WISCONSIN

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 following report outlines the details of projects obligated in state fiscal year 2024 for Wisconsin's Highway Safety Improvement Program (HSIP). Details of the report include:

· Program Structure

o projects are identified by state DOT staff on the state-owned system and by local government staff on the local system. All candidate projects must compile crash data and develop a proposed treatment strategy as part of a competitive application process.

· Project Implementation

o WisDOT manages the HSIP on a state fiscal year (SFY) basis. There were 59 projects with HSIP funds obligated to them in SFY 2024 totaling $40,995,204 in federal funds.

· Safety Performance

o Wisconsin has seen a decrease across three of the five federal safety performance measure areas from calendar year 2022 to 2023: fatalities, fatality rate, and number of non-motorized fatalities and serious injuries. The two performance measure areas that saw an increase from 2022 to 2023 was the number of serious injuries and serious injury rate.

o WisDOT continues to establish aspirational safety targets in an effort to increase safety on all public roads.

· Evaluation

o Program effectiveness is evaluated using benefit/cost ratio and crash data analysis. Previous HSIP projects and countermeasures are evaluated to help identify any programmatic changes needed.

· Compliance Assessment

o The current Strategic Highway Safety Plan was updated in January 2023. All aspects of federal data reporting and collecting requirements are being monitored for compliance.

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 (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. Projects can be identified multiple different ways including statewide screenings, by DOT regional safety engineers, or by local government staff. All candidate projects must compile crash data and develop a proposed treatment strategy as part of a competitive application process. The applications are considered through a peer review process that involves statewide and regional safety engineering staff, as well as HSIP program management staff.

Where is HSIP staff located within the State DOT?

Other-Programming

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

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

HSIP applications from local and tribal governments are solicited by the WisDOT Regions as part of the regular HSIP Program. All HSIP applications derived from local governments are selected and submitted voluntarily by local governments. Projects on the local system or sponsored by local or tribal governments must meet the same requirements and follow the same process as HSIP applications submitted by WisDOT Regions for improvements on the State Trunk Network.

In addition, Wisconsin has continued the High Risk Rural Roads Program (HRRRP) despite its formal elimination in MAP-21. Wisconsin has developed a statewide data analysis methodology which identifies county rural roads with run-off-road non-intersection crash issues. Counties with such corridors are offered a field review of the corridor, at no cost, that identifies potential treatments and are invited to apply for HSIP funding to implement some or all of the identified treatment options. A primary goal of the program is to install low-cost safety treatments on these roadways to reduce fatal and serious injury crashes as quickly as possible. Evaluating and addressing safety concerns at a corridor level on these roadways enables more cost-effective investments in safety treatments that might otherwise not compete well for federal safety funding.

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

- Design
- Districts/Regions
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Division of State Patrol
- Other-Division of Motor Vehicles

Describe coordination with internal partners.

The HSIP Program is managed by WisDOT's Division of Transportation Investment Management (DTIM) and the Bureau of State of Highway Programs (BSHP). DTIM/BSHP makes all final application approvals or denials and reviews/approves project change orders or cost increase requests. However, DTIM/BSHP coordinates its efforts with several internal partners that both directly and indirectly influence the decision-making process. Below is a summary of these partners and their role in the program.

- Division of Motor Vehicles (DMV): DMV receives, edits, and maintains all law enforcement crash report files.

- Traffic Safety Council (TSC): The TSC is comprised of representatives from Division of Transportation System Development (DTSD), DTIM, DMV, Division of State Patrol (DSP), and various Executive Offices within WisDOT. Among this group's responsibilities is developing and maintaining the Wisconsin Strategic Highway Safety Plan (SHSP), which helps guide the safety efforts of the HSIP Program.

- Traffic Safety Engineering Workgroup (TSEWG): TSEWG is comprised of the State HSIP Manager, State Traffic Safety Engineer, and the Regional Traffic Safety Engineers. In some cases, the Regional HSIP Coordinators also participate. This group identifies and evaluates potential safety initiatives both within and outside of the HSIP Program, provides peer support, and reviews proposed HSIP projects. After a group evaluation, a recommendation to approve or not approve is forwarded to the State HSIP Manager for final review.

- State Project Oversight Engineers: The State Project Oversight Engineers are a critical component of the joint process with the TSEWG for application review and approval. The DTSD State Project Oversight Engineers, Regional Traffic Safety Engineers, the State Traffic Safety Engineer, and the State HSIP Manager provide a recommendation of approval or disapproval of HSIP funding after a comprehensive peer review facilitated by the State HSIP Manager. Each Region has one Project Oversight Engineer. State Project Oversight Engineers only review applications originating from the Region in which they are assigned. This consensus approval or disapproval is advisory to the DTIM/BSHP.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Describe coordination with external partners.

The HSIP is fully coordinated and integrated with the work of other organizations, associations, and stakeholders (e.g., law enforcement, academia, local governments, Metropolitan Planning Organizations) that

play a role in reducing fatalities and serious injuries. One of the basic foundations of the HSIP is the direct linkage between the data-driven priorities established in the Strategic Highway Safety Plan (SHSP) and the identification, development and implementation of HSIP projects. Local and regional governments alike contribute towards achieving the goals and objectives of the SHSP. More specifically, WisDOT encourages local jurisdictions to develop and implement HSIP projects that address priority safety issues on locally owned roadways . These projects are typically completed through the state let process, but can be implemented by local forces in limited situations.

Program Methodology

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

Yes

The WisDOT HSIP manual is updated annually. The 2024 update was not finalized at the time of this reporting. An updated version of the manual can be made available once finalized.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Intersection
- Median Barrier

Program: Horizontal Curve

Date of Program Methodology:7/11/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Other-benefit cost ratio

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

No

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

How are projects under this program advanced for implementation?

- Competitive application process

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:2
Available funding:1

Program: HRRR

Date of Program Methodology:3/5/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only
- Other-Run off road

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Level of service of safety (LOSS)

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?

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:2
Available funding:1

Program: Intersection

Date of Program Methodology:7/11/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency using SPFs
- Level of service of safety (LOSS)

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

No

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

How are projects under this program advanced for implementation?

- Competitive application process

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

Program: Median Barrier

Date of Program Methodology:7/1/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-All CMC

Exposure

- Other-Centerline miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency

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

No

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

How are projects under this program advanced for implementation?

- Other-Non-competitive application process

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

Rank of Priority Consideration

Available funding:1

What percentage of HSIP funds address systemic improvements?

1

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

- Cable Median Barriers
- Other-High Risk Rural Roads

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
- Other-County Traffic Safety Commission recommendations

Does the State HSIP consider connected vehicles and ITS technologies?

No

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.

HSIP Project Prioritization

Wisconsin evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project and the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMF) by 5-years of observed crash data. CMFs and target crashes are identified by the safety analyst and a spreadsheet tool is used to calculate the estimated crash reduction benefits. The spreadsheet tool incorporates the WisDOT CMF Table and logic described in our statewide policy described at the link below.

http://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/teops/12-03.pdf

HSIP Safety Effectiveness Evaluations

Wisconsin evaluates the effectiveness of all HSIP projects that were prioritized based on crash history. The Empirical-Bayes Before/After Safety Evaluation method, described in chapter 9 of the Highway Safety Manual, is used for these safety effectiveness evaluations. No evaluations are completed for systemic safety projects within our HSIP.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

A key component in the development of the HSIP is the Project Evaluation Factor (PEF). The PEF is a measurement that is used to evaluate and compare proposed projects. It provides a comparison of the estimated crash reduction potential of a proposed improvement with the overall cost of the project. Although it has similarities to a benefit/cost analysis, it does not include all of the elements of a traditional benefit/cost analysis tool for ranking the relative merits of a group of projects, and should not be compared to a benefit/cost analysis.

An Excel-based program is used to perform a safety project analysis and computes the PEF. The following provides a general overview of several key elements of the PEF:

• All costs associated with the project (design, utilities, real estate, construction, etc.) must be included in the PEF calculation, regardless of whether HSIP funds are requested for all elements of the project. Cost estimates must be in current year dollars.

• The analysis requires crash data from the most recent 5-year period for which crash information is available. Ideally, the analysis would include crash data from the most recent calendar year. For example, an analysis submitted in 2022 would include crash information from the 2017-2021 period. However, given that: (a) it can take several months after the end of a calendar year for the Department to finalize crash information and integrate the crash information into departmental datasets; and (b) it can take several months for a safety proposal to be developed and scoped, the use of an additional, older year of crash data is allowed. For example, an analysis submitted in calendar year 2022 may use crash data from either the 2017-2021 period or the 2016-2020 period.

For local projects, it is the responsibility of the project sponsor to compile and provide the required crash data to the regional office for the PEF evaluation. WisDOT facilitates this process by providing funding to the University of Wisconsin Traffic Operations and Safety Laboratory (UW TOPS Lab) to make this data available to local governments.

• Although Wisconsin designs solutions to reduce all crashes, a number of targeted engineering, educational and enforcement efforts have been implemented with the defined goal of reducing crashes involving serious injuries and fatalities. Because of this focus on reducing serious injuries and fatalities, the PEF scoring mechanism assigns higher values to these crash types.

• The current values used within the PEF tool to calculate the potential crash reduction benefits of a safety improvement are influenced by the Highway Safety Manual (HSM) developed by the American Association of State Highway and Transportation Officials (AASHTO).

• Standardized crash reduction factors are included in the Excel tool for a wide range of safety improvements. These factors are based on national safety research and are regularly updated as new research becomes available.

• Projects generally require a PEF of 1.0 or greater for approval. However, the HSIP Review Committee acknowledges the PEF contains many variables and that sometimes additional expense is needed to sufficiently address a safety issue. As such, the HSIP Review Committee may consider applications with a PEF greater than or equal to 0.9 for approval. Projects with a PEF less than 0.9 will not be approved.

• Projects treating locations identified on the annual "Locations of Interest Report" (LOIR) and Intersection Network Screening list may be approved with a PEF of 0.50 or greater. LOIR and Intersection Network Screening locations with a PEF less than 0.5 will not be approved.

• The PEF requirement is generally waived for projects identified through a statewide safety analysis. The PEF requirement is currently waived for:

o High Risk Rural Roads Program projects

o Crossover Median Crash Initiative projects

o Beam Guard Initiative projects

o Shoulder Rumble Strip Initiative

o Horizontal Curve Initiative

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State 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)	$40,995,204	$40,995,204	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)	$0	$0	0%
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	$8,802,429	$8,802,429	100%
Totals	$49,797,633	$49,797,633	100%

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

$16,385,529

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

$16,385,529

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

$115,143

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

$115,143

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?

$23,000,000

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

Project delays can make it challenging to fully utilize HSIP funding. Such delays occur for a variety of reasons, including changes in project scope during the design process (which triggers a required re-evaluation of the project), changes in associated projects that are linked to the HSIP project, and unforeseen issues arising during the project development process. WisDOT continues to work on developing a list of projects that could be advanced from later program years into earlier program years to ensure that HSIP funding is fully utilized even if projects are delayed or fall out of the program.

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
1000-18-61	Roadway	Roadway - other	0	Miles	$2640931	$2934368	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Lane Departure	
1000-77-24	Roadway	Roadway - other	0	Miles	$2143764	$238196	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Lane Departure	
1000-99-81	Miscellaneous	Data collection	0	Miles	$103629	$2143764	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	N/A	0		County Highway Agency	2024 HRRR Support	Lane Departure	
1009-13-90	Roadway	Roadway - other	0	Miles	$2630296	$2922551	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Lane Departure	
1009-34-36	Roadway	Roadway - other	0	Miles	$535000	$594444	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Lane Departure	
1009-42-55	Roadway	Roadway - other	0	Miles	$2150244	$2389160	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Lane Departure	
1020-02-85	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	0	Miles	$222803	$247559	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	
1058-23-72	Roadway	Roadway - other	0.379	Miles	$1710000	$1900000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,090		State Highway Agency	Spot	Intersections	
1120-63-72	Miscellaneous	Data collection	0.59	Miles	$297000	$330000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Lane Departure	
1170-16-02	Intersection geometry	Intersection geometry - other	0.142	Miles	$145104	$161227	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,656		State Highway Agency	Spot	Intersections	
1198-00-79	Roadway	Pavement surface – high friction surface	0.438	Miles	$347464	$386071	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Lane Departure	
1320-07-73	Intersection traffic control	Modify control – Modern Roundabout	0.24	Miles	$1675619	$1861799	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,150		State Highway Agency	Spot	Intersections	

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
1430-02-73	Roadway	Rumble strips – edge or shoulder	6.9	Miles	$271736	$301929	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,469		State Highway Agency	Spot	Lane Departure	
1430-08-81	Roadway	Roadway widening - add lane(s) along segment	0.057	Miles	$588695	$654105	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,811		State Highway Agency	Spot	Intersections	
1520-02-72	Roadway	Rumble strips – edge or shoulder	8.903	Miles	$388900	$432111	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,977		State Highway Agency	Spot	Lane Departure	
1530-02-80	Roadway	Rumble strips – edge or shoulder	13.609	Miles	$661707	$735230	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,468		State Highway Agency	Spot	Lane Departure	
1620-02-76	Alignment	Horizontal curve realignment	4.76	Miles	$435180	$483533	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,465		State Highway Agency	Spot	Lane Departure	
2050-12-70	Intersection traffic control	Modify traffic signal – add additional signal heads	0	Miles	$1160109	$1289010	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		County Highway Agency	Spot	Intersections	
2070-03-07	Intersection traffic control	Modify traffic signal – add additional signal heads	0.067	Miles	$244359	$271510	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Spot	Intersections	
2305-02-70	Intersection traffic control	Modify traffic signal – add additional signal heads	0	Miles	$254189	$282432	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Spot	Intersections	
2415-02-01	Intersection traffic control	Intersection traffic control - other	0.07	Miles	$231750	$257500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	
2420-00-70	Intersection traffic control	Modify control – Modern Roundabout	0.5	Miles	$1668184	$1853538	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Spot	Intersections	
2568-00-01	Intersection traffic control	Intersection traffic control - other	0.012	Miles	$231750	$257500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	
2568-00-02	Intersection traffic control	Intersection traffic control - other	0.024	Miles	$231750	$257500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	

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
2707-09-70	Intersection traffic control	Intersection traffic control - other	0	Miles	$2361228	$2623587	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	
2740-02-70	Intersection traffic control	Modify traffic signal – add additional signal heads	0.216	Miles	$744032	$826702	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,140		State Highway Agency	Spot	Intersections	
2758-05-00	Intersection traffic control	Modify traffic signal – add additional signal heads	0.003	Miles	$144000	$160000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	
2780-03-03	Intersection traffic control	Modify traffic signal – modernization/replacement	0.029	Miles	$237312	$263680	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		County Highway Agency	Spot	Intersections	
2816-03-70	Intersection traffic control	Modify control – Modern Roundabout	0.198	Miles	$1339345	$1488161	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Spot	Intersections	
2984-01-09	Intersection traffic control	Modify traffic signal –other	0.015	Miles	$231750	$257500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	
3120-12-70	Intersection traffic control	Modify control – new traffic signal	0.071	Miles	$1217841	$1353157	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
3120-13-70	Intersection geometry	Intersection geometry - other	0.118	Miles	$276153	$306836	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
3997-00-60	Roadside	Barrier- metal	0.07	Miles	$94309	$104787	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		City or Municipal Highway Agency	Systemic	Lane Departure	
4822-07-71	Roadway	Rumble strips – edge or shoulder	5.174	Miles	$141775	$157528	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	0		County Highway Agency	Systemic	Lane Departure	
5310-02-78	Intersection traffic control	Modify traffic signal timing – left-turn phasing	0.334	Miles	$367376	$408195	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,602		State Highway Agency	Spot	Intersections	
5580-04-70	Roadway	Rumble strips – edge or shoulder	5.365	Miles	$197536	$219485	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,370		State Highway Agency	Spot	Lane Departure	

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
5845-01-70	Intersection traffic control	Modify control – Modern Roundabout	0.34	Miles	$1620000	$1800000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,343		State Highway Agency	Spot	Intersections	
5849-02-07	Intersection geometry	Intersection realignment	0.264	Miles	$1710000	$1900000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Spot	Intersections	
5899-00-60	Roadway	Rumble strips – edge or shoulder	3.457	Miles	$155948	$173276	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		Town or Township Highway Agency	Systemic	Lane Departure	
5992-07-19	Intersection geometry	Intersection geometry - other	0.068	Miles	$569735	$633039	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	
6085-02-75	Intersection traffic control	Modify traffic signal – add additional signal heads	0.25	Miles	$853790	$948656	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,622		State Highway Agency	Spot	Intersections	
6140-02-02	Intersection geometry	Intersection geometry - other	0.152	Miles	$81241	$90268	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,781		State Highway Agency	Spot	Intersections	
6230-16-71	Roadway	Rumble strips – edge or shoulder	8.686	Miles	$482843	$434559	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Lane Departure	
6230-20-71	Roadway	Rumble strips – edge or shoulder	7.662	Miles	$261599	$290666	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Lane Departure	
6240-30-71	Roadway	Rumble strips – edge or shoulder	8.043	Miles	$384789	$427543	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Lane Departure	
6430-20-71	Intersection traffic control	Modify control – new traffic signal	0.372	Miles	$2058007	$2286674	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
6992-00-06	Intersection traffic control	Modify control – new traffic signal	0.169	Miles	$123138	$136820	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Spot	Intersections	
6999-11-15	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	0.017	Miles	$61950	$68833	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		City or Municipal Highway Agency	Spot	Pedestrians	
7189-03-72	Intersection traffic control	Modify control – new traffic signal	0.216	Miles	$944700	$1049667	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,470		State Highway Agency	Spot	Intersections	

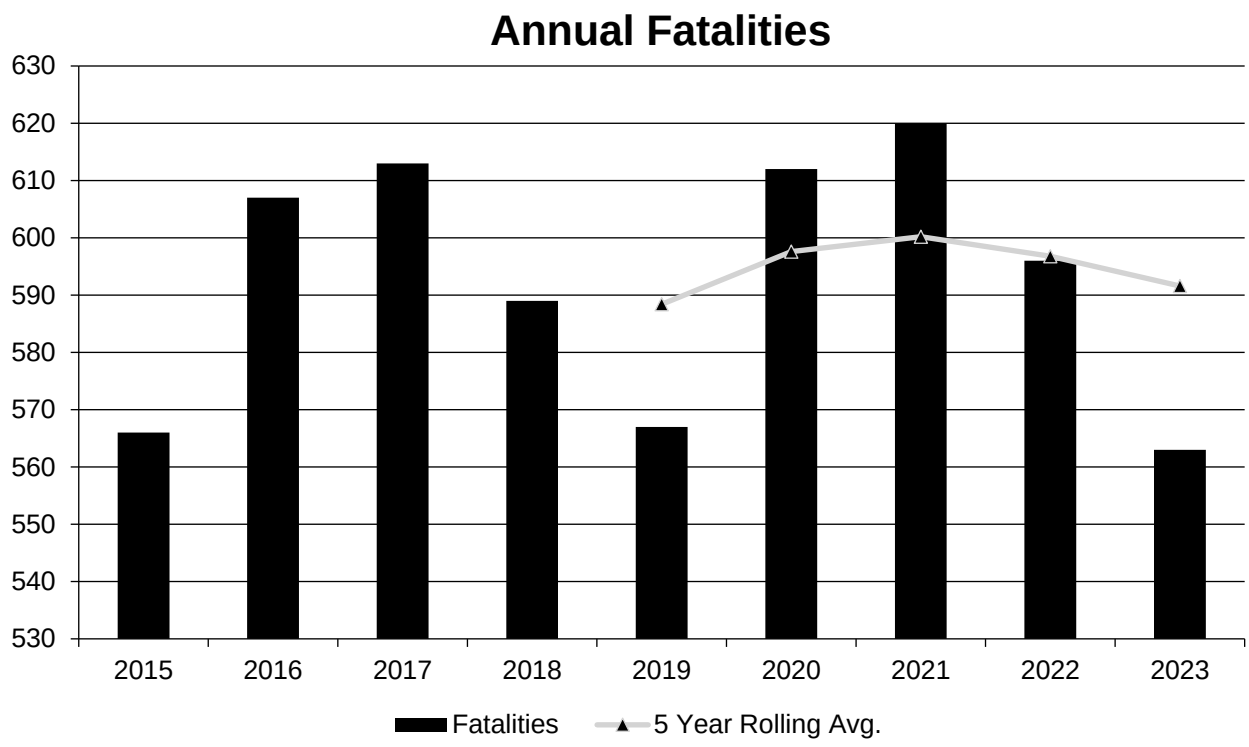
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
7570-05-70	Intersection traffic control	Modify traffic signal – add additional signal heads	0.116	Miles	$584983	$649981	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,521		State Highway Agency	Spot	Intersections	
7620-00-73	Access management	Change in access - close or restrict existing access	0.011	Miles	$82802	$92003	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
7930-08-71	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7.814	Miles	$433118	$481242	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,876		State Highway Agency	Spot	Lane Departure	
8120-02-66	Roadway	Rumble strips – edge or shoulder	9.172	Miles	$404499	$449443	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,987		State Highway Agency	Spot	Lane Departure	
8829-00-71	Access management	Change in access - close or restrict existing access	0.133	Miles	$398104	$442337	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Spot	Intersections	
8939-03-78	Roadway	Rumble strips – center	6.855	Miles	$100876	$112085	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	
8944-04-71	Intersection traffic control	Modify control – Modern Roundabout	0.058	Miles	$1107611	$1230679	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Spot	Intersections	
9259-00-00	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7.1	Miles	$60904	$67671	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	
9439-02-00	Intersection traffic control	Modify control – two-way stop to all-way stop	0.334	Miles	$90488	$100542	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,900		County Highway Agency	Spot	Intersections	
9488-02-00	Roadway delineation	Raised pavement markers	10.17	Miles	$135556	$150618	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	540		County Highway Agency	Spot	Lane Departure	

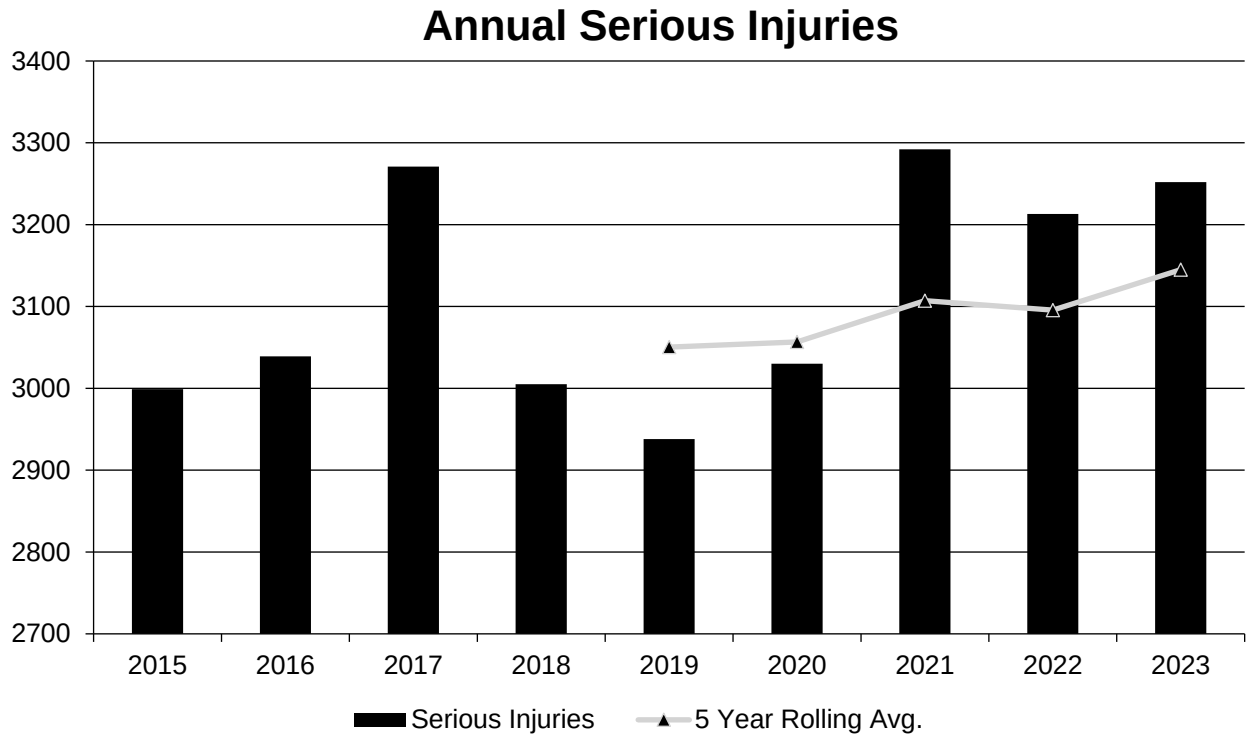
Safety Performance

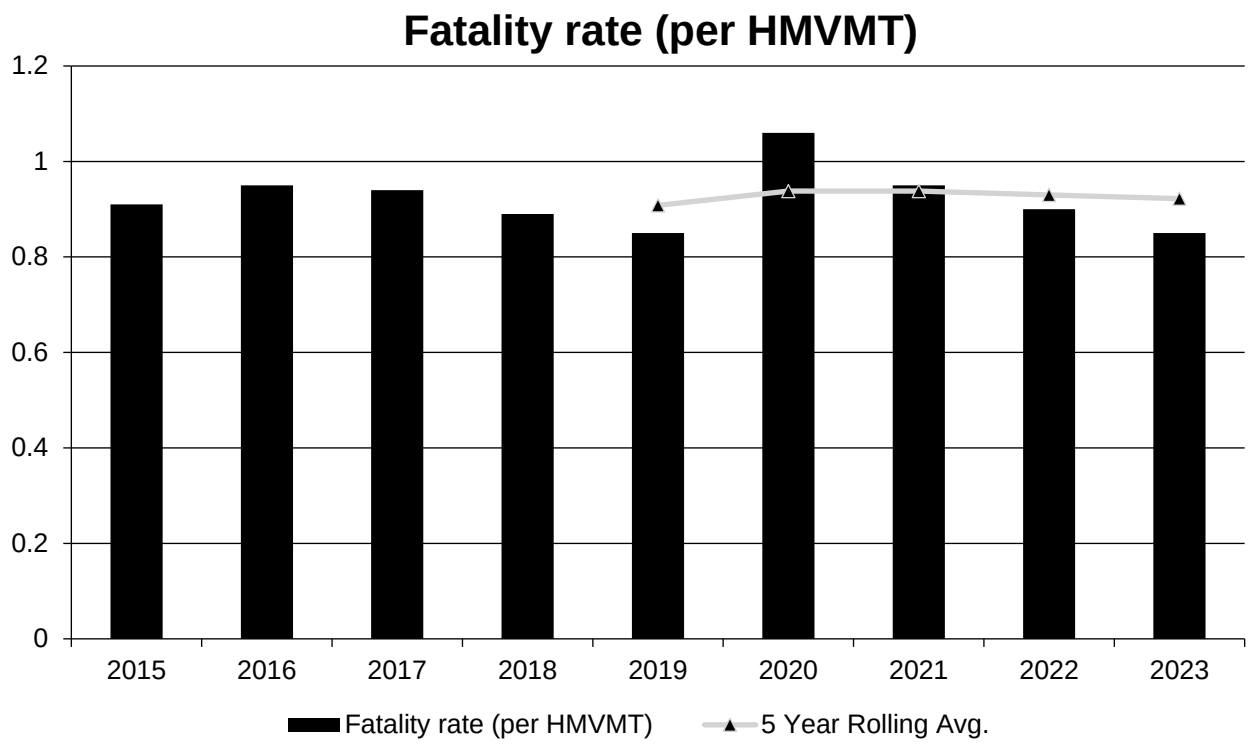
General Highway Safety Trends

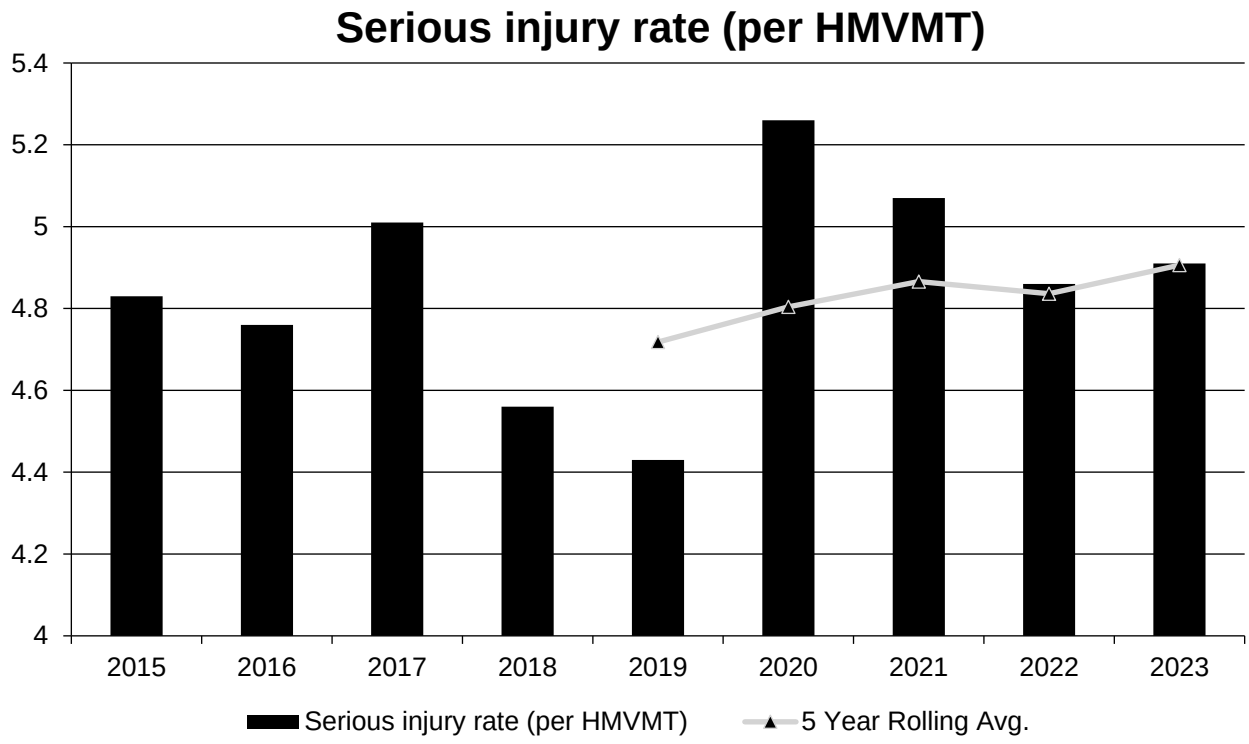
Present data showing the general highway safety trends in the State for the past five years.

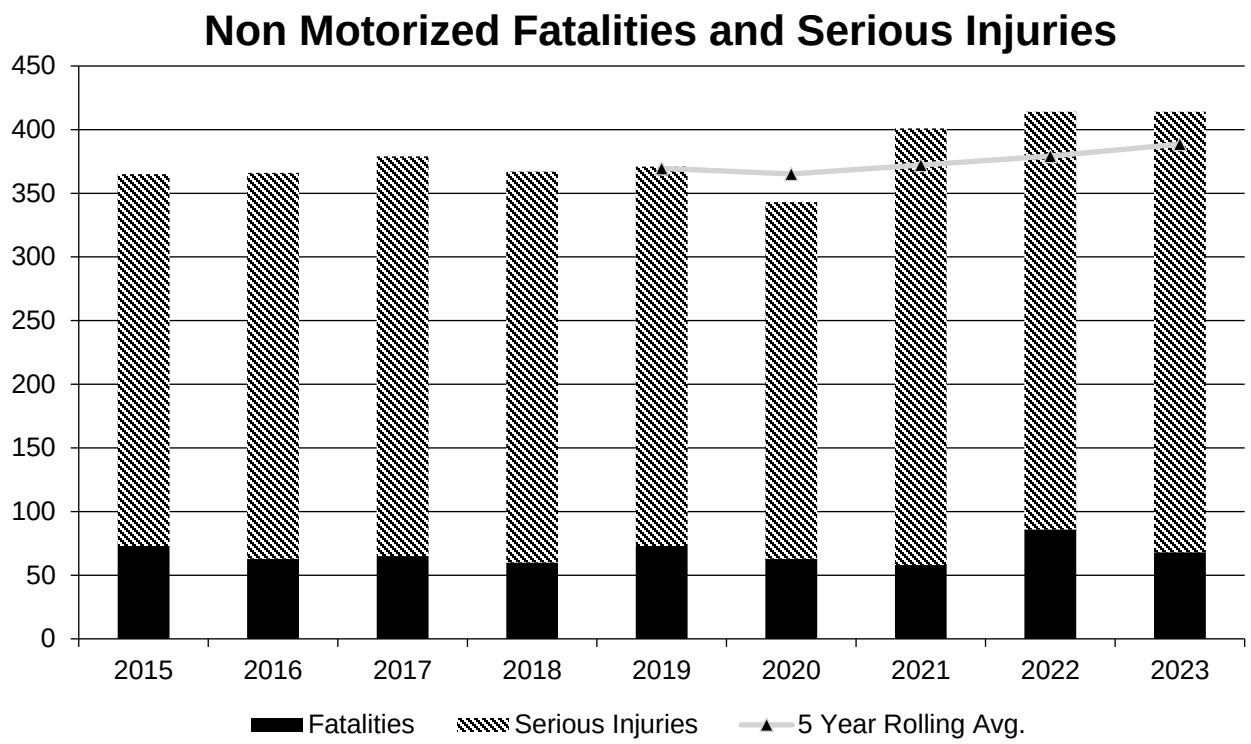
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	566	607	613	589	567	612	620	596	563
Serious Injuries	2,999	3,039	3,271	3,005	2,938	3,030	3,292	3,213	3,252
Fatality rate (per HMVMT)	0.910	0.950	0.940	0.890	0.850	1.060	0.950	0.900	0.850
Serious injury rate (per HMVMT)	4.830	4.760	5.010	4.560	4.430	5.260	5.070	4.860	4.910
Number non-motorized fatalities	73	63	65	60	73	63	58	86	68
Number of non-motorized serious injuries	292	303	314	307	298	280	343	328	346


Annual Fatalities
630
620
610
600
590
580
570
560
550
540
530
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3400
3300
3200
3100
3000
2900
2800
2700
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
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)
5.4
5.2
5
4.8
4.6
4.4
4.2
4
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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	34.6	135	0.57	2.26
Rural Principal Arterial (RPA) - Other Freeways and Expressways	24.2	96.8	1.99	8.03
Rural Principal Arterial (RPA) - Other	69.2	268.8	1.08	4.2
Rural Minor Arterial	81	334.4	1.72	7.06
Rural Minor Collector	21.4	129.8	0.96	5.86
Rural Major Collector	86	422	1.08	5.28
Rural Local Road or Street	53.2	337	1.28	8.07
Urban Principal Arterial (UPA) - Interstate	17.4	122.6	0.22	1.54
Urban Principal Arterial (UPA) - Other Freeways and Expressways	9.4	47	0.28	1.4
Urban Principal Arterial (UPA) - Other	82	544	0.9	5.97
Urban Minor Arterial	39	273.6	0.67	4.72
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street	24.6	294.8	0.9	10.61
Urban Collector	37.2	245.8	1.36	9.06

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	295.4	1,361.6		
County Highway Agency	119.4	656		
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	147.2	1,052.4		
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:579.8

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

Number of fatalities target is calculated as a 2% reduction from the most recent 5-year rolling average, which is the performance measure goal identified in the SHSP.
FARS data was not available at the time of HSP target submittal. Historically, several HSP targets and HSIP targets were required to match exactly. Therefore, all the HSIP targets were established at the same time as the HSP targets. State data was used to calculate the 2025 target for number of fatalities.

Number of Serious Injuries:3082.1

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

Number of serious injuries target is calculated as a 2% reduction from the most recent 5-year rolling average, which is the performance measure goal identified in the SHSP.

Fatality Rate:0.904

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

Fatality rate (per HMVMT) target is calculated as a 2% reduction from the most recent 5-year rolling average, which is the performance measure goal identified in the SHSP.
FARS data was not available at the time of HSP target submittal. Historically, several HSP targets and HSIP targets were required to match exactly. Therefore, all the HSIP targets were established at the same time as the HSP targets. State data was used to calculate the 2025 target for number of fatalities.

Serious Injury Rate:4.808

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

Serious Injury Rate (per HMVMT) target is calculated as a 2% reduction from the most recent 5-year rolling average, which is the performance measure goal identified in the SHSP.

Total Number of Non-Motorized Fatalities and Serious Injuries:380.8

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

Total number of non-motorized fatalities and serious injuries target is calculated as a 2% reduction from the most recent 5-year rolling average, which is the performance measure goal identified in the SHSP.

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

The HSIP is fully coordinated and integrated with the work of other organizations, associations, and stakeholders (e.g., law enforcement, academia, local governments, MPOs) that play a role in reducing fatalities and serious injuries. One of the basic foundations of the HSIP is the direct linkage between the data-driven priorities established in the Strategic Highway Safety Plan (SHSP) and the identification, development and implementation of HSIP projects. Local and regional governments alike which contribute towards achieving the goals and objectives of the SHSP help guide program decisions and project selections. More specifically, where there are a high percentage of crashes that occur off the State system, WisDOT works with local jurisdictions to help them develop and implement HSIP projects that address priority safety issues on locally-owned roadways. This is either done by locals doing work as local forced accounts or they are let by WisDOT. Stakeholders will continue to contribute to and support the goals established in the SHSP. This in turn encourages safety projects that meet established safety performance targets.

WisDOT coordinates with the MPOs in the establishment of the state's annual federal safety targets reported in the HSIP. WisDOT shares Metropolitan Planning Area (MPA) level crash data with the MPOs for their analysis. MPOs establish safety targets by developing their own MPA targets or by agreeing to support WisDOT's state targets. The approved MPO federal safety targets are reported to WisDOT.

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	587.2	591.6
Number of Serious Injuries	3044.3	3145.0
Fatality Rate	0.937	0.922
Serious Injury Rate	4.857	4.906
Non-Motorized Fatalities and Serious Injuries	364.0	388.6

Targets for four out of the five performance measure categories are not anticipated to be met based on available data at the time of this reporting. At this time WisDOT anticipates meeting its target for Fatality Rate.

Numbers increased across all performance measure areas in 2020 and continued the increasing trend in 2021. Traffic and crash impacts from the Covid-19 pandemic likely contributed to the increase in numbers in 2020 and 2021. This trend was seen nationally as well. However, Wisconsin has seen a decrease in the Number of Fatalities, Fatality Rate, and Non-Motorized Fatalities from 2022 to 2023. WisDOT is working to evaluate the HSIP and other safety program areas to help continue this downward trend.

Wisconsin will continue to set aspirational safety targets and adjust its HSIP accordingly, in an effort to increase safety on all public roads.

Applicability of Special Rules

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

Yes

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	92	96	102	80	99	124	97
Number of Older Driver and Pedestrian Serious Injuries	249	262	290	258	311	341	317

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Economic Effectiveness (cost per crash reduced)

While a simple change in fatal and serious injury crashes is an overall indicator of the effectiveness of the safety culture in the state, there are many other factors outside the scope of normal HSIP projects that influence project effectiveness. For this reason, we rely on a "before and after" Empirical Bayes Analysis of HSIP projects to determine their performance.

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

WisDOT has contracted with the University of Wisconsin - Traffic Operations and Safety (UW-TOPS) Laboratory to complete project evaluations. Wisconsin HSIP projects implemented between 2013 and 2019 were evaluated. The evaluation process consisted of data collection, safety effectiveness, economic assessment, reporting, and development of program specific CMFs. The safety effectiveness and economic assessment was conducted using the Empirical Bayes (EB) method at the site specific or project level. There was an overall positive safety and economic effect of projects implemented with 43 out of 64 projects showing B/C ratios greater than one. The 64 HSIP projects evaluated in Wisconsin provided a B/C ratio of 2.71 for a horizon of 10 years. Alternatively, using the observed data during the study period of each project (between three to five years after implementation), the current return on investment was estimated. Current overall crash cost benefit is equal to $72 million which corresponds to a B/C ratio of 1.10. Therefore, the benefit of the 64 HSIP projects have already surpassed the cost of the projects at three to five years of the projects’ life cycle.

Using the Wisconsin CODES data, hospital and crash databases were linked to categorize injuries by part of the body, fracture involvement, and threat to life. Using the estimated number of persons injured per crash by severity, HSIP projects are estimated to have prevented a total of 536 crashes which translates to seven lives saved, 379 person injuries prevented (29 A, 134 B, and 217 C), and 1,067 persons loss of property avoided (no injuries).

Roadway facilities where similar treatments were implemented were selected to develop Wisconsin specific CMFs. Treatments such as roundabouts, J-turns, and cable barrier/guardrail showed similar results as the literature with significant potential for reduction in crashes, especially for fatal and injury crashes.

The complete evaluation report completed by UW-TOPS is available upon request.

WisDOT is currently looking to conduct a another evaluation of the HSIP program for projects implemented

after the previous evaluation period. The upcoming safety effectiveness and economic assessment will use the same Empirical Bayes (EB) method at the site specific or project level.

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

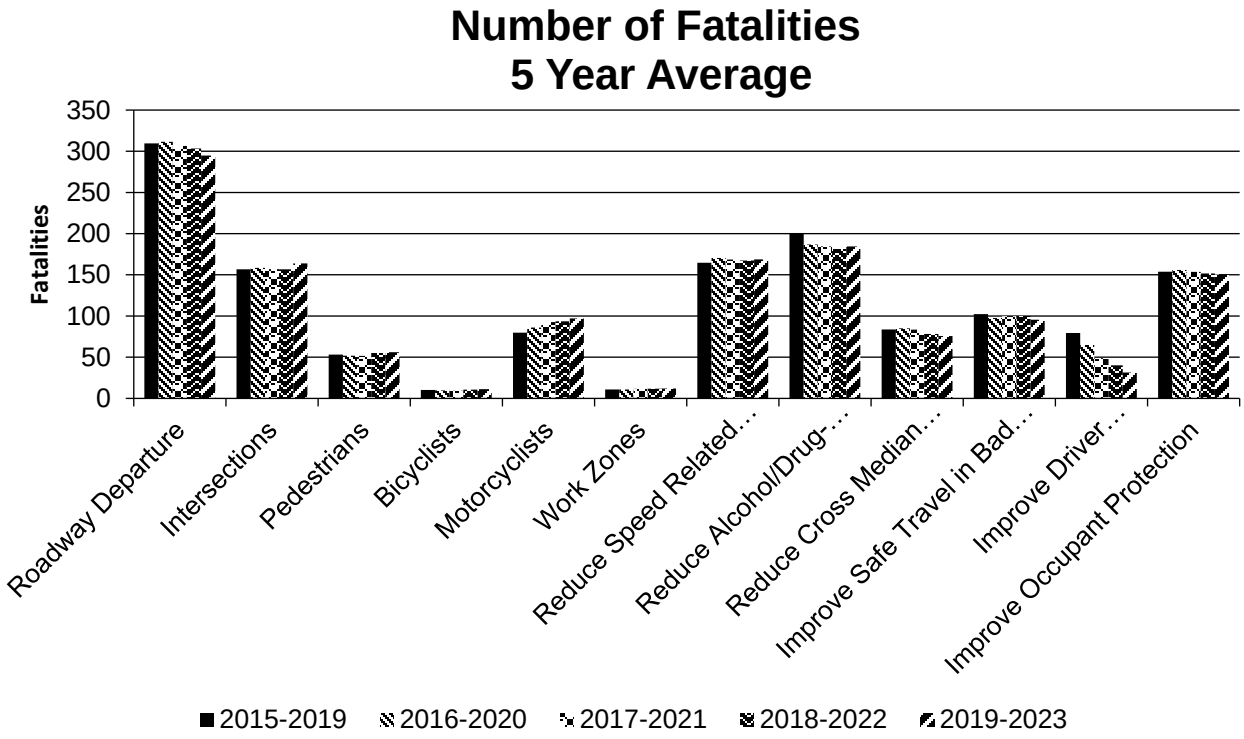
- # miles improved by HSIP
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- Policy change

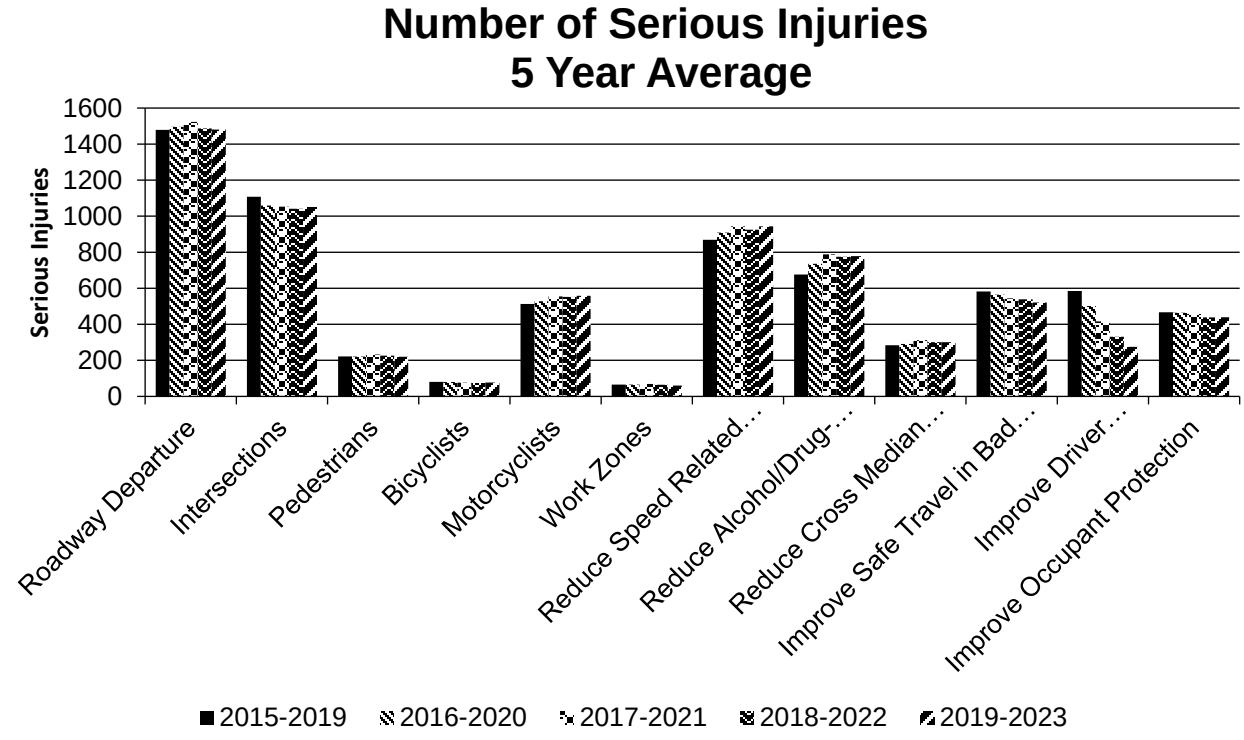
Effectiveness of Groupings or Similar Types of Improvements

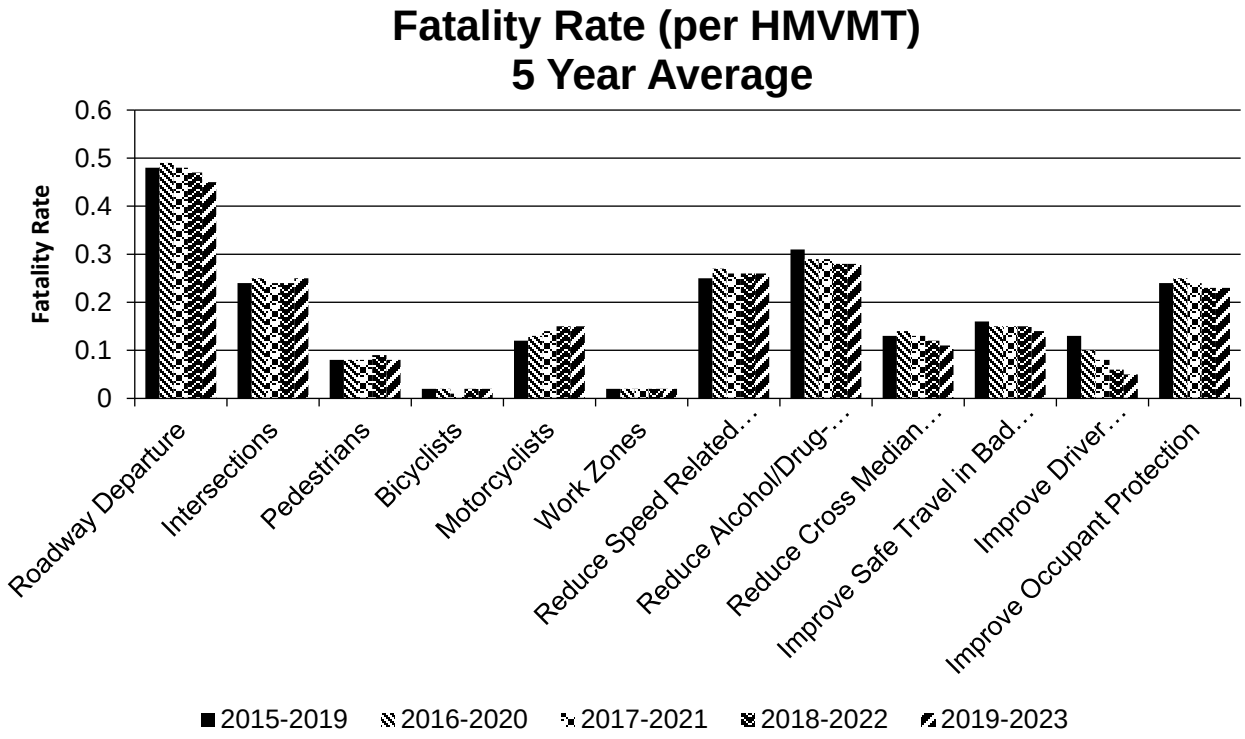
Present and describe trends in SHSP emphasis area performance measures.

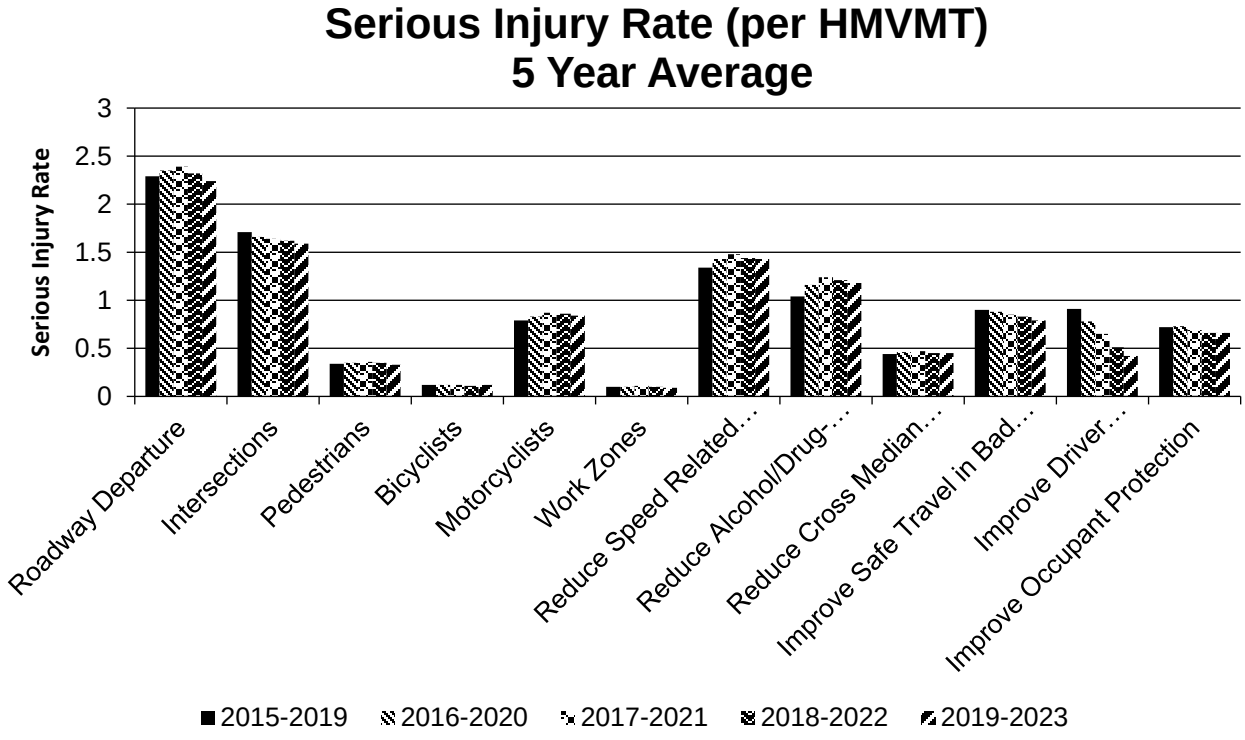
Year 2023

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)
Roadway Departure		294.8	1,480.6	0.45	2.24
Intersections		163.8	1,051	0.25	1.59
Pedestrians		56	219.8	0.08	0.33
Bicyclists		11.2	77.4	0.02	0.12
Motorcyclists		97	558	0.15	0.84
Work Zones		12	60.4	0.02	0.09
Reduce Speed Related Crashes		168.8	943.4	0.26	1.43
Reduce Alcohol/Drug-Impaired Driving		184.4	778.2	0.28	1.18
Reduce Cross Median Crashes		75.6	300.6	0.11	0.45
Improve Safe Travel in Bad Weather		95.6	520.6	0.14	0.79
Improve Driver Alertness/Reduce Driver Distraction		31.4	275.2	0.05	0.42
Improve Occupant Protection		150.4	439.2	0.23	0.66


Number of Fatalities
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Motorcyclists
Work Zones
Reduce Speed Related…
Reduce Alcohol/Drug-…
Reduce Cross Median…
Improve Safe Travel in Bad…
Improve Driver…
Improve Occupant Protection
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
Roadway Departure
Intersections
Pedestrians
Bicyclists
Motorcyclists
Work Zones
Reduce Speed Related…
Reduce Alcohol/Drug-…
Reduce Cross Median…
Improve Safe Travel in Bad…
Improve Driver…
Improve Occupant Protection
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023





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

No

WisDOT is preparing to conduct a HSIP evaluation in the upcoming reporting cycle.

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?

01/31/2023

What are the years being covered by the current SHSP?

From: 2023 To: 2027

When does the State anticipate completing its next SHSP update?

2027

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
	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		
	Surface Type (23) [24]	100	100						100		
	Begin Point Segment Descriptor (10) [10]	100	100						100		100
	End Point Segment Descriptor (11) [11]	100	100						100	18	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	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		
	Average Annual Daily Traffic (79) [81]	100	100						100		
	AADT Year (80) [82]	100	65								
	Type of Governmental Ownership (4) [4]	100	95						95		95
INTERSECTION	Unique Junction Identifier (120) [110]			95							
	Location Identifier for Road 1 Crossing Point (122) [112]			95							
	Location Identifier for Road 2 Crossing Point (123) [113]			95							
	Intersection/Junction Geometry (126) [116]			90							
	Intersection/Junction Traffic Control (131) [131]			85							
	AADT for Each Intersecting Road (79) [81]			95	100						
	AADT Year (80) [82]			95	100						
	Unique Approach Identifier (139) [129]			95							
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					80	80				
	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]					75					
	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**	**97.78**	**93.13**	**25.00**	**95.91**	**89.09**	**0.00**	**99.44**	**3.60**	**99.00**

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

In Wisconsin all locally functional classed paved and unpaved roads are considered “Non-State”, therefore those entire categories are not applicable.

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.

As part of WisDOT’s existing roadway inventory program, most of the MIRE FDE data is already collected. WisDOT has several safety related initiatives beginning that will result in the creation of the remaining FDE data. The Division of Transportation System Development, Bureau of Traffic Operations and the Division of Transportation Investment Management, Bureau of State Highway Programs are working together to update the existing intersections inventory on the state highway system, create an inventory of intersections on the local roadway system, and to create an inventory of interchanges on both the state and local roadway systems. All of these inventories will include the required MIRE FDE data in addition to some non-FDE data. WisDOT is on track to meet the September 30, 2026 deadline.

Optional Attachments

Program Structure:

04-01-10e.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.