Highway Safety Improvement Program

Data Driven Decisions

Wyoming
Highway Safety Improvement Program
2013 Annual Report

Prepared by: WY

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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Executive Summary

The overall safety goal of WYDOT with respect to safety is to *"Reduce the frequency and severity of crashes on the state's roadways with the resources available."*

That essentially translates to getting the most reduction in crashes possible from the dollars spent in the name of safety.

The WYDOT Safety Management System is a collection of tools, business processes, cross-program work flows, and the policy on Highway Safety designed to facilitate the identification and correction of safety concerns on the roadway network in Wyoming, and to achieve the overall safety goal.

Safety remedies – which range from geometric construction factors (such as shoulder width or super elevation) to roadside safety hardware (such as rumble strips or guard rails) to intersection traffic control (such as stop signs or signals) are managed as safety assets. The deployment of these safety assets is addressed through performance management principles that are described below.

The Safety Management System supports WYDOT business objectives by helping to accomplish the following:

- Optimize safety spending
  - WYDOT will achieve a higher level of safety improvement (reduction in frequency and/or severity of crashes) through the project work funded in the name of safety.
  - WYDOT will be able to get the highest level of benefit of safety spending by being able to identify and focus on the projects that will provide the greatest reduction for the lowest cost.
- Transparency
  - WYDOT will be able to provide solid, defensible rationale for decisions regarding safety investments, and be able to communicate clearly to the public, the federal partners, and state legislature with regards to safety efforts
  - The prioritization of safety investments is in line with the WYDOT Balanced Score Card measures for safety, as well as with other associated plans (WYDOT Strategic Plan, the Strategic Highway Safety Plan, the Traffic Records Strategic Plan, etc…)

- Focusing on fatal and incapacitating injury crashes (referred together as “critical crashes”), while also considering counts of all crashes
- Facilitate Cross-Program efforts
- Interactions between various parties will be streamlined with smoother flow of information and actions between District management, Traffic Operations, Project Development, Planning, and Highway Patrol in addition to Highway Safety with regards to the development and deployment of safety remedies.

With the SMS at WYDOT, decision-makers have access to higher quality, more useful information on which to base their decisions, and with which to resist demands to adopt sub-optimal positions.

- The result is higher-level information being available, rather than simply raw data. The intent is to provide “actionable intelligence” to the decision-makers.
- This information is available in a timely manner; before the decision needs to be made
- Pertinent and applicable to the types of decisions that are made at the various times and the various levels
- Presented in ways that make it easy to understand and communicate, making use of evolving display technologies (maps, graphing, stacked graphs, etc.)

A deeper level of focus of the SMS is to provide and support the use of helpful reports, repositories, and interactive tools that assist engineers in “peeling back the onion” to better understand what factors contribute to a particular high crash location.

- Providing an ensemble of information at ones fingertips, making use of integrated data sets and modern access and display technology. The standard Highway Safety Segment Report is an example, as are collision diagrams and stacked graphs.
- Helping to select the appropriate remedy (or remedies) for a location, given the types of crashes that are occurring, the geometries and layout of the location, and the types of remedies already in place
- Capturing and tracking candidate treatments through the lifecycle into deployment, to help ensure that the best treatments (in terms of benefit/cost) get deployed, and that the information about what was done where and when is available later for effectiveness studies.
- These tools are available for use by HWS analysts as well as by other engineers (District, Traffic Operations, etc.)
- Supporting interactive analysis tools to explore, understand, and compare crashes and remedies. Examples include CARE, the clickable map.

The overall safety goal for the Wyoming Department of Transportation with respect to highway safety is to "Reduce the frequency and severity of crashes on the state's roadways with the resources available"

This statement essentially translates to getting the most reduction in crashes possible from the dollars spent in the name of highway safety.

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

How are Highway Safety Improvement Program funds allocated in a State?

☐ Central

☒ District

☐ Other

If District, how are the HSIP funds allocated?

☐ Formula

☐ Crash Data

☐ Population

☒ Other Judgement based upon data and rating system used to ID specific projects for highway safety funding

The engineering staff of each District are involved in programming and implementing projects within the HSIP.

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

The local county roads are included in the HSIP by the Wyoming rural road safety program (WRRSP) administered by the UW LTAP center. The program reviews crash and roadway feature data to develop high risk road locations. The work done by the LTAP then includes assistance in putting projects together with the local jurisdictions to address the identified roadway safety needs.

There are two MPO's in Wyoming and they are represented on the Safety Mangagement Committee that identifies emphasis areas for the SHSP. Porjects are proposed and developed by the MPO's with regard to their own identified needs and assistance is provided in data and information.

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

☒ Design

☒ Planning

☐ Maintenance

☒ Operations

☒ Governors Highway Safety Office

☐ Other:

Briefly describe coordination with internal partners.

Internal partners are asked to provide their expertise in the various areas that they represent. The coordination is required at many levels based upon the policies of WYDOT. Information is developed and disemminated by the Highway Safety Office. The information is used to make

decisions regarding project programming and design by the other WYDOT programs responsible for that part of the project development and implementation.

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

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☐Other:

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

☐Multi-disciplinary HSIP steering committee

☒Other: Other-Safety Management System has been instituted and is beginning to be used.

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

None

Program Methodology

Select the programs that are administered under the HSIP.

☒Median Barrier	☒Intersection	☐Safe Corridor
☒Horizontal Curve	☐Bicycle Safety	☐Rural State Highways

☐ Skid Hazard	☒ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☒ Low-Cost Spot Improvements	☒ Sign Replacement And Improvement
☒ Local Safety	☐ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☐ Other:		

Program: **Median Barrier**

Date of Program Methodology: **10/9/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☒ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic Operations input

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Cost Effectiveness

Program: **Intersection**

Date of Program Methodology: **10/9/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ Other-Rural Intersections and the type of traffic control present for example signalized or not

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

Rural off sytem intersections are studied independently from on system intersections. Urban intersections are also studied within the community that they exist. A statewide program does not currently exist.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Disrtict and Traffic operations input

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Cost Effectiveness

Program: **Horizontal Curve**

Date of Program Methodology: **10/9/2009**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width

☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Disrtict and Traffic operations input

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☒ Ranking based on B/C	2
☒ Available funding	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Cost Effectiveness	

Program: **Crash Data**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width

☒Fatal crashes only	☒Volume	☒Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☒Functional classification
☒Other-Safety Index rating system	☐Lane miles	☒Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐EPDO crash frequency with EB adjustment

☒Relative severity index

☒Crash rate

☒Critical rate

☐Level of service of safety (LOSS)

☐Excess expected crash frequency using SPFs

☐Excess expected crash frequency with the EB adjustment

☐Excess expected crash frequency using method of moments

☒Probability of specific crash types

☒Excess proportions of specific crash types

☐Other

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

☒Yes

☐No

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

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

Crash Data is tailored for the specific study that is being conducted for the other roadways whether they be rural counties or urban communities. The Wyoming rural road safety program is utilized for HRRR projects.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Data improvement projects are developed and implemented by the WY traffic records coordinating committe

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	2

Program: **Roadway Departure**

Date of Program Methodology: **10/9/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒Probability of specific crash types

☒Excess proportions of specific crash types

☐Other

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

☒Yes

☐No

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

☐Yes

☒No

If no, describe the methodology used to identify local road projects as part of this program.

The local roads utilize specific studies to determine project needs.

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☐selection committee

☒Other-District and Traffic operations input

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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C

☒ Available funding	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Cost Effectiveness	
☒ Judgement based - some systemic geometric improvements and some crashed based	2

Program: **Low-Cost Spot Improvements**

Date of Program Methodology: **10/9/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic operations input

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☒ Ranking based on B/C 1

☒ Available funding 2

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Cost Effectiveness

Program: **Sign Replacement And Improvement**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ Other-Age and condition of signs

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐EPDO crash frequency with EB adjustment

☒Relative severity index

☒Crash rate

☒Critical rate

☐Level of service of safety (LOSS)

☐Excess expected crash frequency using SPFs

☐Excess expected crash frequency with the EB adjustment

☐Excess expected crash frequency using method of moments

☒Probability of specific crash types

☒Excess proportions of specific crash types

☒Other-Age of signs in combination with functional classification of the roadway is the main factor

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

☒Yes

☐No

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

☐Yes

☒No

If no, describe the methodology used to identify local road projects as part of this program.

Sign replacement and improvement projects are done through the WRRSP methodology for Counties. For Urban communities these type of projects are done on a corridor basis.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic operatins input

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	2
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Cost Effectiveness	
☒ Relative age of signage and functional classification	1

Program: **Local Safety**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes *Exposure* *Roadway*

- ☒ All crashes
- ☐ Fatal crashes only
- ☐ Fatal and serious injury crashes only
- ☐ Other
- ☒ Traffic
- ☒ Volume
- ☐ Population
- ☐ Lane miles
- ☐ Other
- ☐ Median width
- ☐ Horizontal curvature
- ☐ Functional classification
- ☐ Roadside features
- ☒ Other-A simple roadway drive through rating is used to identify roadway features needing improvement

What project identification methodology was used for this program?

- ☒ Crash frequency
- ☐ Expected crash frequency with EB adjustment
- ☐ Equivalent property damage only (EPDO Crash frequency)
- ☐ EPDO crash frequency with EB adjustment
- ☐ Relative severity index
- ☐ Crash rate
- ☐ Critical rate
- ☐ Level of service of safety (LOSS)
- ☐ Excess expected crash frequency using SPFs
- ☐ Excess expected crash frequency with the EB adjustment
- ☐ Excess expected crash frequency using method of moments
- ☒ Probability of specific crash types
- ☒ Excess proportions of specific crash types
- ☐ Other

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

☒Yes

☐No

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

☐Yes

☒No

If no, describe the methodology used to identify local road projects as part of this program.

The Wyoming Rural Road Safety Program (WRRSP) utilizes crash data and drive through surveys to rank and prioritize local road safety needs and assists in identifying projects to address needs.

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒selection committee

☐Other

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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 2

☐Incremental B/C

☐Ranking based on net benefit

☒Cost Effectiveness 1

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

70

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☒ Rumble Strips
- ☒ Traffic Control Device Rehabilitation
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Signing
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Upgrade Guard Rails
- ☒ Clear Zone Improvements
- ☐ Safety Edge
- ☒ Install/Improve Lighting
- ☒ Add/Upgrade/Modify/Remove Traffic Signal
- ☐ Other

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☐ Road Safety Assessment
- ☒ Other: Other-Use of Crash Information to identify over-represented crash types to be addressed

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

☒ Highway Safety Manual

☐ Road Safety audits

☒ Systemic Approach

☐ Other:

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

none

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☐ State Fiscal Year

☒ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	14842000	21 %	14842000	21 %
HRRRP (SAFETEA-LU)	347000	0 %	216000	0 %
HRRR Special Rule				
Penalty Transfer - Section 154	5466661	8 %	5466661	8 %
Penalty Transfer – Section 164	5466661	8 %	5466661	8 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	40917678	58 %	40917678	59 %
State and Local Funds	2950000	4 %	2950000	4 %
Totals	69990000	100%	69859000	100%

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

$2,950,000.00

How much funding is obligated to local safety projects?

$2,950,000.00

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

$0.00

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

$0.00

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

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

Wyoming doesn't have any impediments to obligating Highway Safety Improvement Program funds.

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

None

General Listing of Projects

List each highway safety improvement project obligated during 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
HSIP 0.00 B139027-00 STWD/VAR LOC/I-80US 30/US189		0	-165658	-165658	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HRRR 0.00 CN07104-00 HRRR/GO CO/SHEEP CR CO RD #72		0	-100000	-100000	HSIP-HIGH RISK RURAL RDS. RE.	Rural Minor Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B139018-00 STWD/VAR LOC/EPOXY STRIPING		0	-85965	1155506	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B101021-00 DIST		0	-57385.21	-73929.14	HIGHWAY	Rural Principal	1000	55	State Highway		

1/VAR LOC/I-25/I-80					SAFETY IMP PROG	Arterial - Interstate			Agency		
HRRR 0.00 CN12055-00 HRRR/LN CO/VAR LOC/CULVERT EXT		0	-56104.1	-56104.1	HSIP-HIGH RISK RURAL ROAD	Rural Minor Collector	1000	55	State Highway Agency		
HSIP-SEP 22.70 P261031-00 LARA-COLO ST LINE/GUARDRAIL		0	-42531	394521	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 0.00 B135017-00 DIST 5/VAR LOC/GUARDRAIL		0	-38006	545592	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HRRR 0.00 CN12060-00 HRRR/LN CO/CO RD #135		0	-30766	-30766	HSIP-HIGH RISK RU RD S-LU EXT	Rural Minor Collector	1000	55	State Highway Agency		
HRRR 0.00 CN16022-00 HRRR/JO CO/VAR		0	-21454.81	-21454.81	HSIP-HIGH RISK	Rural Minor	1000	55	State Highway		

LOC/09					RURAL ROAD	Collector			Agency		
HSIP 0.00 B099018-00 STWD/VAR LOC/EPOXY STRIPING		0	-19684.92	-30996.71000000001	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B101021-00 DIST 1/VAR LOC/I-25/I-80		0	-16543.93	-73929.14	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
AML12 104.34 1401007-00 MNVL-LNCE/WYATTE CR		0	-14235	-14235	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B109014-00 STWD/VAR LOC/EPOXY STRIPING		0	-10545.94	-18671.1	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B099018-00 STWD/VAR LOC/EPOXY		0	-8181.07000000001	-30996.71000000001	HIGHWAY SAFETY IMP	Rural Principal Arterial -	1000	55	State Highway Agency		

STRIPING					PROG	Other					
HSIP-SEP 0.00 B109014-00 STWD/VAR LOC/EPOXY STRIPING		0	-6774.84	-18671.1	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B103013-00 DIST 3/VAR LOC/GUARDRAIL		0	-3763.28	-3763.28	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 100.49 0202052-00 LOVL-EMBL/STR CJJ & CJN		0	-3620	45132.88	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 70.62 I252156-00 BRDX LIGHTING & DMS		0	-3545.19	-6700.68	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 0.00 B109015-00 STWD/VAR LOC/RUMBLE		0	-3423.79	-3423.79	HIGHWAY SAFETY IMP	Rural Principal Arterial - Other	1000	55	State Highway Agency		

STRIPS/10					PROG						
HSIP-SEP 70.62 I252156-00 BRDX LIGHTING & DMS		0	-3155.49	-6700.68	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 0.00 B099018-00 STWD/VAR LOC/EPOXY STRIPING		0	-3130.72	-30996.71000000001	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
ACHSIP 0.00 B081058-00 I-25/I-80/SIGNS		0	-2029.72	-3412.52	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
ACHSIP 0.00 B081058-00 I-25/I-80/SIGNS		0	-1382.8	-3412.52	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 0.00 B109014-00 STWD/VAR LOC/EPOXY		0	-1350.31999999995	-18671.1	HWY SAFETY IMP PROG S-	Rural Principal Arterial - Other	1000	55	State Highway Agency		

STRIPING					LU EXT						
HSIP 203.19 N854072-00 MULE CR JCT-NEWC/SNOW FENCE		0	-1104.68	-1104.68	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN10095-00 HRRR/FR CO/VAR LOC/GUARDRAIL		0	-0.429999999993015	-0.429999999993015	HSIP-HIGH RISK RURD S-LU EXT	Rural Minor Collector	1000	55	State Highway Agency		
HRRR 0.00 CN06065-00 HRRR/CB CO/VAR LOC/09		0	-0.290000000000873	-0.290000000000873	HSIP-HIGH RISK RURAL ROAD	Rural Minor Collector	1000	55	State Highway Agency		
HSIP-SEP 16.55 B132016-00 DIST 2/VAR LOC/GUARDRAIL		0	1810	1390378	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-HP 107.11 N203064-00 RIVE-SHOS/HONOR FARM ROAD		0	1810	1810	HWY SAFETY IMP PROG S-	Rural Principal Arterial - Other	1000	55	State Highway Agency		

					LU EXT						
HSIP 0.00 B139108-00 DIST 2 & DIST 3/PAVEMENT MARK		0	1916	832273	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 110.80 N212113-00 WYO 220/ROBERTSON RD		0	2570	28266	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B102076-00 DIST 2/VARIOUS LOC/SIGNS		0	4525	4525	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HP 105.31 N203055-00 RIVE ST/WY789/FEDERL /PARK INTS		0	4525	4525	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B135041-00 DIST 5/VAR LOC/PVMT MARKINGS		0	4630	198449	HWY SAFETY IMP PROG S-	Rural Major Collector	1000	55	State Highway Agency		

					LU EXT						
HSIP 187.20 I804254-00 DIST 1/I-80/SIGN INSTALLATION		0	4638	24184	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 173.74 N854073-00 LUSK-MULE/SEP		0	5123	5123	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B134040-00 DIST 4/VAR LOC/PVMT MARKINGS		0	5264	404455	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B131037-00 DIST 1/VAR LOC/PVMT MARKINGS		0	5269	291556	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B132038-00 DIST 2/VAR LOC/PVMT MARKINGS		0	5269	176389	HWY SAFETY IMP PROG S-	Rural Major Collector	1000	55	State Highway Agency		

					LU EXT						
HSIP 0.00 B134040-00 DIST 4/VAR LOC/PVMT MARKINGS		0	5833.84	404455	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 70.55 N853090-00 CHEY-HAWK SPRINGS/SEP		0	5871	5871	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 211.46 I804252-00 RAWL MARGINAL/MEDIAN CABLE		0	6493	6493	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 0.00 B131102-00 DIST 1/VAR LOC/EPOXY MARKINGS		0	6711	1099926	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 1.42 2200017-00 GOOSEBERRY RD		0	9049	9049	HWY SAFETY IMP PROG S-	Rural Major Collector	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 0.00 B124028-00 DIST 4/VAR LOC/GRDRAIL UPGRADE		0	9050	949643	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 115.20 P212096-00 CASP/CY&POPLAR		0	9108	1385142	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B133039-00 DIST 3/VAR LOC/PVMT MARKINGS		0	9794	189572	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 107.97 N432059-00 GILL STS/UNION CHAPEL		0	9794	9794	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B125025-00 DIST 5/VAR LOC/CURVE CHEVRON		0	9954	89820	HWY SAFETY IMP PROG S-	Rural Principal Arterial - Other	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 34.11 B115031-00 DIST 5/VAR LOC/BOX BEAM GRDRL		0	11094	11094	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP 0.00 B131105-00 DIST 1/DMS & HAR		0	13588.25	388531	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B154020-00 DIST 4/VAR LOC/GUARDRAIL		0	14690	14690	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B154021-00 DIST 4/VAR LOC/SIGNS		0	14690	14690	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B135041-00 DIST 5/VAR LOC/PVMT MARKINGS		0	17620	198449	SEC 154 PENALTIES - FOR	Rural Major Collector	1000	55	State Highway Agency		

					HSIP						
HSIP 0.00 B133026-00 DIST 3/ VAR LOC/LIGHTING		0	17860	1423752	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B134040-00 DIST 4/VAR LOC/PVMT MARKINGS		0	18688	404455	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP 187.20 I804254-00 DIST 1/I-80/SIGN INSTALLATION		0	19546	24184	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 110.80 N212113-00 WYO 220/ROBERTSON RD		0	25696	28266	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B131037-00 DIST 1/VAR LOC/PVMT MARKINGS		0	26026	291556	SEC 154 PENALTIES - FOR	Rural Major Collector	1000	55	State Highway Agency		

					HSIP						
HRRR 0.00 CN06067-00 HRRR/CB CO/SEMINOE DAM RD #351		0	30057	30057	HSIP-HIGH RISK RURAL ROAD	Rural Minor Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 1507037-00 CHIEF JOSEPH/WYO 296/GUARDRAIL		0	33160	33160	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B133039-00 DIST 3/VAR LOC/PVMT MARKINGS		0	34525	189572	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B134040-00 DIST 4/VAR LOC/PVMT MARKINGS		0	34887.16	404455	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
ACSTP-CR 0.00 CN10093-00 FR CO/CR #334/17 M RD/WEST SEC		0	38911	38911	HIGHWAY SAFETY IMP	Rural Major Collector	1000	55	State Highway Agency		

					PROG						
HSIP-SEP 316.28 I805168-00 LARA-CHEY/ACCEL RAMPS		0	39151	431316	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 0.00 B132038-00 DIST 2/VAR LOC/PVMT MARKINGS		0	39490	176389	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 22.70 P261031-00 LARA-COLO ST LINE/GUARDRAIL		0	39732	394521	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 0.00 B141027-00 DIST 1/VAR LOC/GUARDRAIL		0	46648	46648	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 100.49 0202052-00 LOVL-EMBL/STR CJJ & CJN		0	48752.88	45132.88	HWY SAFETY IMP PROG S-	Rural Major Collector	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 0.00 B135017-00 DIST 5/VAR LOC/GUARDRAIL		0	52859	545592	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 67.86 N362036-00 BUFF WEST		0	72392	1015185	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B131105-00 DIST 1/DMS & HAR		0	73760.75	388531	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B139108-00 DIST 2 & DIST 3/PAVEMENT MARK		0	75487	832273	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 38.00 P142048-00 FARS-LAND/SLOPE FLATTENING		0	79706	876771	HIGHWAY SAFETY IMP	Rural Minor Arterial	1000	55	State Highway Agency		

					PROG						
HSIP-SEP 0.00 B125025-00 DIST 5/VAR LOC/CURVE CHEVRON		0	79866	89820	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12057-00 HRRR/LN CO/VAR LOC/GUARDRAIL		0	83884	83884	HSIP-HIGH RISK RURAL ROAD	Rural Minor Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B124028-00 DIST 4/VAR LOC/GRDRAIL UPGRADE		0	85509	949643	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 67.86 N362036-00 BUFF WEST		0	85709	1015185	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 9.00 B142029-00 DIST 2/VAR LOC/SAFETY GRADING		0	86289	86289	HWY SAFETY IMP PROG S-	Rural Major Collector	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 34.00 N361064-00 TENS-BUFF/SEP		0	91961	91961	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B131102-00 DIST 1/VAR LOC/EPOXY MARKINGS		0	99383	1099926	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 115.20 P212096-00 CASP/CY&POPLAR		0	112745	1385142	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B139018-00 STWD/VAR LOC/EPOXY STRIPING		0	112861	1155506	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
SIB-ACNH 7.83 N301015-00 MRAN-DUBO/ROSIES		0	124659	124659	SEC 154 PENALTIES - FOR	Rural Principal Arterial - Other	1000	55	State Highway Agency		

RDGE/RECONST					HSIP						
HSIP 0.00 B133026-00 DIST 3/ VAR LOC/LIGHTING		0	127808	1423752	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B132038-00 DIST 2/VAR LOC/PVMT MARKINGS		0	131630	176389	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B149028-00 STWD/VAR LOC/EPOXY STRIPING		0	140912	140912	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B133039-00 DIST 3/VAR LOC/PVMT MARKINGS		0	145253	189572	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 16.55 B132016-00 DIST 2/VAR LOC/GUARDRAIL		0	156299	1390378	HWY SAFETY IMP PROG S-	Rural Principal Arterial - Other	1000	55	State Highway Agency		

					LU EXT						
HSIP 0.00 B135041-00 DIST 5/VAR LOC/PVMT MARKINGS		0	176199	198449	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HRRR 0.00 B099075-00 HRRR/UW/TECH TRANS CENTER		0	180000	180000	HSIP-HIGH RISK RURAL ROAD	Rural Minor Collector	1000	55	State Highway Agency		
HSIP 0.00 B131037-00 DIST 1/VAR LOC/PVMT MARKINGS		0	260261	291556	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B131105-00 DIST 1/DMS & HAR		0	301182	388531	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B134040-00 DIST 4/VAR LOC/PVMT MARKINGS		0	339782	404455	SEC 154 PENALTIES - FOR	Rural Major Collector	1000	55	State Highway Agency		

					HSIP						
HSIP-SEP 316.28 I805168-00 LARA-CHEY/ACCEL RAMPS		0	392165	431316	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 22.70 P261031-00 LARA-COLO ST LINE/GUARDRAIL		0	397320	394521	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 0.00 B135017-00 DIST 5/VAR LOC/GUARDRAIL		0	530739	545592	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B104002-00 DIST 4/VAR LOC/DMS		0	530913	5840042	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
ACNH 101.60 N212107-00 MUDG-CASP/NARROWS/S		0	570170	6271865	SEC 154 PENALTIES - FOR	Rural Principal Arterial - Other	1000	55	State Highway Agency		

LIDE REPAIR					HSIP						
HSIP 0.00 B139108-00 DIST 2 & DIST 3/PAVEMENT MARK		0	754870	832273	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 38.00 P142048-00 FARS-LAND/SLOPE FLATTENING		0	797065	876771	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 0.00 B124028-00 DIST 4/VAR LOC/GRDRAIL UPGRADE		0	855084	949643	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 67.86 N362036-00 BUFF WEST		0	857084	1015185	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B131102-00 DIST 1/VAR LOC/EPOXY MARKINGS		0	993832	1099926	SEC 154 PENALTIES - FOR	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		

					HSIP						
HSIP-SEP 0.00 B139018-00 STWD/VAR LOC/EPOXY STRIPING		0	1128610	1155506	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 16.55 B132016-00 DIST 2/VAR LOC/GUARDRAIL		0	1232269	1390378	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 115.20 P212096-00 CASP/CY&POPLAR		0	1263289	1385142	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B133026-00 DIST 3/ VAR LOC/LIGHTING		0	1278084	1423752	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
ACNH 101.60 N212107-00 MUDG-CASP/NARROWS/S		0	1513118	6271865	SEC 154 PENALTIES - FOR	Rural Principal Arterial - Other	1000	55	State Highway Agency		

LIDE REPAIR					HSIP						
ACNH 101.60 N212107-00 MUDG-CASP/NARROWS/SLIDE REPAIR		0	4188577	6271865	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B104002-00 DIST 4/VAR LOC/DMS		0	5309129	5840042	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		

Progress in Achieving Safety Performance Targets

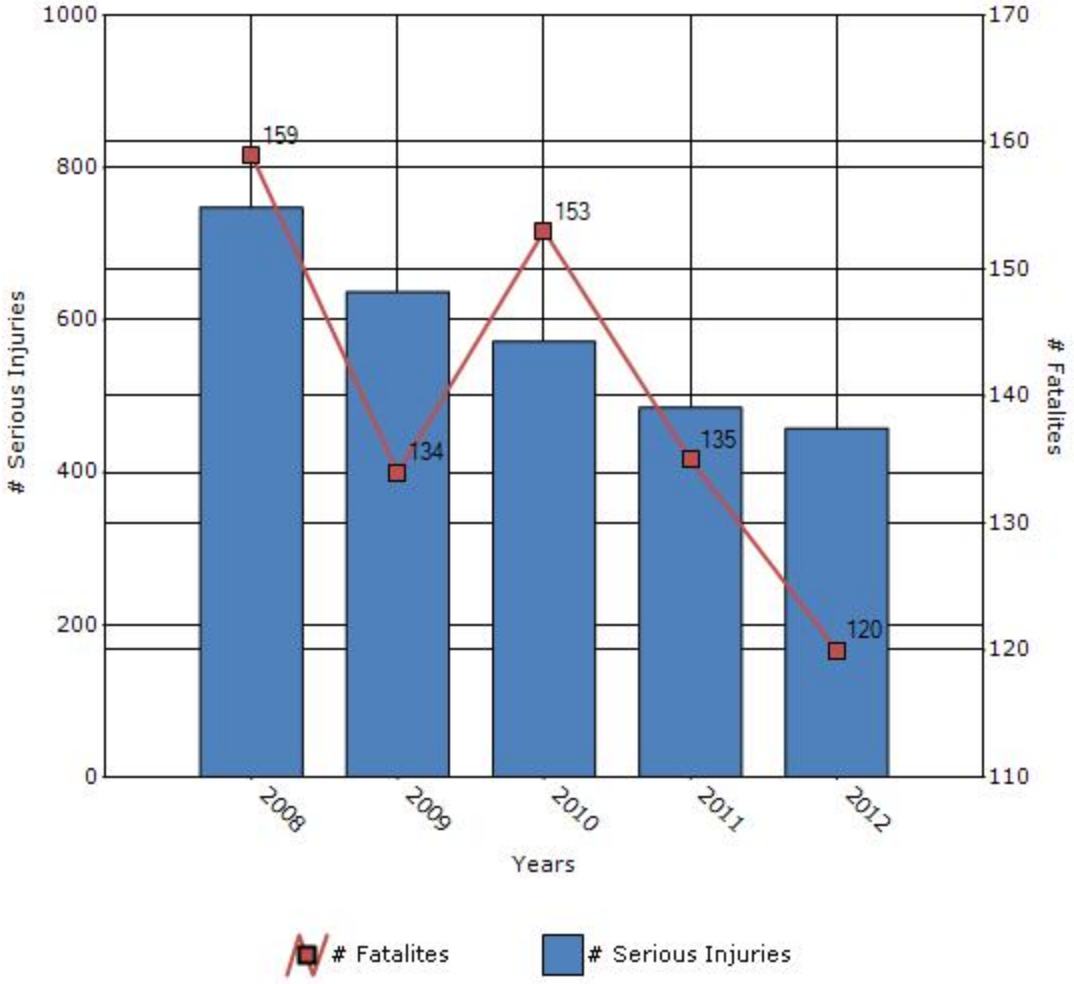
Overview of General Safety Trends

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

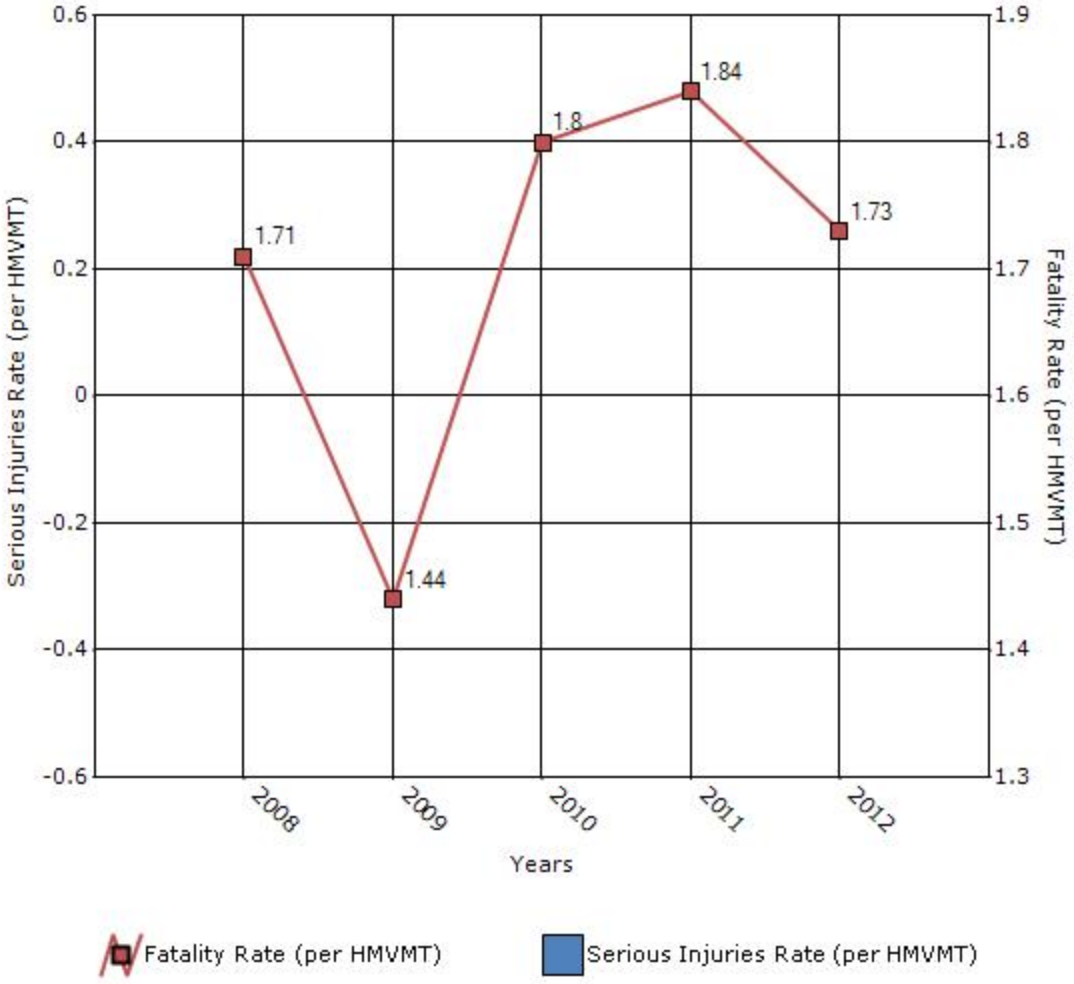
Performance Measures*	2008	2009	2010	2011	2012
Number of fatalities	159	134	153	135	120
Number of serious injuries	748	637	572	485	458
Fatality rate (per HMVMT)	1.71	1.44	1.8	1.84	1.73
Serious injury rate (per HMVMT)	0	0	0	0	0

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

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

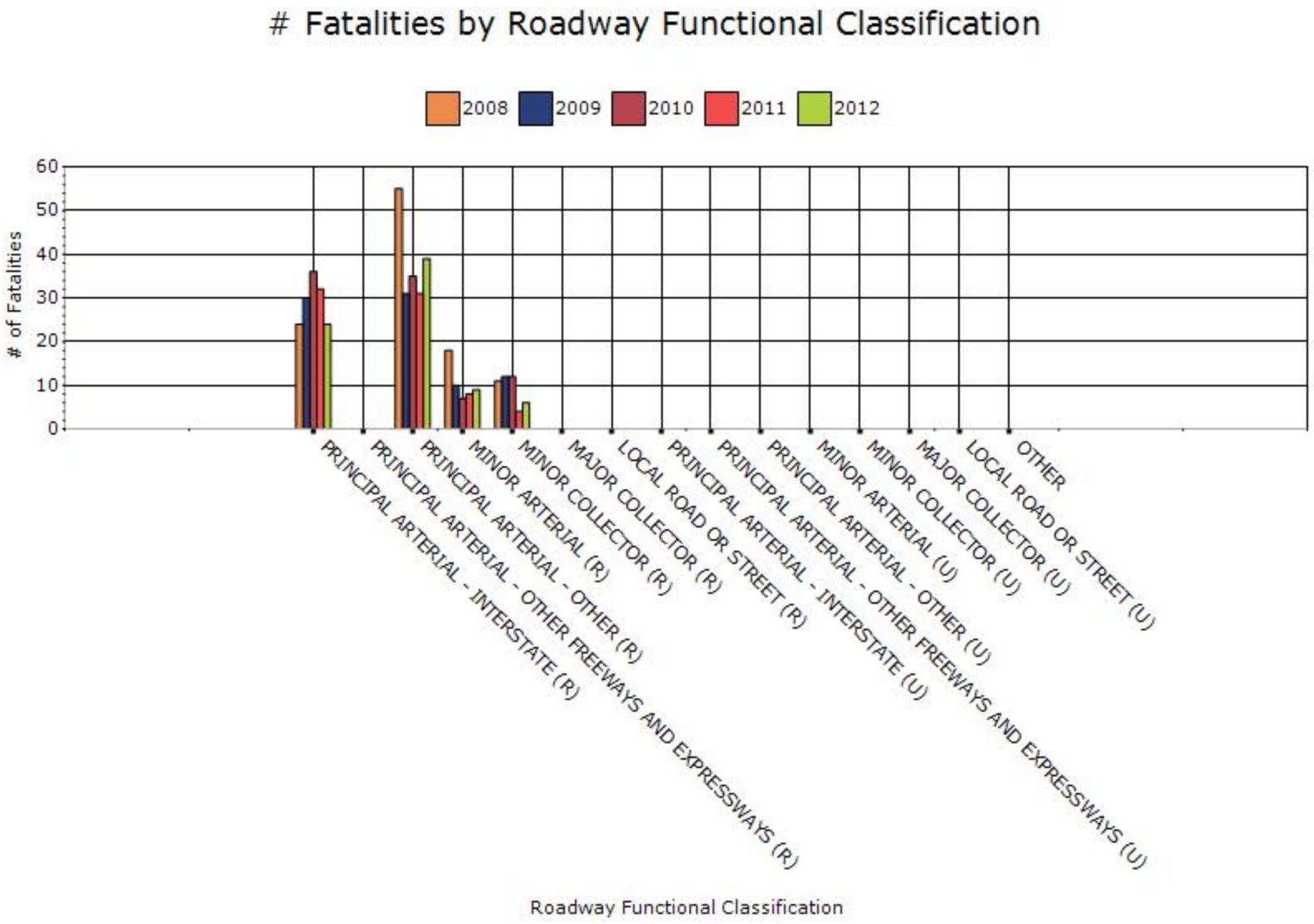


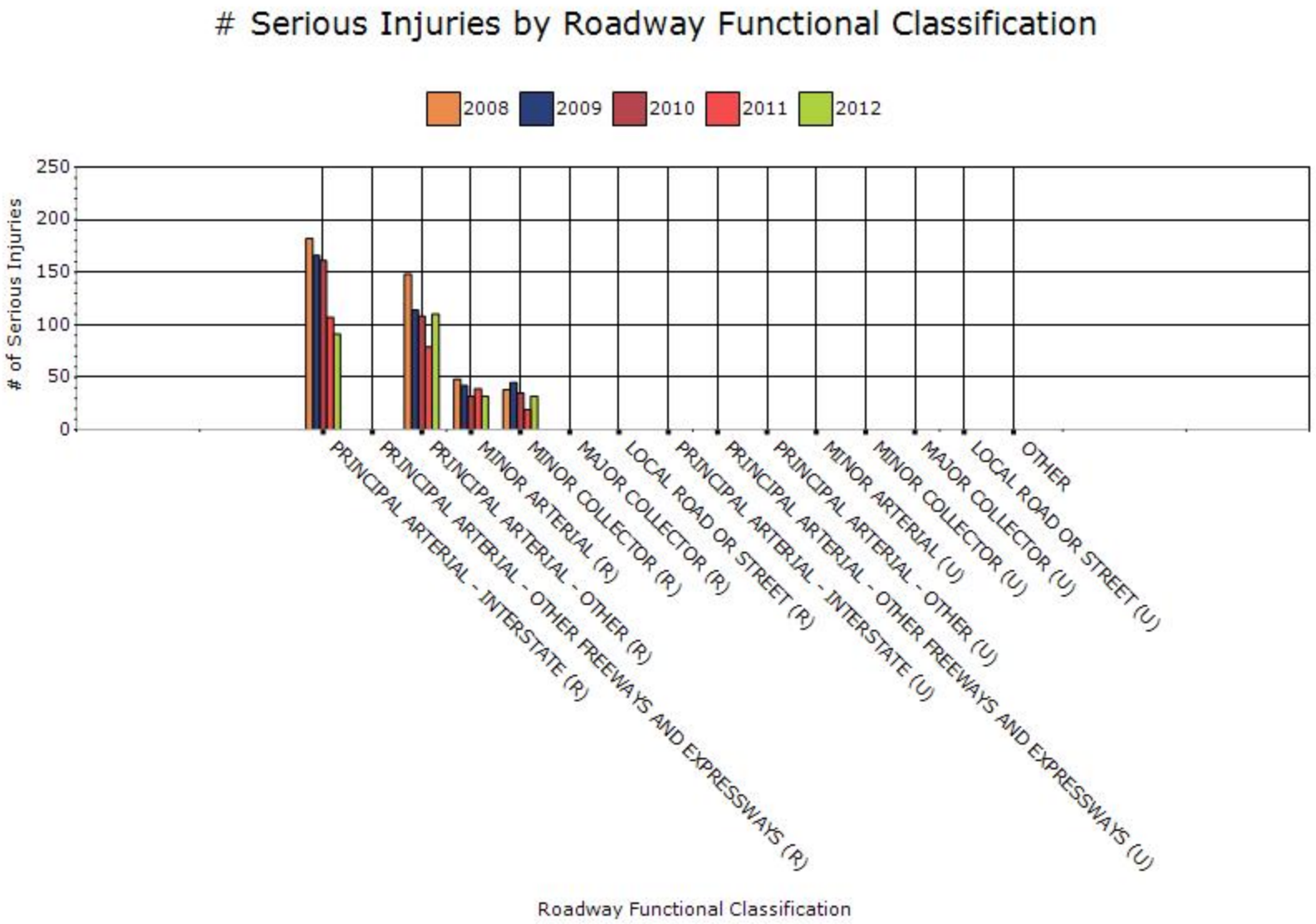
To the maximum extent possible, present performance measure* data by functional classification and ownership.

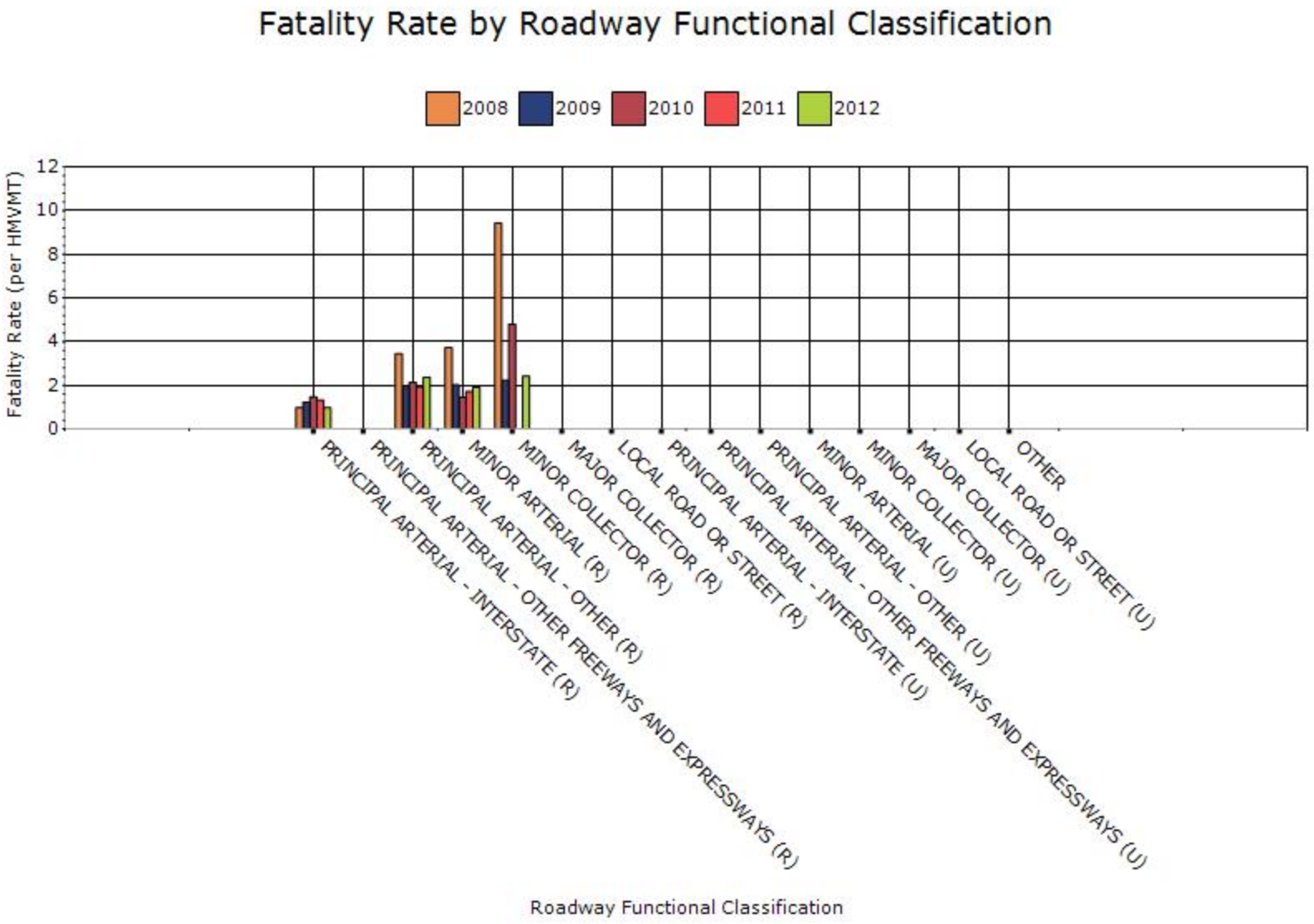
Year - 2012

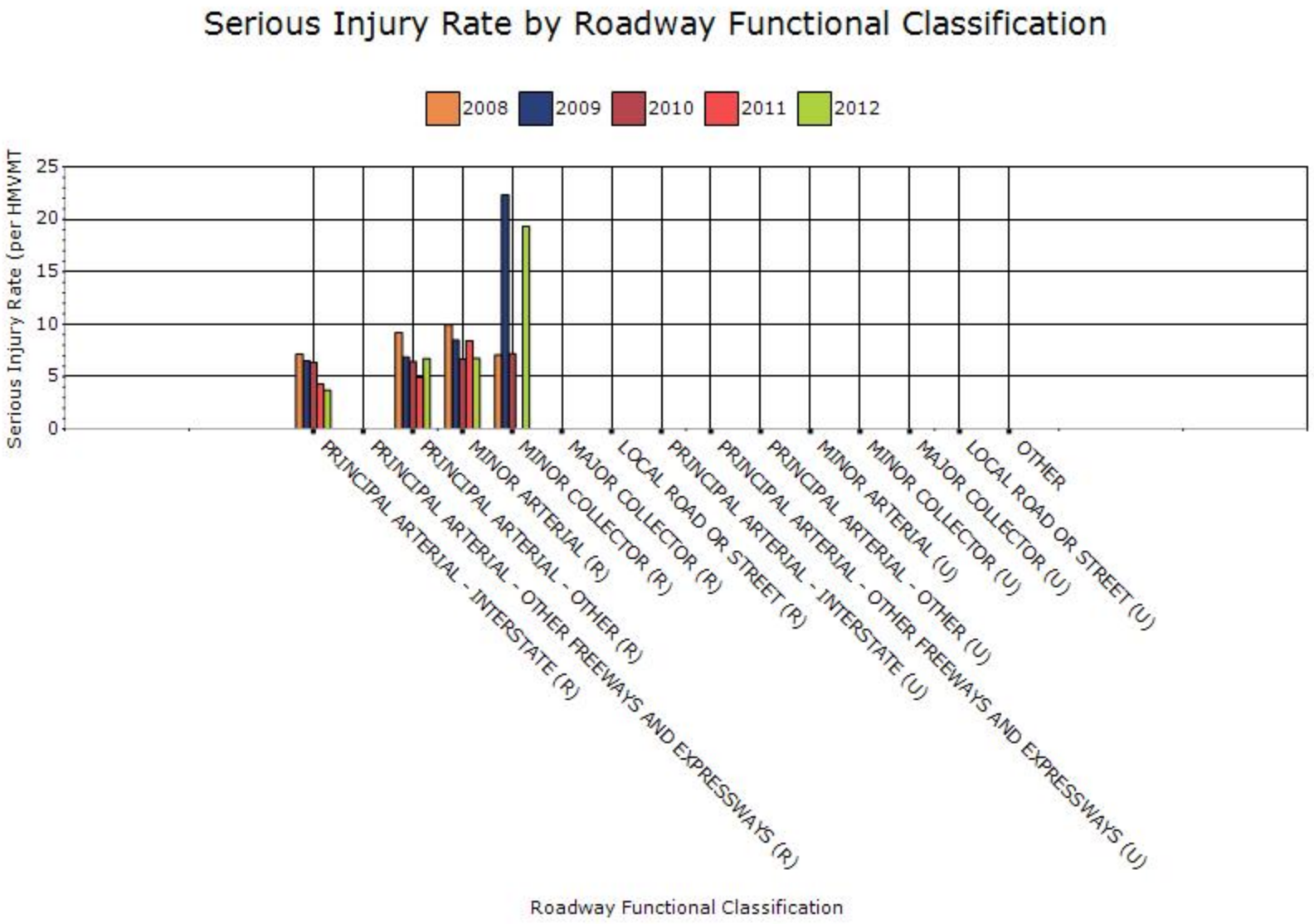
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	24	91	0.97	3.68
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	39	110	2.37	6.7
RURAL MINOR ARTERIAL	9	32	1.9	6.76
RURAL MINOR COLLECTOR	6	32	2.42	19.34
RURAL MAJOR COLLECTOR	0	0	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	0	0	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	0	0	0	0
URBAN MINOR ARTERIAL	0	0	0	0
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	0	0	0	0
OTHER	0	0	0	0
OTHER	0	0	0	0


Fatalities by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Fatalities
60
50
40
30
20
10
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Serious Injuries
250
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

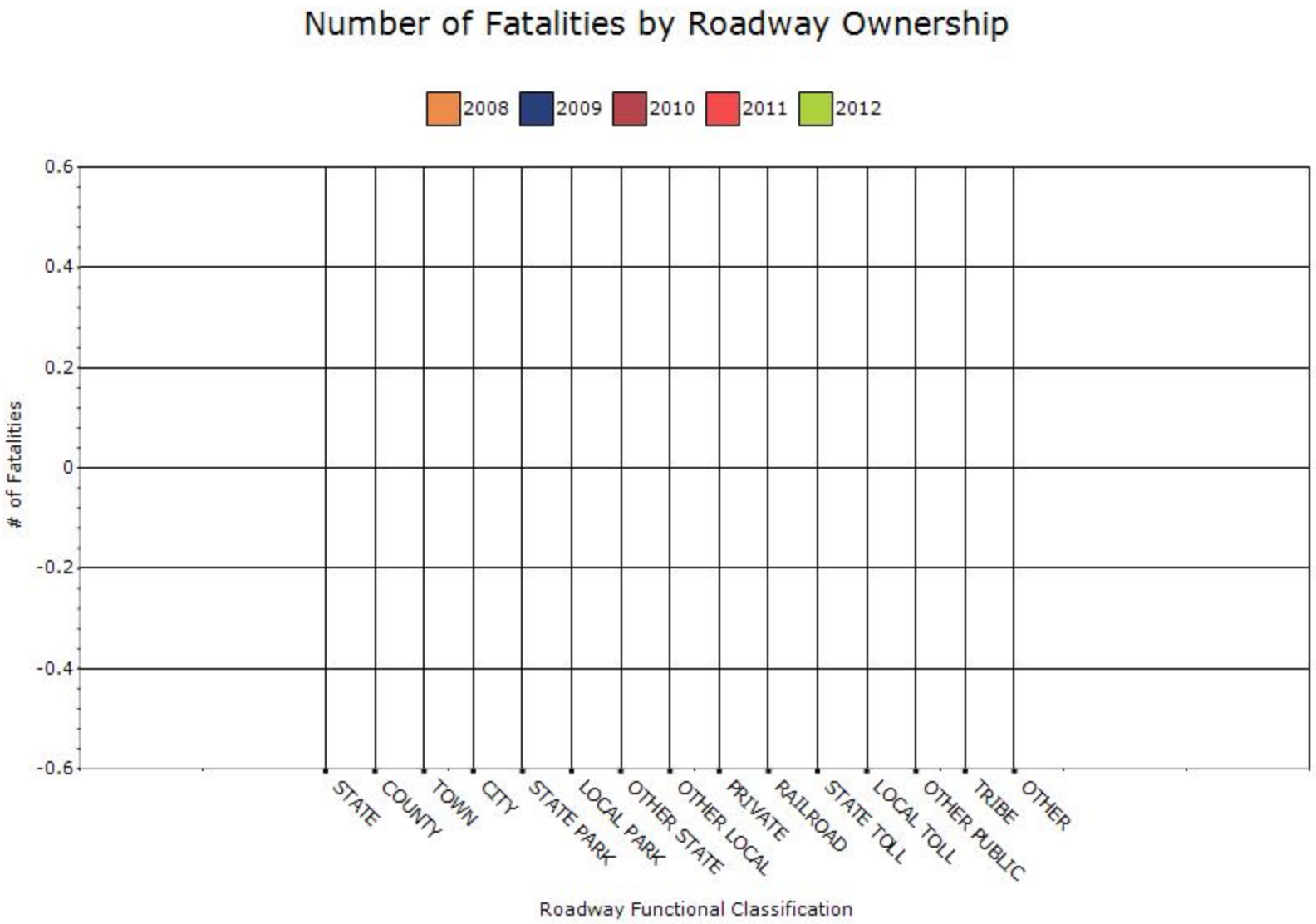

Fatality Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
0
2
4
6
8
10
12
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

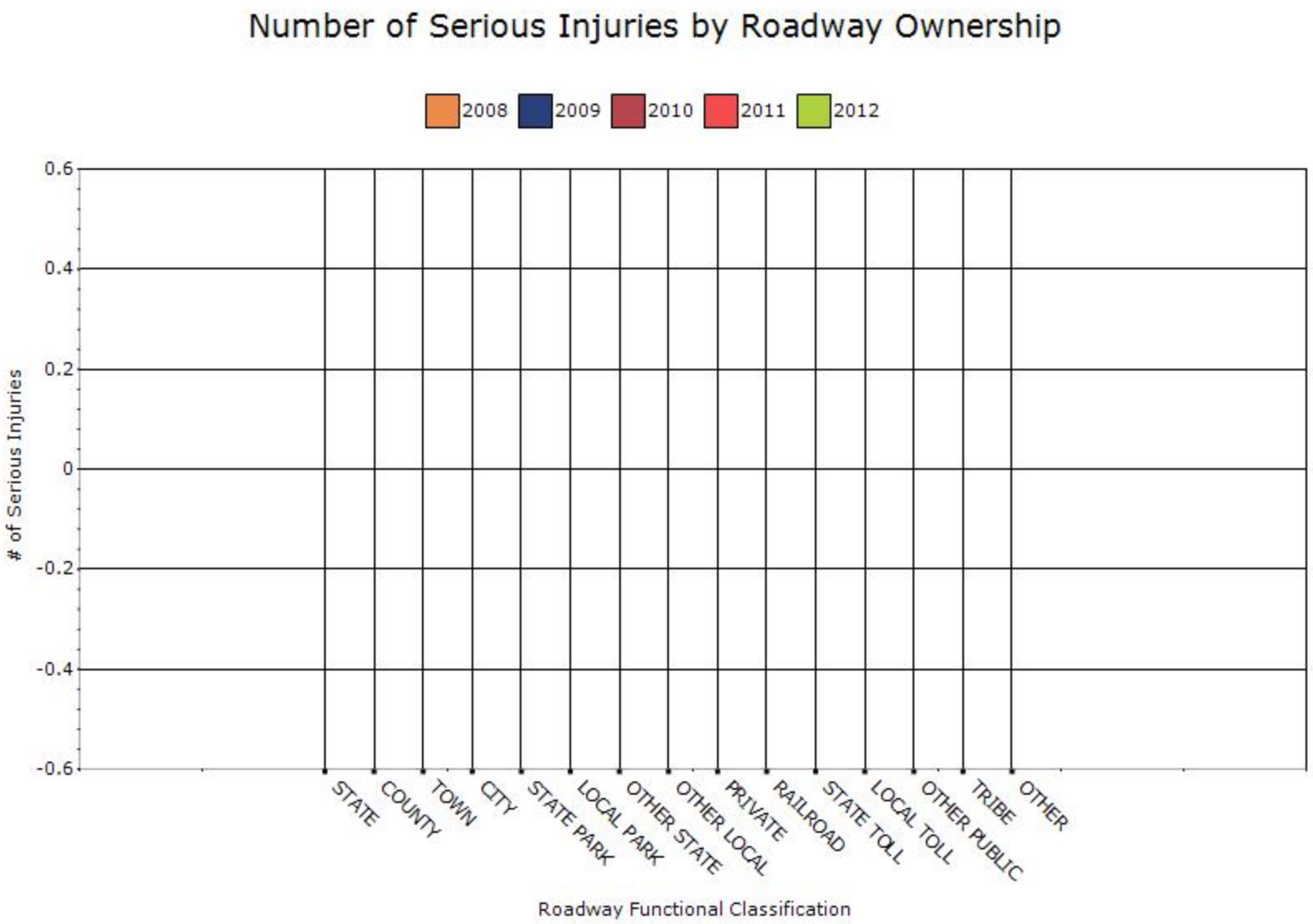

Serious Injury Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT
25
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

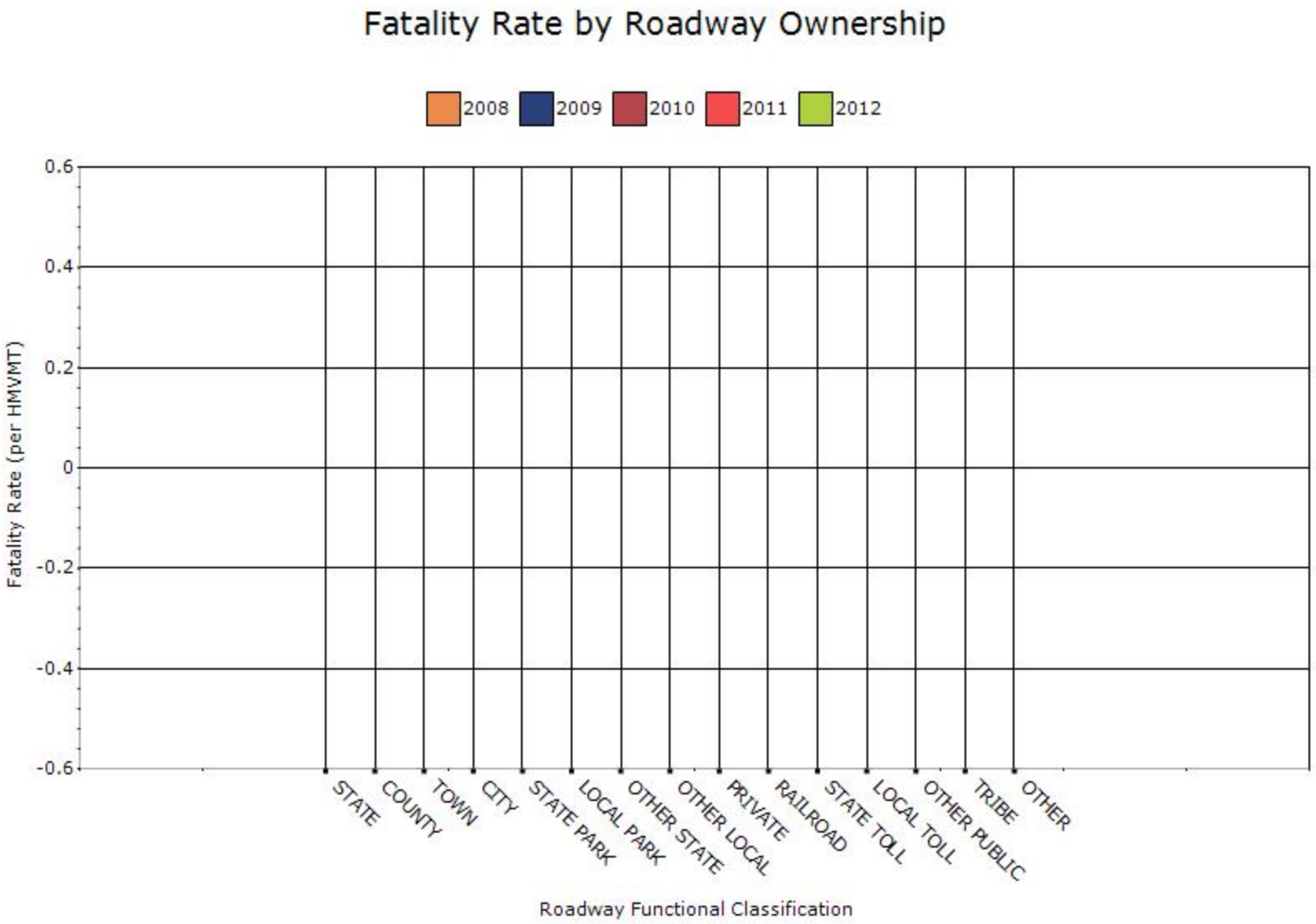
Year - 2012

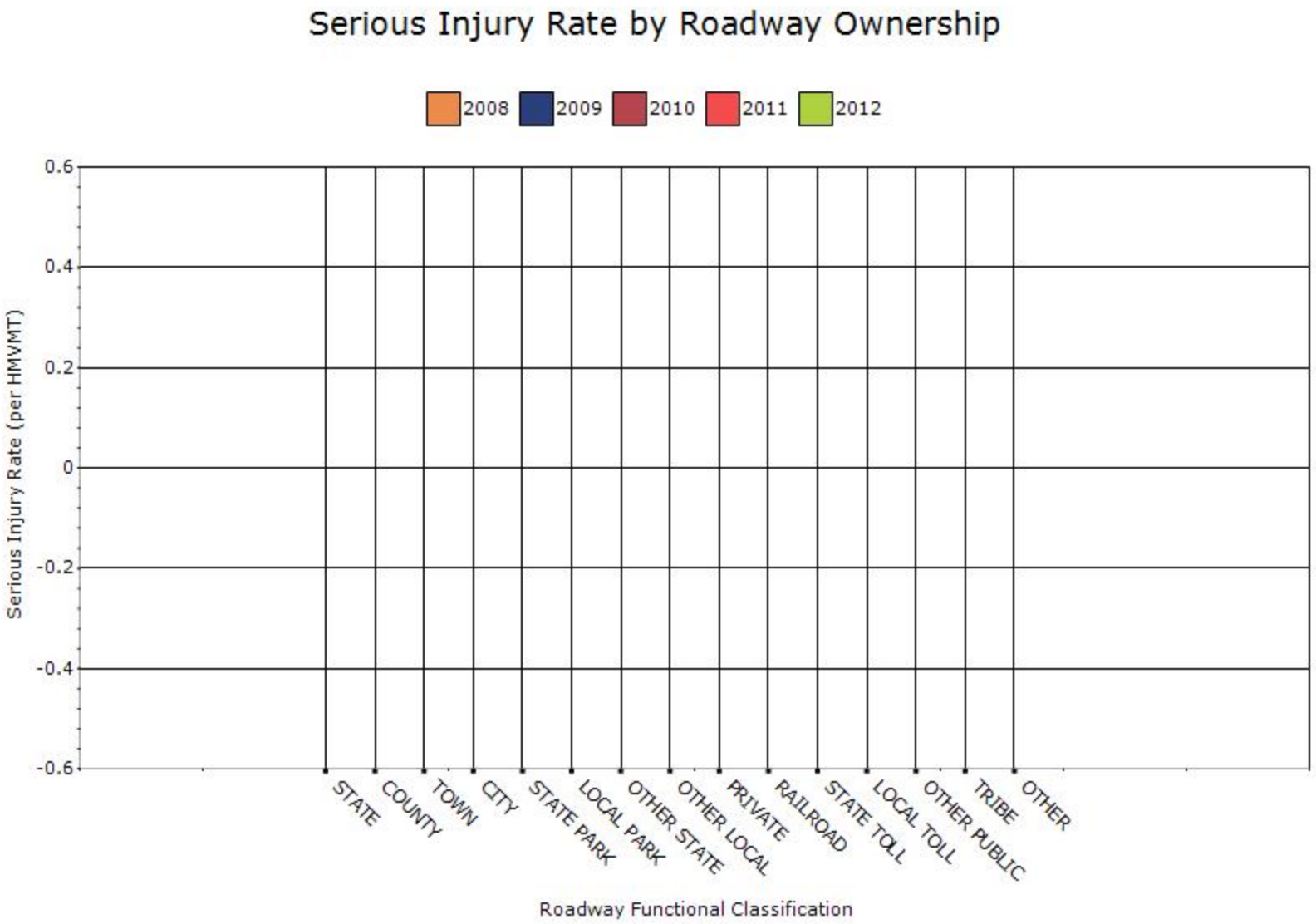
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	0	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0

RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0
OTHER	0	0	0	0
OTHER	0	0	0	0


Number of Fatalities by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification

The listed fatal and serious injury statistics are for the major functional classifications for the State. The number of fatalities shown for 2012 is 78. The total fatalities for 2012 is 120 and the other 42 were spread out over County Roads, City Streets and other roadways. The volume data for these other roadways is difficult to obtain and thus the reporting of it in this manner is not readily available.

The ownership data is unavailable for reporting in this format at this time.

Wyoming is working on the ability to report statistics in various formats and will work towards improvements in reporting of information for all user needs.

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

Wyoming is seeing an overall reduction in the fatalities and serious injuries occurring in the state. The trend is positive but improvements can still be made. Wyoming crash statistics tend to move wildly when compared year to year. We have a relatively few number of fatal crashes and are working towards zero deaths.

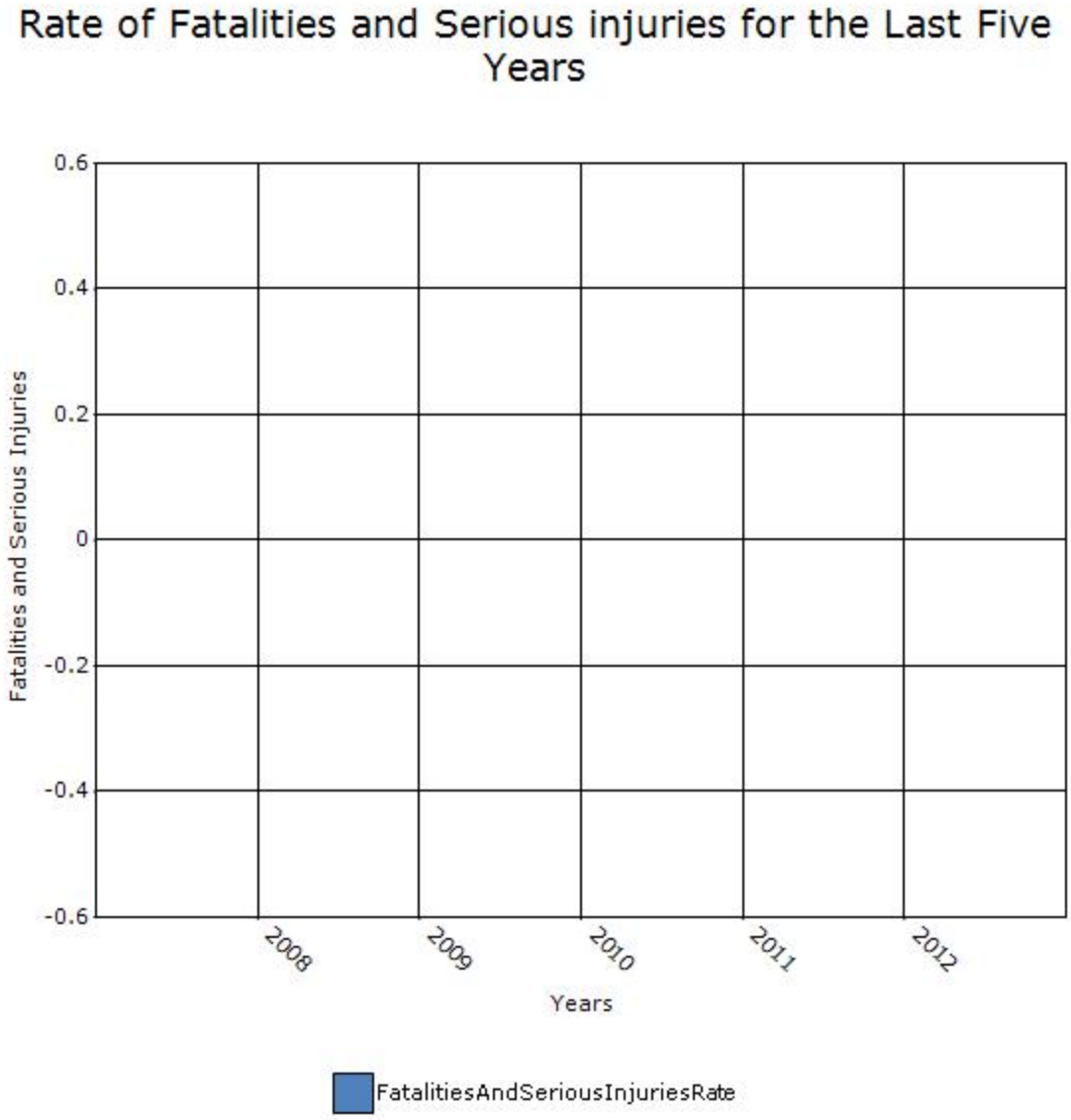
Application of Special Rules

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

Older Driver Performance Measures	**2008**	**2009**	**2010**	**2011**	**2012**
Fatality rate (per capita)	0	0	0	0	0
Serious injury rate (per capita)	0	0	0	0	0
Fatality and serious injury rate (per capita)	0	0	0	0	0

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

Wyoming does not do this type of analysis.



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-Fatalities and serious injury crashes are decreasing in the State

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

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

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

Wyoming has rolled out to the decision-makers in the Districts a tool to assess the benefits and costs of various treatment options on projects. The tool is just now beginning to be utilized and should assist in focusing efforts on the most effective projects for the limited funding available.

SHSP Emphasis Areas

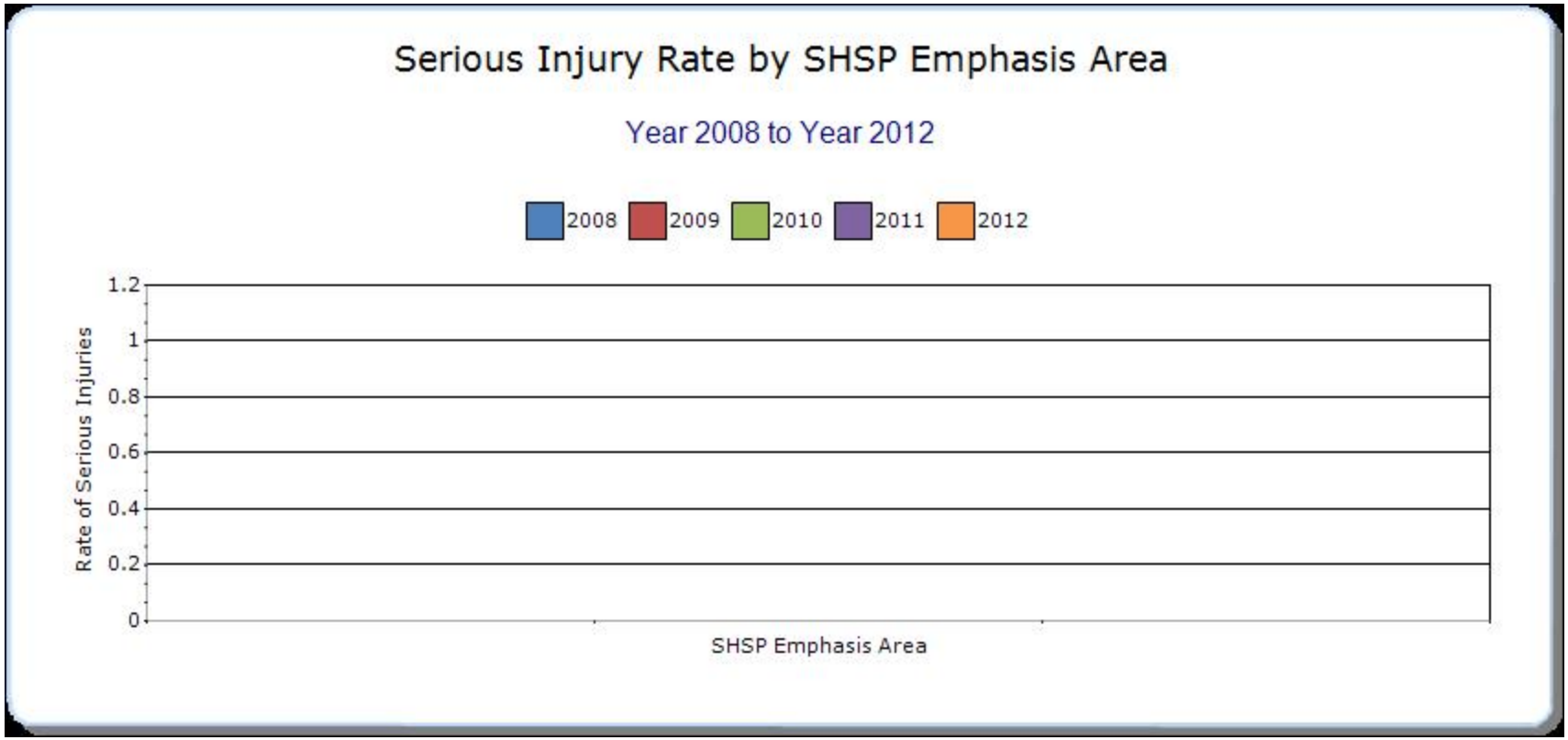
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

Year - 2012

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Number of Serious Injuries by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
SHSP Emphasis Area



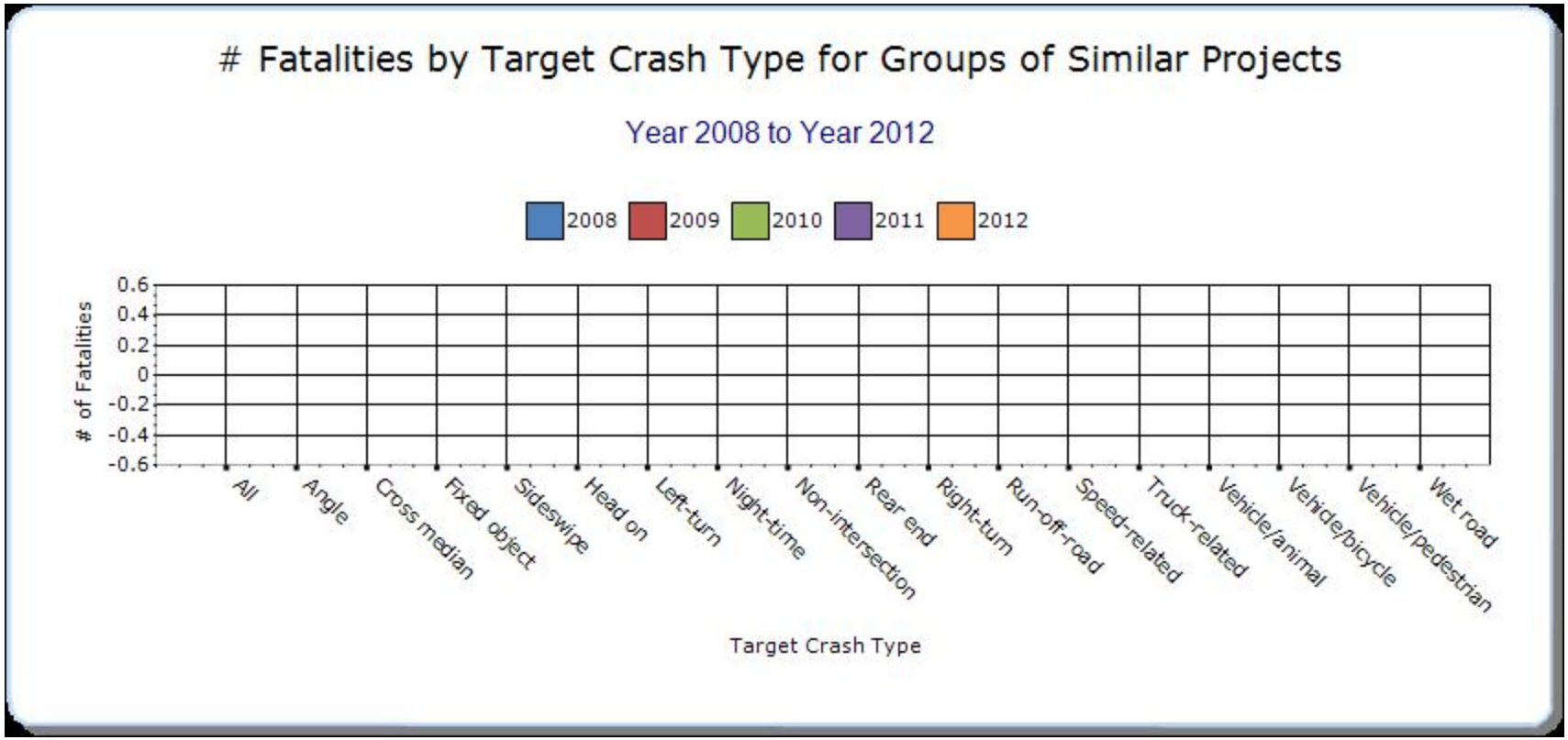
Wyoming has a bar chart of all of our emphasis areas within the SHSP comparing the numbers of critical crashes in three year groupings for comparison purposes. I am unable to upload the chart into the report at this time, but the information is contained in our current SHSP.

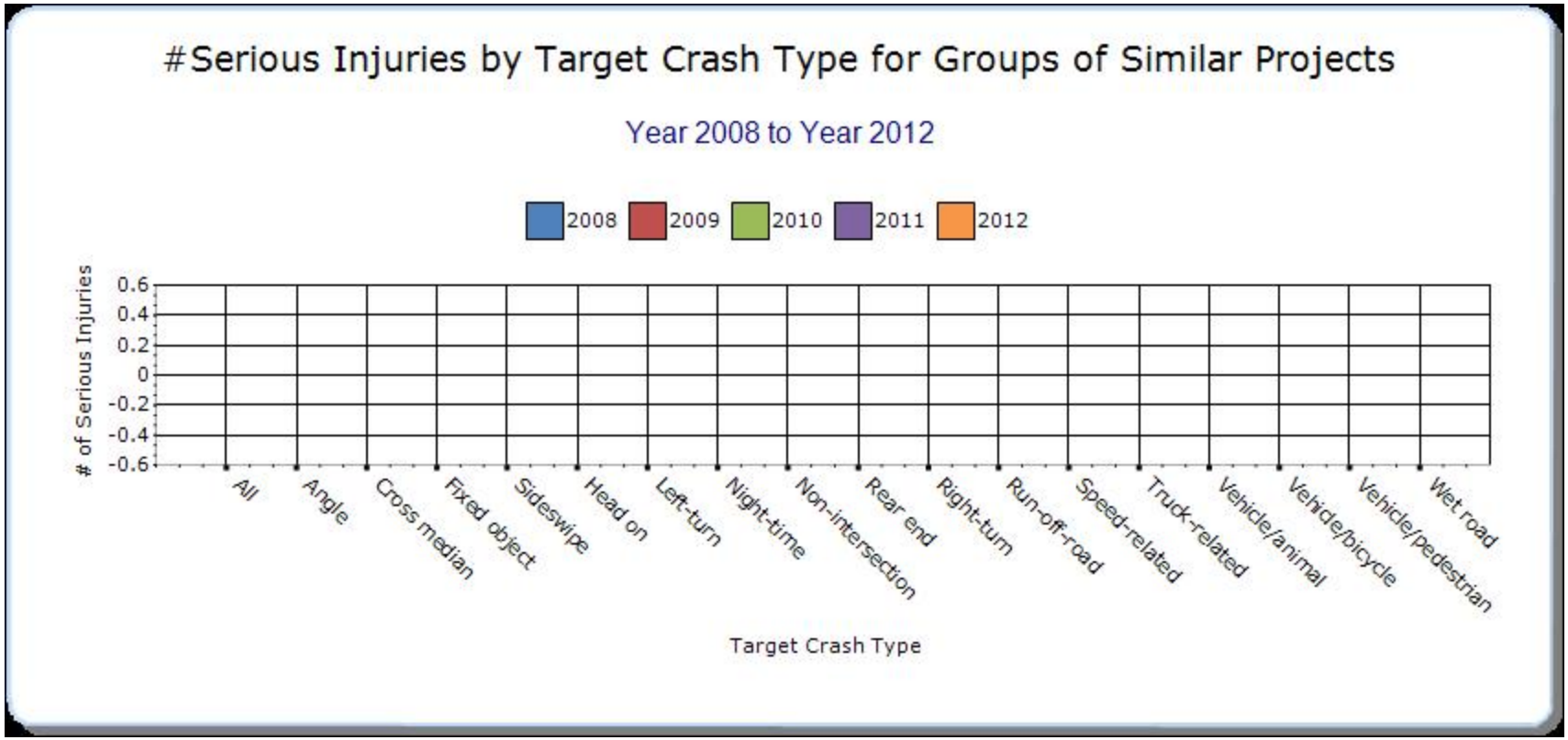
Groups of similar project types

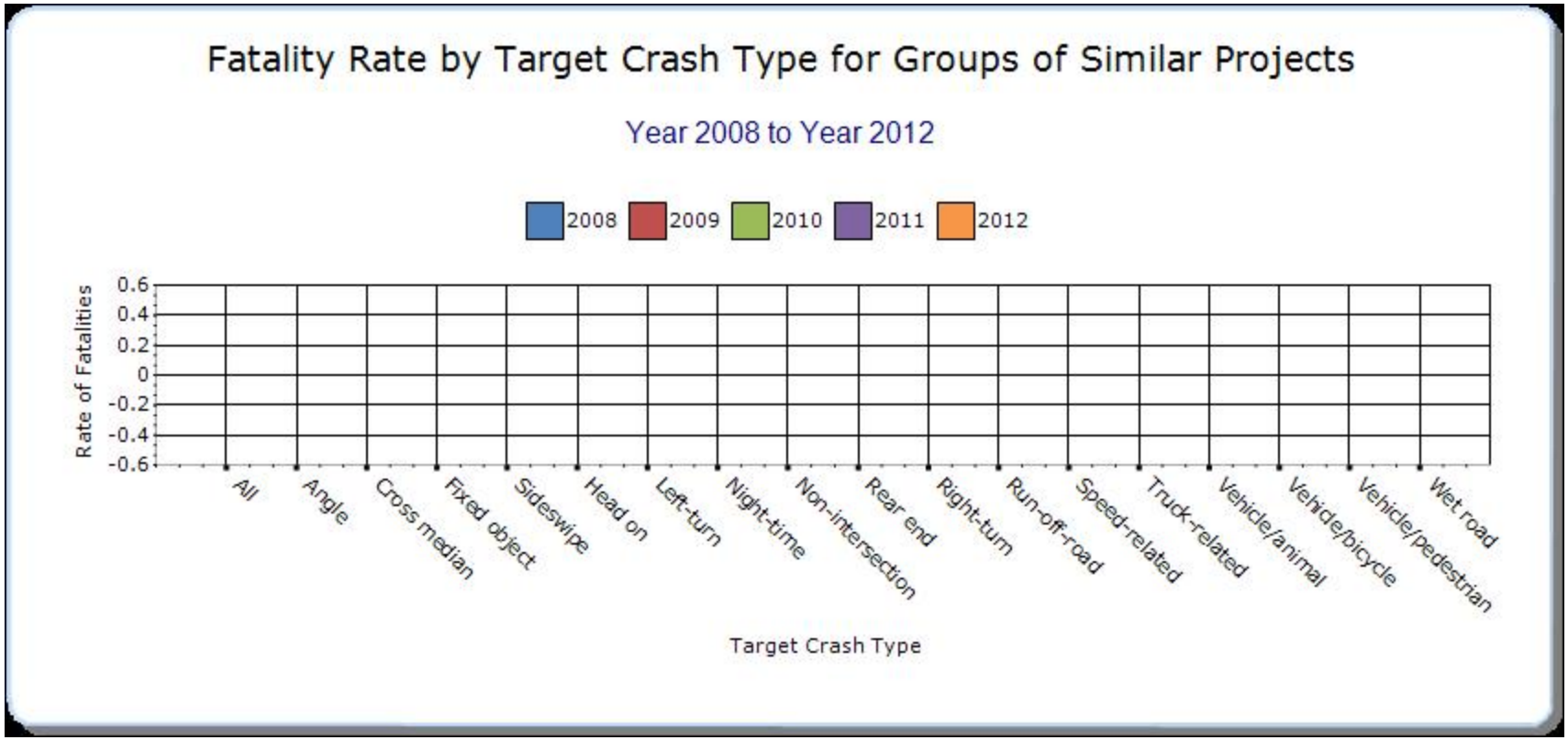
Present the overall effectiveness of groups of similar types of projects.

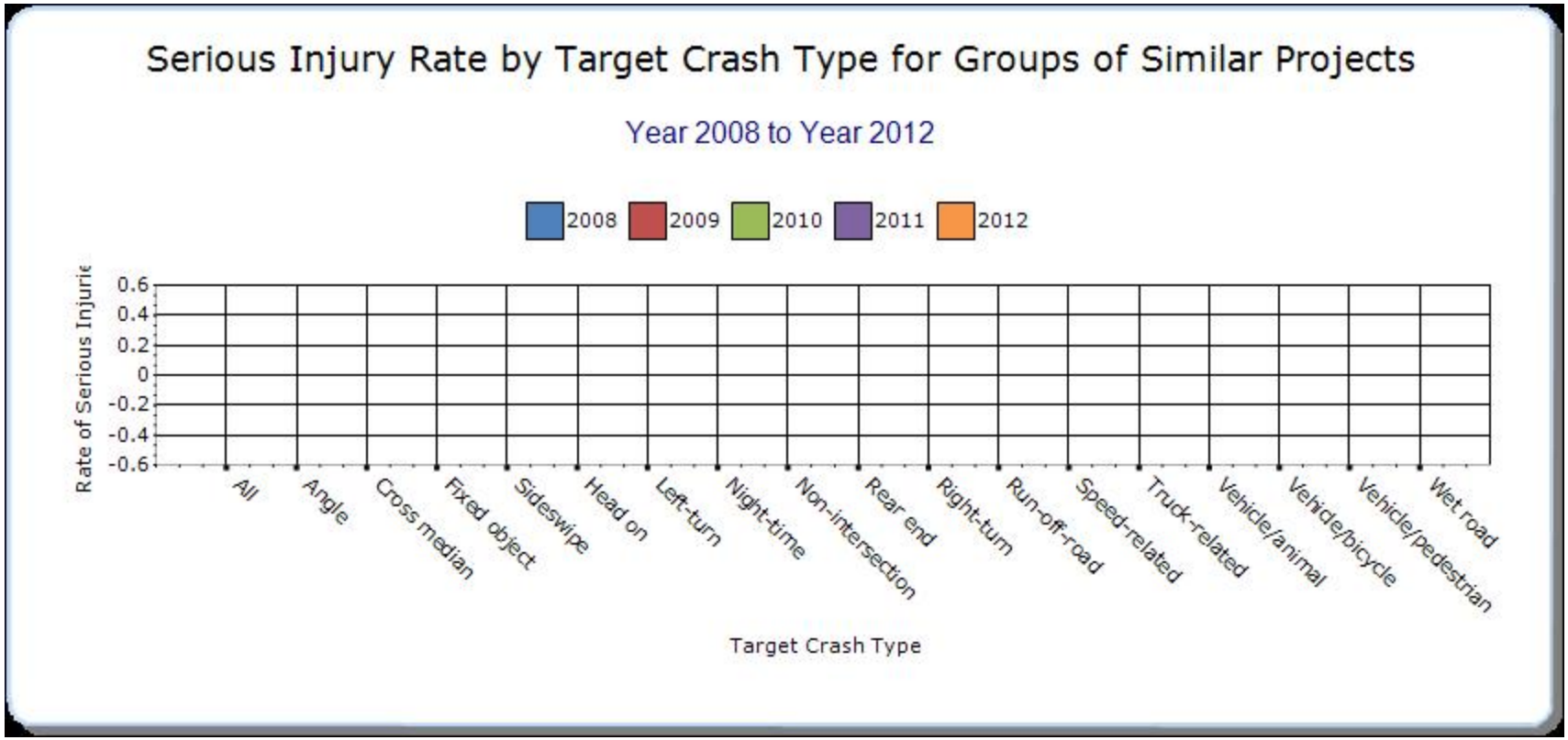
Year - 2012

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type



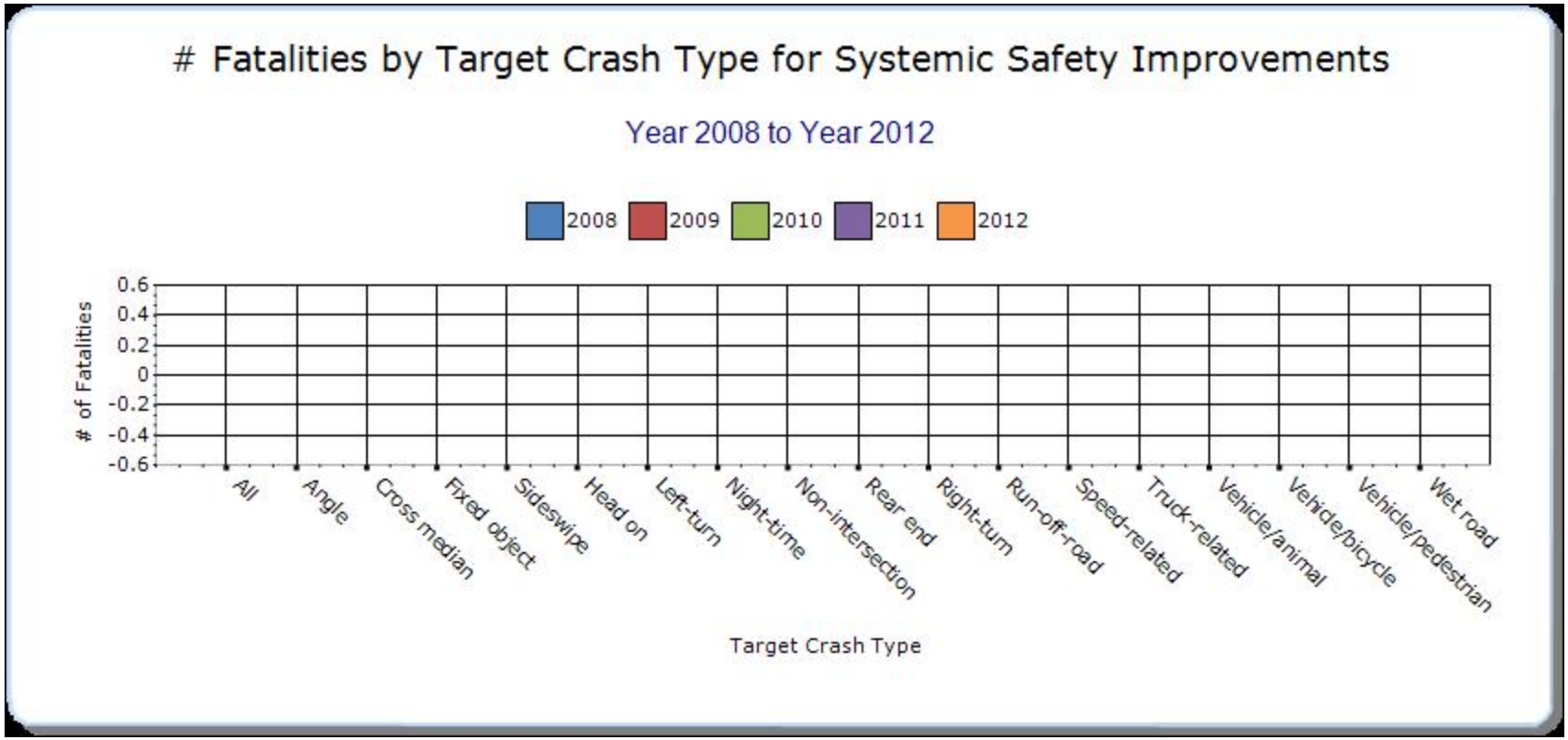
Wyoming doesn't track sub-program types at this time. The development of information on sub-program grouping of project types is on going. For this report the question does not apply.

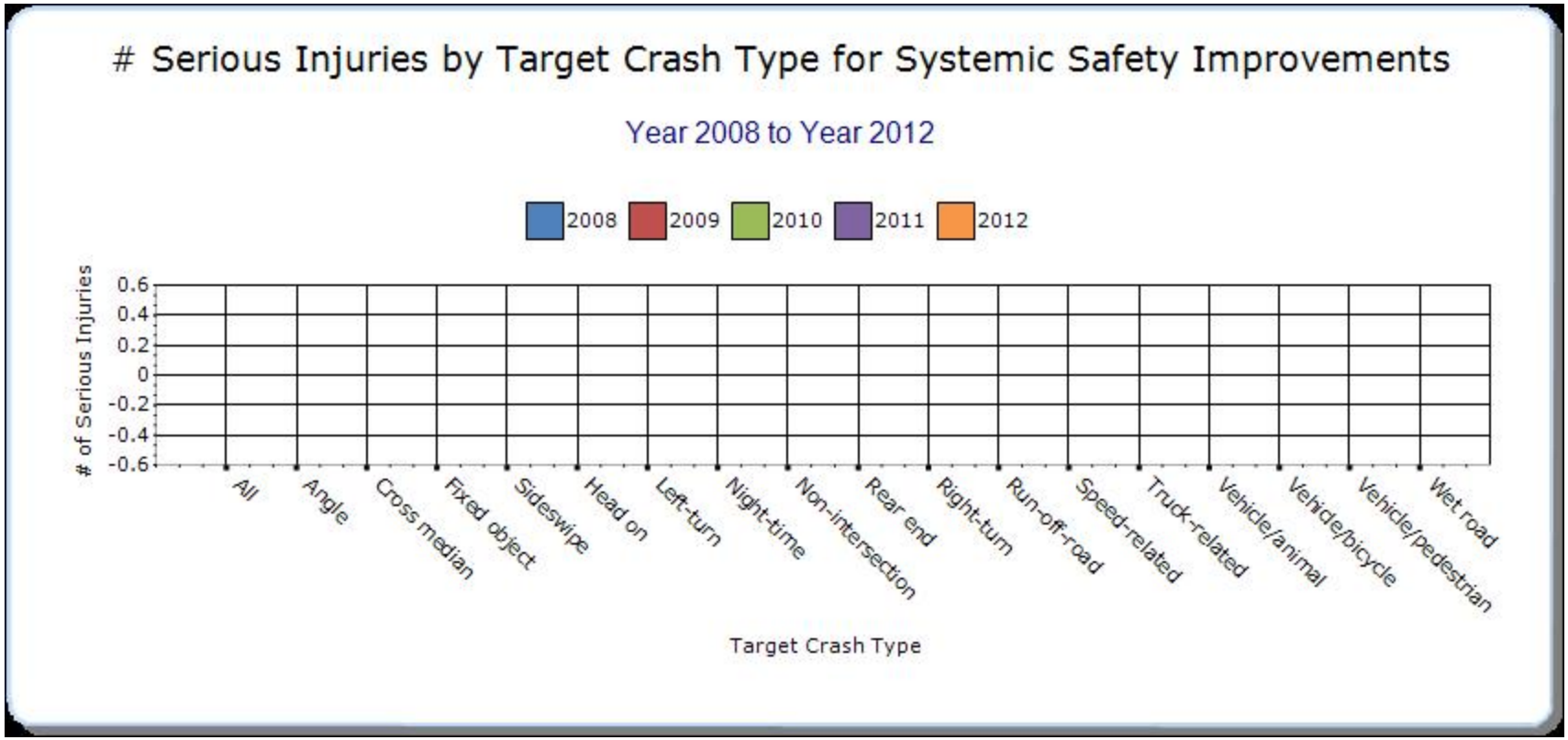
Systemic Treatments

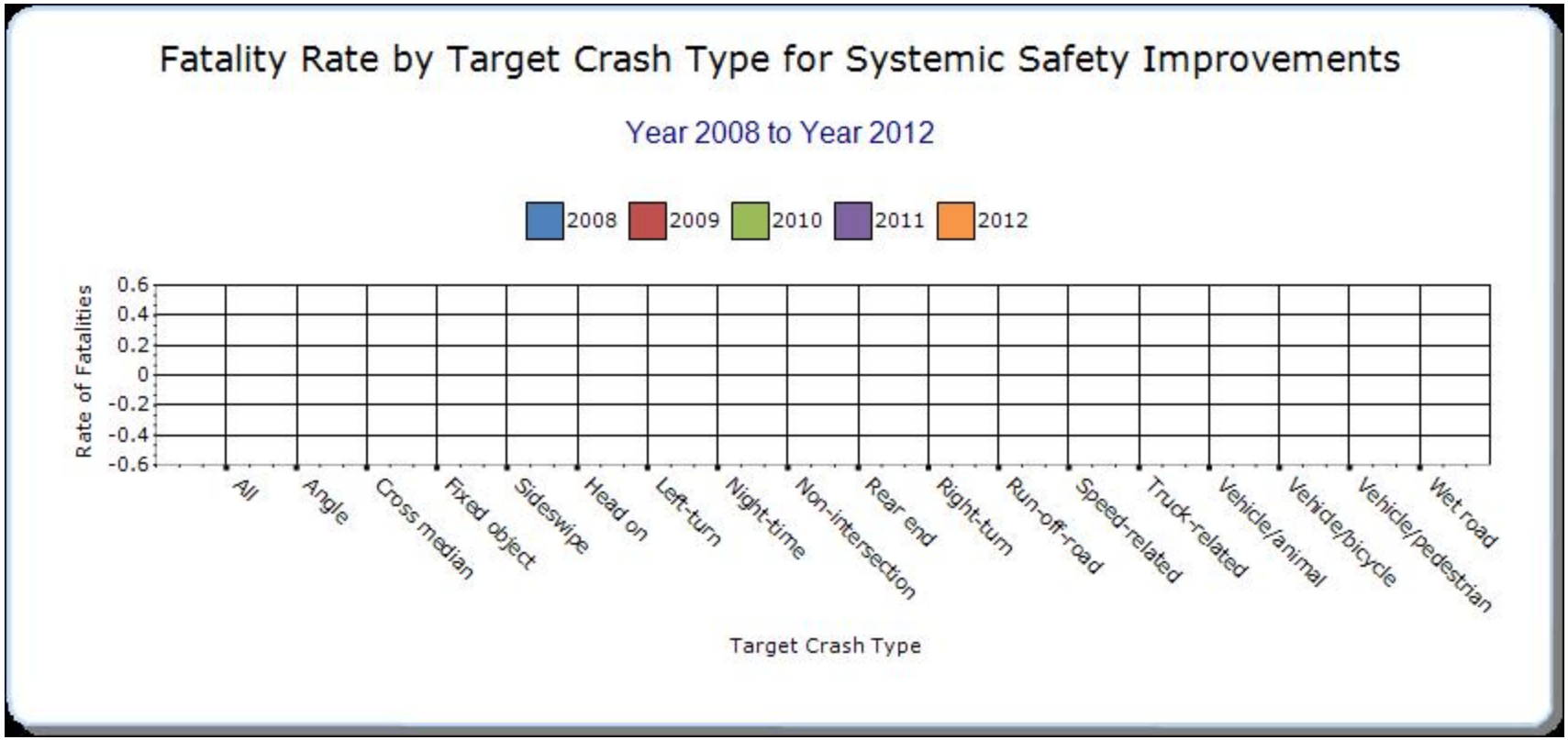
Present the overall effectiveness of systemic treatments..

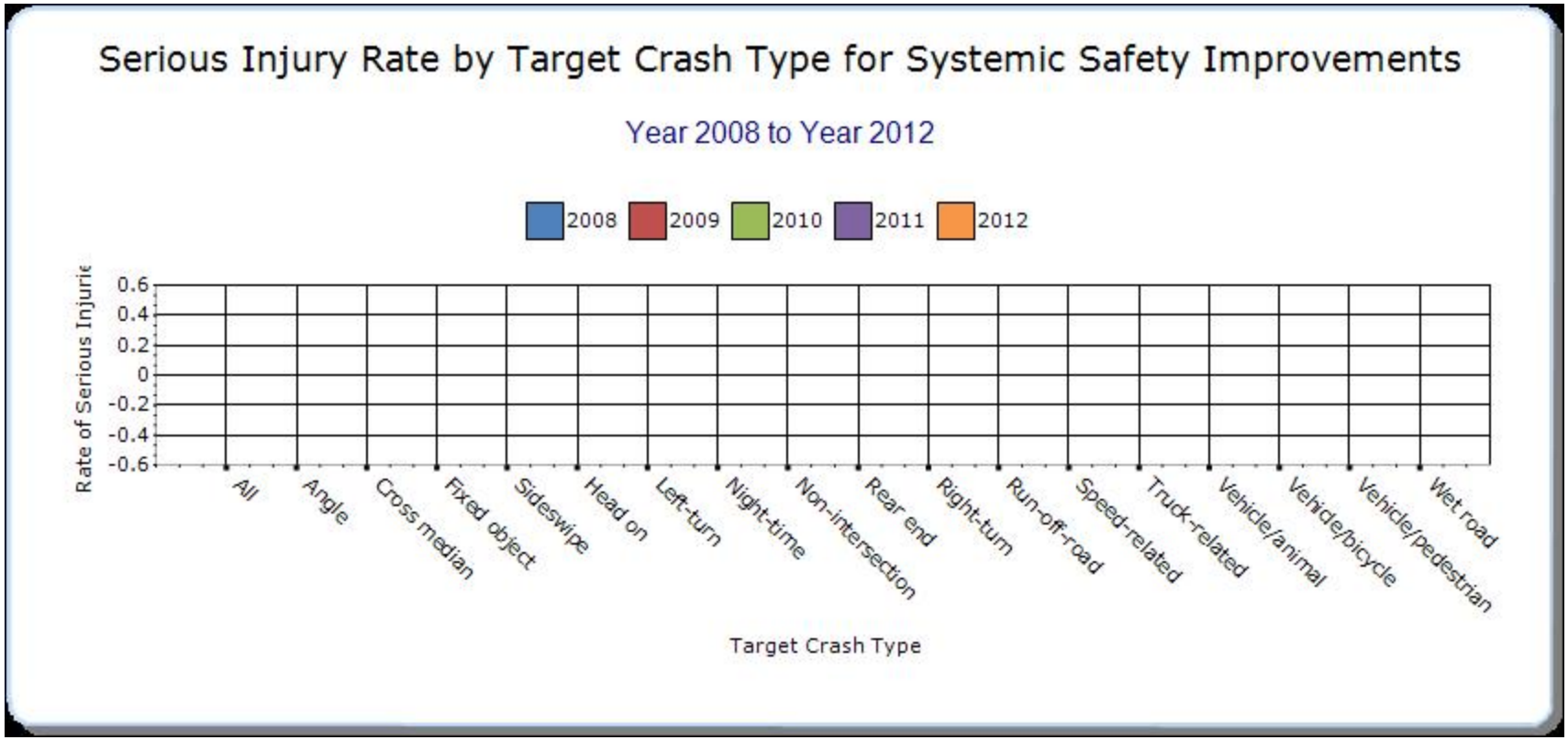
Year - 2012

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type



The information for Systemic Treatments is unavailable at this time. Work is being done to create a geometric index for on system roadways in the State of Wyoming to address systemic treatments and their effectiveness.

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

The overall trend for crashes in Wyoming is down. We are implementing various projects related to our SHSP. We can improve the focus but have a pretty good idea of what types of projects and improvements are giving us the best results for our main crash problem which is leaving your lane and running off the road. Single vehicle crashes. Many of the systemic treatments that we have implemented over the past five years are targeted toward this crash type.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
Statewide	All functional classes	Roadway	Rumble strips - edge or shoulder											

Wyoming does not have this information available at this time. We are working on a methodology to address systemic treatments.

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.

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.