Highway Safety Improvement Program

Data Driven Decisions

Mississippi
Highway Safety Improvement Program
2016 Annual Report

Prepared by: MS

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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2. Executive Summary

Introduction

The Mississippi Department of Transportation (MDOT) is responsible for providing a safe intermodal transportation network that is planned, designed, constructed, and maintained in an effective, cost efficient, and environmentally sensitive manner.

As stated in the mission statement, safety is at the forefront of the MDOT's short and long range plans. Providing the safest and most efficient transportation facilities possible are of critical importance to MDOT. The primary "measuring stick" for safety in Mississippi is the reduction in the number of fatalities and serious injuries that result from motor vehicle crashes each year. MDOT has an extensive safety program that aims to ensure that the transportation facilities are as safe as possible, from the initial planning phase through the usable life of the facility.

Purpose

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program (HSIP) as a Federal Highway Administration (FHWA) "core" program with dedicated funding for infrastructure-related highway safety improvement projects. The requirements for this program were established in Section 148 of Title 23, *United States Code* (USC). In 2012, Congress passed a new transportation re-authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21). In December 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act, which continued the HSIP as a core program, along with many of the previous requirements from SAFETEA-LU and MAP-21.

The HSIP is intended to implement safety improvement projects to reduce the number and severity of crashes at intersections or along sections of any public road with a proven history of substandard safety performance. Typical project types include: intersection improvements (i.e. channelization, traffic signals, or sight distance improvements); pavement and shoulder widening; guardrail and barrier improvements; installation of crash cushions; modification of roadway alignment, signing, pavement marking, and delineation; breakaway utility poles and sign supports; pavement grooving and skid-resistant overlays; shoulder rumble strips/stripes; and minor structure replacements or modifications.

Protection of Data from Discovery and Admission into Evidence

Section 148(g)(4) of 23 USC stipulates that data compiled or collected for the preparation of the HSIP Report "…shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in an action for damages arising from any occurrence at a location identified or addressed in such reports…" This information is also protected by 23 USC 409 (discovery and admission as evidence of certain reports and surveys).

Program Administration

The HSIP funds appropriated for Mississippi are administered centrally by the Mississippi Department of Transportation. MDOT strives to allocate HSIP funds based on safety need, regardless of geographic location or district boundary. Local roads (non-state owned) are also candidate locations which are analyzed and considered for safety improvement. Any HSIP project located within the boundary of a Metropolitan Planning Organization (MPO) is coordinated with all vested parties and placed on the Statewide Transportation Improvement Program (STIP) and the appropriate MPO's Transportation Improvement Program (TIP).

Program Methodology

MDOT's Safety Section generates a list of HSIP candidate projects using the Safety Analysis Management System (SAMS). The SAMS provides locations in need of remediation with established crash histories. Candidate locations are also identified from the MDOT's six construction district offices, area traffic engineers, safety engineers, and other sources within MDOT. Feedback from private citizens and law enforcement officers regarding specific locations are also used in the location identification process.

Locations selected for HSIP funding go through rigorous statistical analysis prior to being selected. The programmed projects have, at a minimum, one of the following:

- Severity index above an acceptable level
- Elevated crash rate compared to homogenous locations
- Exceedingly high number of crashes, or
- Crashes conducive to producing fatalities or severe injuries.

MDOT seeks to identify projects that can be tied back to the State of Mississippi's Strategic Highway Safety Plan (SHSP). The SHSP was developed with various safety partners across Mississippi and was formally adopted in early 2007. The initial goal of the plan was to reduce the number of fatalities from the benchmark of 931 in 2005 to 700 or fewer by 2011, a reduction of more than twenty-five percent. Mississippi saw success following the implementation of the SHSP and reports that Mississippi's goal was achieved in 2009, two years before the targeted date.

Mississippi's original SHSP identified five critical emphasis areas in which to focus its safety efforts. These five critical emphasis areas were:

- Unbelted drivers
- Young drivers
- Aggressive drivers
- Impaired drivers
- Lane departure crashes

In early 2009, data analysis indicated that an additional critical emphasis area was needed. The need to add intersections as an emphasis area was discussed at the SHSP Executive Update Meeting in August 2009.

The 2nd Edition of the SHSP was accepted in January 2014. The Vision of the 2nd Edition of the Mississippi SHSP has been changed to reflect a Towards Zero Deaths (TZD) initiative. A thorough data analysis indicated that the new emphasis areas for the updated Mississippi SHSP are:

- Unbelted drivers
- Impaired drivers
- Suspended/Revoked Licensed or Unlicensed drivers
- Lane departure crashes
- Intersection crashes

In addition to these data-driven emphasis areas, there are other areas in need of attention. It is widely recognized that distracted driving is becoming more of a problem across the United States. The extent of the problem in Mississippi is not yet known, as this information is difficult to accurately or legitimately collect once a crash has taken place. Without state-specific data, Mississippi will rely on the most recent data from the United States Department of Transportation (USDOT) to justify the addition of distracted driving.

Another area which needs continued focus and effort will be crash and road data quality. The analysis of safety information can only be as good as the quality of data available. The process of data validation must be included in the SHSP as well.

Progress in Implementing the HSIP Projects

MDOT was appropriated $31,128,909 in Federal and Section 154 funding for the HSIP in Federal Fiscal Year (FFY) 2016.

Question #23 contains a list of all projects that were obligated or returned HSIP funds during FFY 2016. This list includes project-specific information such as project location, project scope, cost, the roadway's functional classification, Average Annual Daily Traffic (AADT), speed limit, and relationship to the Mississippi Strategic Highway Safety Plan. Question #36 contains a list of all projects that have utilized HSIP funds and have at least one year of post-project implementation data.

During FFY 2016, MDOT and FHWA were successfully able to develop processes and procedures to assist the MDOT Safety Circuit Rider Program in the allocation of HSIP funds on the non-state maintained system. As a result, during FFY 2017, MDOT's Safety Circuit Rider Program will continue to provide technical assistance to county and city officials as well as analyze locations on the non-state maintained network in an effort to achieve the vision of HSIP funds being allocated on all public roads in Mississippi. While no HSIP funds were allocated to the non-state maintained system in FFY 2016, it is anticipated that there will be several projects in need of HSIP funding on the local system during FFY 2017. Additionally, in FFY 2017, MDOT will kick off a state-funded project to work with the Gulf Regional Planning Commission (GRPC) to develop a Coastal County Strategic Highway Safety Plan, which will better position GRPC to leverage HSIP funds with their dedicated safety funding to develop and implement data-driven safety projects in the counties under their jurisdiction.

HSIP Effectiveness

2015 was not a great year for road safety in Mississippi. After seeing sharp declines in fatalities from 2005 - 2012, 2015 was only the 2nd year since 2005 where there was an increase in fatalities, and unfortunately, it was a sharp increase. Fatalities in 2015 jumped 11.5% to 677 over the 2014 total of 607. While 2015 is still significantly below where we started in 2005 (931), it is not a trend we would like to continue. Unfortunately, using fatality numbers from data to date in 2016, Mississippi anticipates

another increase, as preliminary numbers project Mississippi to be back over 700, which would eclipse our 2009 total of 700. While MDOT will continue to strive to reverse this upward trend throughout the remainder of 2016 and 2017, it remains to be seen if we will have the tools and the funding available to enact this needed change.

Project Evaluation

While overall road safety numbers in Mississippi have begun a troubling trend, it should be noted that HSIP projects that were developed and implemented by MDOT have continued to see positive results. Comparing before and after periods for each of the projects, MDOT has seen a reduction in both the overall severity index and the overall crash rate, 30% and 18% respectively. It is important to note that not all HSIP projects can boast such successful numbers, yet it should not detract from the overall success of the projects that have been implemented. To review the projects that have been constructed to date, the information will be contained in Question #36.

In Closing

MDOT will continue to ensure that available safety dollars go towards efforts that can effectively and efficiently restart the downward trend in fatal crashes. As even one fatality is too many to suffer, Mississippi will continue to work towards realizing a reduction in fatalities and serious injuries, so that we can hopefully reverse the most recent trend of increased fatalities and get back on track in achieving our vision of Towards Zero Deaths on all public roadways.

Introduction

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

Program Structure

Program Administration

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

Central

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

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 local road safety projects conducted by the Mississippi Department of Transportation are identified through the Circuit Rider Program.

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

1. Sign Project: At no cost to the local authority, MDOT provides warning and advisory signage to a local government agency where crash trends - systemic or "hot spot" in nature - have been identified, and where signs and/or low cost countermeasures are deemed an appropriate corrective measure. The local authority may be asked to provide an in-kind service as part of the agreement, such as tree trimming within the Right-of-Way; otherwise, the signs are free of charge to the county or municipality.

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

considered alongside state highway safety projects, although MDOT is currently making more efforts to ensure local road safety projects are a part of each fiscal year's projects to be pursued.

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

Design
Planning
Maintenance
Operations
Other-Environmental

6. Briefly describe coordination with internal partners.

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

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

Metropolitan Planning Organizations
Local Government Association
Other-Federal Highway Administration
Other-Office of State Aid Road Construction

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

Multi-disciplinary HSIP steering committee

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

Information regarding the administration of the Highway Safety Improvement Program should be sufficiently covered in the previous sections.

Program Methodology

10. Select the programs that are administered under HSIP.

Median Barrier	Intersection	Horizontal Curve
Skid Hazard	Crash Data	Red Light Running Prevention
Roadway Departure	Low-Cost Spot Improvements	Sign Replacement And Improvement
Local Safety	Shoulder Improvement	

11. Program: Median Barrier

Date of Program Methodology: 7/1/2010

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Other-Run Off Road - Left, Head On Crashes	Volume	Median width

What project identification methodology was used for this program?

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

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

No

How are highway safety improvement projects advanced for implementation?

selection committee

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

Rank of Priority Consideration

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

11. Program: Intersection

Date of Program Methodology: 1/1/2010

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	Other-Traffic Control Devices Present Other-Divided/Un-Divided

What project identification methodology was used for this program?

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

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

Yes
If yes, are local road projects identified using the same methodology as state roads?
No
If no, describe the methodology used to identify local road projects as part of this program.
Projects that originated in the HRRR program were chosen by the OSARC in consultation with the local road authority

How are highway safety improvement projects advanced for implementation?

selection committee

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

Rank of Priority Consideration

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

11. Program: Horizontal Curve

Date of Program Methodology: 10/1/2015

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	Horizontal curvature

What project identification methodology was used for this program?

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

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

Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?

Competitive application process
selection committee

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

Rank of Priority Consideration

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

11. Program: Skid Hazard

Date of Program Methodology: 10/1/2008

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Other-Run Off Road Crashes	Volume	Horizontal curvature
Other-Percentage of Wet Crashes		Other-Pavement Friction Values

What project identification methodology was used for this program?

Crash frequency
Relative severity index

Crash rate
Excess proportions of specific crash types

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

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

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

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

11. Program: Crash Data

Date of Program Methodology: 1/1/2004

What data types were used in the program methodology?
Crashes *Exposure* *Roadway*
All crashes

What project identification methodology was used for this program?
Other-Need to improve crash data and data analysis systems for Mississippi

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

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

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

Available funding	1

Cost Effectiveness	2

11. Program: Red Light Running Prevention

Date of Program Methodology: 1/1/2014

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	Other-Presence of a Traffic Signal

What project identification methodology was used for this program?

Crash frequency
Relative severity index
Crash rate
Other-Distance to Adjacent Signal

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

No

How are highway safety improvement projects advanced for implementation?

selection committee

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

Rank of Priority Consideration

Available funding	1
Cost Effectiveness	2

11. Program: Roadway Departure

Date of Program Methodology: 1/1/2007

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	Median width Horizontal curvature Roadside features

What project identification methodology was used for this program?

Crash frequency

Relative severity index
Crash rate
Excess proportions of specific crash types

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

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

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

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

11. Program: Low-Cost Spot Improvements

Date of Program Methodology: 8/1/2015

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	

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

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

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

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

Rank of Priority Consideration

Ranking based on B/C	3
Incremental B/C	1
Cost Effectiveness	2

11. Program: Sign Replacement And Improvement

Date of Program Methodology: 7/1/2007

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	

What project identification methodology was used for this program?

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

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

Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?

Competitive application process
selection committee

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

Rank of Priority Consideration

Available funding	1
Cost Effectiveness	2

11. Program: Local Safety

Date of Program Methodology: 5/1/2012

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*

All crashes	Volume	Other-Road/Pavement Condition

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

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

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

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

Ranking based on B/C	2
Available funding	1

11. Program: Shoulder Improvement

Date of Program Methodology: 5/1/2015

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Volume	Other-Pavement Type
		Other-Presence of Shoulder

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

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

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

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

Ranking based on B/C	3
Incremental B/C	1
Cost Effectiveness	2

The dates of the program methodology are being estimated to either the earliest known instance of addressing the issue or when the first project was let to address the program and may not be the true date. The dates were determined to the best of our ability and the information available to us at the time of developing this report.

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

22%

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

Cable Median Barriers
Rumble Strips
Pavement/Shoulder Widening
Add/Upgrade/Modify/Remove Traffic Signal
Other-Systemic Intersection Signing Improvements, following
SCDOT model
Other-Systemic Curve Warning Signing Improvements

13. What process is used to identify potential countermeasures?

Engineering Study
Road Safety Assessment
Other-Input from internal partners

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

Systemic Approach

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

Information regarding the methodology of the Highway Safety Improvement Program should be sufficiently covered in the previous sections.

Progress in Implementing Projects

Funds Programmed

16. Reporting period for Highway Safety Improvement Program funding.

Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
	Amount	Percentage	Amount	Percentage
HSIP (Section 148)	$25,729,801.00	74 %	$24,507,271.00	85 %
Penalty Transfer - Section 154	$5,399,108.00	16 %	$709,192.00	2 %
State and Local Funds	$3,620,810.30	10 %	$3,620,810.30	13 %
Totals	$34,749,719.30	100%	$28,837,273.30	100%

There is currently $33,889,100.00 in Advance Construction for the US 49 project in Covington County that will be broken out over Section 148, Section 154, and State/Local funding, but as of the reporting deadline, this distribution has not been done.

For the purposes of this report, the dollar amounts in the State/Local Funding categories are the required matching funds for HSIP projects and the Sign and Bright Stick Distribution Initiative under the Safety Circuit Rider program.

18. How much funding is programmed to local (non-state owned and operated) safety projects?
0 %
How much funding is obligated to local safety projects?
0 %

19. How much funding is programmed to non-infrastructure safety projects?
0 %
How much funding is obligated to non-infrastructure safety projects?
0 %

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

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

MDOT intends to obligate all of its 2016 HSIP funds before the end of the Fiscal Year. In addition to the obligation of all FFY 2016 monies, MDOT will also re-obligate all HSIP funds that were released from completed projects in prior fiscal years.

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

Information regarding the implementation progress of the Highway Safety Improvement Program should be sufficiently covered in the previous sections.

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
US 45 at CR 212	Access management Median crossover - directional crossover	1 Numbers	-45057	-45057	HSIP (Section 148)	Rural Principal Arterial - Other	5511	65	State Highway Agency	Intersections	17
US 84 at Magnolia Road	Access management Median crossover - directional crossover	1 Numbers	54522	68152.25	HSIP (Section 148)	Rural Principal Arterial - Other	14635	65	State Highway Agency	Intersections	17
US 45A at Tarlton Rd	Access management Median crossover - directional crossover	1 Numbers	2135160	2372400	HSIP (Section 148)	Rural Principal Arterial - Other	6160	65	State Highway Agency	Intersections	17
MS 35 at I-20 EB Ramps	Intersection traffic control Intersection traffic control - other	1 Numbers	-120772	-120772	HSIP (Section 148)	Urban Minor Arterial	13250	45	State Highway Agency	Intersections	17

US 84 at Ferguson Mill Rd	Access management Median crossover - directional crossover	1 Numbers	-6153	-6153	HSIP (Section 148)	Rural Principal Arterial - Other	4970	65	State Highway Agency	Intersections	17
US 278 at Good Hope, Terza & Central Academy Rds	Access management Median crossover - directional crossover	3 Numbers	360000	400000	HSIP (Section 148)	Rural Principal Arterial - Other		65	State Highway Agency	Intersections	17
MS 27 at Lee Ave	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	-18360	-18360	HSIP (Section 148)	Rural Minor Arterial	4780	55	State Highway Agency	Intersections	17
MS 30 at CR 217/Woodson Ridge	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	-224320	-224320	HSIP (Section 148)	Rural Minor Arterial	10434	55	State Highway Agency	Intersections	17
MS 15 at Lamey Bridge Rd	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	-168491	-168491	HSIP (Section 148)	Urban Minor Arterial	6800	55	State Highway Agency	Intersections	17
US 84 at MS 184, west of Waynesboro	Access management Change in access - close	1 Numbers	360000	400000	HSIP (Section 148)	Rural Principal Arterial - Other	9850	65	State Highway Agency	Intersections	17

	or restrict existing access										
US 84 at Reservoir Rd/Magnolia Hill	Intersection traffic control Intersection traffic control - other	1 Numbers				Rural Principal Arterial - Other	7311	65	State Highway Agency	Intersections	17
US 84 at Auburn Dr	Intersection traffic control Intersection traffic control - other	1 Numbers	926550	1029500	HSIP (Section 148)	Rural Principal Arterial - Other	8338	65	State Highway Agency	Intersections	17
MS 53 at Canal Rd & County Farm/Shaw Road	Intersection traffic control Intersection traffic control - other	2 Numbers	-1	-1	HSIP (Section 148)	Urban Minor Arterial		55	State Highway Agency	Intersections	17
US 72 at MS 7	Intersection geometry Splitter island - install on one or more approaches	1 Numbers	11433	22368	HSIP (Section 148)	Rural Principal Arterial - Other	9800	65	State Highway Agency	Intersections	17
MS 67 at Tradition Parkway (at-grade)	Access management Median crossover - directional crossover	1 Numbers	45900	51000	HSIP (Section 148)	Rural Principal Arterial - Other	11222	65	State Highway Agency	Intersections	17
US 82 at Captain Viola B. Sanders	Intersection geometry Auxiliary	1 Numbers	59382	65980	HSIP (Section 148)	Urban Principal Arterial -	20239	55	State Highway Agency	Intersections	17

	lanes - add left-turn lane					Other					
MS 43 Slope Correction, Pearl River County	Roadway Superelevation / cross slope	0.4 Miles	148500	165000	HSIP (Section 148)	Rural Minor Arterial	2800	55	State Highway Agency	Roadway Departure	15
I-55 Cable Barrier, Holmes/Yazoo County	Roadside Barrier - cable	16.3 Miles	14476	75189	HSIP (Section 148)	Rural Principal Arterial - Interstate		70	State Highway Agency	Roadway Departure	18
US 45 Cable Barrier, Lee County	Roadside Barrier - cable	20.3 Miles	-645975	-645975	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways		65	State Highway Agency	Roadway Departure	18
I-55 Cable Barrier, Lincoln County	Roadside Barrier - cable	0.52 Miles	-3292	-3292	HSIP (Section 148)	Urban Principal Arterial - Interstate		70	State Highway Agency	Roadway Departure	18
MS 12, from Old Highway 12 to Russell Street	Access management Raised island - install new	3.3 Miles	606579	683384	HSIP (Section 148)	Urban Principal Arterial - Other	23650	45	State Highway Agency	Intersections	18
US 49, from Pass Rd to Arkansas Ave	Access management Raised island - install new	1.2 Miles	5987	8274	HSIP (Section 148)	Urban Principal Arterial - Other	42635		State Highway Agency	Roadway Departure	18
US 45 at Wheeler Grove Road	Alignment Vertical alignment or	0.3 Miles	15390	17100	HSIP (Section 148)	Rural Principal Arterial -	14000	65	State Highway Agency	Roadway Departure	17

	elevation change					Other					
SR 15, from SR 336 to SR 76	Roadway Roadway widening - add lane(s) along segment	2.1 Miles	-160000	-160000	HSIP (Section 148)	Rural Minor Arterial	14330		State Highway Agency	Roadway Departure	15
US 82, from MS River Bridge to SR 454	Lighting Intersection lighting	2.6 Miles	495000	550000	HSIP (Section 148)	Rural Principal Arterial - Other	7200	55	State Highway Agency	Intersections	17
MS 2 Fr Tippah/Alcorn CL to Kossuth	Miscellaneous	8.3 Miles	-13891	-13891	HSIP (Section 148)	Rural Minor Arterial	1362		State Highway Agency	Roadway Departure	15
I-59 at 16th Ave.	Interchange design Acceleration / deceleration / merge lane	1 Numbers	85845	124781	HSIP (Section 148)	Urban Principal Arterial - Interstate	15000	70	State Highway Agency	Intersections	17
US 49 SB Fr Main St in Mt. Olive to Walter Lott Rd	Shoulder treatments Widen shoulder - paved or other	24.2 Miles	585000	650000	HSIP (Section 148)	Rural Principal Arterial - Other	11050		State Highway Agency	Roadway Departure	15, 16
MS 25, Tishomingo County	Roadway Roadway - other	38.9 Miles	135000	150000	HSIP (Section 148)	Rural Principal Arterial - Other	1564		State Highway Agency	Roadway Departure and Intersections	15, 16, 17, 18
US 49 Fr N of	Shoulder	10.9	398709	443010	HSIP	Rural	1012	65	State	Roadway	15

Wilson Holmes Rd to Witherspoon Rd	treatments Widen shoulder - paved or other	Miles	0	0	(Section 148)	Principal Arterial - Other	6		Highway Agency	Departure	
MS 302, from Southcrest Parkway to US 78	Access management Raised island - install new	8.3 Miles	135000	150000	HSIP (Section 148)	Urban Principal Arterial - Other	36380		State Highway Agency	Intersections	18
US 98 FYA in Hattiesburg, Directional Median	Intersection traffic control Systemic improvements - signal-controlled	7 Numbers	-179732	-179732	HSIP (Section 148)	Urban Principal Arterial - Other	29040		State Highway Agency	Intersections	17
Clarksdale Traffic Study	Non-infrastructure Transportation safety planning	6 Numbers	-97395	-97395	HSIP (Section 148)	Urban Principal Arterial - Other	13034		State Highway Agency	Study	22
US 90, Access Management, FYA, Pascagoula	Intersection traffic control Modify traffic signal - add flashing yellow arrow	10 Numbers	337500	390000	HSIP (Section 148)	Urban Principal Arterial - Other	27040		State Highway Agency	Intersections	17
US 90 Flashing Yellow Arrow, Hancock Cty	Intersection traffic control Modify traffic signal - add flashing yellow arrow	10 Numbers	225000	250000	HSIP (Section 148)	Urban Principal Arterial - Other	21400	45	State Highway Agency	Intersections	17
SR 19 Flashing	Intersection	10	-292500	-292500	HSIP	Urban	1729		State	Intersection	17

Yellow Arrow, Meridian	traffic control Modify traffic signal - add flashing yellow arrow	Numbers			(Section 148)	Principal Arterial - Other	0		Highway Agency	s	
US 51, SR 463 Flashing Yellow Arrow, Madison Co.	Intersection traffic control Modify traffic signal - add flashing yellow arrow	25 Numbers	-15930	-15930	HSIP (Section 148)	Urban Principal Arterial - Other			State Highway Agency	Intersections	17
District 1 Intersection Improvement Project	Intersection traffic control Systemic improvements - stop-controlled	118 Numbers	1125000	1250000	HSIP (Section 148)	Districtwide			State Highway Agency	Intersections	17
MS 613 Systemic Curves Project	Roadway signs and traffic control Curve-related warning signs and flashers	32.3 Miles	135000	150000	HSIP (Section 148)	Rural Major Collector			State Highway Agency	Roadway Departure	15
Coastal County Strategic Highway Safety Plan	Non-infrastructure Transportation safety planning	1 Numbers	-135000	-135000	HSIP (Section 148)	Study			County Highway Agency	Study	22
US 45 at Buckatunna-Chicora-Clara Road	Access management Median crossover - directional crossover	1 Numbers	-81848	-81848	HSIP (Section 148)	Rural Principal Arterial - Other	3995	55	State Highway Agency	Intersections	17

US 90 at Bouslog Street	Intersection traffic control Intersection traffic control - other	1 Numbers	-36999	-36999	HSIP (Section 148)	Urban Principal Arterial - Other	25917	45	State Highway Agency	Intersections	17
SR 302 from Allen Drive to Horn Lake Road	Access management Raised island - install new	0.7 Miles	-135000	-135000	HSIP (Section 148)	Urban Principal Arterial - Other	14000		State Highway Agency	Intersections	18
HSIP Force Account Program	Miscellaneous		117337.5	130375	HSIP (Section 148)	Various Locations			State Highway Agency	Various Locations	23
US 49 Improvements, Simpson County	Miscellaneous	12 Miles	900000	1000000	Penalty Transfer - Section 154	Rural Principal Arterial - Other			State Highway Agency	Various Locations	23
US 61 at Eagles Nest Road	Intersection geometry Intersection geometrics - modify skew angle	1 Numbers	408827 7	454253 0	HSIP (Section 148)	Rural Principal Arterial - Other	8495	65	State Highway Agency	Intersections	17
US 45 at Ripley Road	Intersection traffic control Modify traffic signal - modify signal mounting (spanwire to mast arm)	1 Numbers	113387 1	125985 6	HSIP (Section 148)	Rural Principal Arterial - Other	12450	55	State Highway Agency	Intersections	17
Kiln-Delisle Road at Vidalia	Intersection geometry	1 Number	-190808	-190808	Penalty Transfer	Urban Minor	5300		County Highway	Intersections	17

Road/Hampton Rd	Auxiliary lanes - add left-turn lane	s			- Section 154	Arterial			Agency		
US 278/SR 6 at SR 7 Median Barrier	Roadside Barrier - cable	7.3 Miles	2302704	2558560	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways			State Highway Agency	Roadway Departure	18
Strategic Highway Safety Plan update	Non-infrastructure Transportation safety planning	1 Numbers	-103307	-103307	HSIP (Section 148)	Study			State Highway Agency	Study	15, 16, 17, 18, 22
US 49 at SR 42 (West)	Intersection traffic control Intersection traffic control - other	1 Numbers	1349910	1499900	HSIP (Section 148)	Rural Principal Arterial - Other	24650	65	State Highway Agency	Intersections	17
SR 570, from Interstate 55 to US 51	Miscellaneous	4 Numbers	1125000	1250000	HSIP (Section 148)	Urban Principal Arterial - Other	11000	35	State Highway Agency	Intersections	17, 18
SR 9 at SR 341	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	36000	40000	HSIP (Section 148)	Rural Minor Arterial	7500	45	State Highway Agency	Intersections	17
SR 43 between Picayune and SR 26	Alignment Horizontal curve	3 Numbers	4770000	5300000	HSIP (Section 148)	Rural Minor Arterial		55	State Highway Agency	Roadway Departure	15

	realignment										
Sign Donation/Bright Stick Program	Roadway signs and traffic control Roadway signs (including post) - new or updated			30010.05	State and Local Funds	Various Locations			County Highway Agency	Roadway Departure	15
US 51 at Nissan Parkway	Intersection traffic control Modify traffic signal - add flashing yellow arrow	1 Numbers	9040.5	10045	HSIP (Section 148)	Urban Principal Arterial - Other	18166	55	State Highway Agency	Intersections	17
SR 43, between SR 13 and SR 28	Roadway Superelevation / cross slope	0.4 Miles	69840	77600	HSIP (Section 148)	Rural Major Collector	1600	55	State Highway Agency	Roadway Departure	15

Negative values in HSIP Cost and Total Cost means HSIP funds were released from these projects during FFY 2016 and were returned to the program.

For projects without AADT values:
Due to either the length of these projects, the breadth of the project (i.e., treating 118 separate intersections), or scope of the project (Districtwide/Statewide study), AADT values at these locations would not be valid and have been left blank.

For projects without Speed Limit values:
Projects with blank speed limits typically involve locations where the speed limit changes across the length of the project. Since the ORT will not allow for the input of a range of speed limit values, speed limit values for those locations have been left blank.

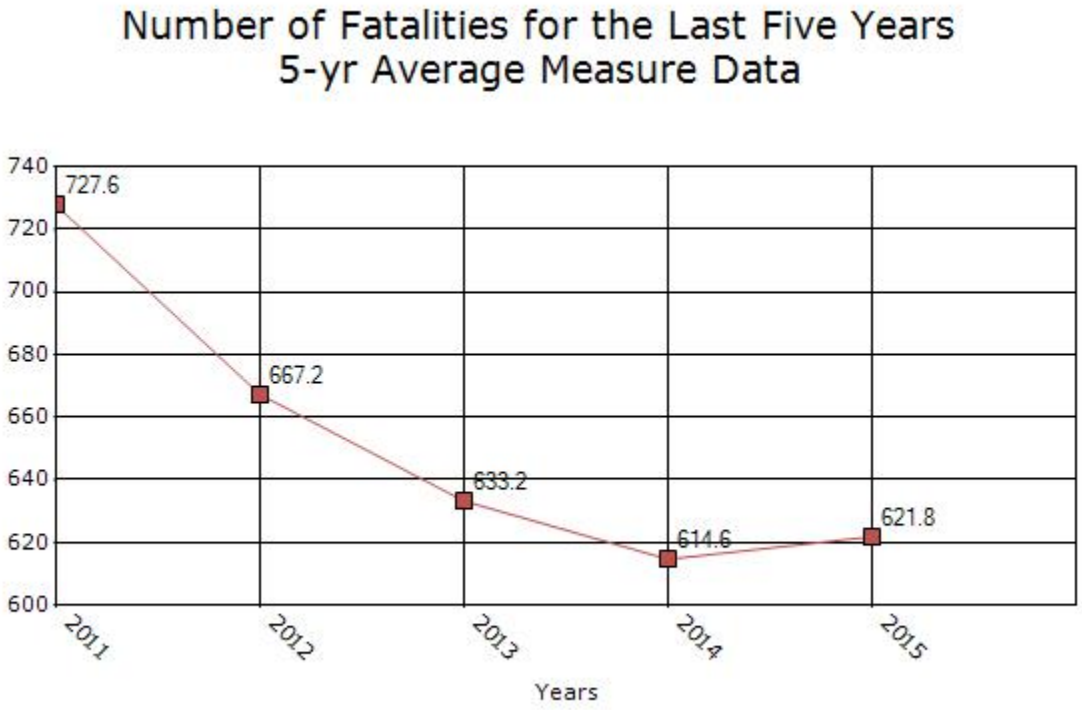
Progress in Achieving Safety Performance Targets

Overview of General Safety Trends

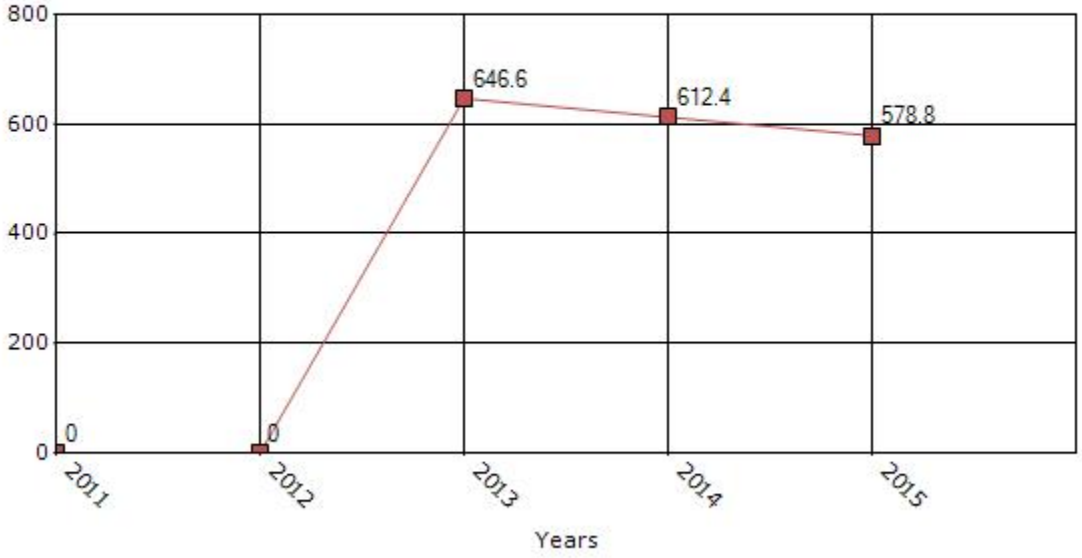
24. Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)	2015 (5-yr avg)
Number of fatalities	727.6	667.2	633.2	614.6	621.8
Number of serious injuries			646.6	612.4	578.8
Fatality rate (per HMVMT)	1.77	1.66	1.61	1.57	1.59
Serious injury rate (per HMVMT)			1.65	1.57	1.48

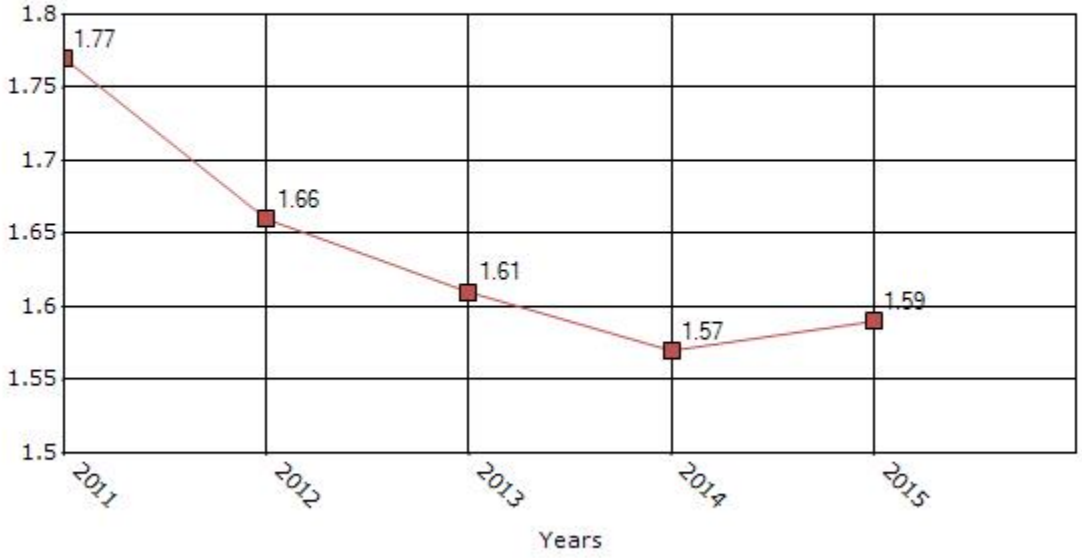
*Performance measure data is presented using a five-year rolling average.



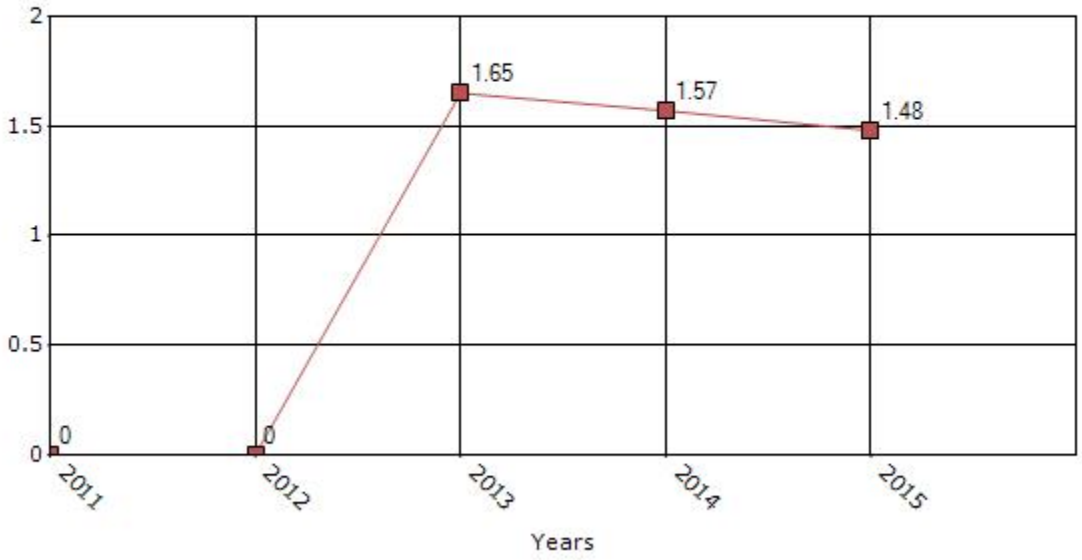
Number of Serious Injuries for the Last Five Years
5-yr Average Measure Data



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



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



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

Of note:

1. Due to questions about the accuracy of Functional Classification data within our analysis programs along with the data reported in FARS, MDOT staff must manually develop the Functional Classification information. This year, only 2015 has been reported. In future years, it is the desire of MDOT to have years prior to 2015 to add this section of the report.

2. MDOT does not differentiate between Urban Major Collector and Urban Minor Collector, so data from crashes located on each route type have been combined to Urban Major Collector.

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

As can be seen in the data trends presented in Question #24, Mississippi's serious injury crashes continued on a steady decline in 2015. In the last decade, serious injury crashes have been reduced 34%, which is a number the state is proud of, and one it hopes to continue reducing in the future.

Despite this positive trend in serious injury crashes, Mississippi saw a dramatic rise in its number of fatalities and fatal crashes in 2015, which is concerning. In 2015, fatalities were at their highest level since 2009, and 12% higher than 2014. Since achieving a dramatic decrease in fatalities from 2011 to 2012, Mississippi has seen its gains reversed as fatalities have increased nearly every year. Fluctuations are bound to be present in data sets from time to time; however, the increase in fatalities in 2015 is one that raises concerns.

While Mississippi has increased its focus on systemic improvement projects in the past year, the state intends to step up systemic efforts and programs in future HSIP fiscal years in hopes that will help deter the rising fatality numbers in the state. Additionally, more focus on lane departure corridors and treatments will be pursued to hopefully help curtail the trends seen in lane departure crashes in the state. Mississippi has identified additional measures it intends to implement to help in future years, such as providing more low cost improvements on both state-maintained and locally-maintained roadways.

Application of Special Rules

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

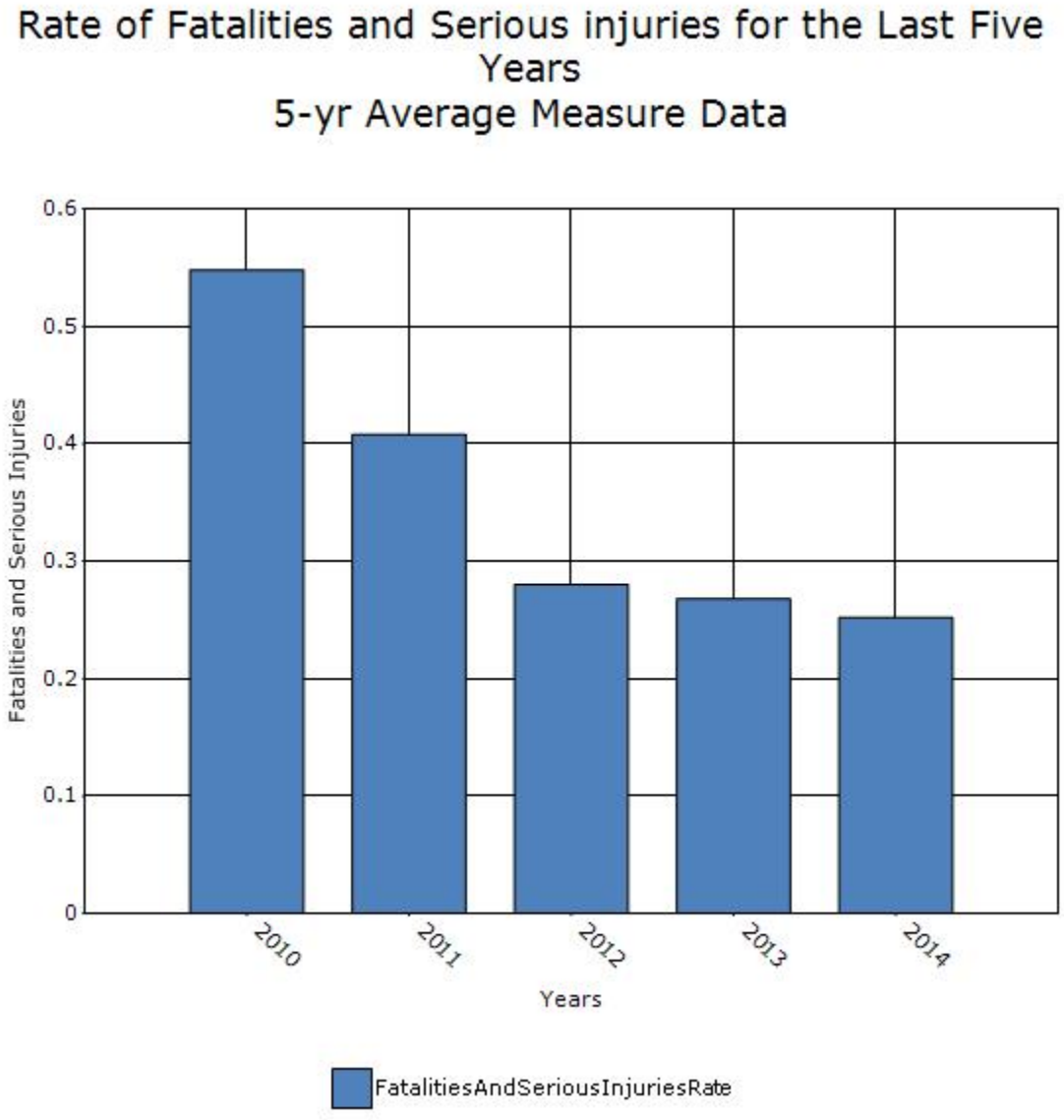
Older Driver Performance Measures	2010 (5-yr avg)	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)
Fatality rate (per capita)	0.366	0.276	0.184	0.172	0.17
Serious injury rate (per capita)	0.18	0.13	0.094	0.096	0.084
Fatality and serious injury rate (per capita)	0.548	0.408	0.28	0.268	0.252

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

Utilizing the data from FARS for Older Driver and Pedestrian Fatalities and the population data from the Older Driver Special Rule Guidance, http://www.fhwa.dot.gov/map21/guidance/guidehsipreport.cfmhttps://www.fhwa.dot.gov/map21/guidance/guideolder.cfm, which contains the population in thousands, we were able to determine the Fatal Rate for each of the years since 2006. Of note, Table 2 at the above link, only has data back to 2008, so population data from 2006 and 2007 were from previous guidance, which had the population numbers too low.

For Injury A data, we used data from the Mississippi Department of Transportation Safety Analysis Management Systems (SAMS). This data was also divided by the yearly population from https://www.fhwa.dot.gov/map21/guidance/guideolder.cfm.

To determine the Fatality and Serious Injury rate, the Fatal Rate and the Serious Injury Rate were aggregated from each year. For comparative purposes, the Fatal and Serious Injury Rates from 2008 - 2012 were averaged - 5 years average and the Fatal and Serious Injury Rates from 2010 - 2014 were averaged for comparative purposes. Because the 5-year average from 2014 (0.25) does not exceed the same calculated average from 2012 (0.28), the Older Driver Special Rule does not apply to Mississippi.



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

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

Other-Before and After Crash Analysis

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

None

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

Development of Process to Include Input from Internal Partners

During the past fiscal year, the Highway Safety Improvement Program (HSIP) in Mississippi worked diligently to establish a project identification process that ensured that all applicable divisions within the agency are given a chance to participate in the countermeasure selection process. Whereas before, project scopes were determined between Districts and the Safety staff, HSIP projects now are discussed among personnel including District officials, the Area Traffic Engineer for that District, the Safety Engineer for that District, Roadway Design for that District, Planning Division, Environmental Division, and others. These meetings typically include site visits to review and identify any environmental or site conditions that may affect the countermeasure selection process, and multiple countermeasures often used and encouraged by FHWA for the intersection or roadway section type are discussed to ensure the correct countermeasure is selected.

Upon meeting completion, a report detailing the meeting, its discussions, and its ultimate outcome(s) is written for review by the meeting attendees as well as MDOT Administrative Staff. After a

countermeasure report has made it through several levels of review, it is signed off on by MDOT's Chief Engineer, at which time a project is programmed and design, if necessary, gets underway.

With the development of this process, the MDOT staff in charge of HSIP feels that projects are properly vetted, and the process ensures that most if not all involved in the project are bought in on what will ultimately be constructed or installed. Additionally, this new process has helped the MDOT staff in charge of HSIP educate others within the agency about some of the more non-traditional countermeasures available. This is already reaping benefits for the program, as District and other agency staff begin to wholly buy in to new and innovative countermeasures that are proving to save lives already within the state of Mississippi.

Selection of Projects Eligible for Funding through HSIP

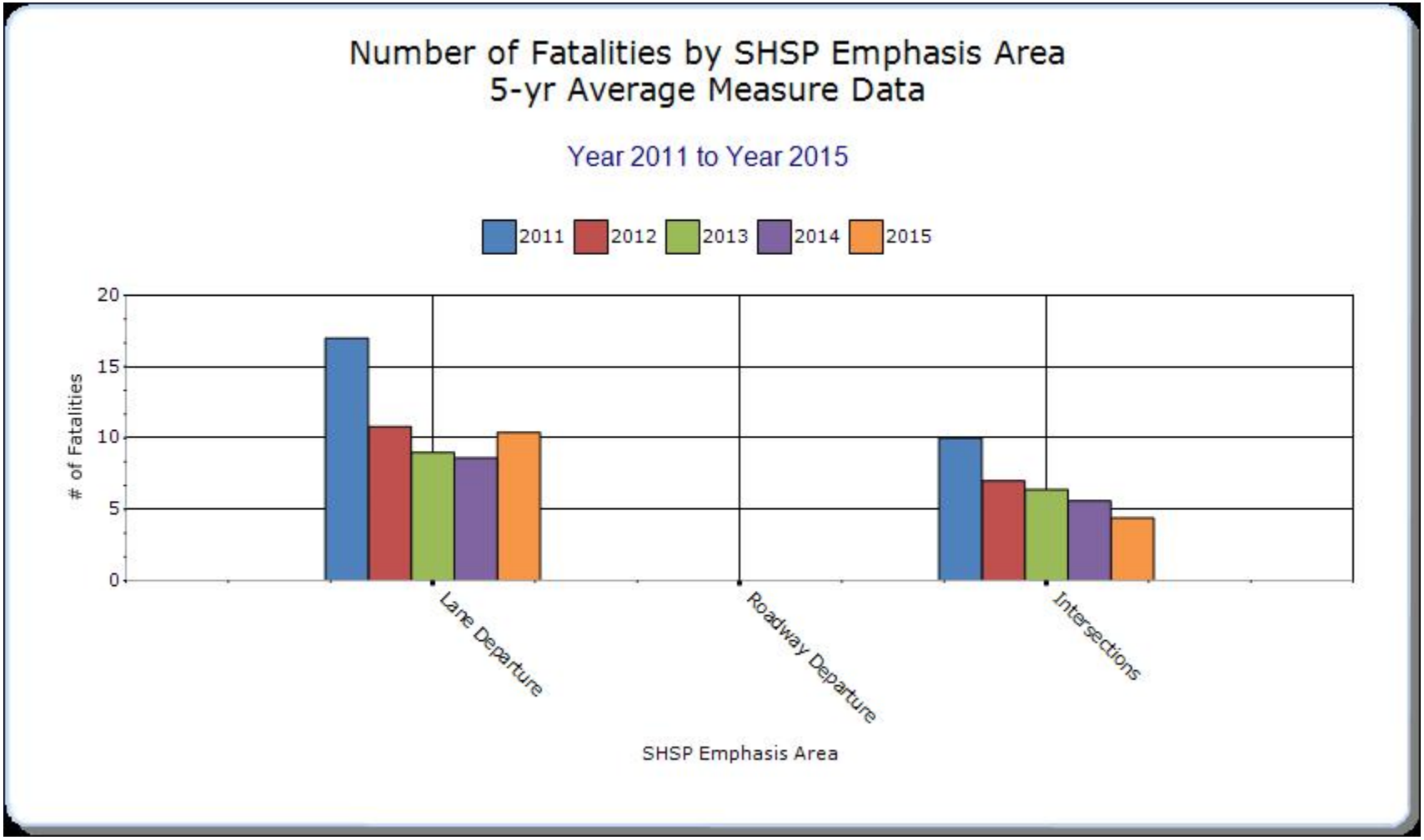
Over the course of the past year, MDOT Traffic Safety staff has expanded efforts to meet more frequently with MDOT District personnel to discuss safety. These meetings have helped strengthen the relationship between the Traffic Safety staff and Districts as the program has helped identify and address areas of concern using measures ranging from low cost, maintenance fixes to design and construction projects. As a result of this increased interaction, there has been an increase in identified intersections or sections of concern in need of HSIP funding. From this, MDOT has accumulated a list of HSIP projects that are worthy of project funding according to guidance established between MDOT and FHWA.

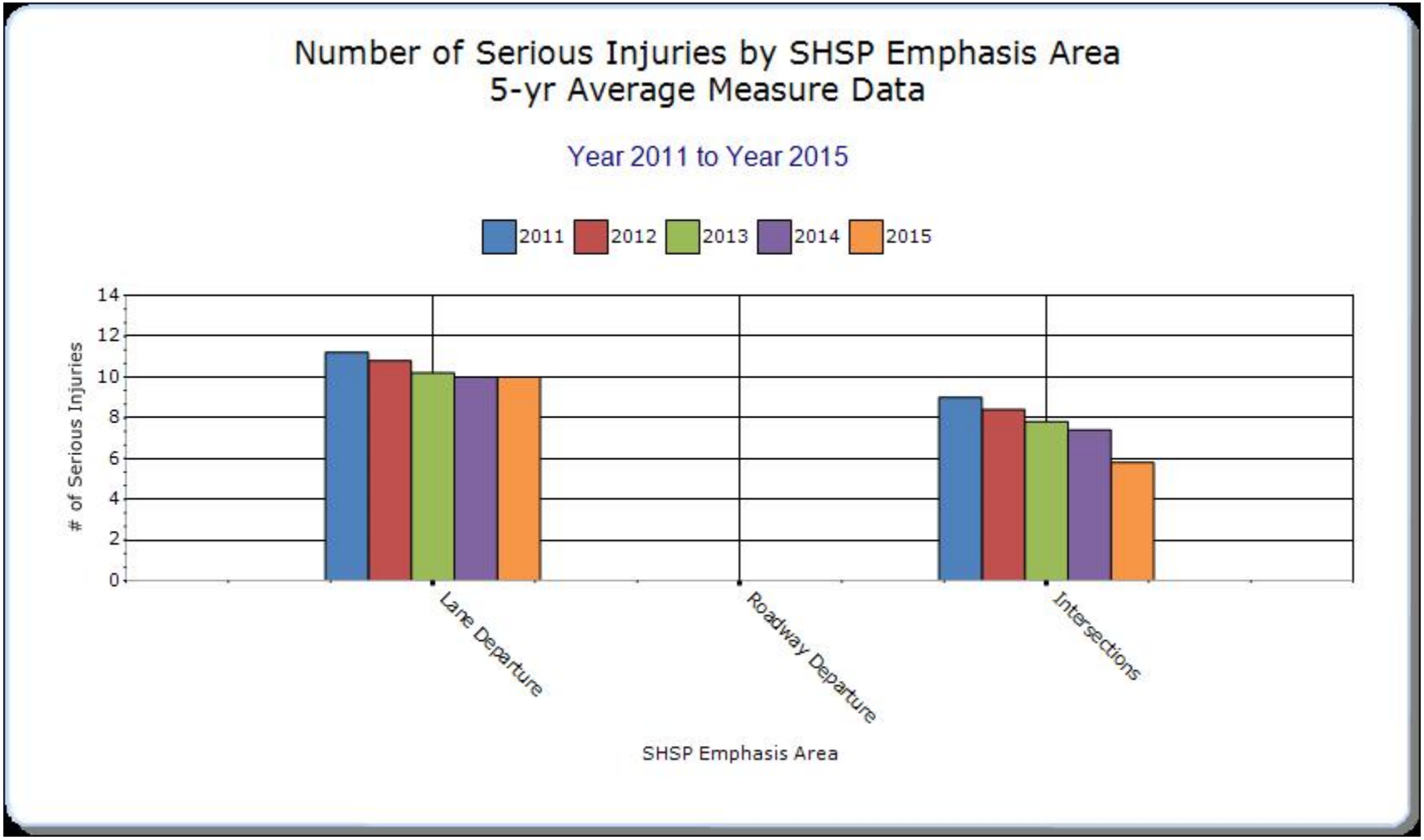
SHSP Emphasis Areas

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

Year - 2015

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Lane Departure		10.4	10					
Intersections		4.4	5.8					


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
20
15
10
5
0
# of Fatalities
Lane Departure
Roadway Departure
Intersections
SHSP Emphasis Area



Groups of similar project types

33. Present the overall effectiveness of HSIP subprograms.

Year - 2015

HSIP Sub-program Types	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Roadway Departure		10.4	10					
Median Barrier		6.8	6.2					
Intersection		4.4	5.8					

Systemic Treatments

34. Present the overall effectiveness of systemic treatments.

Year - 2015

Systemic improvement	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Cable Median Barriers		6.8	6.2					

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

HSIP Effectiveness

The overall safety trend in Mississippi over the last few years has produced mixed results. While serious injury crashes have continued to trend downward, fatalities have slowly risen in recent years, with a more distinct and sharp rise in 2015.
From 2005 through 2012, the number of traffic fatalities across Mississippi had steadily decreased. In 2013, traffic fatalities in Mississippi rose back above the 600 level, to 613. In 2014, Mississippi was able to return to the reduction trend, though, it was a modest reduction, back down to 607. Where the increase from 2012 to 2013 and 2014 was slight, the rise in fatalities in 2015 was sharper, as fatalities increased by 70 over 2014, to 677. The increase puts Mississippi at its highest level for fatalities since 2009. Additionally, the fatality rate - fatalities per hundred million vehicle miles traveled, or Fatalities/HMVMT - saw a sharp rise from 1.54 in 2014 to 1.70 in 2015, the highest since 2009, as well. With a national goal of 1.0 Fatalities/HMVMT, Mississippi finds itself with much work to do to get back on a declining trend in the near future.

Project Evaluation

There are one hundred and fifty-three HSIP project locations that have at least one year of post-construction crash data. Of these projects, reductions were achieved in both the average severity index and crash rate from the “pre-construction” period to the “post-construction” period. For the average severity index, a reduction of thirty percent was realized. This is a remarkable decrease and significant step toward the goal of reducing fatal and injury-producing crashes in the state. An eighteen percent decrease was realized in the average crash rates when studying the same “before” and “after” periods.

These numbers provide a clearer picture of the performance of HSIP projects in comparison to the format given for the same projects in Question #36. It's important to note that the "after" period for numerous HSIP projects provided in Question #36 are much shorter than the “before”, which can effectively skew how project performance appears in the given format. With crash rate calculations, a better representation is apparent for how the projects are performing thus far, even in shorter study periods.

Summary

2013 saw the first increase in fatalities in Mississippi since 2005, breaking a string of seven consecutive years with fatality reductions. Mississippi was able to return to a reduction trend in 2014, though modest. Following those modest reductions, Mississippi has experienced a disconcerting return to increased fatality numbers in 2015.

As the HSIP has matured in the state of Mississippi, a correlation has been realized in how the money is dispersed statewide and how crash trends emerge.

MDOT will continue to do everything within its power to ensure that available safety dollars go towards efforts that can effectively and efficiently restart the reduction trends in fatal crashes. As even one fatality is too many to suffer, Mississippi will continue to work towards realizing a reduction in fatalities

and serious injuries, so that we can hopefully reverse the most recent trend of increased fatalities and get back on track towards achieving our vision of Towards Zero Deaths on all public roadways.

Project Evaluation

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

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
I-55 from Pearl St to County Line Road	Urban Principal Arterial - Interstate	Miscellaneous	Miscellaneous	7	1	67	363	438	6	5	429	1379	1819	
Lamar St at MS 6/US 78 EB Ramps	Urban Principal Arterial - Other Freeways and Expressways	Intersection traffic control	Modify control - ramp and side street stop to roundabout			5	21	26			9	54	63	

Lamar St at MS 6/US 78 WB Ramps	Urban Principal Arterial - Other Freeways and Expressways	Intersection traffic control	Modify control – ramp stop to roundabout			2	8	10			3	11	14	
MS 15 at Fork Rd	Urban Minor Arterial	Intersection geometry	Intersection geometrics – modify intersection corner radius	1		4	8	13			6	8	14	
US 49 at Lyman Project Office	Rural Principal Arterial - Other	Intersection geometry	Auxiliary lanes – add left-turn lane			1	3	4			3	7	10	
MS 609 at Shore Dr.	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	1			3	4			10	14	24	

MS 35 at Red Dog Rd	Rural Minor Arterial	Intersection geometry	Auxiliary lanes – add left-turn lane		1	4	5	10			3	2	5	
US 51 at Madison Ave.	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			8	34	42			10	48	58	
US 51 at McClellan	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			1	2	3			9	11	20	
US 51 at Olympic Way	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			3	12	15			5	9	14	

I-220 Cable Barrier	Urban Principal Arterial - Interstate	Roadside	Barrier - cable	1		2	3	6	2	2	40	84	128	
MS 609 at I-10 Ramps	Urban Principal Arterial - Interstate	Intersection traffic control	Intersection traffic control - other	1	2	21	82	106			29	127	156	
I-55 Fr Fortification to MS 25	Urban Principal Arterial - Interstate	Roadway	Pavement surface - high friction surface	2	3	62	207	274		2	67	266	335	
US 98 at MS 29	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			5	19	24	1			5	6	

MS 57 at I-10 Ramps	Urban Principal Arterial - Interstate	Intersection traffic control	Intersection traffic control - other	1		13	36	50		1	17	72	90	
I-10 Fr Hancock Co Ln to Wolf River	Urban Principal Arterial - Interstate	Roadway	Rumble strips - edge or shoulder	2	1	38	97	138		4	51	201	256	
I-10 Fr Diamondhead to Harrison Co Ln	Urban Principal Arterial - Interstate	Roadway	Rumble strips - edge or shoulder			7	26	33	1		24	56	81	
US 98, from Weathersby to Intestate 59	Urban Principal Arterial - Other	Miscellaneous	Miscellaneous		2	47	202	251	1		255	743	999	

US 51 over Coldwater River	Rural Major Collector	Roadside	Barrier - other			4	17	21			4	16	20	
I-20 in Vicksburg City Limits (HO/ROR-L Crashes Only)	Urban Principal Arterial - Interstate	Roadside	Barrier - cable			3	4	7	1		28	44	73	
US 49 at (old) MS 67 in Saucier	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	3	2	7	14	26			2	4	6	
MS 145 at MS 513	Rural Major Collector	Intersection geometry	Intersection geometrics - modify skew angle			1	3	4				4	4	

I-55 Fr Pearl St to Woodrow Wilson	Urban Principal Arterial - Interstate	Roadside	Barrier - concrete	5		83	335	423	3	1	175	702	881	
MS 25 South of Fulton (Turn lane)	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane			5	5	10			5	8	13	
US 72 at MS 15	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other		1	6	11	18		2	5	14	21	
MS 589 at Old Hwy 24	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other			5	7	12				11	11	

I-55 Fr Byram to McDowell	Urban Principal Arterial - Interstate	Roadside	Barrier - concrete		1	86	256	343	5	3	209	550	767	
I-55 Barrier Wall Extension	Urban Principal Arterial - Interstate	Roadside	Barrier - concrete	3	2	62	185	252		2	120	345	467	
US 49 from Little Biloxi River to Saucier	Rural Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add left-turn lane	4	2	66	89	161	2	2	64	124	192	
US 49 from Stone CL to US 98	Rural Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add left-turn lane	12	5	167	234	418	12	5	213	328	558	

US 49 from Bond to Forrest CL	Rural Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add left-turn lane	1		6	10	17			19	21	40	
US 72 @ CR 218/306/Central School Rd/Old 72	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	1	5	12	31	49			6	24	30	
US 49 from Pass Rd to Airport Road	Urban Principal Arterial - Other	Access management	Raised island - install new	4	7	317	621	949	1	4	238	534	777	
US 49 from Airport Road to Creosote Road	Urban Principal Arterial - Other	Access management	Raised island - install new	3	1	151	476	631	3		123	351	477	

US 49 from Landon to Dedeaux Road	Urban Principal Arterial - Other	Access management	Raised island - install new	3		120	384	507			167	456	623	
US 49 from Dedeaux Road to St Charles	Urban Principal Arterial - Other	Access management	Raised island - install new	1		120	278	399			159	337	496	
MS 15 at MS 32	Rural Minor Arterial	Intersection geometry	Splitter island - install on one or more approaches	1		6	10	17			9	12	21	
US 98 from MS 589 to Weathersby	Urban Principal Arterial - Other	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	2	5	122	395	524	2	3	401	1116	1522	

US 45 @ Hamilton Rd	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			22	16	38	2		5	10	17	
MS 25 from I-55 to Rankin Co. Line SECTION	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads	1		108	523	632			130	597	727	
MS 25 from Rankin Co. Line to MS 471 SECTION	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads	2	4	475	1425	1906	2	4	568	2180	2754	
MS 25 at I-55 E. Frontage Rd.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			27	110	137			27	151	178	

MS 25 at Cool Papa Bell Rd.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			22	70	92			17	79	96	
MS 25 at Lakeland Terrace/Lakeland Ln.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads	1		4	41	46			15	81	96	
MS 25 at Ridgewood Rd.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			36	152	188			37	162	199	
MS 25 at Lakeland Cir	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			18	58	76			16	59	75	

MS 25 at River Bend	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			15	36	51			15	78	93	
MS 25 at Tree Tops	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			27	86	113			21	94	115	
MS 25 at Layfair	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			12	42	54			6	63	69	
MS 25 at River Oaks	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads	1	1	28	77	107			25	109	134	

MS 25 at N. Flowood Dr.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			13	39	52			12	72	84	
MS 25 at Flynt Dr.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			8	52	60			11	68	79	
MS 25 at MS 475	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads	1		55	173	229			54	240	294	
MS 18 @ Seven Springs/Palestine Rd	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			15	21	36			6	14	20	

MS 18 @ Hinds Blvd	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			5	3	8			2	8	10	
MS 18 @ County Farm Rd	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			7	10	17			5	12	17	
MS 42 at Petal HS (Mulberry to Trailwood)	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			1	9	10		1	5	14	20	
US 84 @ Jackson-Liberty Rd	Rural Principal Arterial - Other	Alignment	Vertical alignment or elevation change			10	7	17		1	1	5	7	

I-55 Byram Interchange (SB Rear End Crashes Only)	Urban Principal Arterial - Interstate	Interchange design	Extend existing lane on ramp			4	10	14			4	6	10	
US 90 at Hospital/Ocean Springs Rd SOUTH	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other		1	27	133	161			30	106	136	
US 90 at Hospital/Ocean Springs Rd NORTH	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other								28	92	120	
Springridge Rd Btw I-20 and US 80	Urban Minor Arterial	Access management	Raised island - install new			34	172	206			57	174	231	

MS 13 W of Gunther Rd to Forrest Co Ln	Rural Minor Arterial	Roadway	Superelevation / cross slope			26	40	66			4	6	10	
MS 25 from Monroe CL/Gaddy Rd	Rural Major Collector	Roadway	Rumble strips - edge or shoulder	7		26	66	99	4	2	31	57	94	
US 49 @ Southgate/Anderson	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	1	1	15	30	47	1		20	29	50	
I-110 Fr Biloxi Bay to I-10	Urban Principal Arterial - Interstate	Roadside	Barrier - cable	2	2	81	205	290		1	50	106	157	

MS 27 Fr Warren to Copiah Co. Ln.	Rural Minor Arterial	Roadway	Rumble strips - center	7	1	49	120	177	2		24	116	142	
I-20 at Norrell	Urban Principal Arterial - Interstate	Roadway	Pavement surface - miscellaneous			4	4	8			3	3	6	
MS 35 @ MS 28 East of Mize	Rural Minor Arterial	Intersection geometry	Intersection geometry - other			3	3	6			2	4	6	
I-20 Fr Smith Spur Rd to AL State Line	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	1	1	4	10	16		1	7	32	40	

I-55 Fr Copiah Co Ln to Byram Interchange	Urban Principal Arterial - Interstate	Roadside	Barrier - cable	1	3	16	22	42	1	1	16	60	78	
I-55 Fr LA State Line to Lincoln Co Ln	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	3	1	22	39	65	3	2	54	95	154	
I-55 Fr Pike Co Ln to Union St Bridge	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	1		12	22	35	2	2	43	100	147	
I-20 Fr Bovina to Big Black River	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	3	1	7	29	40		2	12	45	59	

Districtwide Cable Barrier Construction (District 1)	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	5	3	60	132	200	5	2	126	508	641	
MS 481 Realign Curve South of I-20	Rural Major Collector	Alignment	Horizontal curve realignment			1	2	3			1	1	2	
Districtwide Cable Barrier Construction (District 2)	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	10	1	48	70	129	3	4	49	250	306	
Districtwide Cable Barrier Construction (District 6)	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	12	2	70	112	196	2	2	98	336	438	

MS 18 @ Midway Rd	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	2	1	14	19	36			7	18	25	
MS 15 @ US 84 in Laurel	Urban Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add left-turn lane			22	99	121	1		19	100	120	
US 11 at 2nd/Goodyear	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination			5	34	39			6	17	23	
US 11 at Bruce/Jackson Landing	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination			9	24	33			4	12	16	

US 11 at Canal St.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination			12	45	57			10	12	22	
US 11 at Memorial Blvd/MS 43 S	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination			19	76	95			1	11	12	
US 11 at Fourth/N. Main	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination			2	22	24				11	11	
MS 67 at Lickskillet Rd.	Urban Principal Arterial - Other Freeways and Expressways	Intersection traffic control	Intersection traffic control - other	1	2	45	22	70			11	7	18	

Spillway Rd Guardrail	Urban Principal Arterial - Other	Roadside	Barrier - other	1	1	10	28	40			7	25	32	
US 49 at MS 22	Urban Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other			15	12	27		1	4	7	12	
US 98 at Old MS 63 North	Rural Principal Arterial - Other	Access management	Median crossover - directional crossover	6	3	31	28	68			3	6	9	
I-10 at Cedar Lake Rd.	Urban Principal Arterial - Interstate	Interchange design	Installation of new lane on ramp	3	1	39	63	106			18	31	49	

MS 33 between Gloster and Coles	Rural Minor Arterial	Roadway	Install / remove / modify passing zone	1	2	9	8	20			4	7	11	
US 98/Hardy Fr Westover to I-59 (including SB Ramp)	Urban Principal Arterial - Other	Interchange design	Installation of new lane on ramp		1	82	384	467		1	86	310	397	
Districtwide Cable Barrier Construction (District 2)	Rural Principal Arterial - Interstate	Roadside	Barrier - cable			8	15	23	1		6	24	31	
US 90 at MS 607	Rural Principal Arterial - Other	Intersection geometry	Intersection geometrics - modify skew angle		1	6	8	15		1	5	12	18	

US 49 at W. Wortham Rd/Grand Way Blvd.	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	2		16	26	44	1	1	15	7	24	
MS 198 Fr I-59 to US 49	Urban Principal Arterial - Other	Access management	Change in access - close or restrict existing access			67	263	330		1	109	485	595	
Kiln-Delisle at Vidalia Curb and Gutter	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane			1	3	4			1		1	
US 49 Fr Campbell Loop to N 31st	Urban Principal Arterial - Other	Access management	Raised island - install new	4	2	53	114	173			30	66	96	

US 90 at Franklin Creek Rd	Rural Principal Arterial - Other	Intersection geometry	Intersection geometrics - modify skew angle	3		15	14	32		1	5	6	12	
US 45 at CR 212	Rural Principal Arterial - Other	Access management	Median crossover - directional crossover	1	1	10	9	21						
Districtwide Cable Barrier Construction (District 3)	Rural Principal Arterial - Interstate	Roadside	Barrier - cable	2		8	8	18	1		5	39	45	
MS 67 at Sangani - old configuration	Urban Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange		2	64	125	191						

MS 67 at Sangani - east ramps (NB)	Urban Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange								17	63	80	
MS 67 at Sangani - west ramps (SB)	Urban Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange								3	8	11	
MS 67 at Sangani - east signal/Indian River Rd.	Urban Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange								4	36	40	
MS 67 at Sangani - west signal/Promenade	Urban Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange								14	34	48	

US 45 Cable Barrier	Urban Principal Arterial - Other Freeways and Expressways	Roadside	Barrier - cable	1	1	11	8	21	1		22	98	121	
US 45 at Euclatubba Rd.	Rural Principal Arterial - Other	Interchange design	Convert at-grade intersection to interchange	2	1	19	14	36			2	2	4	
US 84 at Ferguson Mill Rd	Rural Principal Arterial - Other	Access management	Median crossover - directional crossover	2	2	8	10	22			1		1	
US 61 at Delta View Rd.	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	1		7	8	16			2	1	3	

I-59 at 16th Ave.	Urban Principal Arterial - Interstate	Interchange design	Ramp closure			8	52	60			8	39	47	
MS 35 at I-20 EB Ramps	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	1		12	13	26			1	8	9	
US 84 at Magnolia Rd.	Rural Principal Arterial - Other	Access management	Median crossover - directional crossover	1		10	9	20			3	9	12	
RWIS Installations, I-69 over Hurricane Creek	Urban Principal Arterial - Interstate	Advanced technology and ITS	Advanced technology and ITS - other				5	5						

RWIS Installations, I-55 over Coldwater River	Rural Principal Arteria - Interstate	Advanced technology and ITS	Advanced technology and ITS - other			1	6	7			1	1	2	
US 72 at SR 7	Rural Principal Arterial - Other	Intersection geometry	Splitter island - install on one or more approaches	4	2	23	16	45		1	7	10	18	
MS 463 at Sunny Orchard	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			9	27	36			5	14	19	
MS 463 at Welch Farms	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			8	17	25			3	10	13	

MS 463 at Main/Old Hwy 463	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow								2	4	6	
Old 463/ Main at Post Oak	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			2	22	24						
MS 463 (New) / Madison Pkwy at Post Oak	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow								1	6	7	
MS 463 at Colony Crossing/Key	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			11	51	62			2	17	19	

MS 463 at Woodgreen	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			4	22	26			2	5	7	
MS 463 at Highland Colony/Bozeman	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			16	92	108			3	32	35	
MS 463 at Annandale/Reunion	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			3	12	15				3	3	
MS 463 at Madison Middle School	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			3	10	13				11	11	

MS 463 at Mannsdale Park	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			4	26	30			2	17	19	
MS 463 at St. Joe	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			6	7	13				3	3	
US 51 at Main/Old 463	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			18	80	98			1	19	20	
US 51 at MS 463/Hoy/Madison Pkwy	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1		11	62	74			6	27	33	

US 51 at Lake Harbor	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			10	43	53			4	15	19	
US 51 at Ridgewood	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			10	31	41			3	9	12	
US 51 at McLellan	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			9	11	20		1	1	3	5	
US 51 at Ridgeland/Sunnycrest	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			7	38	45			5	16	21	

US 51 at Jackson St/MS 886	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			30	147	177			6	39	45	
US 51 at Rice Rd	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	1		28	142	171			6	30	36	
US 51 at School St.	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			10	69	79			2	21	23	
US 51 at Olympic Way	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			5	8	13			2		2	

US 51 at Madison Ave	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			9	51	60			2	12	14	
US 51 at St. Augustine	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			6	13	19				3	3	
US 51 at Cobblestone	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			4	12	16			1	2	3	
MS 2 Fr Tippah/Alcorn CL to Kossuth	Rural Minor Arterial	Roadway	Rumble strips - edge or shoulder		2	26	45	73	1		4	8	13	

I-20 WB On Ramp at Lost Gap	Rural Principal Arteria - Interstate	Interchange design	Extend existing lane on ramp			3	6	9						
US 61 at Oak Ridge/Bowie	Rural Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	2	1	8	17	28		1		5	6	
US 49 at Hall St.	Rural Principal Arterial - Other	Access management	Median crossover - close crossover		4	12	18	34			1	1	2	
US 49 at S. Magnolia	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other		1	8	21	30			4	13	17	

US 49 at Walmart	Rural Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add additional signal heads			10	26	36			4	7	11	
US 49 at 4th St.	Rural Principal Arterial - Other	Access management	Median crossover - directional crossover	1	1	18	7	27						
US 49 at Ora Swamp/Sunset	Rural Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow		1	8	11	20			2	3	5	
US 49 at Pinecrest/Westview/Frontage	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other							1	4	3	8	

US 49 at Selma/Rebecca	Rural Principal Arterial - Other	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			8	8	16			1	3	4	
US 98 at Beaver Dam Rd.	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other		3	9	10	22			1	1	2	
US 98 at MS 198/Rocky Creek Rd.	Rural Principal Arterial - Other	Intersection traffic control	Intersection traffic control - other	1	1	20	11	33			3		3	

Optional Attachments

Sections	Files Attached

Glossary

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