per HMVMT)
5 Year Average
3.5
3
2.5
2
1.5
1
0.5
0
Serious Injury Rate
Intersections
Lane Departure
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023

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?

01/02/2024

What are the years being covered by the current SHSP?

From: 2024 To: 2029

When does the State anticipate completing its next SHSP update?

2029

MDOT and its many partners, including the Department of Public Safety (DPS), completed the latest update to the Mississippi Strategic Highway Safety Plan earlier this year. The plan, which embraces a vision of working Towards Zero Deaths, features a number of safety-forward initiatives, including the state's embracing of the Safe System approach. The plan, along with numerous supporting documents including the state's first Vulnerable Road User (VRU) Safety Assessment, is available publicly on the MDOT webpage at the following link: https://mdot.ms.gov/portal/strategic_highway_safety_plan

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								

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
	Functional Class (19) [19]	100	100					100	100	100	100
	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				

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
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				
	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]

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 has very little left to collect and should have no issues completing all required MIRE tasks by the given deadline

Optional Attachments

Program Structure:

SCAR Home Page.pdf
Project Implementation:

Safety Performance:

Evaluation:

ACR-BeforeAfter-2024- Final.pdf
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.