Highway Safety Improvement Program

Data Driven Decisions

Wyoming
Highway Safety Improvement Program
2014 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 effors

- 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.

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

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. Projects 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 is being utilized for safety project programming

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

☐ Other

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
- ☐ Other

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	☐ Population	☒ Functional classification

crashes only

☐ 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	
☐ Other	

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

☐ Other

☒ 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

☐Other

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	
☐ Other	
☒ 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.

Wyoming has begun utilizing the Highway Safety Manual analysis techniques to determine whether safety improvement should be added to the pavement overlay projects that are identified through the SMS screening process.

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)	12904512.37	53 %	12904512.37	53 %
HRRRP (SAFETEA-LU)	643784.57	3 %	643784.57	3 %
HRRR Special Rule				
Penalty Transfer - Section 154	5471186	22 %	5471186	22 %
Penalty Transfer – Section 164	5471186	22 %	5471186	22 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Totals	24490668.94	100%	24490668.94	100%

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

$640,488.00

How much funding is obligated to local safety projects?

$640,488.00

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.

None

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 B131105 DIST 1/DMS & HAR		0	-199434	101748	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 0.00 B149028 STWD/VAR LOC/EPOXY STRIPING		0	-133020	7892	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B109078 STWD/VAR LOC/URBAN/PVMT MARK		0	-92210	1080585	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP-SEP 34.02		0	-79292	12669	HWY	Rural	100	55	State		

N361064 TENS-BUFF/SEP					SAFETY IMP PROG S-LU EXT	Principal Arterial - Other	0		Highway Agency		
HRRR 0.00 CN12051 HRRR/LN CO/VAR LOC/09		0	-49345	45400	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP 0.00 B102076 DIST 2/VARIOUS LOC/SIGNS		0	-45002	296262	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12059 HRRR/LN CO/VAR LOC/STRIPING		0	-38583	20630	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HRRR 0.00 CN12052 HRRR/LN CO/ VAR LOC/09		0	-36514	22124	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP-SEP 34.11 B115031 DIST 5/VAR		0	-36089	243514	HWY SAFETY	Rural Minor	100	55	State Highway		

LOC/BOX BEAM GRDRL					IMP PROG S-LU EXT	Arterial	0		Agency		
HSIP 67.86 N362036 BUFF WEST		0	-35660	821424	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B119018 STWD/VAR LOC/EPOXY STRIPING		0	-35159	1053552	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B104012 DIST 4/GUARDRAIL REPLACEMENT		0	-33770	269718	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B099017 STWD/VAR LOC/RUMBLE STRIPS/09		0	-33417	313247	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B119018 STWD/VAR LOC/EPOXY STRIPING		0	-26366	64805	HWY SAFETY IMP PROG S-	Rural Principal Arterial -	1000	55	State Highway Agency		

					LU EXT	Other					
HSIP 115.20 P212096 CASP/CY&POPLAR		0	-25605	366140	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
ACSTP-GM 21.43 P221044 SARA-ENCT/SARA SO		0	-24242	220013	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP 0.00 B109078 STWD/VAR LOC/URBAN/PVMT MARK		0	-22711	270845	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP 0.00 CN05078 AL CO/TIE PLANT RD/SURFACING		0	-13296	100691	HWY SAFETY IMP PROG S-	Rural Local Road or Street	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 0.00 B104012 DIST 4/GUARDRAIL REPLACEMENT		0	-12566	17783	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 24.41 P142043 SPAS SNOW FENCE		0	-8218	68699	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 3.195 B115030 DIST 5/VAR LOC/GDRL UPGRADE		0	-7748	15671	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HRRR 0.00 B119094 HRRR/STWD/SIGNS		0	-6556	3444	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HRRR 0.00 CN12054 HRRR/LN CO/VAR LOC/SHLDR WORK		0	-6521	66872	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		

HSIP-SEP 361.49 I806195 I-80 ACCELERATION LANES		0	-6376	175713	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
ACSTP-GM 21.43 P221044 SARA-ENCT/SARA SO		0	-5575	89969	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP 331.53 P551018 LARA STS/GRND/VISTA/SIGNAL		0	-4990	154208	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP-SEP 361.49 I806195 I-80 ACCELERATION LANES		0	-4891	54782	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 34.11 B115031 DIST 5/VAR LOC/BOX BEAM GRDRL		0	-4654	62453	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		

HSIP 331.53 P551018 LARA STS/GRND/VISTA/SIGNAL		0	-4319	73502	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HRRR 0.00 CN12053 HRRR/LN CO/VAR LOC/09		0	-4253	28142	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP 0.00 B102076 DIST 2/VARIOUS LOC/SIGNS		0	-4146	86989	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B102076 DIST 2/VARIOUS LOC/SIGNS		0	-4083	35092	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 67.86 N362036 BUFF WEST		0	-3567	82142	HIGHWAY SAFETY IMP	Rural Principal Arterial -	1000	55	State Highway Agency		

					PROG	Other					
HSIP-SEP 71.10 N372038 DAYT-STEAMBOAT ROCK		0	-3367	10467	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 3.195 B115030 DIST 5/VAR LOC/GDRL UPGRADE		0	-3313	261312	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 3.195 B115030 DIST 5/VAR LOC/GDRL UPGRADE		0	-2895	11465	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
IM 8.84 B111034 I-25 & I-80 INTGS/SIGNS		0	-2269	30560	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 0.00 B099017 STWD/VAR LOC/RUMBLE STRIPS/09		0	-1791	71023	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		

HSIP-SEP 361.49 I806195 I-80 ACCELERATION LANES		0	-1749	29957	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 0.00 B104012 DIST 4/GUARDRAIL REPLACEMENT		0	-1447	23890	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12057 HRRR/LN CO/VAR LOC/GUARDRAIL		0	-1398	82486	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP-SEP 34.11 B115031 DIST 5/VAR LOC/BOX BEAM GRDRL		0	-987	8062	HWY SAFETY IMP PROG S-LU EXT	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP 0.00 B102076 DIST 2/VARIOUS LOC/SIGNS		0	-495	24705	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B099017 STWD/VAR		0	-460	13114	HIGHWAY SAFETY IMP	Rural Principal Arterial -	1000	55	State Highway		

LOC/RUMBLE STRIPS/09					PROG	Other			Agency		
AML12 104.34 1401007 MNVL-LNCE/WYATTE CR		0	-434	19609	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B119018 STWD/VAR LOC/EPOXY STRIPING		0	-328	5554	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
IM 8.84 B111034 I-25 & I-80 INTGS/SIGNS		0	-282	8353	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
IM 8.84 B111034 I-25 & I-80 INTGS/SIGNS		0	-163	8261	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 331.53 P551018 LARA STS/GRND/VISTA/SIGNAL		0	-148	45117	HWY SAFETY IMP PROG S-	Urban Principal Arterial - Other Freeways	1000	55	State Highway Agency		

					LU EXT	and Expressways					
HSIP 0.00 B109078 STWD/VAR LOC/URBAN/PVMT MARK		0	-25	608	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
ACHSIP 0.00 B081058 I-25/I-80/SIGNS		0	-25	104547	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 8.25 N341111 CASP-SHOS/SIX MILE ROAD		0	0	0	HWY SAFETY IMP PROG RE.	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-HP 107.11 N203064 RIVE-SHOS/HONOR FARM ROAD		0	308	308	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 107.11 N203065 RIVE-SHOS/COUNTRY		0	471	471	HIGHWAY SAFETY	Rural Principal	100	55	State Highway		

ACRES					IMP PROG	Arterial - Other	0		Agency		
HSIP 8.25 N341111 CASP-SHOS/SIX MILE ROAD		0	1178	1178	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 67.86 N362036 BUFF WEST		0	1357	73749	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B125025 DIST 5/VAR LOC/CURVE CHEVRON		0	1810	52128	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-HP 107.11 N203064 RIVE-SHOS/HONOR FARM ROAD		0	2714	29743	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 316.28 I805168 LARA-CHEY/ACCEL RAMPS		0	3710	42861	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		

HSIP-SEP 100.49 0202052 LOVL-EMBL/STR CJJ & CJN		0	5330	5330	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B133039 DIST 3/VAR LOC/PVMT MARKINGS		0	6000	40525	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP 187.20 I804254 DIST 1/I-80/SIGN INSTALLATION		0	7421	58439	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 316.28 I805168 LARA-CHEY/ACCEL RAMPS		0	7421	399586	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP-SEP 100.49 0202052 LOVL-EMBL/STR CJJ & CJN		0	8243	8243	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 8.25 N341111 CASP-SHOS/SIX MILE ROAD		0	8616	8616	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		

HSIP-SEP 0.00 B124028 DIST 4/VAR LOC/GRDRAIL UPGRADE		0	9049	94558	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	9794	9794	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12062 HRRR/LN CO/RD204&125/GUARD RAIL		0	10456	10456	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	10773	10773	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B133026 DIST 3/ VAR LOC/LIGHTING		0	11066	1289150	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 70.55 N853090 CHEY-HAWK		0	11425	11425	HWY SAFETY IMP	Rural Principal Arterial -	1000	55	State Highway		

SPRINGS/SEP					PROG S-LU EXT	Other			Agency		
HSIP 107.97 N432059 GILL STS/UNION CHAPEL		0	11753	11753	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12064 HRRR/LN CO/VAR RDS/ROAD SIGNS		0	12482	12482	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	12538	12538	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN10105 HRRR/FR CO/WINDRIVER/GUARD RAIL		0	13406	13406	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	13574	13574	HWY SAFETY IMP PROG S-	Rural Principal Arterial - Other	1000	55	State Highway Agency		

					LU EXT						
HSIP-SEP 0.00 B129027 STWD/VAR LOC/RUMBLE STRIPS		0	13574	13574	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 108.50 N212117 CASP/INDIAN SPRINGS RD		0	14691	14691	HWY SAFETY IMP PROG S-LU EXT	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP 0.00 B132038 DIST 2/VAR LOC/PVMT MARKINGS		0	15000	54490	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 38.00 P142048 FARS-LAND/SLOPE FLATTENING		0	15268	94974	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HRRR 0.00 CN12062 HRRR/LN CO/RD204&125/GUARD		0	17512	17512	HSIP-HIGH RISK RURAL	Rural Local Road or Street	1000	55	State Highway Agency		

RAIL					RDS. RE.						
HSIP-SEP 173.74 N854073 LUSK-MULE/SEP		0	17941	17941	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 22.70 P261031 LARA-COLO ST LINE/GUARDRAIL		0	18098	18098	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP-SEP 0.87 1507037 CHIEF JOSEPH/WYO 296/GUARDRAIL		0	20881	20881	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B141027 DIST 1/VAR LOC/GUARDRAIL		0	21220	67868	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 107.97 N432059 GILL STS/UNION CHAPEL		0	22623	32417	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		

HSIP 115.20 P212096 CASP/CY&POPLAR		0	31242	1294531	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP-SEP 9.00 B142029 DIST 2/VAR LOC/SAFETY GRADING		0	31672	117961	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP 107.97 N432059 GILL STS/UNION CHAPEL		0	32583	32583	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 215.15 P541014 RAWL STS/CEDAR/ARPT RD/SIGNAL		0	38743	38743	SEC 164 PENALTIES - FOR HSIP	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP-SEP 0.00 N132107 DANJ/HOBKJ/GUARDRAI		0	40490	40490	HIGHWAY SAFETY	Rural Principal	100	55	State Highway		

L					IMP PROG	Arterial - Other	0		Agency		
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	41730	41730	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12062 HRRR/LN CO/RD204&125/GUARD RAIL		0	45452	45452	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP-SEP 0.00 B151035 DIST 1/VAR LOC/GUARDRAIL		0	46383	46383	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 27.82 N341110 CASP/US 20/26/GUARDRAIL		0	46769	46769	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN11070 HRRR/PA CO/VAR RD/MARKINGS		0	52374	52374	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		

HSIP-SEP 0.00 B169021 STWD/VAR LOC/RUMBLE STRIPS/15		0	55661	55661	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B133026 DIST 3/ VAR LOC/LIGHTING		0	60000	187808	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B169019 STWD/VAR LOC/EPOXY STRIPING		0	60679	60679	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 38.00 P142048 FARS-LAND/SLOPE FLATTENING		0	62186	859251	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		
HSIP 0.00 B133026 DIST 3/ VAR LOC/LIGHTING		0	67103	67103	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B141027 DIST 1/VAR LOC/GUARDRAIL		0	71839	71839	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		

HSIP-SEP 95.03 N212116 CASP/CASP SOUTH/WY 220		0	74481	74481	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 58.20 N332034 MEET-CODY/GUARDRAIL		0	76057	76057	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN13071 HRRR/CO CO/VAR RDS/PVMT MARK		0	76557	76557	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	1000	55	State Highway Agency		
HRRR 0.00 CN12067 HRRR/LN CO/VAR RDS/DELINEATORS		0	76799	76799	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP-SEP 34.02 N361064 TENS-BUFF/SEP		0	82412	82412	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN13070 HRRR/CO CO/VAR RDS/SIGNS		0	82488	82488	HSIP-HIGH RISK RURAL	Rural Local Road or Street	1000	55	State Highway Agency		

					RDS. RE.						
HSIP 4.30 0300047 GILL/WYO 50 & 4J RD		0	83655	83655	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.87 1507037 CHIEF JOSEPH/WYO 296/GUARDRAIL		0	83808	83808	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 N212119 MUDG-CASP/GUARDRAIL		0	87063	87063	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B165022 DIST 5/VAR LOC/GUARDRAIL		0	91961	91961	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HRRR 0.00 CN12063 HRRR/LN CO/VAR RD/PVMT MARKING		0	99428	99428	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HRRR 0.00 CN03038 HRRR/SH CO/CO RD 74/SOLDIER CR		0	100000	100000	HSIP-HIGH RISK	Rural Local Road or	1000	55	State Highway		

					RURAL ROAD	Street			Agency		
HRRR 0.00 CN10103 HRRR/FR CO/WIND RIVER/SIGNS		0	100000	100000	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HRRR 0.00 CN10104 HRRR/FR CO/WIND RIVER/MARKINGS		0	100000	100000	HSIP-HIGH RISK RU RD S-LU EXT	Rural Local Road or Street	1000	55	State Highway Agency		
HSIP-SEP 0.00 B149028 STWD/VAR LOC/EPOXY STRIPING		0	105572	105572	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 107.97 N432059 GILL STS/UNION CHAPEL		0	113420	113420	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 70.55 N853090 CHEY-HAWK SPRINGS/SEP		0	114254	114254	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		

HSIP-SEP 9.00 B142029 DIST 2/VAR LOC/SAFETY GRADING		0	114584	114584	HWY SAFETY IMP PROG S-LU EXT	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B159034 STWD/VAR LOC/EPOXY STRIPING		0	143507	143507	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 173.74 N854073 LUSK-MULE/SEP		0	179415	179415	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 215.15 P541014 RAWL STS/CEDAR/ARPT RD/SIGNAL		0	190649	190649	SEC 164 PENALTIES - FOR HSIP	Urban Principal Arterial - Other Freeways and Expressways	1000	55	State Highway Agency		
HSIP 0.00 B104002 DIST 4/VAR LOC/DMS		0	190762	5499891	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	1000	55	State Highway Agency		

HSIP 107.97 N432059 GILL STS/UNION CHAPEL		0	213174	213174	HWY SAFETY IMP PROG S-LU EXT	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP 0.00 B131105 DIST 1/DMS & HAR		0	220862	220862	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
NHPP 419.29 N232048 LARA-COLO/STATE LN SEC		0	253808	253808	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B141027 DIST 1/VAR LOC/GUARDRAIL		0	355094	355094	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 0.00 B141027 DIST 1/VAR LOC/GUARDRAIL		0	363299	363299	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 115.20 P212096 CASP/CY&POPLAR		0	390187	390187	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Other Freeways	1000	55	State Highway Agency		

						and Expressways					
HSIP-SEP 0.87 1507037 CHIEF JOSEPH/WYO 296/GUARDRAIL		0	817202	817202	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 34.02 N361064 TENS-BUFF/SEP		0	824115	824115	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	1000	55	State Highway Agency		
HSIP-SEP 0.00 B149028 STWD/VAR LOC/EPOXY STRIPING		0	1055716	1055716	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP-SEP 9.00 B142029 DIST 2/VAR LOC/SAFETY GRADING		0	1145841	1145841	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency		
HSIP 0.00 B131105 DIST 1/DMS & HAR		0	2208621	2208621	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	1000	55	State Highway Agency		
HSIP 115.20 P212096 CASP/CY&POPLAR		0	390302	390302	HIGHWAY SAFETY	Urban Principal	100	55	State Highway		

			4	4	IMP PROG	Arterial - Other Freeways and Expressways	0		Agency		
CMAQ 60.17 0302068 UCRS-GILL/CL CO LN E		0	4976920	4976920	SEC 164 PENALTIES - FOR HSIP	Rural Major Collector	1000	55	State Highway Agency		
NHPP 419.29 N232048 LARA-COLO/STATE LN SEC		0	5323083	5323083	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	1000	55	State Highway Agency		

Progress in Achieving Safety Performance Targets

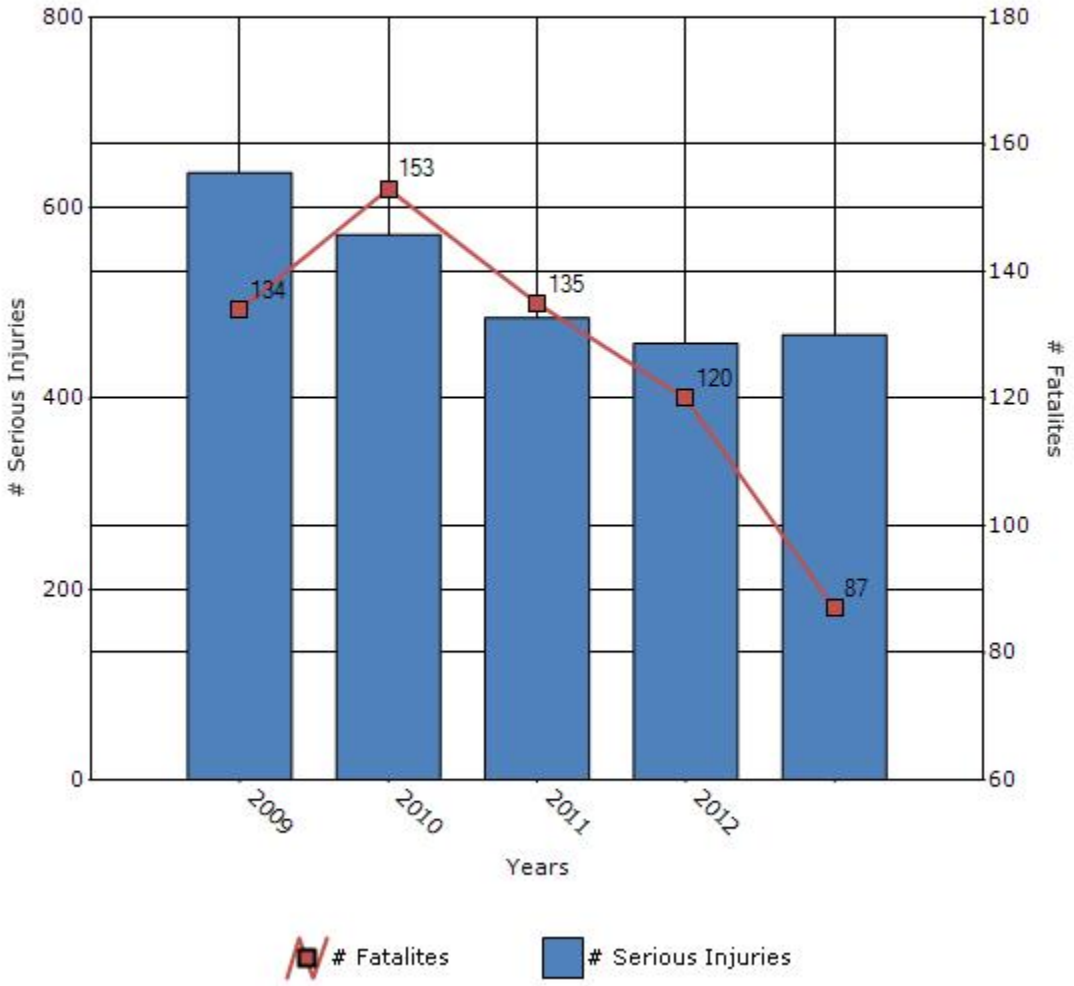
Overview of General Safety Trends

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

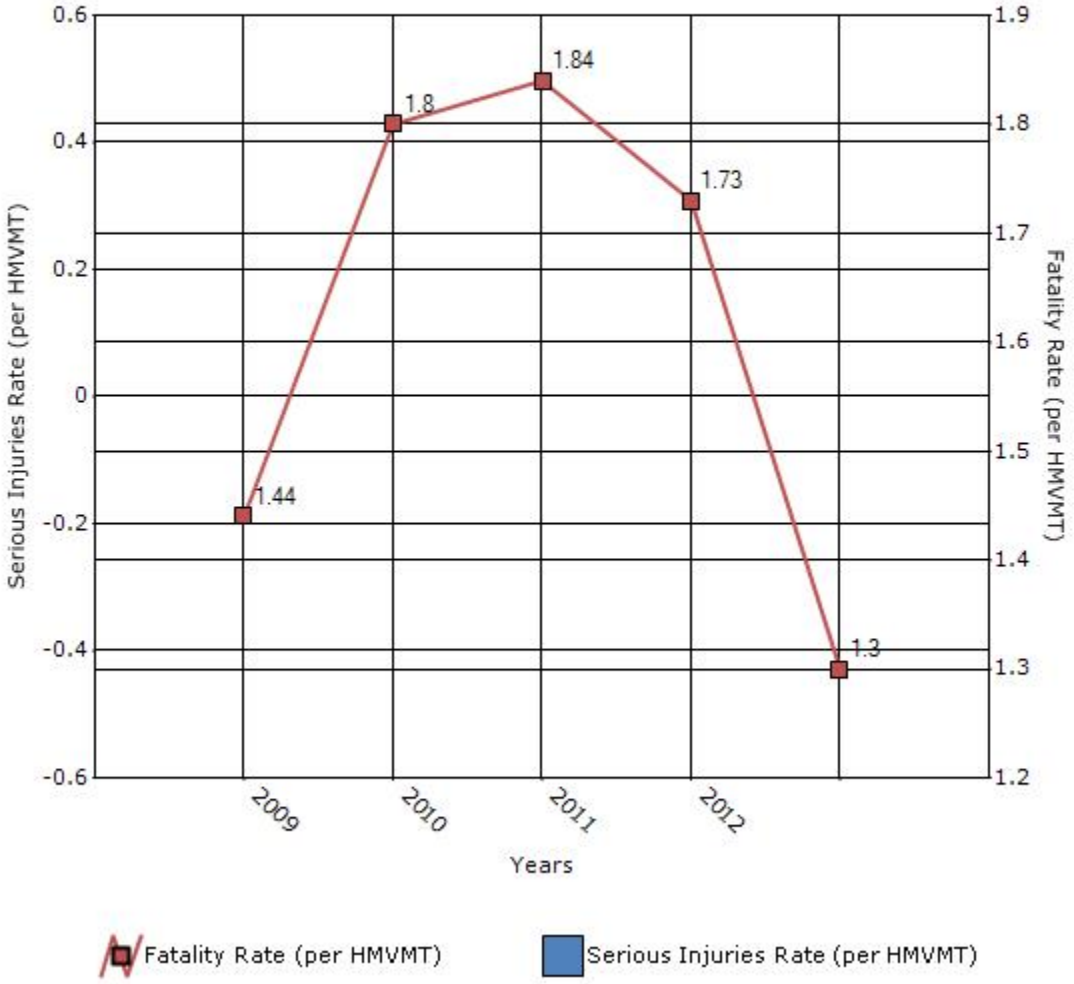
Performance Measures*	2009	2010	2011	2012	
Number of fatalities	134	153	135	120	87
Number of serious injuries	637	572	485	458	467
Fatality rate (per HMVMT)	1.44	1.8	1.84	1.73	1.3
Serious injury rate (per HMVMT)	0	0	0	0	0

*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

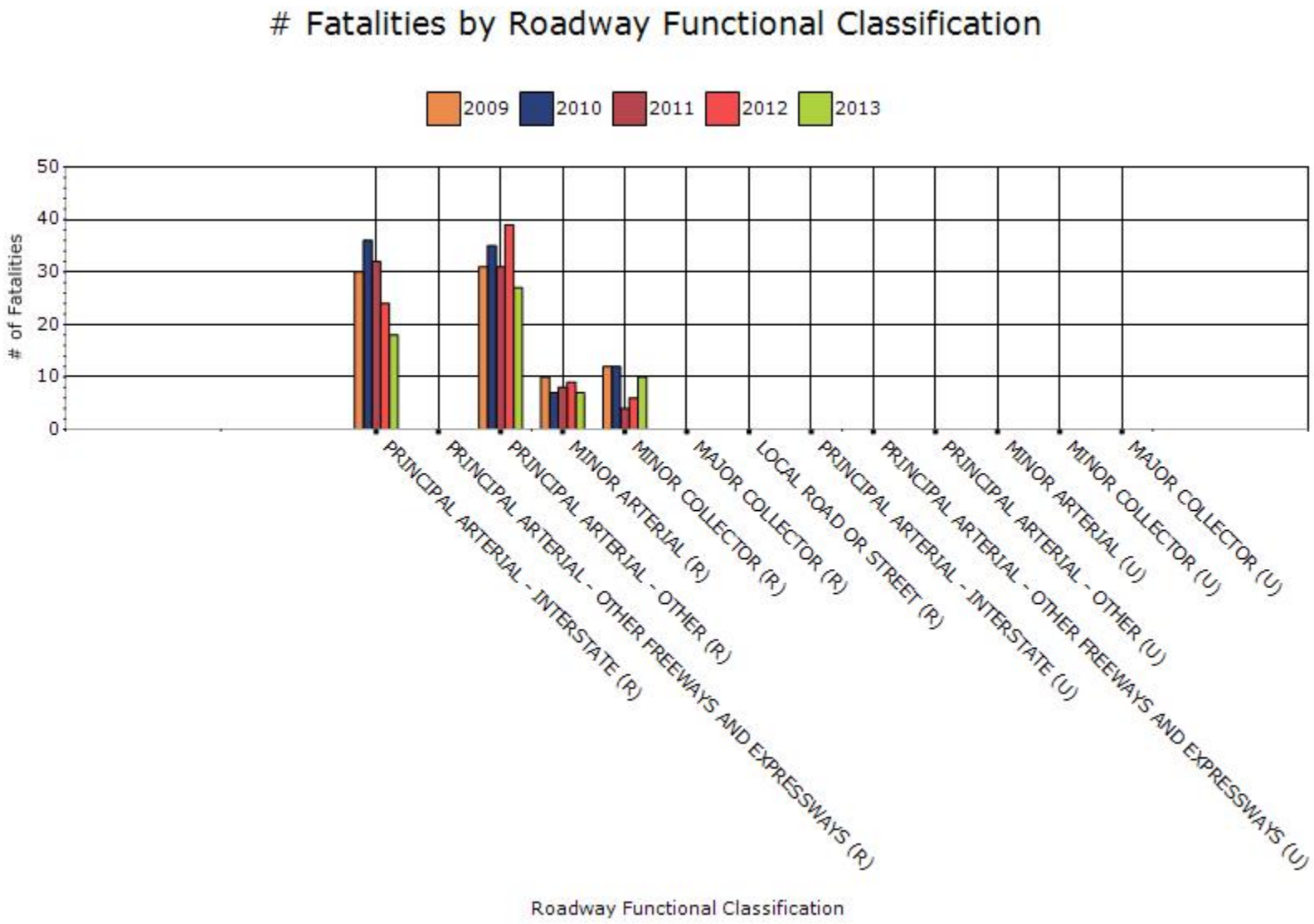


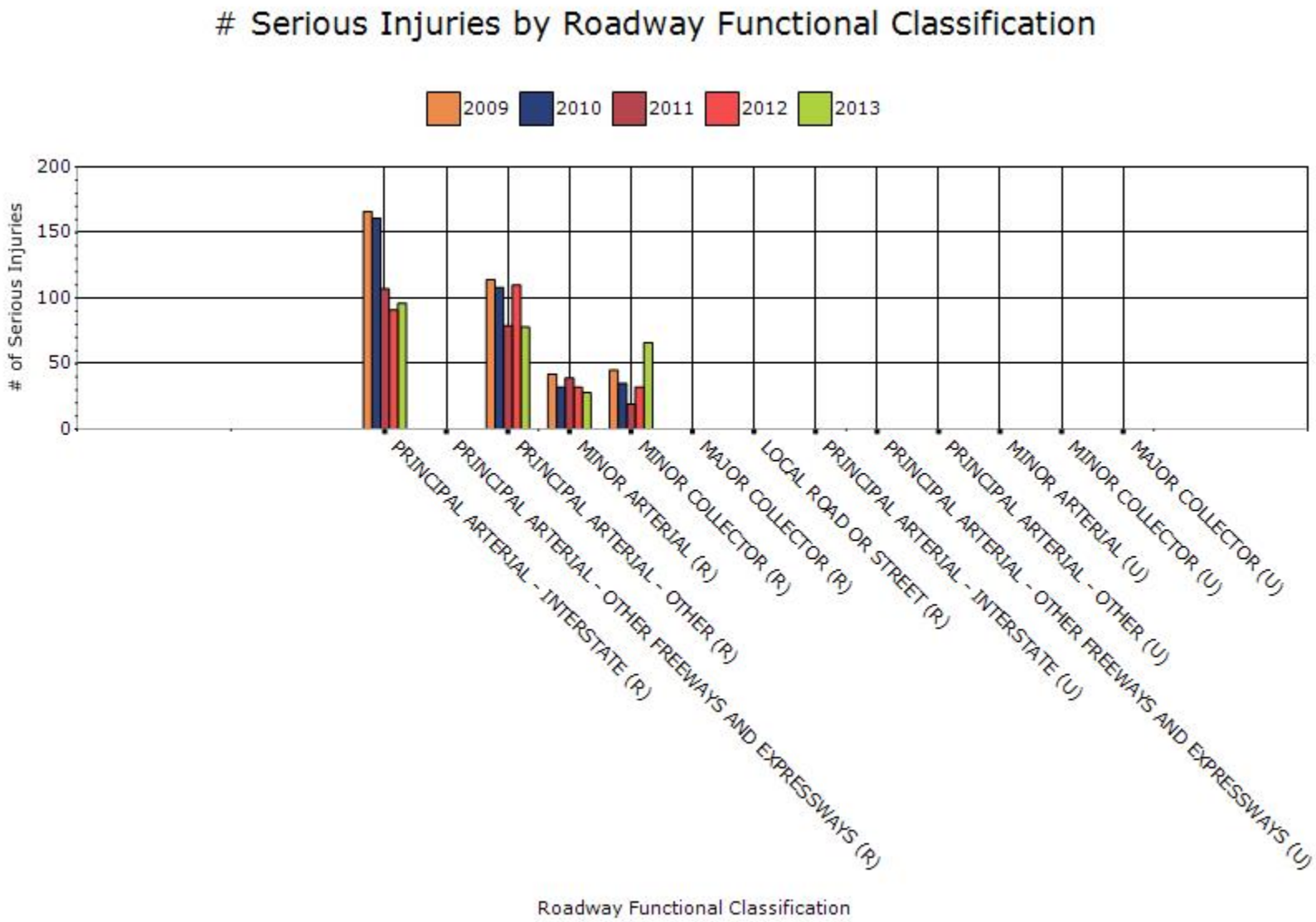
To the maximum extent possible, present performance measure* data by functional classification and ownership.

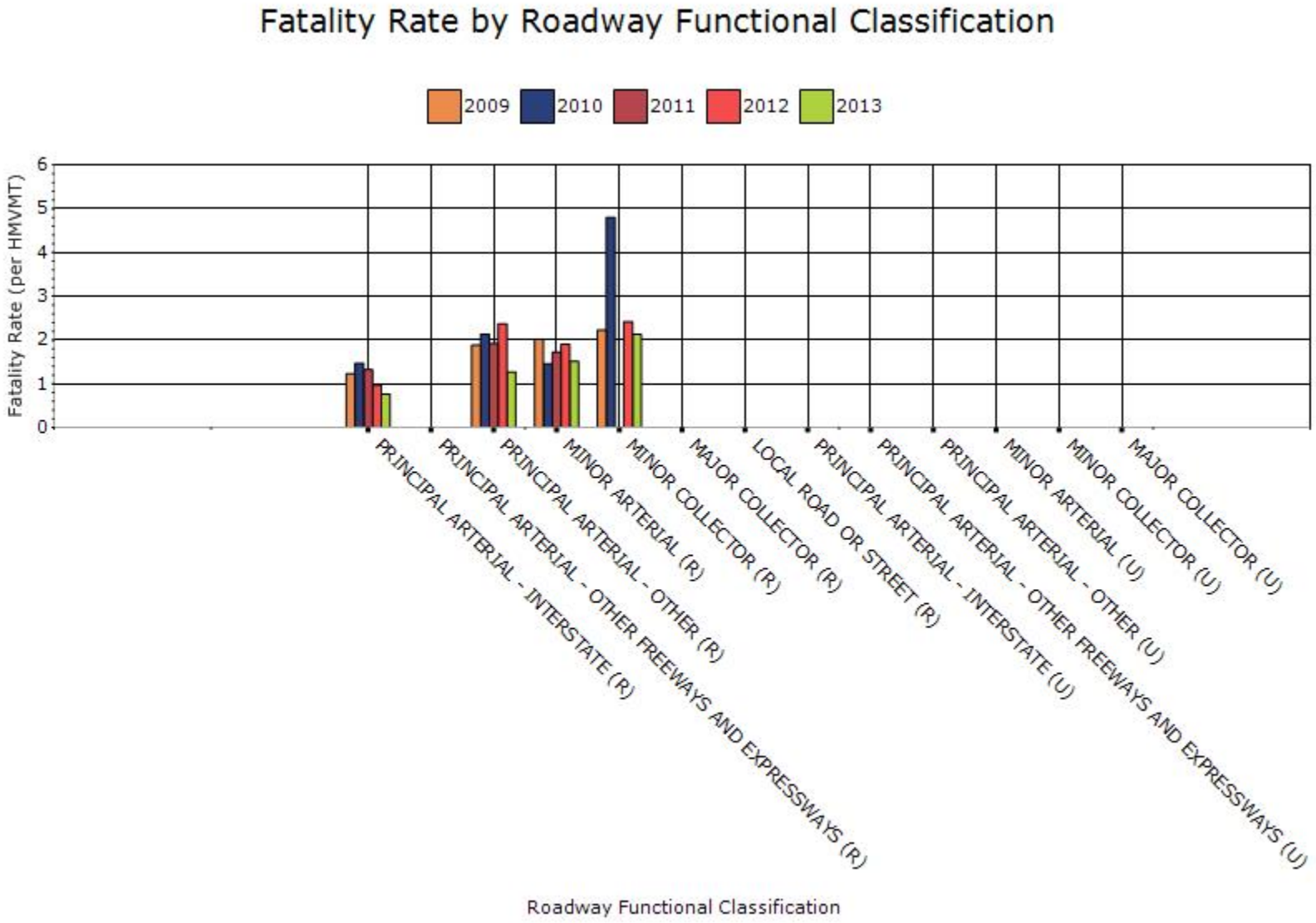
Year - 2013

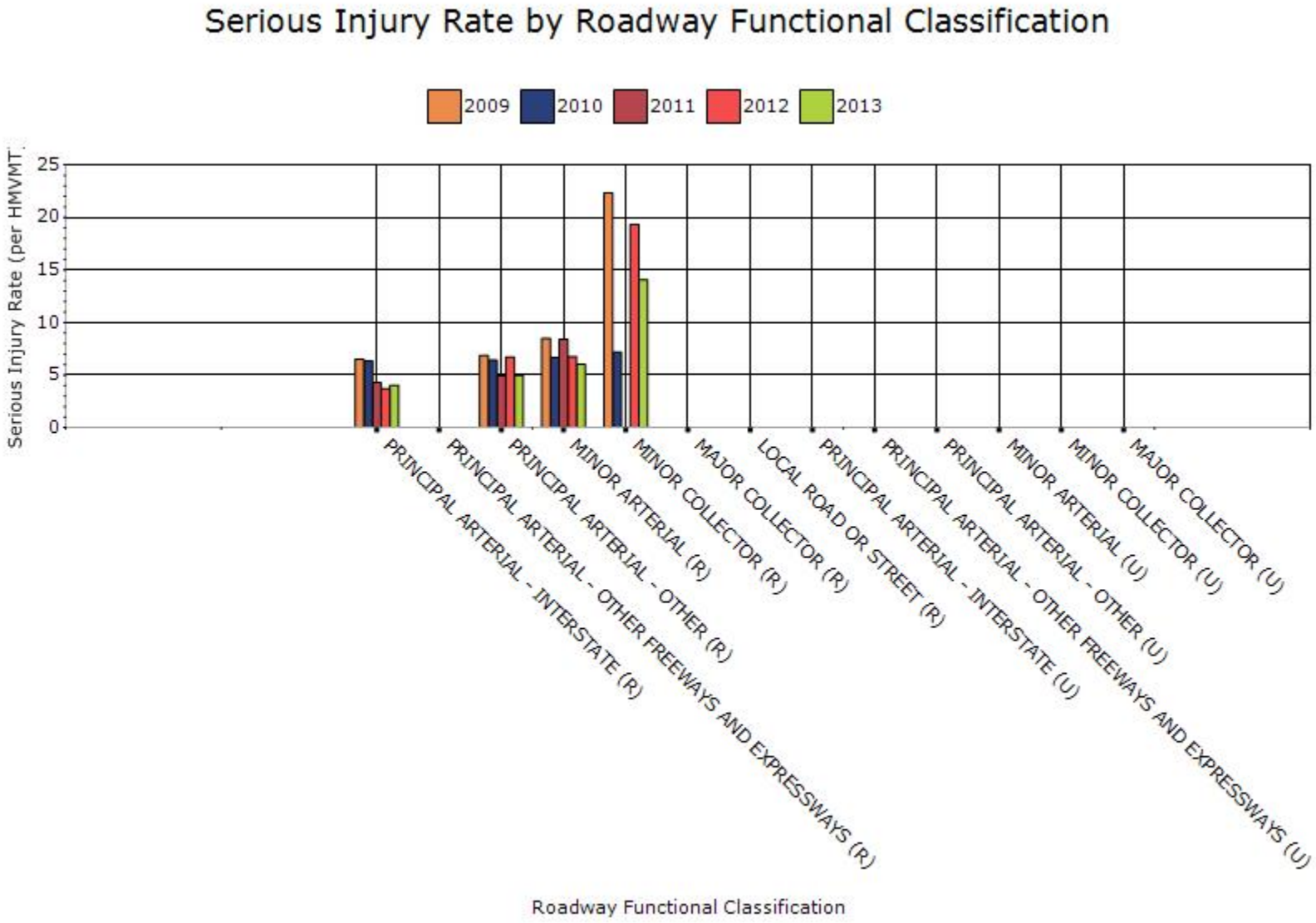
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	18	96	0.76	4.03
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	27	78	1.27	4.95
RURAL MINOR ARTERIAL	7	28	1.51	6.03
RURAL MINOR COLLECTOR	10	66	2.13	14.07
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


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
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)
Roadway Functional Classification

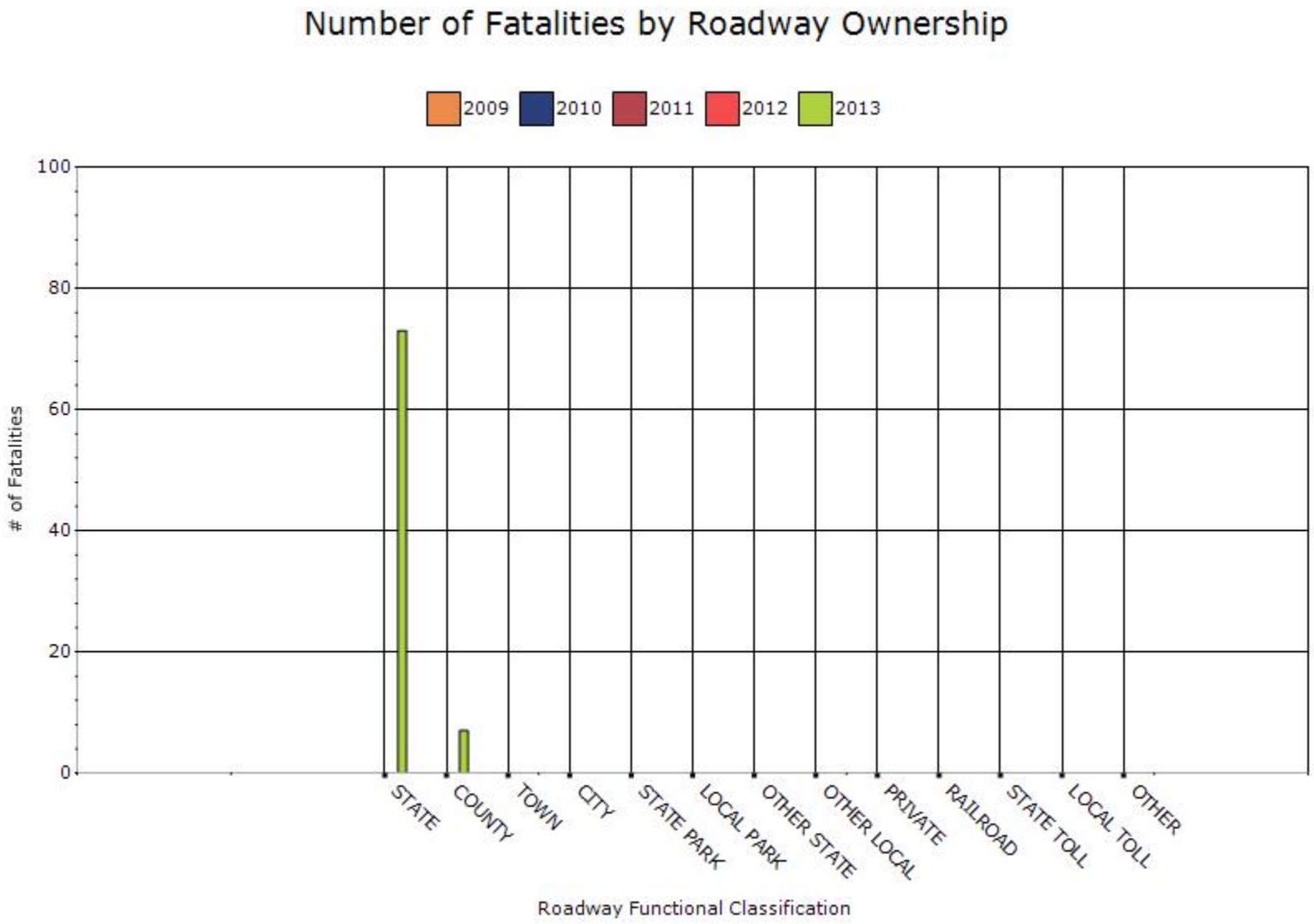

Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL 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)
Roadway Functional Classification

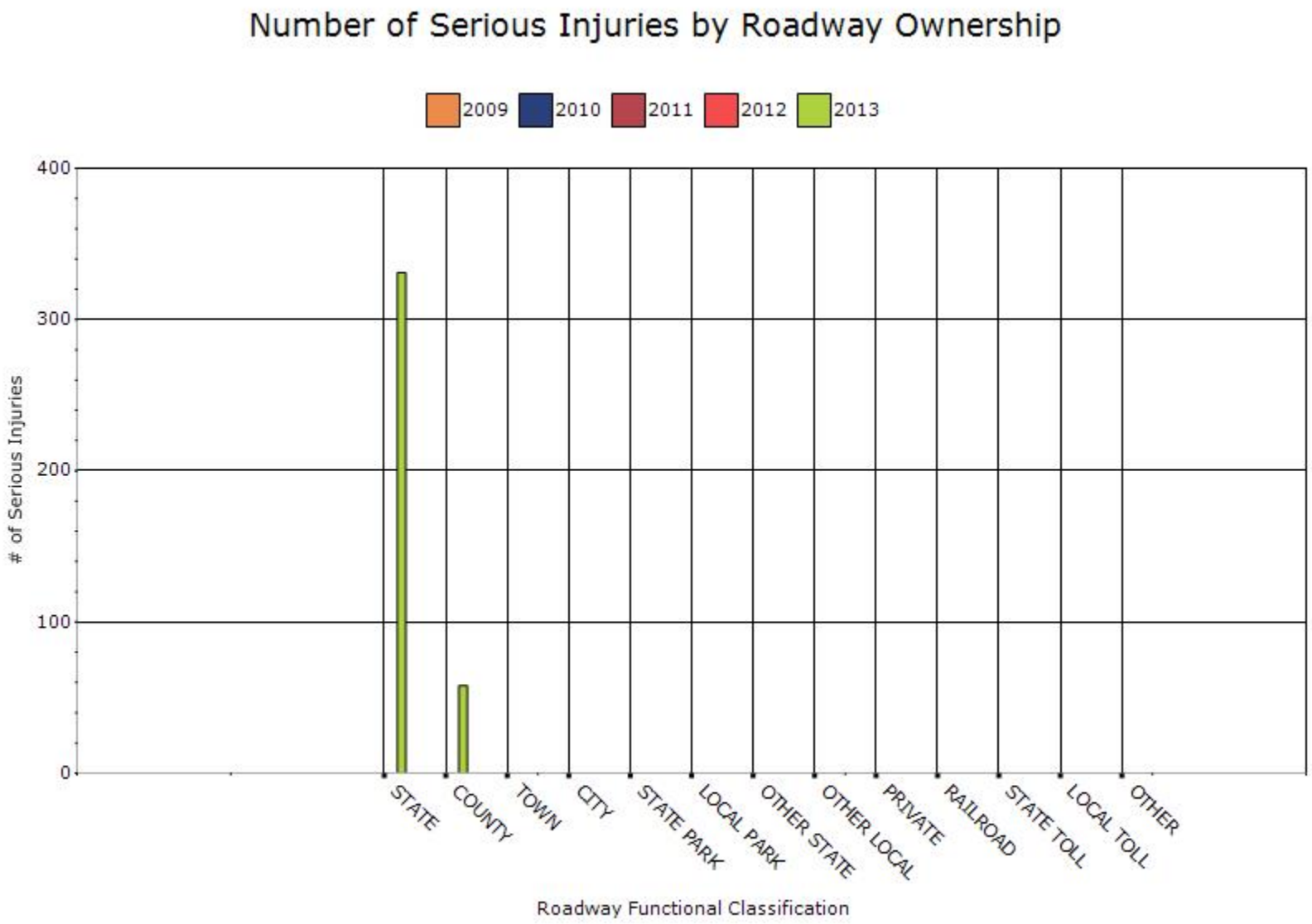

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
5
6
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL 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)
Roadway Functional Classification


Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
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)
Roadway Functional Classification

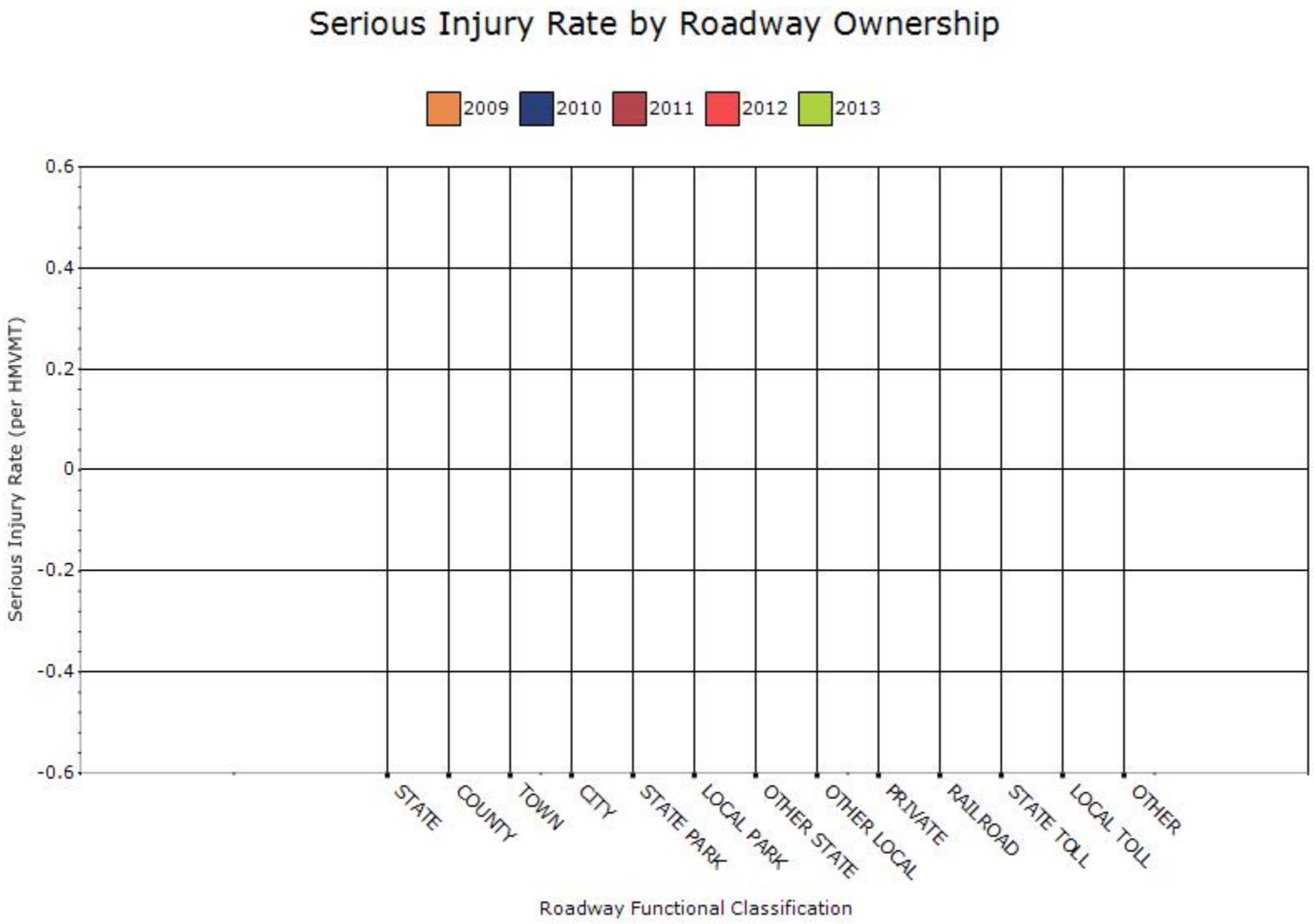
Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	73	331	0	0
COUNTY HIGHWAY AGENCY	7	58	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


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
100
80
60
40
20
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
400
300
200
100
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification

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

The fatal and serious injury crashes in Wyoming continue on a downward trend. The crashes tend to peak and dip but the trend line is downward. In 2013 Wyoming had the lowest fatal crashes in 60 years. This trend will be difficult to maintain over time but the dramatic reduction is a good sign that the efforts of all the Highway Safety partners in the State are having a positive impact.

Application of Special Rules

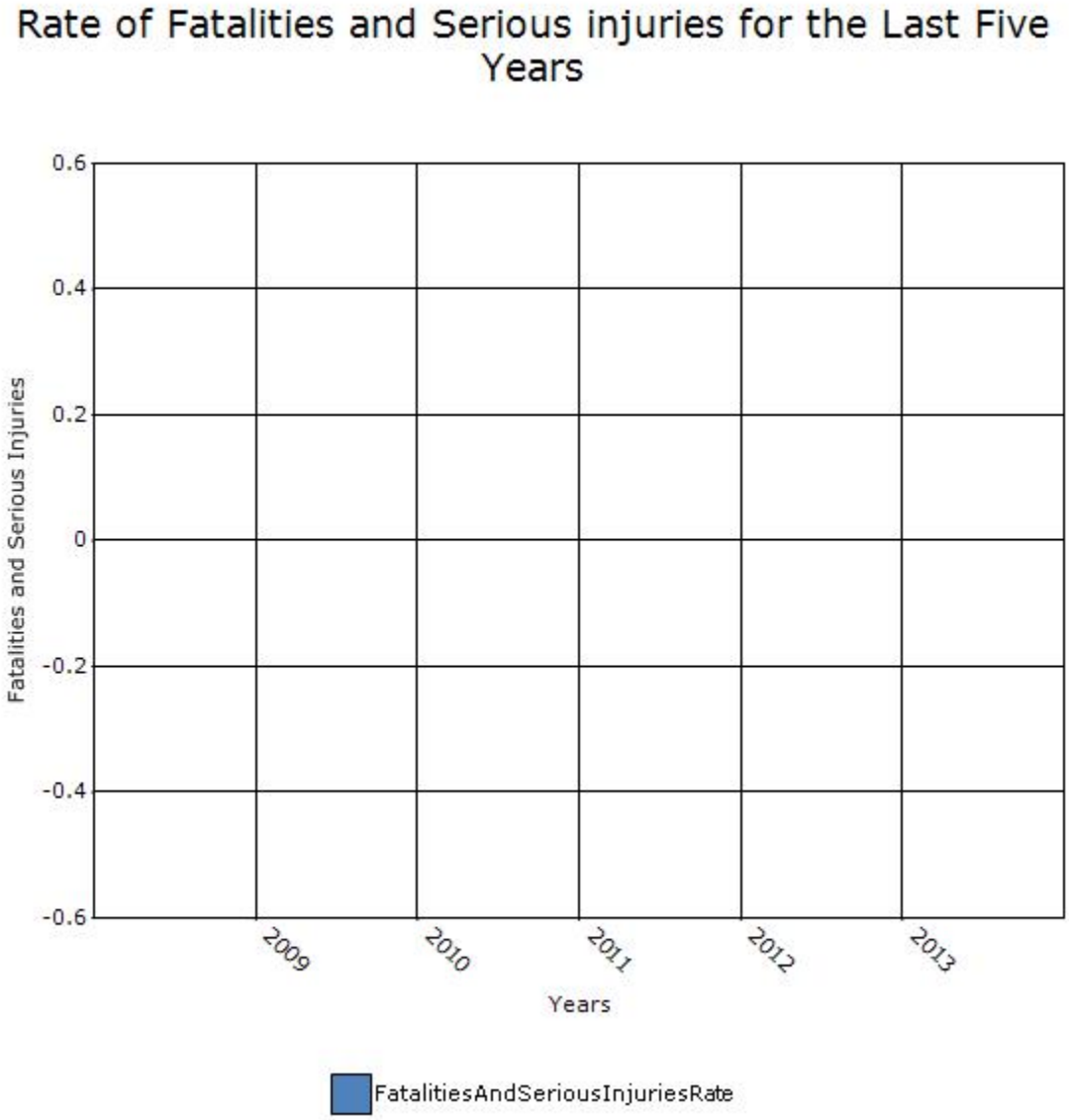
Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.2	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.

1.00 was entered because system requires a value in the field. This message is to add something to this field.

Wyoming does not do this type of analysis.



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-Overall downward trend of fatal and serious injury crashes

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.

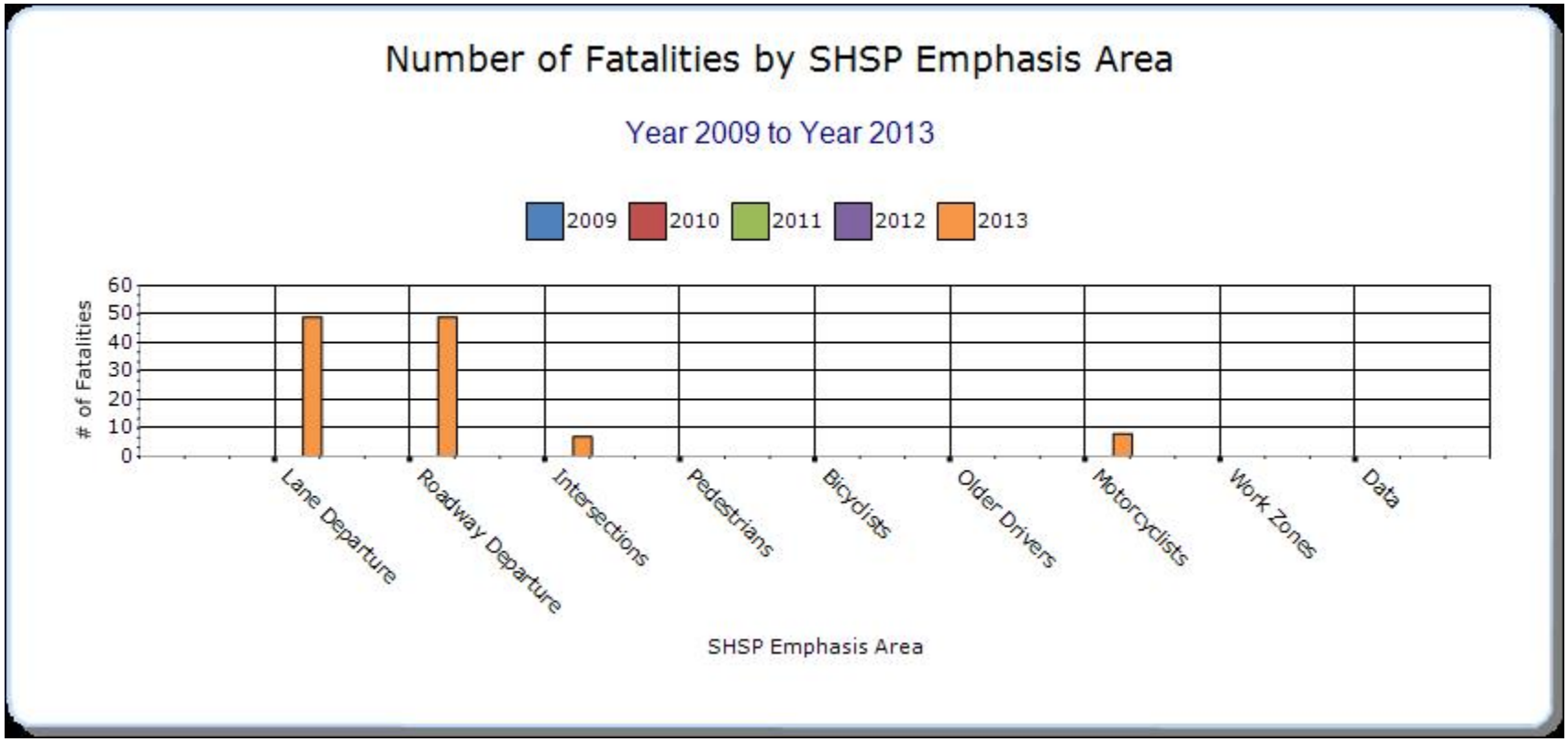
None

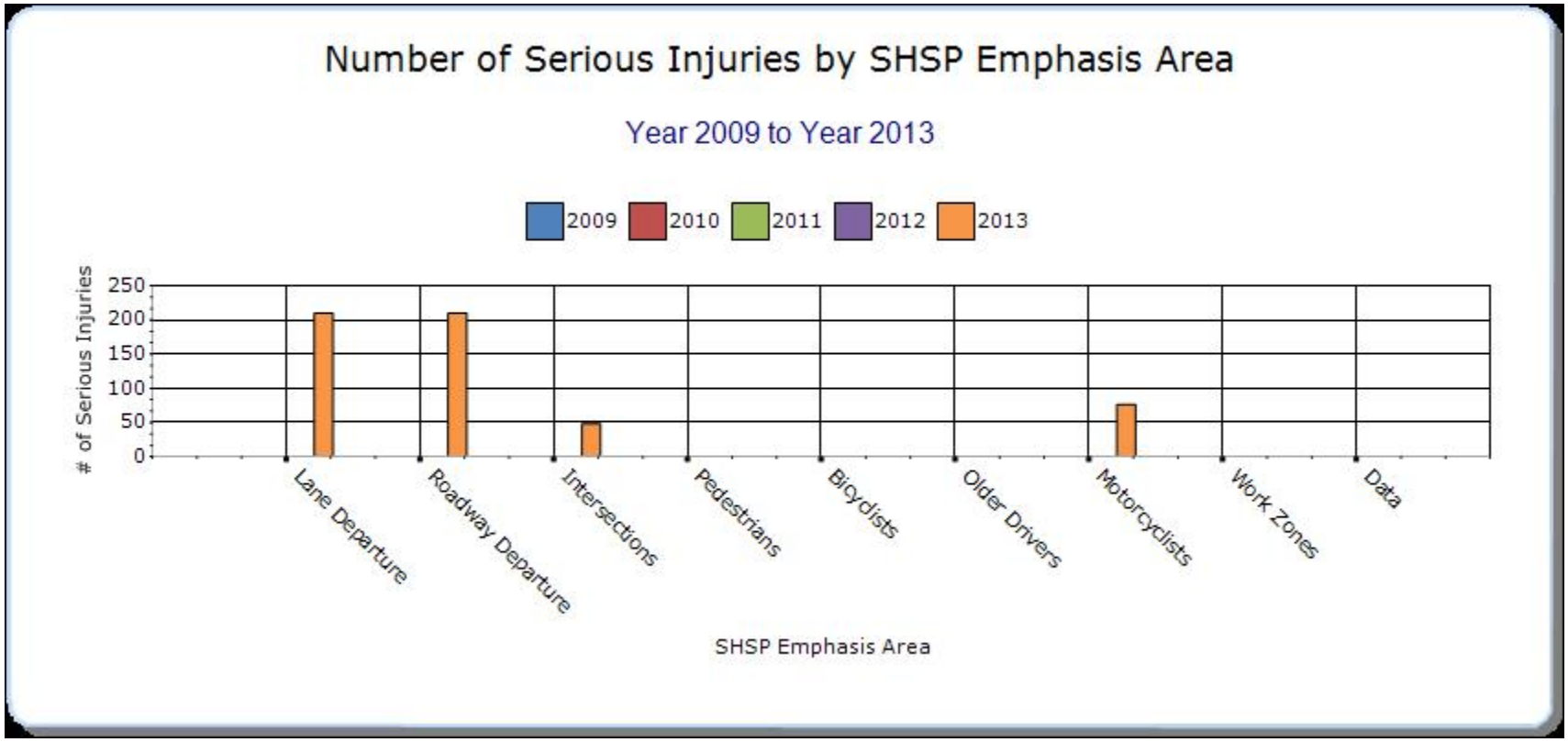
SHSP Emphasis Areas

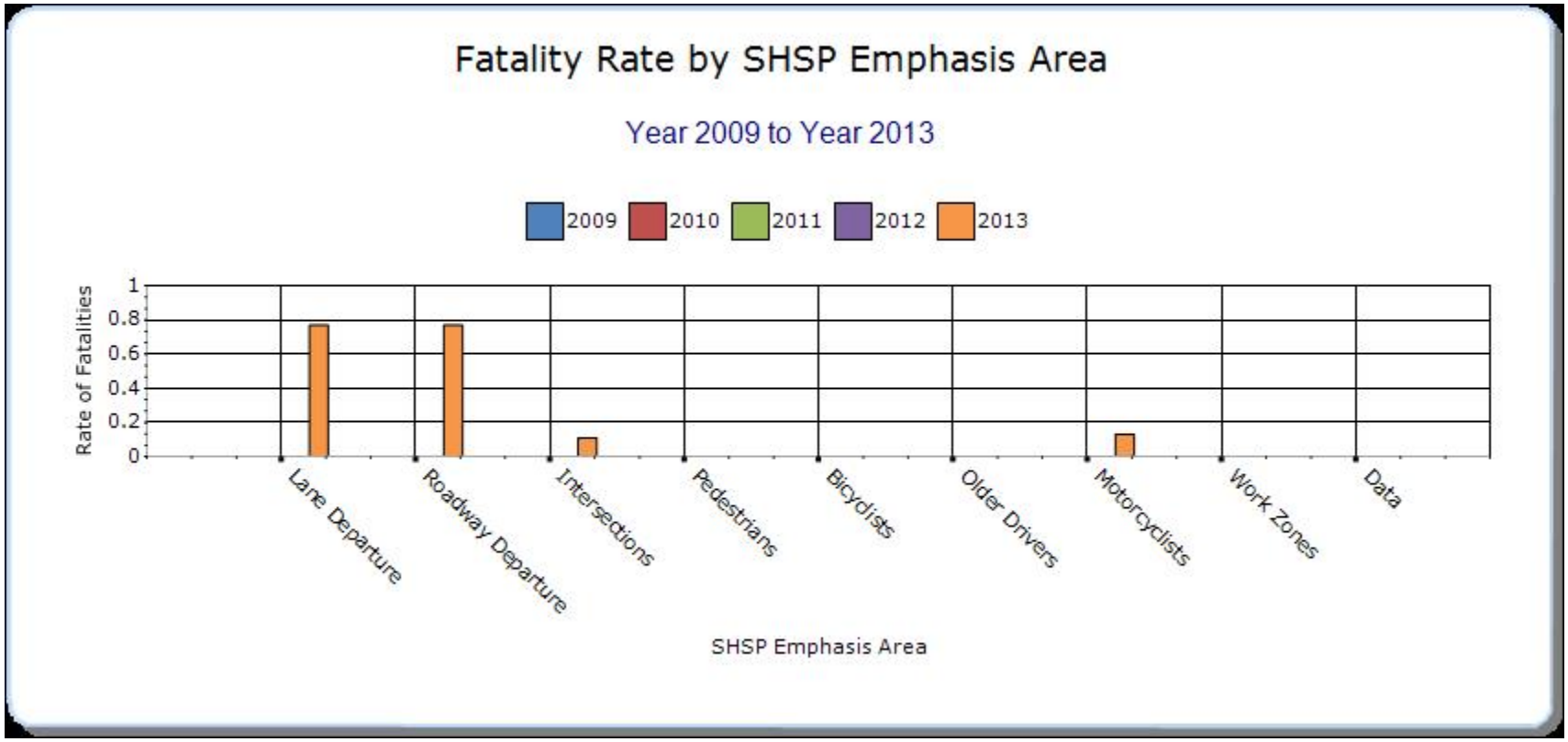
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

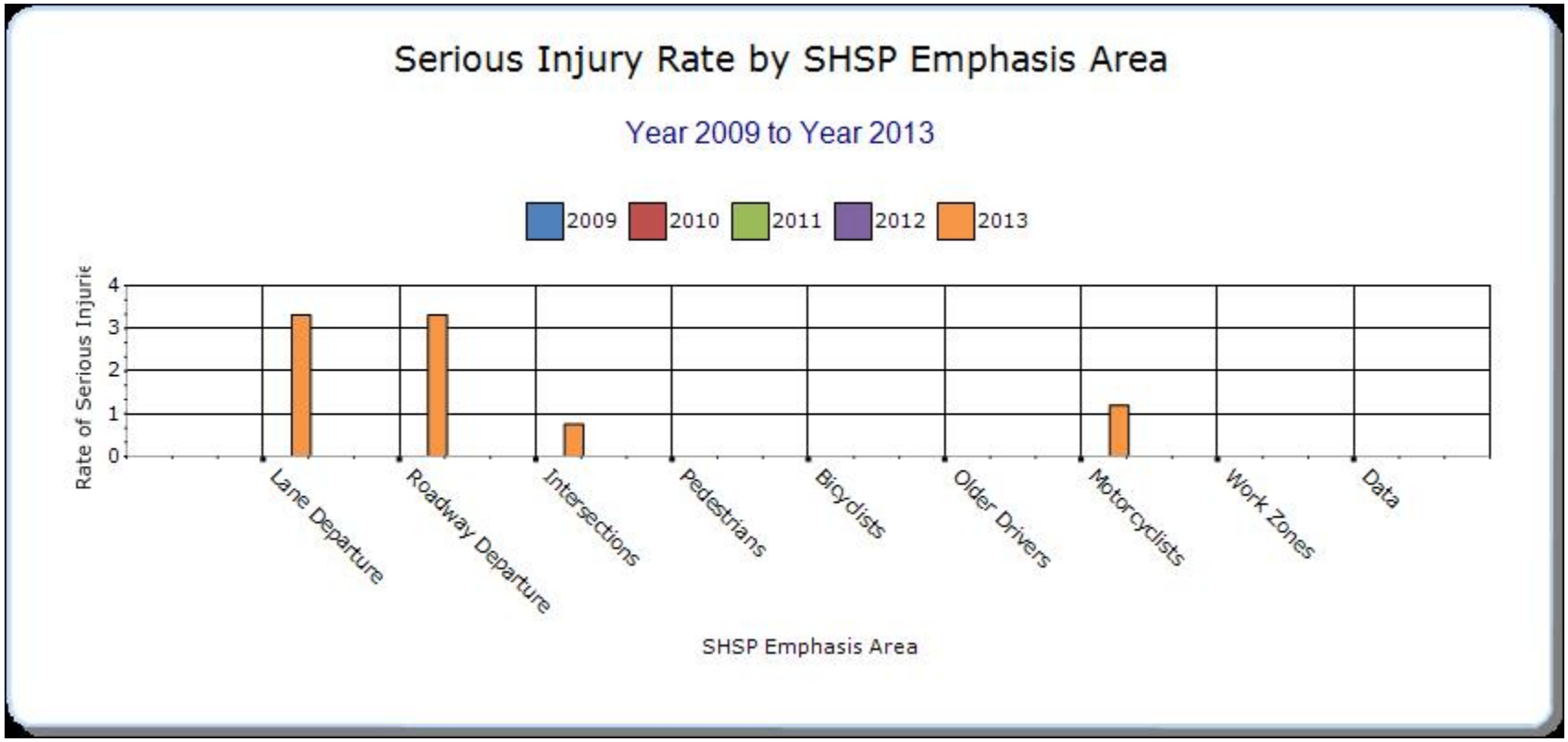
Year - 2013

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
Lane Departure	Run-off-road	49	210	0.77	3.32	0	0	0
Roadway Departure	Run-off-road	49	210	0.77	3.32	0	0	0
Intersections	All	7	48	0.11	0.76	0	0	0
Motorcyclists	All	8	76	0.13	1.2	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
60
50
40
30
20
10
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
1
0.8
0.6
0.4
0.2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

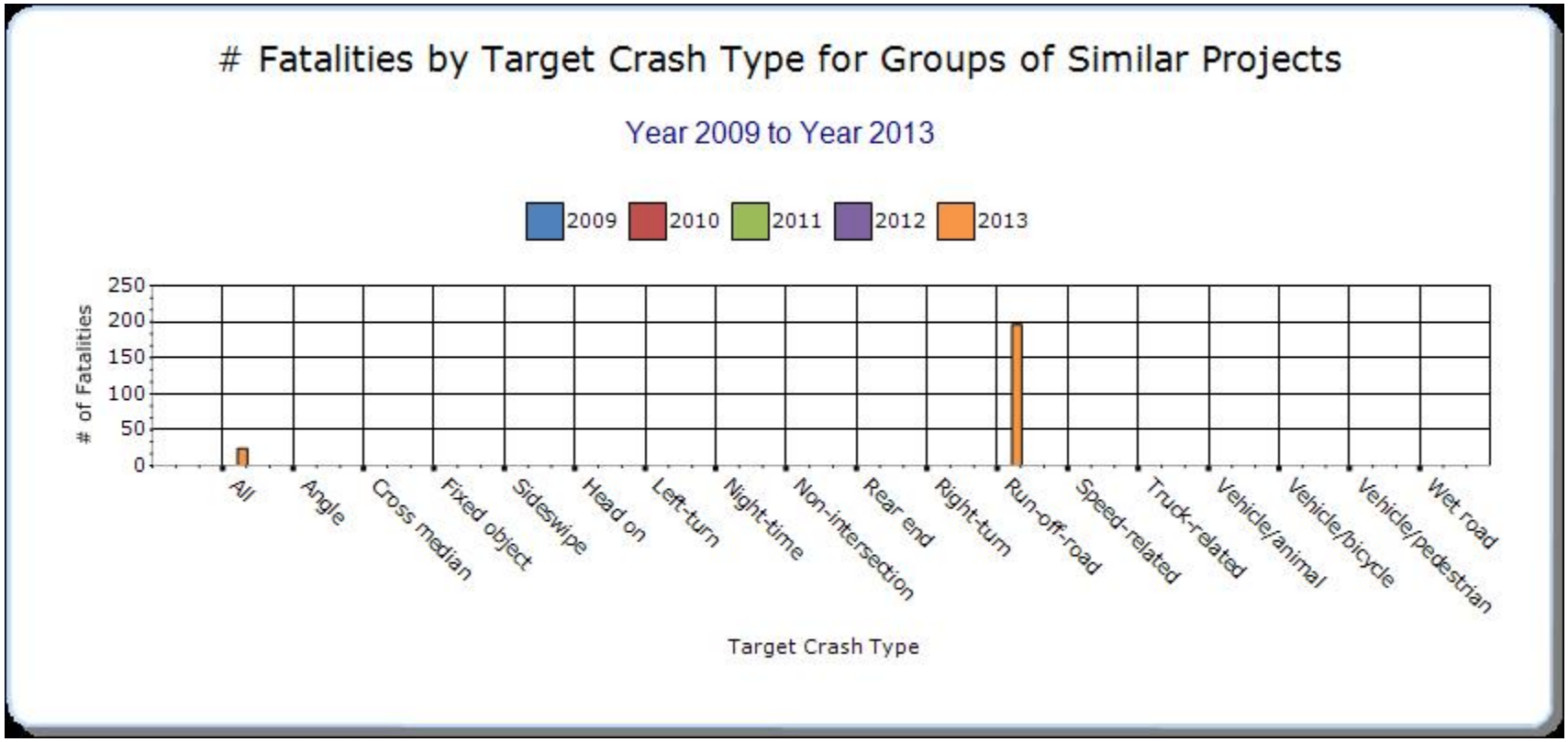

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

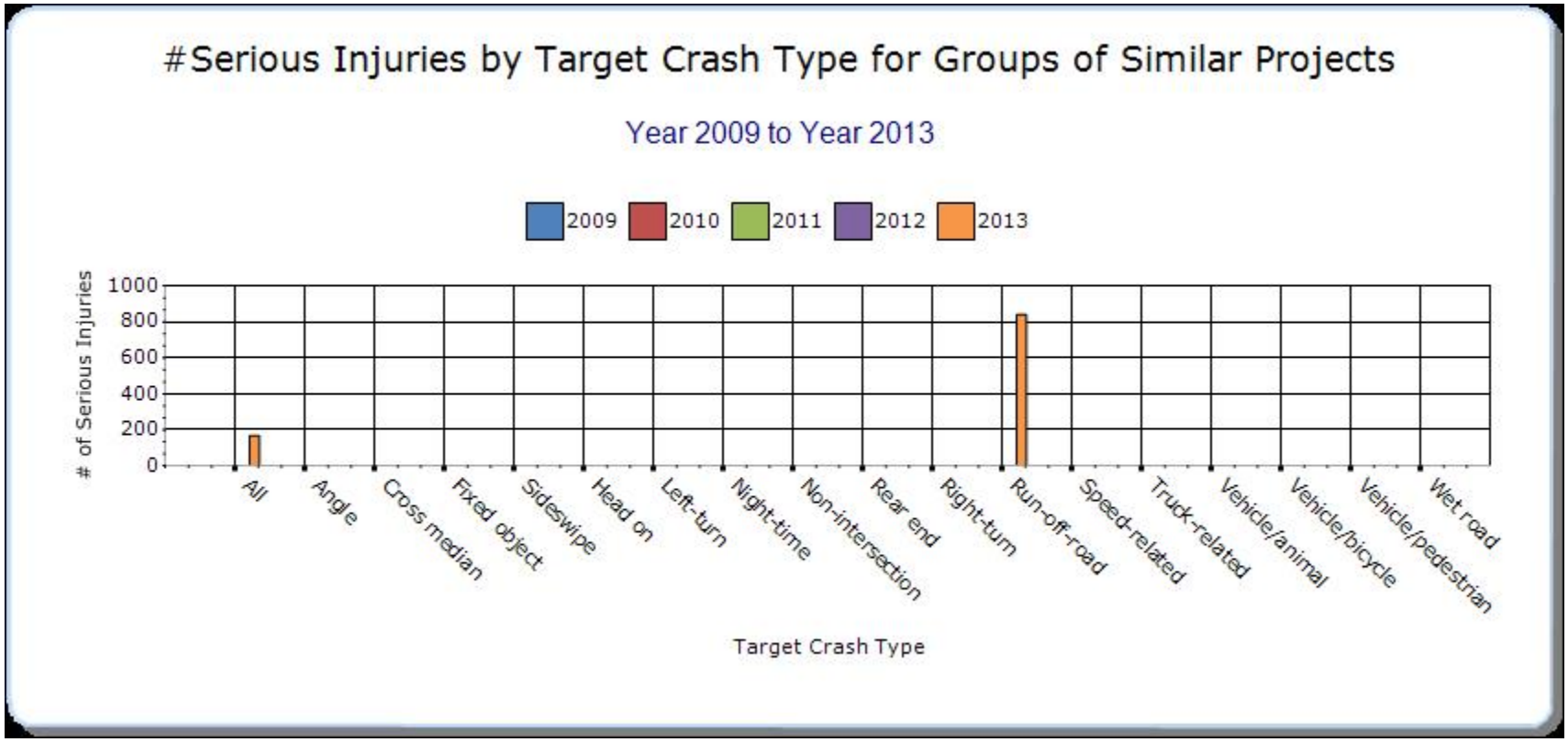
Groups of similar project types

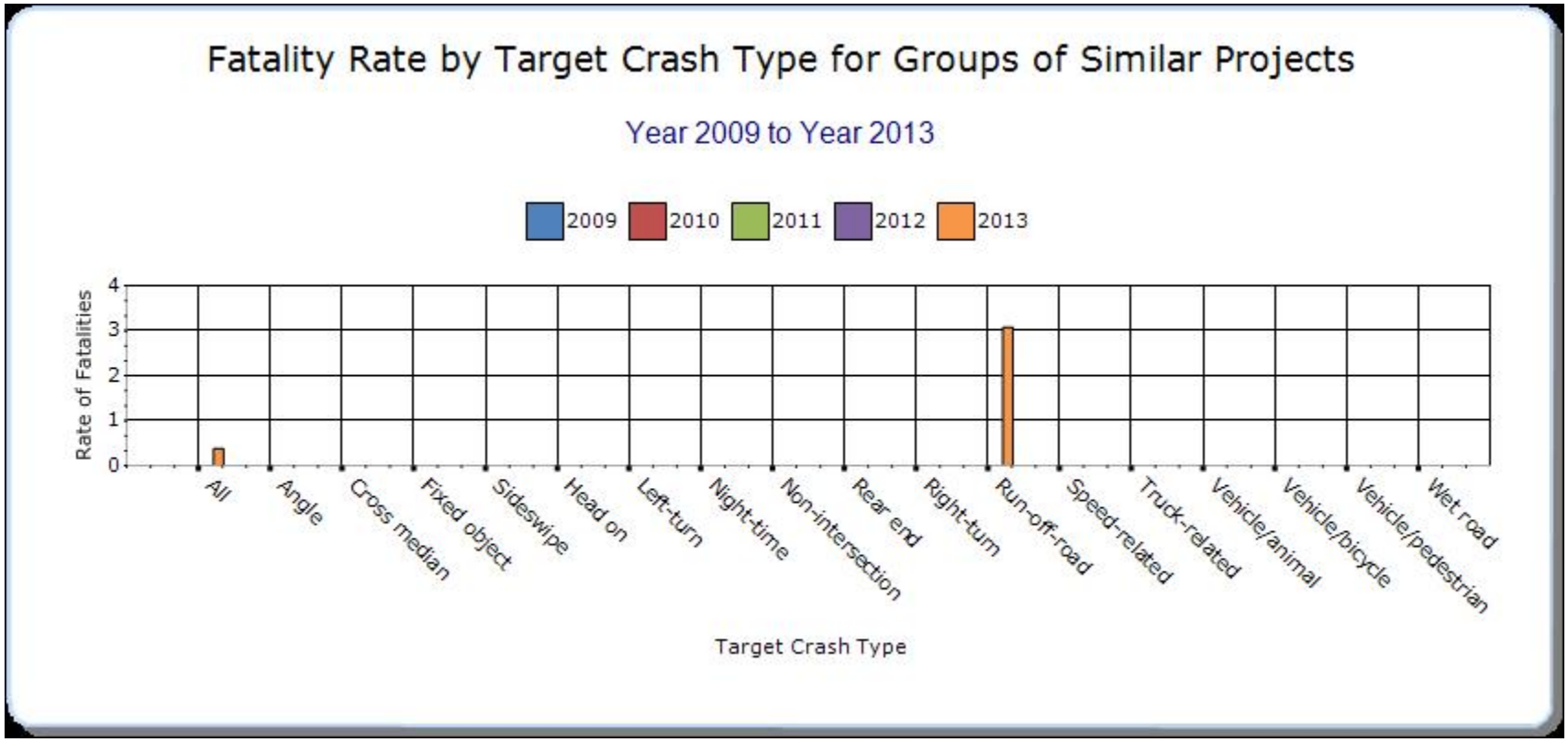
Present the overall effectiveness of groups of similar types of projects.

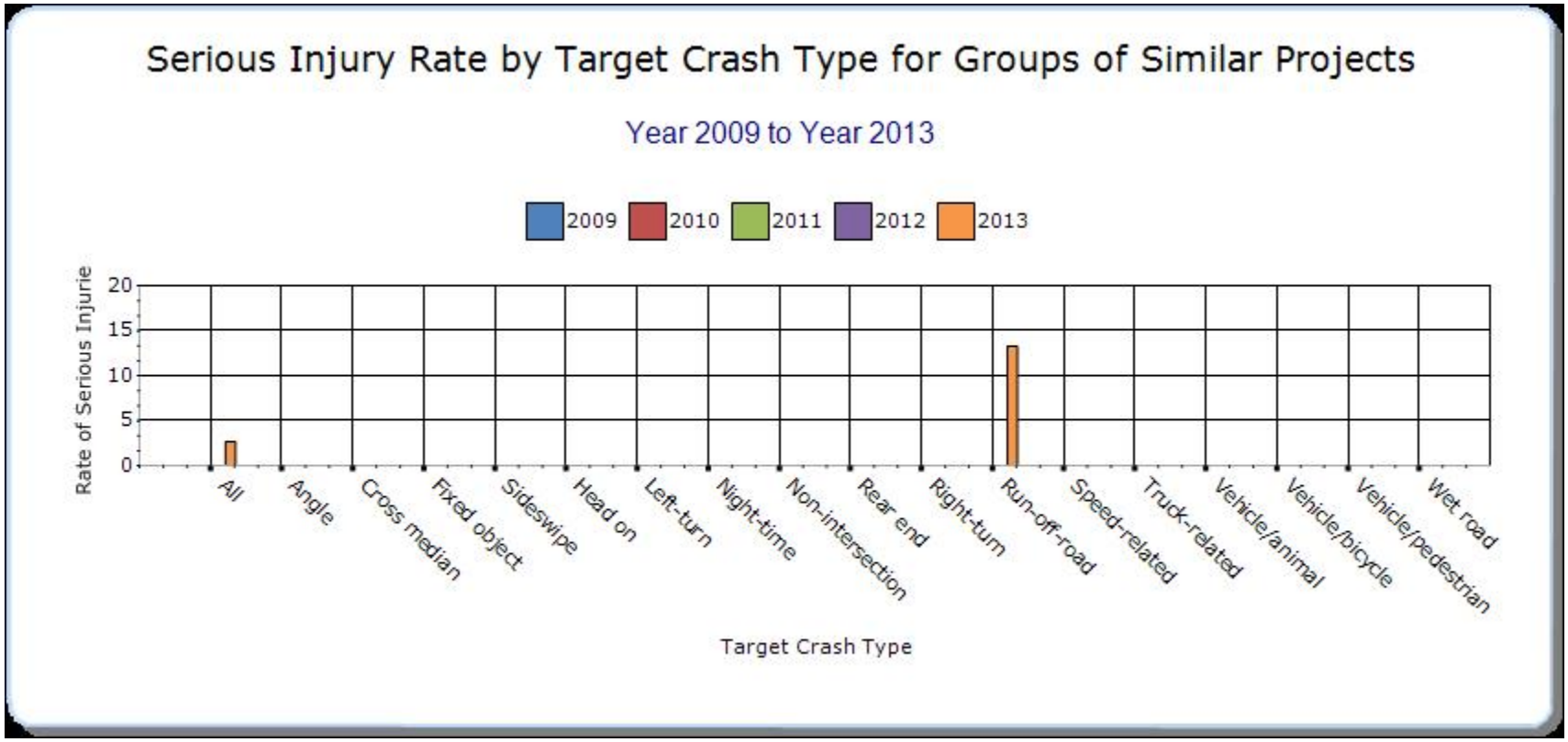
Year - 2013

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
Sign Replacement And Improvement	Run-off-road	49	210	0.77	3.32	0	0	0
Median Barrier	Run-off-road	49	210	0.77	3.32	0	0	0
Horizontal Curve	Run-off-road	49	210	0.77	3.32	0	0	0
Intersection	All	7	48	0.11	0.76	0	0	0
Roadway Departure	Run-off-road	49	210	0.77	3.32	0	0	0
Local Safety	All	17	120	0.27	1.9	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
250
200
150
100
50
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
1000
800
600
400
200
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0
1
2
3
4
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 Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
20
15
10
5
0
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

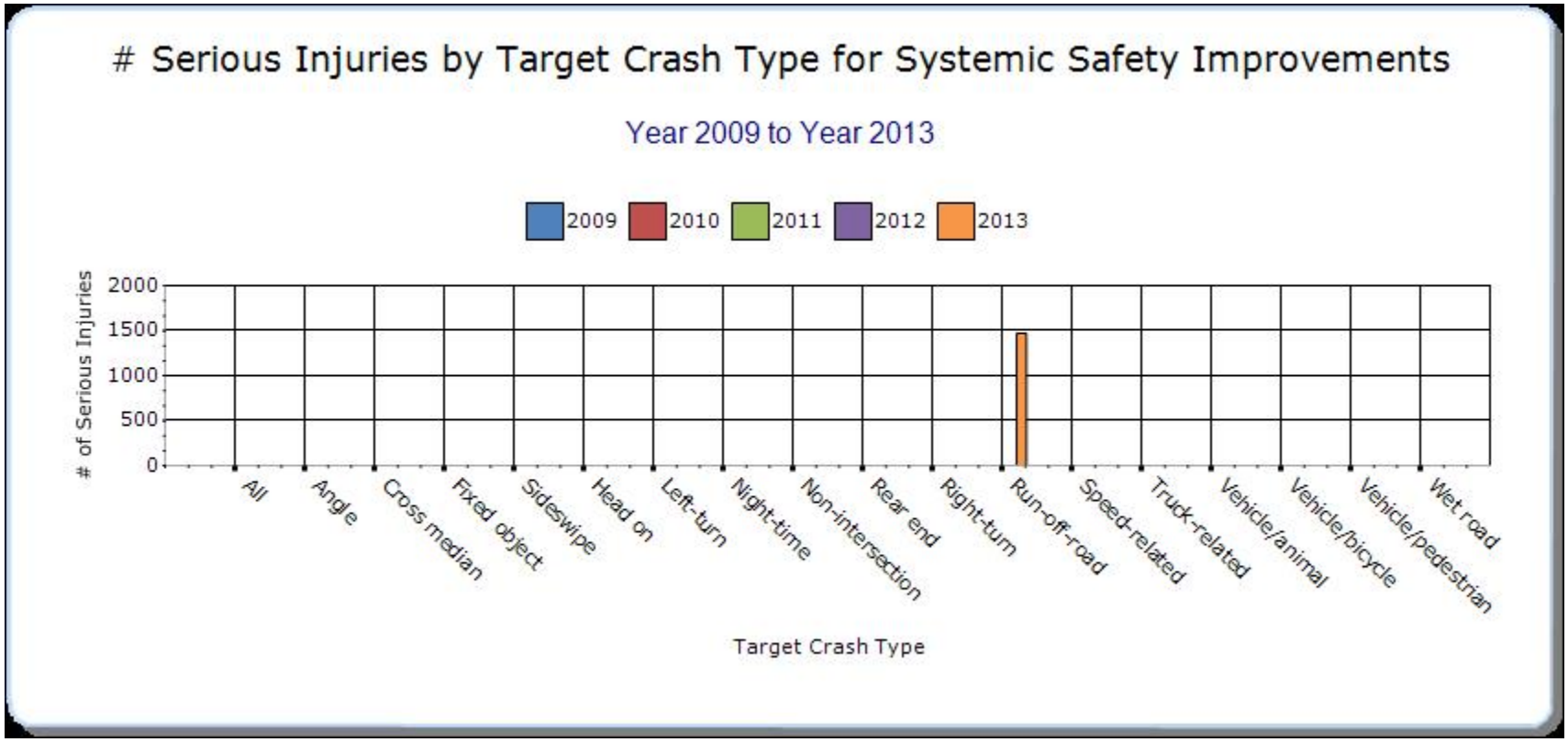
Systemic Treatments

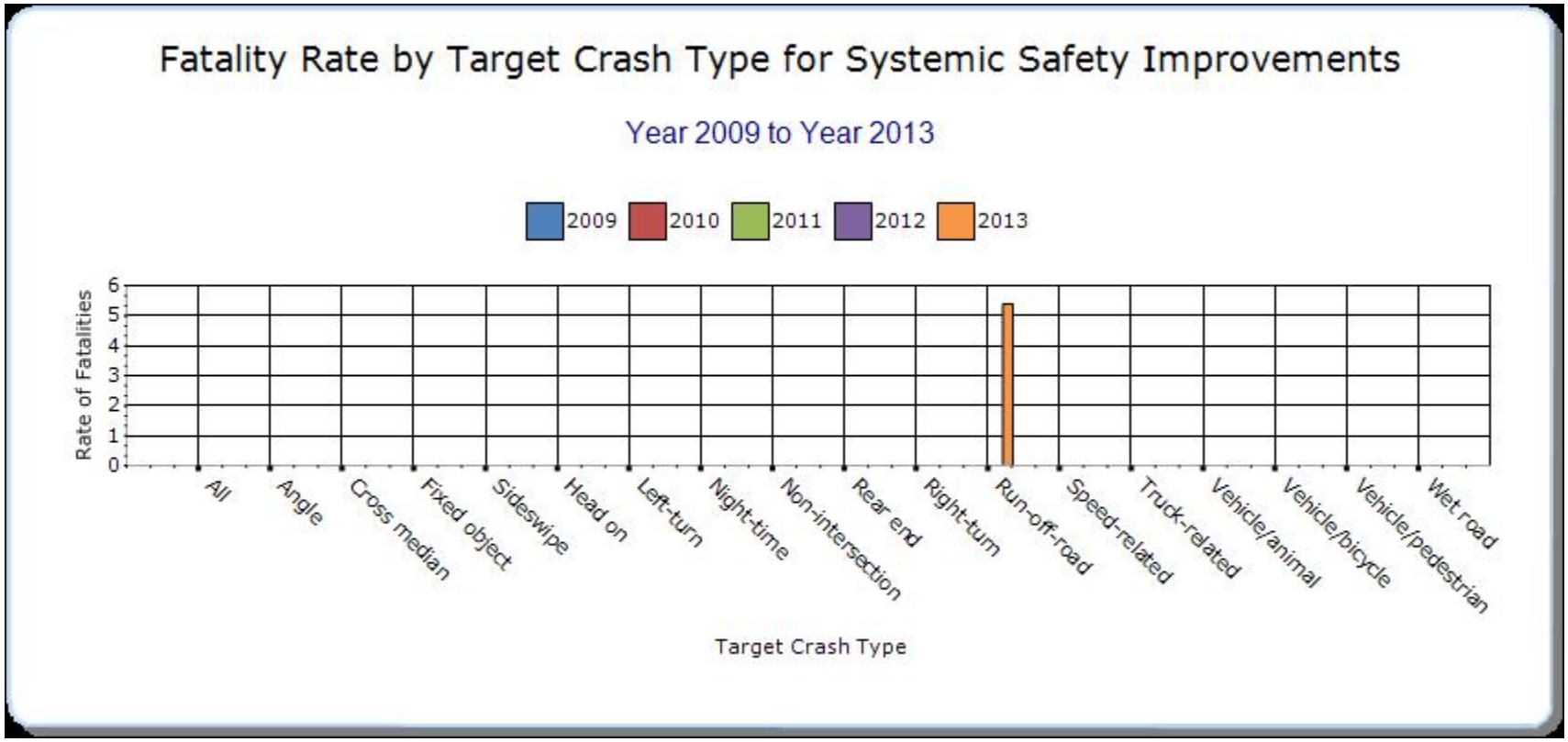
Present the overall effectiveness of systemic treatments.

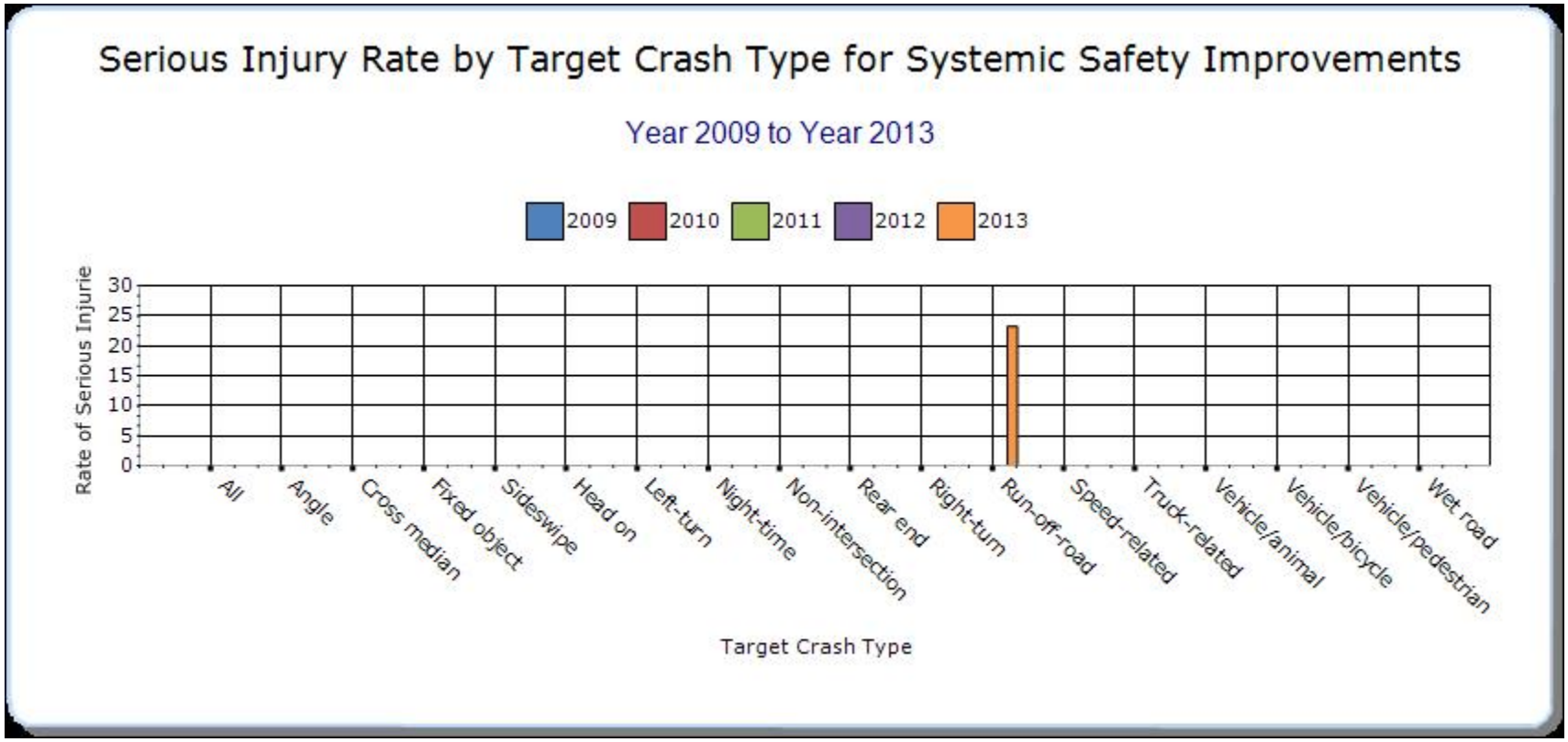
Year - 2013

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
Install/Improve Signing	Run-off-road	49	210	0.77	3.32	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	49	210	0.77	3.32	0	0	0
Upgrade Guard Rails	Run-off-road	49	210	0.77	3.32	0	0	0
Pavement/Shoulder Widening	Run-off-road	49	210	0.77	3.32	0	0	0
Cable Median Barriers	Run-off-road	49	210	0.77	3.32	0	0	0
Clear Zone Improvements	Run-off-road	49	210	0.77	3.32	0	0	0
Rumble Strips	Run-off-road	49	210	0.77	3.32	0	0	0
Add/Upgrade/Modify/Remove Traffic Signal	Intersection crashes	7	48	0.11	0.76	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
400
300
200
100
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
2000
1500
1000
500
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0
1
2
3
4
5
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 Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
30
25
20
15
10
5
0
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

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

Wyoming directs approximately 70 percent of its HSIP funding toward systemic projects that are intended to improve safety for the major crash type of single vehicle run off the road crashes. There are many behavioral related aspects to this crash type and the projects implemented are to assist drivers first with staying in their lane and then lessening the impact of leaving your lane and the roadway.

The downward trend in fatal and serious injury crashes is a measure of the effectiveness of the projects the State of Wyoming is implementing in this major crash type area.

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													

Wyoming does not do this type of analysis

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.