



2015 Highway Safety Improvement Program Report

Traffic Engineering Division
Safety Section

Mississippi Department of Transportation

Federal FY 2015 Highway Safety Improvement Program

Introduction

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

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

Purpose

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program (HSIP) as a Federal Highway Administration (FHWA) "core" program with dedicated funding for infrastructure-related highway safety improvement projects. The requirements for this program were established in Section 148 of Title 23, *United States Code* (USC).

In 2012, Congress passed a new transportation re-authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 continued the HSIP as a core program, along with many of the previous requirements from SAFETEA-LU.

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

Protection of Data from Discovery and Admission into Evidence

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

Program Administration

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

Program Methodology

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

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

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

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

success following the implementation of the SHSP and reports that Mississippi's goal was achieved in 2009, two years before the targeted date.

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

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

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

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

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

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

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

Progress in Implementing the HSIP Projects

The MDOT was appropriated \$32,456,518 in federal and Section 154 funding for the HSIP in Federal Fiscal Year (FFY) 2015. All 2015 HSIP funds have been obligated. In

addition to the FFY 2015 funds, the MDOT re-obligated all HSIP funds that were released from completed projects in previous fiscal years.

Attachment A contains a list of all 2015 HSIP projects. This list includes project-specific information such as project numbers, termini, scope, and cost. Additionally, this attachment contains, where feasible, the crash data and analytical results. Attachment B identifies the connection between the HSIP projects and the SHSP.

During Federal Fiscal Year 2015, a little over one percent of all apportioned HSIP dollars was spent on an off-system project, which is listed in Attachment A. While this figure does represent a drop in off-system funding over recent years, MDOT’s growing Safety Circuit Rider Program has begun working with municipal officials and engineers to develop off-system safety projects using HSIP funds. Currently, MDOT has four construction projects planned for Federal Fiscal Year 2016, with more to be developed in calendar year 2015 and 2016. Additionally, in 2016, MDOT will work with the Gulf Regional Planning Commission (GRPC) to develop a Coastal County Strategic Highway Safety Plan, which will allow GRPC to leverage HSIP funds with their dedicated safety funding to develop and implement data-driven safety projects in the counties under their jurisdiction.

Application of Special Rule – High Risk Rural Roads

The new transportation re-authorization bill, MAP-21, which eliminated the High Risk Rural Roads set-aside program, stipulates that States track measures that relate to crashes occurring on Rural Roads. In the yearly HSIP Report, the state is required to report on fatal and serious crash trends occurring on rural roadways if the FHWA notifies the state that the High Risk Rural Road Special Rule applies. Using data provided by the Fatality Analysis Reporting System (FARS) and Mississippi Department of Public Safety (MDPS), the information below is presented to determine the applicability.

	2008 ¹	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ²	2014 ²
Fatalities, Rural Major/Minor Collectors, Local Roads	450	361	307	316	235	199	182
Mississippi VMT (MVMT), Rural Collectors/Local Roads	13125	11228	10634	10278	10386	9702	9925.42
Mississippi VMT (MVMT), Total	43711	40427	39841	38851	38667	38758	39499.18
Fatality Rate, Rural Major/Minor Collectors, Local Roads (100 MVMT)	3.429	3.215	2.887	3.075	2.263	2.051	1.834
Fatality Rate, Rural Major/Minor Collectors, Local Roads (100 MVMT Statewide)	1.029	0.893	0.771	0.813	0.608	0.513	0.461
Fatality Rate ³		3.775	3.360	3.166	2.974	2.698	2.422
Fatality Rate ⁴		1.075	0.959	0.893	0.823	0.720	0.633

1 – Data from the Fatality Analysis Reporting System (FARS)

2 – Data from the Mississippi Department of Public Safety (MDPS)

3 – Five Year Moving Average, using Rural Major/Minor Collector, Rural Local Road VMT

4 – Five Year Moving Average, using Statewide VMT

Using the information based upon the guidance developed by the Federal Highway Administration (FHWA) entitled, *MAP-21 High Risk Rural Roads Guidance*, and using the above table, Mississippi shows a decrease in the five-year moving average of the fatality rate on Rural Major/Minor Collectors and Rural Local Roads. The five-year moving average decrease from the time period of 2008 – 2012 to 2010 – 2014 represents a drop of 18.6% using the fatality rate calculated from the rural collector and local road VMT (vehicle miles travelled) and a 23.0% reduction using the statewide VMT. Henceforth, at this time, the Special Rule concerning High Risk Rural Roads does not apply to the state of Mississippi.

Mississippi will continue to track the fatal crash rates along rural collectors and local roads in the upcoming years. If an uptick in the moving average of fatalities and serious injuries along these routes does present itself, Mississippi will make the required set-aside for High Risk Rural Roads.

Application of Special Rule – Older Drivers and Pedestrians

The new transportation re-authorization bill, MAP-21, stipulates that States track crash data relating to Older Drivers and Pedestrians, age 65 and over. Using data provided by the Fatality Analysis Reporting System (FARS) and Mississippi Department of Public Safety (MDPS), the information below is presented to determine the applicability.

	2007	2008	2009	2010	2011	2012	2013
FARS Fatalities, Driver >=65 ¹	77	66	58	61	55	78	59
FARS Ped >= 65 ¹	6	11	7	4	7	6	1
SAMS Injury A, Driver >=65 ²	33	29	41	33	24	41	39
SAMS Ped Injury A >=65 ²	3	3	1	1	3	3	2
K+A Total, Driver/Ped >=65	119	109	107	99	89	128	101
Mississippi Population, Age >= 65, Per 1000	124	125	127	129	130	135	139
K+A Rate, Driver/Ped >=65	0.960	0.872	0.843	0.767	0.685	0.948	0.727
Moving Average K+A Rate			0.959	0.874	0.825	0.823	0.794

1 – Data from the Fatality Analysis Reporting System (FARS)

2 – Data from the Mississippi Department of Public Safety (MDPS)

Using the information provided in the guidance developed by the Federal Highway Administration (FHWA) entitled, *Older Drivers and Pedestrians Special Rule Interim Guidance*, and using the above table, Mississippi shows a decrease in the five-year moving average of the fatal and serious injury rate of drivers and pedestrians, aged 65 and older. The five-year moving average decrease from the time period of 2007 – 2011 to 2009 – 2013 represents a drop of 3.8% in the aforementioned rate. Henceforth, at this time, the Special Rule concerning Older Drivers and Pedestrians does not apply to the state of Mississippi.

Mississippi will continue to track the involvement of Older Drivers and Pedestrians in the upcoming years. If an uptick in fatalities and serious injuries to the older population

does present itself, Mississippi will revise its Strategic Highway Safety Plan to involve mitigation strategies to prevent serious and fatal crashes involving older drivers.

HSIP Effectiveness

The overall safety trend in Mississippi over the last few years is very positive. The table below illustrates how the safety efforts across the state continue to influence the primary safety indicators.

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatalities ¹	911	884	783	700	641	630	582	613	607
Fatality Rate (Fatalities/HMVMT)	2.2	2.04	1.79	1.73	1.61	1.62	1.51	1.58	1.54
Life Threatening Injury Crashes ²	693	627	603	508	575	527	527	514	470
Moderate Injury Crashes ²	6,580	6,220	5,446	4,667	4,851	4,530	4,317	4,306	4,240
Fatalities ³	-	-	-	-	784	728	667	633	615
Fatality Rate ³	-	-	-	-	1.87	1.76	1.65	1.61	1.57

¹ – Data from Fatality Analysis Reporting System (FARS)

² – Data from Mississippi Department of Public Safety (MDPS)

³ – Five Year Moving Average

From 2005 through 2012, the number of traffic fatalities across Mississippi had steadily decreased. In 2013, traffic fatalities in Mississippi rose back above the 600 level, to 613. In 2014, Mississippi was able to return to the reduction trend, though, it was a modest reduction, back down to 607. While the past two years have seen an increase and a modest reduction, respectively, both the total number of fatalities and the fatality rate have dropped thirty-three and thirty percent, respectively, since 2006. In 2014, Mississippi achieved a fatality rate of 1.57 fatalities per hundred million vehicle miles traveled (Fatalities/HMVMT). While the fatality rate is still above the national goal of 1.0 Fatalities/HMVMT, the overall reduction illustrates the progress of all the safety programs across our state.

Project Evaluation

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

When you break down the evaluation, we are able to get a clearer picture on the effectiveness of the HSIP projects. The following chart helps to illustrate this point for both similar projects and projects grouped by their emphasis area in the SHSP.

	Before	After	%Reduction	Before	After	%Reduction
	Severity Index			Crash Rate		
All HSIP Projects	0.81	0.55	32	2.57	2.17	16
HSIP – Lane Departure	0.85	0.56	34	3.42	2.86	16
HSIP – Intersections	0.78	0.55	29	2.41	2.00	17
Traffic Signal Projects	0.66	0.49	26	2.05	1.42	31
Cable Barrier Projects ¹	1.27	0.58	54	0.26	0.25	4

¹ – Data Only Looks at Head On and Run Off Road – Left Crashes

It can be noted that the evaluation of Cable Barrier Projects can be a bit deceiving. First, several MDOT Districts have let their cable barrier projects as Districtwide projects, which means the project contains various routes in multiple counties. It is impossible to get a good measure of the traffic volume measure for Districtwide projects, hence the inability to calculate an accurate crash rate. Secondly, there is only one crash type that is affected by the installation of cable barrier – cross median crashes. Furthermore, one would expect crashes to increase in areas where cable barrier has been installed as the cable barrier does impose an obstruction in the clear zone. Prior to the median cable barrier being installed, a vehicle that was to enter the median would not have struck the cable barrier. Now, a vehicle that enters the median is more likely to strike the obstruction, requiring a crash report. While the crash rate may not be an accurate measure of the effectiveness of the cable barrier, the severity index can be a better descriptor of the success realized in the implementation of cable barrier along Mississippi roadways. The severity index of the crashes in the cable barrier sections decreased by over fifty percent!

All “Before” and “After” period analyses can be seen in *Attachment C – 2015 MS HSIP - Before and After*.

Summary

2013 saw the first increase in fatalities in Mississippi since 2005, breaking a string of seven consecutive years with fatality reductions. Mississippi was able to return to a reduction trend in 2014, though modest. While an in-depth analysis of Mississippi’s fatality trends over the past decade portends to continued modest reductions in fatalities over the next few years, this report of the HSIP Program encapsulates MDOT’s commitment to eliminate serious and fatal crashes on all public roads.

The sustained and steady effort of the MDOT HSIP Program, partnering with other safety-centric agencies and organizations, has enabled Mississippi to experience a significant decrease in the number of traffic fatalities. This effort allowed Mississippi to reach its initial goal of 700 or fewer fatalities in the original SHSP two years in advance.

Furthermore, since 2006, Mississippi has seen an overall reduction in traffic fatalities in excess of thirty-three percent. Additionally, HSIP project selection and countermeasure implementation successes can be seen by looking at reductions in both severity indices and crash rates, with reductions of thirty-two and sixteen percent respectively for completed projects.

In terms of fiscal responsibility, Mississippi continues to lead the nation in the successful utilization of HSIP funds available. This successful utilization allows Mississippi to increase and enhance the safety of the traveling public.

As even one fatality is too many to suffer, Mississippi will continue to work towards realizing a reduction in fatalities and serious injuries, so that, once again, we will be on track to achieving our vision of zero fatalities on any public roadway in Mississippi.

HSIP														
Intersections														
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	
MS 67 at Tradition Parkway (at-grade)	Harrison	6	106822	HSIP-0064-01(033)	-\$180,000	Rural - Other Principal Arterial	65	State	1/6/09-12/31/14	31	0.76	2.65	Access Management - Median Crossover - Directional Crossover (J-Turn)	
MS 67 at Licksillet Road	Harrison	6	105961	HSIP-0064-01(028)	\$40,421	Urban - Other Freeways and Expressways	55	State	2006-2014	91	2.06	1.44	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
MS 25 at Cool Papa Bell Road	Hinds	5	106860	HSIP-0056-01(077)	\$232,400	Urban - Other Principal Arterial	50	State	2006-2014	183	1.48	0.31	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Replace Mast Arms)	
MS 25 at Ridgewood Road						Urban - Other Principal Arterial	50	State	2006-2014	375	1.77	0.23		
MS 25 at Tree Tops Boulevard						Urban - Other Principal Arterial	50	State	2006-2014	220	0.99	0.28		
MS 25 at River Oaks/Jackson Prep	Rankin					Urban - Other Principal Arterial	50	State	2006-2014	241	1.21	0.37		
MS 25 at Airport Road (MS 475)						Urban - Other Principal Arterial	50	State	2006-2014	522	2.78	0.31		
US 90 at Bouslog St	Hancock	6	106247	HSIP-0003-01(185)	-\$13,001	Urban - Other Principal Arterial	45	State	2006-2014	79	1.02	0.76	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 49 at MS 149 (South Magnolia Road)	Stone	6	106235	HSIP-0008-01(128)	\$291,849	Rural - Other Principal Arterial	55	State	2006-2014	47	0.71	0.77	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 49 at Hall Street						Rural - Other Principal Arterial	55	State	2006-2014	53	1.04	1.74	Access Management - Median Crossover - Close existing	
US 49 at Wal-Mart Drive						Rural - Other Principal Arterial	55	State	2008-2014	45	0.90	0.38	Intersection Traffic Control - Intersection Traffic Control - Other (Communications with Adjacent Signals)	
US 49 at Sunset Road/Ora-Swamp Road	Covington	7	106502	HSIP-0008-02(100)	-\$2,496	Rural - Other Principal Arterial	55	State	2008-2014	24	0.36	0.92	Intersection Traffic Control - Modify Signal - add flashing yellow arrow	
US 49 at Selma Road						Rural - Other Principal Arterial	55	State	2006-2014	27	0.43	1.41	Intersection Traffic Control - Modify Signal - add flashing yellow arrow	
US 49 at 4th Street						Rural - Other Principal Arterial	55	State	2006-2014	39	0.54	1.72	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 49 at Pinecrest Street						Rural - Other Principal Arterial	55	State	2006-2014	2	0.03	0.50	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 72 at MS 7	Benton	1	106269	HSIP-0007-01(078)	-\$39,889	Rural - Other Principal Arterial	65	State	2006-2014	74	2.27	1.95	Intersection Geometry - Splitter Island - Install on One or More Approaches	
MS 63 at MS 614	Jackson	6	106627	HSIP-0002-01(048)	\$1,078,500	Rural - Other Principal Arterial	65	State	2006-2014	102	2.32	0.75	Intersection Traffic Control - Modify Traffic Signal - Miscellaneous/Other/Unspecified (Convert from Protected/Permitted Left Turn Phasing to Protected Only)	
US 84 at MS 35	Covington	7	106700	HSIP-0015-02(095)	\$2,911,500	Rural - Other Principal Arterial	65	State	2007-2014	79	4.42	1.62	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 49 at Muse Road	Rankin	5	106859	HSIP-0008-03(055)	-\$45,360	Urban - Other Principal Arterial	65	State	2008-2014	25	0.34	1.28	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)	
US 49 at R T Braddy Road						Urban - Other Principal Arterial	65	State	2009-2014	15	0.21	0.53	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)	
US 51 at North Pat Harrison Drive	Copiah	3		HSIP-2177-00(012)	-\$49,176	Urban - Minor Arterial	45	State	2006-2014	4	0.15	0.25	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)	
MS 27 at Lee Ave.	Copiah	3	106626	HSIP-0054-01(055)	\$1,257,650	Rural - Minor Arterial	55	State	2006-2014	19	1.29	2.58	Intersection Traffic Control - Two-way Stop to Roundabout	
US 49/US 61 at Eagles Nest Rd.	Coahoma	2	106268	HSIP-0009-06(014)	\$505,105	Rural - Other Principal Arterial	65	State	2006-2014	19	0.68	2.37	Intersection Geometry - Intersection Geometrics - Modify skew angle	
US 45 at CR 212	Clarke	6	106233	HSIP-0002-02(063)	\$407,017	Rural - Other Principal Arterial	65	State	2006-2014	27	1.67	2.07	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 51 at Star Landing Rd.	DeSoto	2	104911	HSIP-2920-00(008)	\$2,646,000	Urban - Other Principal Arterial	55	State	2006-2014	46	1.35	0.48	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 51 at License Dr.						Urban - Minor Arterial	55	State	2006-2014	9	0.31	0.89	Alignment - Vertical Alignment or Elevation Change	
US 11 at I-59 NB Ramps	Forrest	6	107023	HSIP-2170-00(026)	\$112,500	Urban - Minor Arterial	45	State	2009-2014	25	1.22	0.32	Non-Infrastructure - Transportation Safety Planning	
US 11 at I-59 SB Ramps									2009-2014	43	2.04	0.51		
US 11 at Sullivan-Kilrain Rd.									2009-2014	59	2.65	0.27		
US 49 at Southgate/Anderson	Forrest	6	105875	HSIP-0008-01(121)	\$36,063	Rural - Other Principal Arterial	65	State	2006-2014	91	1.66	0.97	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 90 at MS 607	Hancock	6	105542	HSIP-0003-01(146)	\$1,228	Rural - Other Principal Arterial	65	State	2006-2014	29	0.90	1.55	Intersection Geometry - Intersection Geometrics - Modify skew angle	
MS 53 at Canal Rd.	Harrison	6	105293	HSIP-0064-01(029)	\$2,272,855	Urban - Minor Arterial	55	State	2006-2014	30	1.04	1.23	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
MS 53 at County Farm/Shaw						Urban - Minor Arterial	55	State	2006-2014	82	3.26	0.94		
MS 67 at Big John Rd.	Harrison	6	107082	HSIP-0064-01(034)	\$117,000	Urban - Other Freeways and Expressways	65	State	2009-2014	13	0.56	2.00	Access Management - Median Crossover - Directional Crossover (J-Turn)	
MS 67 at Lamey Bridge Rd.	Harrison	6				Rural - Other Principal Arterial			2009-2014	46	1.96	1.72	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 90 at Franklin Creek Rd.	Jackson	6	105913	HSIP-0003-01(182)	-\$92,412	Rural - Other Principal Arterial	65	State	2006-2014	53	1.05	1.77	Intersection Geometry - Intersection Geometrics - Modify skew angle	
MS 30 at CR 217/Woodson Ridge	Lafayette	2	106270	HSIP-0044-01(028)	-\$680	Rural - Minor Arterial	55	State	2006-2014	40	1.48	1.18	Intersection Traffic Control - Two-way Stop to Roundabout	
US 84 at Ferguson Mill Rd.	Lawrence	7	106242	HSIP-0015-02(092)	-\$264,119	Rural - Other Principal Arterial	65	State	2006-2014	29	3.15	1.10	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 45 at Euclatubba Rd.	Lee	1	102083	HSIP-0002-06(114)	-\$445,692	Rural - Other Principal Arterial	65	State	2006-2014	44	0.60	1.52	Interchange Design - Convert at-grade intersection to interchange	
US 45A at Tarlton Rd.	Lowndes	1	106987	HSIP-0079-01(032)	\$180,000	Rural - Other Principal Arterial	65	State	2008-2014	24	1.74	2.38	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 45 at Ripley Rd.	Prentiss	1	106990	HSIP-0002-07(016)	\$90,000	Rural - Other Principal Arterial	55	State	2010-2014	30	1.10	0.70	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)	
MS 35 at I-20 EB Ramps	Scott	5	106357	HSIP-0023-02(056)	-\$28,424	Urban - Minor Arterial	45	State	2006-2014	45	1.11	0.78	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 45 at Buckatunna-Chicora-Clara Road	Wayne	6	106234		-\$3,652	Rural - Other Principal Arterial	65	State	2006-2014	59	3.63	1.27	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 49W at MS 3	Yazoo	3	106989	HSIP-0072-04(027)	\$108,000	Rural - Minor Arterial	55	State	2010-2014	3	0.18	1.00	Intersection Geometry - Auxiliary Lanes - Add Left-Turn Lane	

Sections														Segment
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	Length (Miles)
I-55 Fr 1M south of Martinsville Rd to 1M north of MS 27	Copiah	3	106996	HSIP-0055-01(109)	\$67,500	Rural - Interstate Highway	70	State	2010-2014	92	0.06	0.88	Roadside - Barrier (Cable)	17.2
I-55 Fr 1M south of MS 14 to 1M north of MS 35	Holmes/Carroll	2	106997	HSIP-0055-02(242)	\$90,000	Rural - Interstate Highway	70	State	2010-2014	82	0.06	1.17	Roadside - Barrier (Cable)	29.9
Denville Rd Fr Jack Rd to Harris Rd	Copiah	3	106958	HSIP-9999-03(012)	\$67,500	Rural - Major Collector	N/A	Local	2010-2014	7	0.17	0.57	Roadway Delineation - Longitudinal Pavement Markings - Remarking	6.7
Harmony Rd Fr Burt Loop Rd (south) to Brushy Creek Rd						Rural - Major Collector	N/A		2010-2014	2	0.28	2.00		1.8
Monticello Rd Fr US 51 to King Rd						Rural - Major Collector	N/A		2010-2014	46	1.49	1.22		10.9
New Zion Rd Fr Gaddy Ln to Utica Rd						Rural - Major Collector	50		2010-2014	20	0.92	1.25		5.2
Old Port Gibson Rd Fr Carter Hill to Dillard Rd						Rural - Major Collector	N/A		2010-2014	11	1.11	0.82		3.8
US 78, From MS 302 to MS 305 (Data between Craft Road and Hacks Cross Road)	DeSoto	2	107100	HSIP-0006-01(089)	\$360,000	Urban - Other Freeways and Expressways	70	State	2010-2014	265	0.63	0.45	Roadway - Superelevation/Cross Slope	5.6
US 45 at Wheeler Grove Road	Alcorn	1	107112	HSIP-0002-08(019)	\$500,000	Rural - Other Principal Arterial	65	State	2010-2014	18	0.00	1.39	Alignment - Vertical Alignment or Elevation Change	0.3
RWIS Installations, I-55 SB to I-20 EB Flyover	Hinds/Rankin	5	106870	HSIP-0055-02(241)	\$14,670	Urban - Interstate Highway	60	State	2009-2014	8	0.20	0.13	Advanced Technology and ITS - Advanced Technology and ITS - Other (Roadway Weather Information System)	0.5
I-55 at Byram Exit	Hinds	5	105657	HSIP-0055-02(205)	-\$1	Urban - Interstate Highway	70	State	2006-2014	27	0.68	0.41	Interchange Design - Interchange Design - Other (Extend Off-Ramp)	0.5
HFST - I-59 Loop Ramps at US 49	Forrest	6	106818	HSIP-0059-01(114)	-\$72,000	Urban - Interstate Highway (Ramps)	70	State	2009-2014	102	2.30	0.56	Roadway - Pavement Surface - High Friction	0.8
US 49 Fr Campbell Loop to N. 31st	Forrest	6	106215	HSIP-0008-01(027)	-\$63,235	Urban - Other Principal Arterial	45	State	2006-2014	288	4.92	0.77	Access Management - Raised Island - Install New	0.6
Dorsey Evergreen Rd Fr Dorsey Rd to Bankhead Rd SW	Itawamba	1	107162	HSIP-9999-01(252)	\$40,000	Rural - Major Collector	N/A	Local	2010-2014	11	6.82	0.73	Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated	0.7
Fairview Banner Rd Fr MS 25 to MS 23						Rural - Major Collector			2010-2014	21	2.32	1.43	Roadway Delineation - Longitudinal Pavement Markings - Remarking	8.8
River Rd Fr MS 363 to MS 371						Rural - Minor Collector			2010-2014	21	2.85	0.90	Roadway Delineation - Longitudinal Pavement Markings - Remarking	6.1
John Rankin Hwy Fr Jamie Whitten Center to Mt. Pleasant Rd.						Rural - Major Collector			2010-2014	24	1.44	1.75	Roadway Delineation - Longitudinal Pavement Markings - Remarking	5.0
Interstate 10, from the Harrison County Line to the Alabama State Line	Jackson	6	106964	HSIP-0010-01(150)	\$10,000,000	Urban - Interstate Highway	70	State	2010-2014	2179	0.43	0.55	Advanced Technology and ITS - Congestion Detection/Traffic Monitoring System	29.6
MS 537 Fr Hoy Rd to Lake Como Rd	Jones	6	107003	HSIP-0225-00(005)	\$966,960	Urban - Major Collector	30 - 45	State	2010-2014	39	2.24	0.46	Roadway - Pavement Surface - High Friction	1.6
Zero Rd Fr Clarke Co Ln to Causeyville Rd.	Lauderdale	5	107161	HSIP-9999-05(021)	\$75,000	Rural - Major Collector	N/A	Local	2009-2014	53	5.06	1.26	Roadway Delineation - Longitudinal Pavement Markings - Remarking	8.0
Causeyville Rd Fr US 45 to Clarke Co Ln						Rural - Major Collector			2009-2014	101	2.83	1.17	Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated	12.7
Lauderdale Toomsba Rd Fr US 80 to York Rd.						Rural - Major Collector			2009-2014	73	1.99	0.70	Roadway Delineation - Longitudinal Pavement Markings - Remarking	7.7
Lizelia Rd Fr Dale Dr. to MS 854/John C. Stennis CR 681 Fr Beech Springs to Co Rd						Urban - Major Collector			2009-2014	55	3.10	0.55	Roadway Delineation - Longitudinal Pavement Markings - Remarking	7.8
251/Euclatubba	Lee	1	107162	HSIP-9999-01(252)	\$60,000	Rural - Minor Collector	N/A	Local	2010-2014	40	1.48	0.98	Roadway Delineation - Longitudinal Pavement Markings - Remarking	6.5
CR 231 Fr MS 348 to CR 263/Birmingham Bridge Rd.						Rural - Major Collector			2010-2014	15	1.38	1.60	Roadway Delineation - Longitudinal Pavement Markings - Remarking	4.0
CR 833 Fr MS 348 to CR 2902						Rural - Major Collector			2010-2014	20	2.04	1.10	Roadway Delineation - Longitudinal Pavement Markings - Remarking	5.0
CR 1766 Fr CR 931 to CR 1498						Rural - Major Collector			2010-2014	17	5.31	0.82	Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated	3.3
CR 1498 Fr CR 1554 to CR 1970						Rural - Major Collector			2010-2014	5	0.66	2.40	Roadway Delineation - Longitudinal Pavement Markings - Remarking	3.7
CR 506 Fr CR 300 to MS 245						Rural - Minor Collector			2010-2014	16	4.28	2.44	Roadway Delineation - Longitudinal Pavement Markings - Remarking	4.3
CR 452, From MS 6 to East of CR 1463						Rural - Minor Collector			2010-2014	10	1.24	1.40	Roadway Delineation - Longitudinal Pavement Markings - Remarking	3.4
CR 502, From CR 771 to MS 6						Rural - Minor Collector			2010-2014	21	4.08	1.67	Roadway Delineation - Longitudinal Pavement Markings - Remarking	3.0
MS 583 Fr Enterprise to US 84	Lincoln	7	106275	HSIP-0182-00(035)	\$63,000	Rural - Major Collector	55	State	2006-2014	119	2.75	1.18	Alignment - Horizontal and Vertical Alignment	5.8
US 61 Fr Washington/Sharkey CL to US 82	Washington	3	106962	HSIP-0009-03(053)	\$4,180,500	Rural - Other Principal Arterial	55	State	2010-2014	69	0.33	1.67	Shoulder Treatments - Widen Shoulder - Paved or Other	22.2
MS 15 Fr Neshoba CL to MS 25	Winston	1	107113	HSIP-0022-02(052)	\$450,000	Urban - Minor Arterial	25 - 55	State	2010-2014	147	1.20	1.00	Roadway - Rumble Strips - Center	13.2
I-10 from LA State Line to MS 43/603	Hancock	6	106776	HSIP-0010-01(148)	\$5,952,524	Rural - Interstate Highway	70	State	2007-2014	625	0.41	0.96	Roadway - Pavement Surface - Miscellaneous (Open Graded Friction Course)	13.6
Sections Total					\$22,752,418									
<i>(Speed)- Covington County does not set speed limits for their roads; County law enforcement is unable to use radar/laser to enforce speed limit due to state law</i>														

Corridors															
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	Segment Length (Miles)	
MS 302 Fr I-55 to US 78	DeSoto	2	106779	HSIP-0021-01(056)	\$2,000,000	Urban - Other Freeways and Expressways	45 - 55	State	2009-2014	3485	3.26	0.34	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	8.3	
MS 302 at Southcrest Pkwy						Urban - Other Principal Arterial	45	State	2006-2014	487	3.07	0.25	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 302 at Tchulahoma Rd.						Urban - Other Principal Arterial	45 EB/55 WB	State	2006-2014	206	1.62	0.38	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 302 at Getwell Rd.						Urban - Other Principal Arterial	55	State	2006-2014	523	3.77	0.25	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 302 at Craft Rd.						Urban - Other Principal Arterial	45	State	2006-2014	242	1.73	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 302 at Center Hill Rd.						Urban - Other Freeways and Expressways	65	State	2006-2014	76	1.39	1.01	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 302 Fr Allen Drive to Horn Lake Road	DeSoto	2	106779	SP-0021-01(062)	\$135,000	Urban - Other Principal Arterial	45 - 55	State	2010-2014	85	4.81	0.51	Access Management - Raised Island - Install New Roadway - Other - Remove Two Way Left Turn Lane Access Management - Access Management - Other - Directional Island Access Management - Change in Access - Close or Restrict Existing Access Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)	0.70	
MS 302 at Allen Drive						Urban - Other Principal Arterial	55	State	2010-2014	6	0.16	0.50			
MS 302 at Tealwood Drive						Urban - Other Principal Arterial	55	State	2010-2014	3	0.08	0.00			
MS 302 at Rosebury Drive						Urban - Other Principal Arterial	55	State	2010-2014	3	0.08	0.00			
MS 302 at Horn Lake Rd.						Urban - Other Principal Arterial	45	State	2006-2014	192	2.13	0.40			
US 49 Fr US 98 to Peps Point	Forrest	6	106994	HSIP-0008-01(133)	\$406,325	Urban - Other Principal Arterial	45 - 65	State	2010-2014	2126	1.96	0.47	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	12.2	
US 49 at Peps Point						Urban - Other Principal Arterial	55	State	2009-2014	84	1.31	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Classic Dr.						Urban - Other Principal Arterial	45	State	2009-2014	265	3.90	0.39	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Campbell Loop/Convention Center						Urban - Other Principal Arterial	45	State	2009-2014	67	0.97	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at N. 31st Ave.						Urban - Other Principal Arterial	45	State	2009-2014	131	2.04	0.34	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Old Hwy 42						Urban - Other Principal Arterial	45	State	2009-2014	126	1.71	0.50	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at MS 198/Hardy						Urban - Other Principal Arterial	45	State	2009-2014	309	3.12	0.26	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Mamie						Urban - Other Principal Arterial	45	State	2009-2014	184	2.48	0.33	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Eddy/Cloverleaf						Urban - Other Principal Arterial	45	State	2009-2014	223	3.36	0.25	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at W. Pine St.						Urban - Other Principal Arterial	45	State	2009-2014	193	2.73	0.44	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Wisteria/Helveston						Urban - Other Principal Arterial	45	State	2009-2014	129	2.00	0.61	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at WSF Tatum						Urban - Other Principal Arterial	55	State	2009-2014	86	1.41	0.41	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Pearl River Comm College						Urban - Other Principal Arterial	55	State	2009-2014	20	0.33	0.70	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at Elk's Lake/Edwards/MS 969						Urban - Other Principal Arterial	55	State	2009-2014	66	1.29	0.70	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
US 49 at JM Tatum Industrial						Urban - Other Principal Arterial	65	State	2009-2014	36	0.87	0.56	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)		
MS 145 Fr MS 178 to Beech Springs						Lee	1	106953	HSIP-2839-00(018)	\$481,062	Urban - Other Principal Arterial	45	State		2009-2014
MS 145 at Beech Springs	Rural - Major Collector	45	State	2009-2014	20						0.41	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Barnes Crossing	Urban - Minor Arterial	45	State	2009-2014	146						2.36	0.18	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Kohl's/Kings Crossing	Urban - Minor Arterial	45	State	2009-2014	23						0.51	0.30	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Logans/IHOP	Urban - Minor Arterial	45	State	2009-2014	26						0.54	0.31	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Symphony Ln.	Urban - Minor Arterial	45	State	2009-2014	73						1.29	0.22	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Mississippi Dr.	Urban - Minor Arterial	45	State	2009-2014	131						2.30	0.39	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Mel Dr.	Urban - Minor Arterial	45	State	2009-2014	50						1.01	0.14	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Commonwealth	Urban - Minor Arterial	45	State	2009-2014	30						0.63	0.37	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at Fire Station 4	Urban - Minor Arterial	45	State	2009-2014	4						0.09	0.00	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at N. Green/Lakeshire	Urban - Minor Arterial	45	State	2009-2014	55						0.99	0.31	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
MS 145 at MS 178/McCullough	Urban - Other Principal Arterial	45	State	2009-2014	148						2.62	0.13	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
Barnes Crossing Rd Fr MS 145/Gloster to US 45	Urban - Local Road	30	State	2010-2014	258						10.05	0.20	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	0.5	
Barnes Crossing Rd at Mall Dr.	Urban - Local Road	30	State	2009-2014	82						2.66	0.17	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
Barnes Crossing Rd at US 45 NB Ramps	Urban - Local Road	30	State	2010-2014	114						3.87	0.29	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		
Barnes Crossing Rd at US 45 SB Ramps	Urban - Local Road	30	State	2010-2014	76						3.39	0.17	Intersection Traffic Control - Systemic Improvements - Signal-Controlled		

MS 570 Fr I-55 to US 51	Pike	7	106965	HSIP-0180-00(022)	\$112,500	Urban - Other Principal Arterial	35	State	2010-2014	138	5.41	0.43	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	0.6
MS 570 at Mall Dr.						Urban - Minor Arterial	35	State	2010-2014	21	0.83	0.33	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 570 at Sherman/Walmart						Urban - Minor Arterial	35	State	2010-2014	3	0.10	0.33	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 570 at Marion Ave.						Urban - Minor Arterial	35	State	2010-2014	29	0.68	0.38	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 570 at US 51						Urban - Other Principal Arterial	35	State	2009-2014	41	1.37	0.20	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)	
US 98 Signal Upgrades in Hattiesburg	Lamar	6	107022	HSIP-0014-02(071)	\$180,000	Urban - Other Principal Arterial	55 - 65	State	2010-2014	592	1.00	0.49	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	4.3
US 98 at MS 589						Urban - Other Principal Arterial	65	State	2010-2014	132	2.64	0.54	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)	
US 98 at Canebrake Blvd						Urban - Other Principal Arterial	65	State	2010-2014	42	0.60	0.57	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 98 at Cole Rd.						Urban - Other Principal Arterial	65	State	2010-2014	92	1.32	0.39	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 98 at Barracuda Drive/Woodstone Boulevard						Urban - Other Principal Arterial	55	State	2010-2014	27	0.59	0.52	Access Management - Median Crossover - Directional Crossover (J-Turn)	
US 98 at Old Hwy 11/King Rd.						Urban - Other Principal Arterial	55	State	2010-2014	193	2.71	0.32	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 98 at Gravel Pit Rd						Urban - Other Principal Arterial	55	State	2010-2014	91	1.30	0.54	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 98 at Hegwood Road/Jackson Road						Urban - Other Principal Arterial	55	State	2010-2014	63	0.76	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 Fr Bates St to Civic Center	Panola	2	106864	HSIP-0070-03(021)	\$13,500	Urban - Other Principal Arterial	35 - 45	State	2010-2014	692	3.17	0.49	Access Management - Raised Island - Install New	2.4
US 278 at Bates St.						Urban - Other Principal Arterial	35	State	2010-2014	35	1.21	0.37	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at US 51						Urban - Other Principal Arterial	35	State	2010-2014	144	2.48	0.34	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at Woodland/Keating						Urban - Other Principal Arterial	45	State	2010-2014	94	1.71	0.30	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at Power/Lakewood						Urban - Other Principal Arterial	45	State	2010-2014	76	1.55	0.51	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at I-55 SB Ramps						Urban - Other Principal Arterial	45	State	2010-2014	10	0.25	1.50	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at I-55 NB Ramps						Urban - Other Principal Arterial	45	State	2010-2014	8	0.21	0.38	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
US 278 at Medical Center/Stone/Forrest						Urban - Other Principal Arterial	45	State	2009-2014	130	2.29	0.50	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 302 Fr Interstate Blvd to Southcrest Pkwy	DeSoto	2	107037	HSIP-0055-04(099)	\$360,000	Urban - Other Principal Arterial	45	State	2010-2014	735	11.09	0.29	Roadway Delineation - Roadway Delineation - Other (Removal of High Volume Weaving Movements)	0.5
MS 302 at Interstate Boulevard						Urban - Other Principal Arterial	45	State	2006-2014	457	2.81	0.28	Roadway Delineation - Roadway Delineation - Other (Removal of High Volume Weaving Movements)	
MS 302 at I-55 SB Ramps						Urban - Other Principal Arterial	45	State	2010-2014	254	1.94	0.31	Intersection Geometry - Auxiliary Lanes - Add Right Turn Lane	
MS 302 at I-55 NB Ramps						Urban - Other Principal Arterial	45	State	2010-2014	261	2.22	0.30	Intersection Geometry - Auxiliary Lanes - Add Right Turn Lane	
MS 302 at Southcrest Pkwy						Urban - Other Principal Arterial	45	State	2006-2014	487	3.07	0.25	Intersection Geometry - Auxiliary Lanes - Add Left Turn Lane	
MS 19 Fr I-20/I-59 to Walmart (North Meridian)	Lauderdale	5	107079	HSIP-0075-01(013)	\$292,500	Urban - Other Principal Arterial	35 - 55	State	2009-2014	708	3.59	0.46	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	3.2
MS 19 at I-20/I-59 EB Ramps						Urban - Other Principal Arterial	45	State	2009-2014	24	0.93	0.21	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at I-20/I-59 WB Ramps/N. Frontage						Urban - Other Principal Arterial	45	State	2009-2014	54	1.72	0.19	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at 5th						Urban - Other Principal Arterial	45	State	2009-2014	36	1.05	0.58	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at 8th						Urban - Other Principal Arterial	35	State	2009-2014	86	1.53	0.36	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at Old 80/Meridian CC						Urban - Other Principal Arterial	35	State	2009-2014	58	1.12	0.41	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at College/Old 8th						Urban - Other Principal Arterial	35	State	2009-2014	63	1.34	0.27	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at 65th Avenue						Urban - Other Principal Arterial	45	State	2009-2014	45	1.15	0.44	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at Semmes/20th						Urban - Other Principal Arterial	45	State	2009-2014	52	1.36	0.40	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at North Hills						Urban - Other Principal Arterial	45	State	2009-2014	44	1.13	0.39	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
MS 19 at Walmart						Urban - Other Principal Arterial	55	State	2009-2014	40	1.19	0.78	Intersection Traffic Control - Systemic Improvements - Signal-Controlled	
				Corridor Totals	\$3,980,887									
The Project from MS 302, from Allen Drive to Horn Lake Road was initially considered for HSIP funding, but was shifted to state funding. The transaction had not been reversed at the time of this report.														

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Systemic Safety Projects														
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	Segment Length (Miles)
District 1 Intersection Improvement Project	Districtwide	1	107141	HSIP-9999-01(251)	\$250,000	-	-	State	-				Systemic Improvements - Systemic Improvements - Stop-Controlled	
Road Safety Audits Total					\$250,000									
Road Safety Audits														
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	Segment Length (Miles)
US 45, Clarke and Wayne Counties	Clarke/ Wayne	6	106951	HSIP-0002-02(065)	\$135,000	Urban - Other Principal Arterial	45 - 65	State	2010-2014	458	0.31	0.83	Non-infrastructure - Road Safety Audit	61.5
Road Safety Audits Total					\$135,000									
Strategic Highway Safety Plans														
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Years Studied	Total Crashes For Years Studied	Ave Crash Rate For Years Studied	Average Severity Index For Years Studied	Scope	Segment Length (Miles)
Coastal County Strategic Highway Safety Plan (SHSP)	Hancock, Harrison, Jackson	6	105975	HSIP-9999-09(020)	\$135,000	-	-	-	-	-	-	-	Non-infrastructure - Data/Traffic Records	
SHSP Total					\$135,000									
2015 HSIP Obligations/Expenditures					\$38,376,492									
Data only includes ROR left and Head On crash types														
EB crashes only														
WB crashes only														
SB, rear-end crashes only														
NB crashes only														
Snow/Sleet/Slush Only														
<i>FMS dollar amount used. Needs update from FMIS.</i>														
Done as intersections within a section														

2006 Crashes													2007 Crashes													2008 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash			
Damage								Crashes	Index	ADT	Rate	Damage								Crashes	Index	ADT	Rate	Damage								Crashes	Index	ADT	Rate			
								0	0.00		0.00									0	0.00		0.00									0	0.00		0.00			
7	0	1	3	0	0	5	4	11	0.55	12722	2.37	3	0	2	2	0	1	3	0	7	1.14	12226	1.57	4	0	2	4	0	1	4	2	10	1.00	12228	2.23			
11	0	2	2	0	0	0	3	15	0.53	35899	1.14	20	0	1	5	0	0	0	7	26	0.31	35899	1.98	19	0	1	6	0	0	1	6	26	0.35	35899	1.98			
38	0	0	6	0	1	2	9	44	0.14	72874	1.65	42	0	1	10	0	0	1	13	53	0.25	72874	1.99	37	0	2	8	0	0	1	12	47	0.30	64874	1.98			
21	0	2	3	0	0	1	8	26	0.35	70901	1.00	26	0	2	6	0	0	2	7	34	0.35	70901	1.31	18	0	1	8	0	0	0	6	27	0.41	70901	1.04			
21	1	0	3	0	0	0	3	25	0.44	63374	1.08	19	0	1	11	0	3	0	5	31	0.45	63874	1.33	22	0	2	7	0	0	1	8	31	0.42	61374	1.38			
44	0	5	12	0	0	2	17	61	0.44	55150	3.03	46	0	4	16	0	1	5	18	66	0.42	57650	3.14	45	0	2	7	1	2	2	12	55	0.40	57550	2.61			
6	0	0	3	1	0	0	2	10	1.20	19919	1.38	4	0	0	2	0	0	1	1	6	0.33	19919	0.83	5	0	0	2	0	0	1	0	7	0.29	19919	0.96			
2	0	0	0	0	0	0	1	2	0.00	20460	0.27	4	0	1	1	0	0	1	0	6	0.67	20460	0.80	2	0	0	1	0	0	0	1	3	0.33	20460	0.40			
2	0	1	1	0	0	0	2	4	1.00	15204	0.72	3	0	1	0	1	0	0	0	5	2.40	15204	0.90	4	0	0	1	0	0	0	0	5	0.20	15204	0.90			
								0	0.00		0.00									0	0.00		0.00	8	0	0	2	0	0	2	2	10	0.20	15110	1.81			
								0	0.00		0.00									0	0.00		0.00	2	0	0	0	0	0	0	0	2	0.00	20928	0.26			
3	0	0	0	0	0	1	2	3	0.00	21339	0.39	2	0	0	1	0	0	0	0	3	0.33	21339	0.39	0	2	0	1	1	1	0	0	4	6.50	21339	0.51			
0	0	1	1	0	0	0	0	2	2.00	23423	0.23	0	0	0	1	0	0	0	0	1	1.00	23423	0.12	1	0	2	1	0	0	0	0	4	1.75	23973	0.46			
0	0	0	0	0	0	0	0	0	0.00	20253	0.00	0	0	0	0	0	0	0	0	0	0.00	20253	0.00	0	0	0	0	0	0	0	0	0	0.00	20253	0.00			
3	1	3	2	0	0	1	2	9	2.11	10300	2.39	1	0	3	0	1	1	2	1	5	3.60	10300	1.33	3	0	3	2	0	0	2	1	8	1.38	10300	2.12			
8	0	3	5	0	0	5	3	16	0.88	11800	3.71	9	0	1	5	1	2	6	4	16	1.06	12350	3.55	9	1	0	2	0	0	2	2	12	0.83	13550	2.42			
								0	0.00		0.00	3	0	0	4	0	0	0	1	7	0.57	5200	3.69	5	0	2	3	0	0	2	0	10	0.90	5200	5.25			
								0	0.00		0.00									0	0.00		0.00	0	0	0	1	0	0	1	0	1	1.00	24314	0.11			
								0	0.00		0.00									0	0.00		0.00									0	0.00		0.00			
1	0	0	0	0	0	0	0	1	0.00	8675	0.32	1	0	0	0	0	0	0	0	1	0.00	8675	0.32	0	0	0	0	0	0	0	0	0	0.00	8625	0.00			
1	0	0	0	0	0	0	0	1	0.00	4680	0.59	0	0	1	1	0	0	1	0	2	2.00	4725	1.16	0	0	1	0	0	0	0	0	1	3.00	4825	0.57			
2	3	0	1	0	0	0	0	6	4.17	8864	1.85	1	1	0	0	0	0	1	0	2	4.00	8864	0.62	0	0	0	1	0	0	1	0	1	1.00	8864	0.31			
1	1	2	0	0	0	0	0	4	3.50	5018	2.18	4	0	3	1	0	0	2	0	8	1.25	5018	4.37	1	0	0	2	0	1	1	0	3	0.67	5018	1.63			
4	0	1	5	1	0	2	0	11	1.55	10779	2.80	2	0	0	1	0	0	0	0	3	0.33	10779	0.76	3	0	0	1	0	0	0	0	4	0.25	10779	1.01			
0	0	0	0	0	0	0	0	0	0.00	9529	0.00	3	0	0	1	0	0	0	1	4	0.25	9529	1.15	0	0	1	0	0	0	0	0	1	3.00	9537	0.29			
5	0	2	1	0	0	0	1	8	0.88	17645	1.24	7	0	3	2	0	0	2	4	12	0.92	17714	1.86	4	0	2	3	1	0	2	1	10	1.80	17714	1.54			
1	1	2	0	0	1	1	1	4	3.50	10250	1.07	3	0	0	1	0	2	3	0	4	0.25	10800	1.01	2	0	1	0	0	0	1	1	3	1.00	8650	0.95			
1	0	1	1	0	0	0	0	3	1.33	8112	1.01	4	0	1	0	0	0	0	0	5	0.60	8112	1.69	4	0	1	0	0	0	0	1	5	0.60	8112	1.68			
8	1	3	2	0	1	2	0	14	1.36	7649	5.01	4	0	1	1	0	0	2	0	6	0.67	7649	2.15	5	0	1	4	0	1	2	2	10	0.70	7649	3.57			
4	0	0	2	1	0	2	1	7	1.57	15118	1.27	2	0	0	2	1	1	3	1	5	2.20	15684	0.87	3	0	1	2	1	0	0	1	7	2.00	15105	1.27			
6	0	0	1	0	0	2	0	7	0.14	8706	2.20	2	0	0	0	1	0	0	0	3	3.00	8706	0.94	5	0	2	0	0	2	2	1	7	0.86	8706	2.20			
3	0	1	0	0	0	0	0	4	0.75	2693	4.07	5	0	2	2	0	0	1	1	9	0.89	2693	9.16	0	0	2	2	1	0	0	1	5	3.40	2693	5.07			
2	0	3	2	0	0	0	0	7	1.57	22150	0.87	5	0	2	4	1	0	0	0	12	1.58	22150	1.48	3	1	3	2	0	0	0	2	9	2.11	22150	1.11			
																								1	0	3	2	0	0	0	0	6	1.83	5357	3.06			
6	0	0	2	0	0	1	1	8	0.25	12850	1.71	3	0	1	2	0	0	0	0	6	0.83	12850	1.28	1	0	2	0	0	0	1	0	3	2.00	12850	0.64			
4	0	1	4	0	0	0	0	9	0.78	4520	5.46	3	0	2	1	1	0	2	1	7	2.29	4530	4.23	4	1	0	2	0	0	2	1	7	1.43	5220	3.66			
																																	0.00		0.00			

2009 Crashes												2010 Crashes												2011 Crashes											
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate
0	1	2	0	0	0	0	0	3	4.67	10211	0.80	1	0	3	1	1	0	0	1	6	3.17	13411	1.23	2	0	2	1	0	0	1	0	5	1.40	11688	1.17
6	0	9	6	0	0	6	3	21	1.57	12223	4.71	1	1	2	4	1	0	1	1	9	3.00	14419	1.71	1	1	4	10	0	1	0	4	16	1.88	14419	3.04
20	0	1	4	0	0	1	8	25	0.28	35899	1.91	15	0	2	3	0	0	1	3	20	0.45	36899	1.48	13	0	0	4	0	0	0	2	17	0.24	39399	1.18
35	0	0	9	0	0	1	12	44	0.20	58725	2.05	21	0	1	7	0	0	2	5	29	0.34	60725	1.31	19	0	1	6	0	1	1	4	26	0.35	62108	1.15
21	0	1	4	0	0	2	9	26	0.27	70901	1.00	16	0	0	6	0	0	1	6	22	0.27	70901	0.85	18	0	2	1	0	1	1	6	21	0.33	70901	0.81
15	0	2	2	1	0	0	6	20	0.85	59125	0.93	19	0	0	3	0	0	2	2	22	0.14	61175	0.99	17	0	2	3	0	1	0	6	22	0.41	55708	1.08
38	0	1	8	0	0	1	12	47	0.23	57000	2.26	53	0	3	8	1	1	2	16	65	0.40	58550	3.04	41	0	0	9	0	0	1	4	50	0.18	54150	2.53
4	1	0	1	1	0	0	1	7	2.57	19919	0.96	6	1	0	1	0	0	0	0	8	1.13	19919	1.10	2	0	0	2	0	1	0	0	4	0.50	33397	0.33
4	0	1	1	0	1	1	3	6	0.67	20452	0.80	3	0	1	1	0	0	1	0	5	0.80	19952	0.69	1	1	1	0	0	0	1	0	3	3.67	20152	0.41
0	0	1	0	0	0	1	0	1	3.00	15183	0.18	5	1	2	2	0	0	2	0	10	1.60	15183	1.80	2	2	1	1	0	0	3	0	6	3.33	13323	1.23
7	0	0	2	0	0	1	4	9	0.22	15102	1.63	5	0	0	0	0	0	0	1	5	0.00	15102	0.91	0	0	0	2	0	0	0	0	2	1.00	14229	0.39
1	1	1	1	0	0	1	1	4	3.00	19918	0.55	2	0	0	1	0	0	1	1	3	0.33	20916	0.39	4	0	1	1	0	0	0	1	6	0.67	19934	0.82
2	0	0	1	0	1	0	1	3	0.33	20340	0.40	1	0	0	1	0	0	0	1	2	0.50	17340	0.32	1	0	0	4	0	2	1	0	5	0.80	17333	0.79
1	0	2	2	0	0	0	0	5	1.60	21973	0.62	2	0	3	2	0	0	0	1	7	1.57	20473	0.94	2	0	0	1	1	0	0	2	4	2.50	20573	0.53
0	0	0	0	0	0	0	0	0	0.00	20253	0.00	0	0	0	0	0	0	0	0	0	0.00	20253	0.00	0	0	0	0	0	0	0	0	0	0.00	20253	0.00
1	0	3	6	0	0	1	1	10	1.50	10100	2.71	3	1	1	3	1	0	1	0	9	2.56	10250	2.41	3	0	4	1	0	0	1	1	8	1.63	9550	2.30
11	0	0	0	0	0	2	2	11	0.00	13450	2.24	4	0	2	3	0	3	2	3	9	1.00	14550	1.69	4	0	1	3	0	0	1	0	8	0.75	14550	1.51
1	1	2	1	0	0	0	0	5	3.00	5400	2.54	3	0	4	2	0	1	0	0	9	1.56	5700	4.33	5	2	4	5	0	1	0	0	16	2.06	5450	8.04
0	0	0	1	0	0	1	0	1	1.00	23314	0.12	1	0	2	1	0	0	1	0	4	1.75	23314	0.47	2	0	1	1	0	0	0	1	4	1.00	21314	0.51
2	0	0	0	0	0	1	0	2	0.00	23270	0.24	3	0	0	1	0	0	1	0	4	0.25	23270	0.47	2	0	0	0	0	1	1	0	2	0.00	20787	0.26
1	0	0	0	0	0	0	0	1	0.00	8531	0.32	0	0	0	0	0	0	0	0	0	0.00	8781	0.00	0	0	0	0	0	0	0	0	0	0.00	8783	0.00
1	0	0	2	1	1	1	1	4	2.75	4620	2.37	0	0	0	2	0	0	0	0	2	1.00	4660	1.18	0	0	2	1	0	1	1	0	3	2.33	4560	1.80
1	0	0	0	0	0	0	0	1	0.00	7955	0.34	1	0	1	1	0	0	2	1	3	1.33	8055	1.02	0	0	0	0	0	0	0	0	0	0.00	7185	0.00
0	0	2	0	1	0	0	0	3	5.00	4954	1.66	2	1	1	1	0	0	0	0	5	2.40	4809	2.85	1	0	0	0	0	0	0	0	1	0.00	4190	0.65
3	0	0	1	0	0	0	0	4	0.25	11908	0.92	4	0	0	1	0	0	3	1	5	0.20	10458	1.31	1	0	0	0	0	1	1	0	1	0.00	10808	0.25
0	0	0	0	0	0	0	0	0	0.00	10758	0.00	0	0	0	0	0	0	0	0	0	0.00	9408	0.00	0	0	0	0	0	0	0	0	0	0.00	9377	0.00
4	0	0	0	0	0	1	1	4	0.00	9700	1.13	3	0	0	0	0	0	0	0	3	0.00	9150	0.90	0	0	0	1	0	1	0	0	1	1.00	9200	0.30
4	0	1	0	0	0	1	1	5	0.60	10000	1.37	4	0	0	4	0	0	1	2	8	0.50	9450	2.32	3	0	0	2	0	0	0	1	5	0.40	9300	1.47
4	0	0	1	0	0	1	0	5	0.20	10738	1.28	4	0	0	2	0	0	0	1	6	0.33	10138	1.62	6	0	0	2	0	0	1	2	8	0.25	10071	2.18
9	1	0	2	0	0	3	2	12	0.83	16162	2.03	7	0	0	1	0	0	0	2	8	0.13	15715	1.39	9	0	1	4	1	0	3	6	15	1.07	16612	2.47
2	0	0	0	0	0	1	1	2	0.00	9450	0.58	1	0	0	0	0	1	1	0	1	0.00	9650	0.28	0	0	2	0	0	0	0	0	2	3.00	10250	0.53
1	0	0	1	0	0	1	1	2	0.50	8112	0.68	2	0	1	3	0	0	1	0	6	1.00	8112	2.03	0	0	1	1	0	0	0	1	2	2.00	8112	0.68
6	0	3	0	0	0	4	1	9	1.00	7649	3.22	9	0	0	2	0	0	0	1	11	0.18	7649	3.94	5	0	4	2	0	2	3	1	11	1.27	7649	3.94
0	0	0	1	0	0	0	0	1	1.00	10520	0.26	0	0	1	1	0	0	0	1	2	2.00	10620	0.52	0	0	1	0	1	0	1	0	2	6.00	10420	0.53
2	0	4	4	0	1	2	4	10	1.60	9950	2.75	3	0	4	4	1	0	5	1	12	2.08	9750	3.37	3	0	0	0	0	0	0	0	3	0.00	9550	0.86
4	0	1	1	0	0	2	0	6	0.67	15538	1.06	2	0	0	3	1	0	2	1	6	2.00	16088	1.02	3	0	3	0	0	0	3	0	6	1.50	16538	0.99
0	1	0	5	0	0	2	2	6	2.17	7761	2.12	6	0	2	1	0	0	1	1	9	0.78	7761	3.18	0	0	0	1	0	0	0	1	1	1.00	7761	0.35
5	0	0	2	0	0	0	2	7	0.29	2693	7.12	1	0	0	0	0	0	0	0	1	0.00	2693	1.02	0	0	0	0	0	0	0	0	0	0.00	2693	0.00
1	0	2	1	0	0	0	0	4	1.75	22150	0.49	5	0	0	0	0	0	0	0	5	0.00	23150	0.59	0	0	2	2	0	0	0	1	4	2.00	22600	0.48
2	2	2	0	0	0	0	2	6	3.67	5357	3.07	2	0	0	0	0	0	0	0	2	0.00	5357	1.02	0	0	1	0	0	0	1	0	1	3.00	5357	0.51
												3	0	1	1	0	0	0	0	5	0.80	17750	0.77	4	0	1	1	0	1	0	1	6	0.67	17695	0.93
3	0	2	1	0	0	0	0	6	1.17	14150	1.16	2	0	0	0	0	0	0	0	2	0.00	14850	0.37	2	0	0	2	0	0	1	0	4	0.50	11600	0.94
8	0	1	1	0	0	1	1	10	0.40	5615	4.88	4	0	3	1	0	0	2	0	8	1.25	5725	3.83	2	0	1	0	0	0	1	0	3	1.00	5725	1.44
											0.00	0	0	1	0	0	0	0	0	1	3.00	5250	0.52	1	0	0	0	0	0	0	0	1	0.00	7500	0.37

2009 Crashes													2010 Crashes													2011 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total	Severity	Entering	Crash			
Damage								Crashes	Index	ADT	Rate	Damage								Crashes	Index	ADT	Rate	Damage								Crashes	Index	ADT	Rate			
								0	0.00		0.00	14	0	1	3	0	0	6	8	18	0.33	24090	0.12	10	0	3	6	1	3	10	4	20	1.20	22700	0.14			
								0	0.00		0.00	12	0	3	4	1	1	8	7	20	1.10	13200	0.14	10	0	1	5	3	1	6	6	19	1.84	13170	0.13			
								0	0.00		0.00	1	0	0	1	0	0	0	0	2	0.50	1769	0.46	2	0	0	1	0	0	3	2	3	0.33	1766	0.69			
								0	0.00		0.00	0	0	0	0	0	0	0	0	0	0.00	1300	0.00	0	0	0	0	0	0	0	0	0	0.00	1300	0.00			
								0	0.00		0.00	3	0	3	1	1	0	3	1	8	2.38	773	2.60	7	0	2	2	0	0	3	3	11	0.73	835	3.31			
								0	0.00		0.00	0	0	2	2	0	0	1	1	4	2.00	1100	1.92	3	0	1	2	0	0	2	0	6	0.83	1100	2.87			
								0	0.00		0.00	1	0	0	0	0	0	0	1	1	0.00	700	1.03	3	0	0	0	0	0	1	0	3	0.00	700	3.09			
												29	1	3	2	0	0	12	19	35	0.54	29700	0.58	35	0	2	5	0	3	15	20	42	0.26	28970	0.71			
								0	0.00		0.00	0	0	2	0	0	1	1	0	2	3.00		0.00	1	0	1	0	0	0	1	0	2	1.50		0.00			
2	0	0	0	0	0	0	2	2	0.00	22000	0.50	4	0	0	1	0	1	3	5	5	0.20	22000	1.25	1	0	0	0	0	0	0	1	1	0.00	22000	0.25			
3	0	0	3	0	0	0	1	6	0.50	26500	1.24	4	0	0	1	0	0	1	0	5	0.20	27000	1.01	1	0	0	1	0	0	0	2	2	0.50	27000	0.41			
17	1	3	4	0	4	4	9	25	0.84	14300	5.99	11	0	3	3	0	0	2	4	17	0.71	14800	3.93	8	0	0	2	0	0	2	3	10	0.20	15500	2.21			
13	0	1	3	1	1	2	5	18	0.83	31000	2.65	27	0	1	8	2	1	2	7	38	0.76	32000	5.42	15	0	2	6	0	3	3	3	23	0.52	30000	3.50			
								0	0.00		0.00	0	0	0	0	0	0	0	0	0	0.00	1100	0.00	2	0	2	1	0	0	1	4	5	1.40	1100	17.79			
								0	0.00		0.00	5	0	1	2	0	0	4	4	8	0.63	443	5.62	2	0	1	0	0	0	2	0	3	1.00	489	1.91			
								0	0.00		0.00	2	0	2	2	0	0	2	0	6	1.33	550	4.90	2	0	1	3	0	1	3	0	6	1.00	560	4.81			
								0	0.00		0.00	5	0	1	1	0	1	3	3	7	0.57	1700	2.26	0	0	3	0	0	1	1	2	3	3.00	1400	1.17			
								0	0.00		0.00	322	4	32	70	4	21	105	88	432	0.54	47430	0.84	264	5	34	69	4	14	86	87	376	0.66	46480	0.75			
								0	0.00		0.00	6	1	0	1	0	0	2	4	8	1.13	2730	5.02	2	0	1	0	0	0	0	2	3	1.00	2994	1.72			
9	0	0	5	0	1	3	4	14	0.36	460	10.42	1	1	3	1	0	2	3	2	6	3.00	460	4.47	7	0	0	1	0	0	2	3	8	0.13	750	3.65			
12	1	6	5	0	7	9	7	24	1.29	1305	3.97	8	0	2	9	0	2	8	1	19	0.79	1310	3.13	5	0	1	4	2	1	4	3	12	2.08	1305	1.98			
7	0	2	0	0	0	3	1	9	0.67	2000	1.60	6	0	1	3	0	1	4	2	10	0.60	2200	1.62	9	0	1	5	0	3	7	5	15	0.53	2200	2.43			
5	0	3	3	0	1	6	4	11	1.09	1085	3.56	6	0	0	4	0	0	1	6	10	0.40	1089	3.23	5	0	1	2	0	0	2	1	8	0.63	1015	2.77			
								0	0.00		0.00	8	0	3	2	0	0	5	1	13	0.85	1800	3.04	6	0	1	2	0	0	2	2	9	0.56	1800	2.11			
								0	0.00		0.00	1	0	2	0	0	0	0	0	3	2.00	850	2.42	1	0	0	0	0	0	0	1	1	0.00	1400	0.49			
								0	0.00		0.00	4	0	1	0	0	0	1	1	5	0.60	830	3.30	0	0	1	1	0	1	2	1	2	2.00	820	1.34			
								0	0.00		0.00	2	0	0	0	0	0	2	1	2	0.00	290	5.73	2	0	0	0	1	0	0	0	3	3.00	460	5.41			
								0	0.00		0.00	2	0	0	0	0	1	1	1	2	0.00	874	1.69	0	0	0	0	0	0	0	0	0	0.00	955	0.00			
								0	0.00		0.00	1	0	1	0	0	1	1	1	2	1.50	420	3.03	1	1	0	1	0	1	2	1	3	3.00	410	4.66			
								0	0.00		0.00	0	0	2	1	0	0	0	1	3	2.33	1100	2.20	0	0	0	0	0	0	0	0	0	0.00	1100	0.00			
								0	0.00		0.00	2	0	2	1	0	0	1	0	5	1.40	864	5.28	1	1	0	1	0	0	2	0	3	3.00	784	3.49			
6	1	1	2	0	0	4	4	10	1.30	2400	1.97	9	0	1	1	0	0	3	7	11	0.36	2400	2.17	8	0	2	5	1	1	9	2	16	1.25	2700	2.80			
								0	0.00		0.00	10	0	4	7	1	1	5	1	22	1.27	2741	0.99	4	0	0	4	1	0	1	0	9	1.44	2609	0.43			
								0	0.00		0.00	24	2	2	3	0	2	6	5	31	0.81	4501	1.43	18	0	7	6	0	1	4	4	31	0.87	4116	1.56			
50	2	10	19	1	7	21	36	82	0.90	35618	0.46	51	1	12	13	4	7	25	33	81	1.15	35029	0.47	52	0	8	8	2	4	21	24	70	0.71	35029	0.40			

2009 Crashes												2010 Crashes												2011 Crashes											
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate
412	0	20	138	1	11	18	137	571	0.36	35040	5.38	389	2	22	136	0	17	17	75	549	0.40	34500	5.25	379	0	17	96	0	8	16	91	492	0.30	34860	4.66
40	0	2	14	0	1	0	13	56	0.36	45651	3.36	35	0	2	9	0	2	0	7	46	0.33	45651	2.76	33	0	1	8	0	0	1	7	42	0.26	45651	2.52
19	0	1	6	0	2	0	5	26	0.35	37850	1.88	15	0	0	5	0	0	0	3	20	0.25	38450	1.43	17	0	1	4	0	1	0	9	22	0.32	38500	1.57
45	0	1	9	0	1	2	10	55	0.22	40265	3.74	42	0	2	9	0	0	2	7	53	0.28	40765	3.56	45	0	0	5	0	0	1	9	50	0.10	41765	3.28
18	0	0	4	0	1	0	4	22	0.18	42958	1.40	19	0	3	5	0	0	3	1	27	0.52	42958	1.72	14	0	0	5	0	1	0	2	19	0.26	42458	1.23
5	0	2	1	0	0	0	2	8	0.88	17200	1.27	7	1	1	0	1	1	2	0	10	2.00	17900	1.53	4	0	0	2	0	0	0	4	6	0.33	13350	1.23
												10	0	0	4	0	3	0	4	14	0.29	13000	4.21	7	0	1	6	0	0	0	4	14	0.64	14000	3.91
												1	0	0	0	0	0	0	0	1	0.00	20225	0.14	1	0	0	3	0	0	0	1	4	0.75	20513	0.53
												1	0	0	0	0	0	0	0	1	0.00	20225	0.14	0	0	0	0	0	0	0	0	0	0.00	20513	0.00
												0	0	0	0	0	0	0	0	0	0.00	20225	0.00	0	0	0	0	0	0	2	0	0.00	20513	0.00	
19	0	0	4	0	2	0	3	23	0.17	26650	2.36	14	0	0	5	0	2	0	4	19	0.26	26650	1.95	10	0	1	4	0	0	1	5	15	0.47	27350	1.50
								0	0.00		0.00	302	0	17	113	2	19	37	86	434	0.42	24260	4.02	281	3	14	91	1	11	38	77	390	0.43	23920	3.66
9	0	0	1	0	0	1	2	10	0.10	26767	1.02	10	0	1	1	0	0	1	4	12	0.33	28267	1.16	9	0	1	3	0	0	0	5	13	0.46	27756	1.28
30	1	0	5	0	1	1	17	36	0.36	29986	3.29	31	0	0	9	0	0	3	15	40	0.23	30986	3.54	40	1	1	7	0	1	2	17	49	0.37	29441	4.56
6	0	1	3	0	2	0	1	10	0.60	31533	0.87	8	0	1	2	0	0	1	2	11	0.45	32533	0.93	8	0	0	4	0	1	0	2	12	0.33	30511	1.08
18	0	1	2	0	2	4	2	21	0.24	30986	1.86	23	0	1	6	0	4	2	5	30	0.30	29986	2.74	15	0	0	6	0	2	4	3	21	0.29	28941	1.99
18	0	3	4	1	0	3	5	26	0.85	37000	1.93	15	0	1	5	0	3	1	4	21	0.38	34500	1.67	13	0	0	4	0	0	1	4	17	0.24	33500	1.39
32	0	0	10	1	3	3	9	43	0.44	52500	2.24	34	0	1	11	0	2	4	5	46	0.30	49500	2.55	37	0	0	12	0	4	0	8	49	0.24	51500	2.61
21	0	2	5	0	0	2	2	28	0.39	32480	2.36	20	0	1	7	0	0	1	2	28	0.36	33085	2.32	24	0	0	5	0	2	3	7	29	0.17	35400	2.24
20	0	1	8	0	1	0	8	29	0.38	29486	2.69	40	0	1	9	0	0	2	10	50	0.24	29486	4.65	22	0	2	3	0	0	3	3	27	0.33	30441	2.43
19	0	1	8	0	0	1	7	28	0.39	31550	2.43	25	0	2	10	0	0	2	11	37	0.43	32700	3.10	19	0	0	9	0	0	0	5	28	0.32	31650	2.42
14	1	2	5	0	1	4	4	22	0.86	27950	2.16	20	0	0	7	0	2	3	2	27	0.26	28550	2.59	12	0	1	2	0	0	2	2	15	0.33	29450	1.40
7	0	1	4	0	0	0	2	12	0.58	26761	1.23	8	0	1	6	0	1	2	2	15	0.60	27261	1.51	11	0	0	4	0	0	0	0	15	0.27	27131	1.51
0	0	1	0	0	0	0	1	1	3.00	24211	0.11	1	0	0	0	0	0	0	0	1	0.00	24711	0.11	2	0	0	0	0	0	0	0	2	0.00	24711	0.22
10	0	1	0	0	0	0	2	11	0.27	21300	1.41	4	0	1	1	0	0	0	0	6	0.67	21900	0.75	7	0	0	7	0	0	1	3	14	0.50	21550	1.78
2	0	0	1	1	1	0	0	4	2.50	15445	0.71	5	0	0	1	0	0	0	0	6	0.17	16455	1.00	4	0	0	1	0	0	1	0	5	0.20	17050	0.80
116	0	4	27	0	3	8	29	147	0.27	19380	6.11	121	0	13	30	1	7	4	33	165	0.47	21570	6.16	146	1	2	31	0	5	4	32	180	0.25	21570	6.72
0	0	0	0	0	0	0	0	0	0.00	21450	0.00	1	0	0	1	0	0	0	0	2	0.50	24200	0.23	0	0	0	2	0	0	0	0	2	1.00	24200	0.23
14	0	1	2	0	1	0	2	17	0.29	30500	1.53	23	0	1	0	0	0	1	1	24	0.13	30050	2.19	23	0	0	4	0	2	0	4	27	0.15	30050	2.46
1	0	0	1	0	0	0	0	2	0.50	18515	0.30	2	0	0	0	0	0	0	0	2	0.00	21515	0.25	5	0	0	2	0	0	0	1	7	0.29	21515	0.89
1	0	0	4	0	0	0	4	5	0.80	19887	0.69	3	0	0	0	0	0	0	1	3	0.00	22887	0.36	1	0	0	0	0	0	0	0	1	0.00	22887	0.12
9	0	0	3	0	0	1	3	12	0.25	23698	1.39	12	0	0	0	0	0	0	1	12	0.00	26698	1.23	11	0	0	0	0	0	1	2	11	0.00	26698	1.13
17	0	1	3	0	1	2	3	21	0.29	23784	2.42	18	0	3	4	1	0	1	4	26	0.85	26784	2.66	22	0	0	4	0	0	0	3	26	0.15	26784	2.66
5	0	0	1	0	0	0	1	6	0.17	20251	0.81	8	0	0	1	0	0	0	2	9	0.11	23251	1.06	9	0	0	3	0	1	0	4	12	0.25	23251	1.41
3	0	1	0	0	0	0	2	4	0.75	19499	0.56	3	0	1	2	0	1	0	3	6	0.83	22499	0.73	5	0	0	0	0	0	0	1	5	0.00	22499	0.61
0	0	0	0	0	0	0	0	0	0.00	18000	0.00	1	0	0	0	0	0	0	1	1	0.00	21000	0.13	1	0	0	0	0	0	0	1	1	0.00	21000	0.13
7	0	0	2	0	0	0	3	9	0.22	24380	1.01	6	0	1	3	0	1	0	3	10	0.60	25930	1.06	9	0	0	4	0	0	0	1	13	0.31	25855	1.38
19	0	0	1	0	0	0	3	20	0.05	25200	2.17	29	0	1	2	0	2	0	4	32	0.16	25700	3.41	28	0	0	3	0	0	1	7	31	0.10	26200	3.24
								0	0.00		0.00	43	0	0	4	0	0	1	10	47	0.09	13000	19.81	40	0	0	7	0	0	1	11	47	0.15	13000	19.81
10	0	0	1	0	0	0	3	11	0.09	14047	2.15	8	0	0	3	0	0	1	5	11	0.27	13816	2.18	9	0	0	0	0	0	1	2	9	0.00	13789	1.79
								0	0.00		0.00	22	0	1	4	0	0	1	5	27	0.26	12500	5.92	17	0	1	5	0	0	2	4	23	0.35	13050	4.83
								0	0.00		0.00	17	0	0	2	0	0	1	3	19	0.11	9600	5.42	9	0	0	1	0	0	1	4	10	0.10	9700	2.82

2009 Crashes													2010 Crashes													2011 Crashes												
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
																					0	0.00		0.00										0	0.00		0.00	
2009 Crashes													2010 Crashes													2011 Crashes												
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
												71	3	17	13	0	4	36	12	104	0.85	13822	0.34	65	1	6	11	1	4	37	12	84	0.55	13651	0.27			
2009 Crashes													2010 Crashes													2011 Crashes												
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
								0	0.00		0.00										0	0.00		0.00										0	0.00		0.00	

2012 Crashes												2013 Crashes												2014 Crashes											
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate
1	0	3	0	1	0	0	0	5	3.60	12671	1.08	4	0	1	1	0	0	3	1	6	0.67	12721	1.29	2	0	0	2	2	0	1	2	6	3.33	12864	1.28
2	0	1	5	0	0	1	0	8	1.00	15985	1.37	2	0	1	2	0	2	0	1	5	1.00	15985	0.86	2	0	1	1	0	0	0	0	4	1.00	16135	0.68
8	0	0	2	0	0	0	1	10	0.20	40640	0.67	16	0	1	1	0	1	0	4	18	0.22	40516	1.22	23	0	1	2	0	0	2	5	26	0.19	41496	1.72
29	0	1	7	0	0	1	10	37	0.27	62560	1.62	43	0	0	6	0	0	1	12	49	0.12	62616	2.14	37	0	1	8	0	0	1	7	46	0.24	62596	2.01
15	0	0	2	0	0	0	4	17	0.12	70901	0.66	23	0	0	4	0	1	1	11	27	0.15	57846	1.28	16	0	0	4	0	0	1	5	20	0.20	59846	0.92
28	0	2	4	0	0	0	7	34	0.29	63080	1.48	25	0	1	5	0	0	1	5	31	0.26	58457	1.45	20	0	0	5	0	0	0	3	25	0.20	59948	1.14
56	0	0	10	0	1	2	6	66	0.15	54650	3.31	39	0	0	13	0	1	4	11	52	0.25	59650	2.39	50	0	3	7	0	0	0	13	60	0.27	60800	2.70
1	0	0	3	0	1	1	1	4	0.75	33397	0.33	9	0	0	6	0	0	0	4	15	0.40	29417	1.40	12	0	0	6	0	0	1	4	18	0.33	26417	1.87
3	0	1	1	0	0	1	1	5	0.80	20269	0.68	9	0	1	1	0	0	2	4	11	0.36	19268	1.56	4	0	1	1	0	0	1	2	6	0.67	20238	0.81
2	2	1	1	0	0	3	0	6	3.33	15675	1.05	3	0	0	4	0	0	0	1	7	0.57	16500	1.16	7	0	1	0	1	0	0	0	9	1.33	17500	1.41
1	0	0	2	0	0	1	0	3	0.67	14719	0.56	4	0	0	2	0	0	0	0	6	0.33	14718	1.12	5	0	1	4	0	0	0	1	10	0.70	15786	1.74
1	0	0	0	0	0	1	1	1	0.00	19929	0.14	3	0	1	2	0	0	0	2	6	0.83	19878	0.83	2	0	0	0	0	0	0	1	2	0.00	20325	0.27
4	0	1	0	0	0	0	2	5	0.60	17328	0.79	0	0	0	1	0	0	0	0	1	1.00	19334	0.14	0	0	0	1	0	0	0	0	1	1.00	19969	0.14
1	0	1	2	0	0	0	0	4	1.25	21073	0.52	1	1	1	4	0	0	0	2	7	2.14	22573	0.85	1	0	1	3	0	0	1	0	5	1.20	22443	0.61
0	0	0	0	0	0	0	0	0	0.00	20253	0.00	0	0	0	0	0	0	0	0	0	0.00	20253	0.00	1	0	0	1	0	0	0	0	2	0.50	20253	0.27
6	1	1	1	1	0	0	1	10	2.10	9750	2.81	2	0	1	2	1	0	1	0	6	2.33	9000	1.83	7	0	0	1	1	0	1	1	9	1.11	9800	2.52
6	1	2	4	0	0	1	3	13	1.38	14600	2.44	7	0	0	0	0	0	0	1	7	0.00	14250	1.35	9	0	1	0	0	0	0	3	10	0.30	13800	1.99
1	0	1	5	0	0	0	1	7	1.14	5450	3.52	4	0	3	6	1	0	2	1	14	1.71	5450	7.04	4	0	3	3	1	1	0	0	11	1.91	5600	5.38
2	0	1	1	0	0	0	0	4	1.00	22314	0.49	4	0	1	2	1	0	2	2	8	1.75	22314	0.98	2	0	0	1	0	1	1	1	3	0.33	21814	0.38
2	0	0	0	0	0	1	1	2	0.00	21802	0.25	1	0	1	0	0	0	1	1	2	1.50	21802	0.25	1	0	1	1	0	0	0	1	3	1.33	21345	0.39
0	0	0	1	0	0	0	1	1	1.00	7681	0.36	0	0	0	0	0	0	0	0	0	0.00	7681	0.00	0	0	0	0	0	0	0	0	0	0.00	7779	0.00
0	0	0	0	2	0	0	0	2	9.00	4160	1.32	1	0	1	0	0	0	0	1	2	1.50	4125	1.33	1	0	0	1	0	0	0	0	2	0.50	4180	1.31
0	0	0	0	0	0	0	0	0	0.00	7185	0.00	1	0	1	0	0	0	0	1	2	1.50	8445	0.65	2	0	1	1	0	0	1	0	4	1.00	8390	1.31
1	0	0	0	0	0	0	0	1	0.00	4190	0.65	1	0	1	0	0	0	1	0	2	1.50	5366	1.02	0	0	0	0	0	0	0	0	0	0.00	5366	0.00
4	0	0	0	0	0	0	0	4	0.00	9144	1.20	6	0	0	0	0	0	2	0	6	0.00	9200	1.79	7	0	0	1	0	0	1	2	8	0.13	10336	2.12
2	0	0	0	0	0	0	0	2	0.00	7823	0.70	0	0	1	1	0	0	0	1	2	2.00	7871	0.70	0	0	0	0	0	0	0	0	0.00	7998	0.00	
3	0	0	2	0	0	0	1	5	0.40	9200	1.49	4	0	1	2	0	0	2	2	7	0.71	9450	2.03	5	0	0	0	0	0	0	0	5	0.00	9450	1.45
4	0	0	3	0	0	1	0	7	0.43	9300	2.06	5	0	1	1	0	0	0	1	7	0.57	9550	2.01	7	0	1	3	0	0	2	2	11	0.55	9950	3.03
12	0	0	1	0	0	1	1	13	0.08	9993	3.56	11	0	1	2	0	0	1	1	14	0.36	10199	3.76	8	0	0	5	0	0	0	0	13	0.38	10112	3.52
4	0	2	1	0	0	2	2	7	1.00	16600	1.16	4	0	0	3	1	0	1	1	8	1.50	16095	1.36	5	0	0	6	0	0	0	4	11	0.55	16246	1.86
0	0	1	1	0	0	2	0	2	2.00	9650	0.57	5	1	2	0	0	2	5	1	8	1.75	9650	2.27	2	0	1	0	0	1	1	1	3	1.00	9750	0.84
0	0	2	0	1	0	0	1	3	5.00	12105	0.68	0	0	0	1	0	0	0	1	1	1.00	12105	0.23	3	0	0	0	0	0	1	1	3	0.00	12540	0.66
4	0	3	2	0	0	3	2	9	1.22	7555	3.26	4	0	1	2	0	0	1	1	7	0.71	7555	2.54	1	0	1	3	0	0	0	1	5	1.20	7990	1.71
0	0	2	0	0	0	0	0	2	3.00	10520	0.52	3	0	0	0	0	0	0	0	3	0.00	10520	0.78	2	0	1	0	0	0	0	0	3	1.00	10720	0.77
2	0	4	1	0	0	0	0	7	1.86	12350	1.55	2	1	2	1	0	1	1	1	6	2.50	11850	1.39	4	0	3	1	0	1	3	1	8	1.25	12055	1.82
1	0	2	3	0	0	2	1	6	1.50	14555	1.13	4	0	1	1	1	0	3	0	7	1.86	14555	1.32	1	1	1	0	0	0	1	0	3	3.67	15105	0.54
0	0	2	3	0	1	1	1	5	1.80	7761	1.77	0	0	0	1	0	0	0	1	1	1.00	10434	0.26	1	0	0	0	0	0	0	1	1	0.00	10334	0.27
1	0	0	0	0	0	0	0	1	0.00	4274	0.64	0	0	0	2	0	0	0	0	2	1.00	4275	1.28	0	0	0	0	0	0	0	0	0	0.00	4915	0.00
0	0	1	0	0	0	1	0	1	3.00	24100	0.11	0	0	0	0	0	0	0	0	0	0.00	24600	0.00	2	0	0	0	0	0	1	0	2	0.00	25350	0.22
0	0	1	1	0	1	1	0	2	2.00	5357	1.02	2	0	2	0	1	0	0	0	5	3.00	5357	2.56	0	0	0	2	0	0	0	1	2	1.00	6005	0.91
3	0	2	0	0	0	0	0	5	1.20	13395	1.02	4	0	0	1	0	0	0	3	5	0.20	13500	1.01	3	0	0	6	0	0	0	1	9	0.67	14000	1.76
3	0	0	2	1	0	0	0	6	1.83	10900	1.51	4	0	0	2	0	0	0	1	6	0.33	10950	1.50	4	0	0	0	0	0	0	0	4	0.00	12900	0.85
1	0	1	1	1	0	0	0	4	3.25	4425	2.48	3	0	0	0	0	0	1	3	3	0.00	4425	1.86	4	0	0	3	1	0	0	0	8	1.50	4495	4.88
1	0	0	0	0	0	0	1	1	0.00	7600	0.36	0	0	0	0	0	0	0	0	0	0.00	7650	0.00	0	0	0	0	0	0	0	0	0	0.00	7450	0.00

2012 Crashes													2013 Crashes													2014 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
7	1	6	4	0	1	8	6	18	1.67	22860	0.13	15	0	3	1	0	4	5	9	19	0.53	22860	0.13	10	0	2	5	0	0	6	8	17	0.65	23950	0.11			
13	0	1	1	0	0	6	11	15	0.27	13350	0.10	7	0	1	4	1	0	2	7	13	1.23	13350	0.09	8	0	2	4	1	0	4	10	15	1.27	13710	0.10			
0	0	0	1	0	0	1	0	1	1.00	1684	0.24	0	0	0	1	0	0	0	0	1	1.00	1597	0.26	0	0	0	0	0	0	0	0	0	0.00	1585	0.00			
0	0	0	0	0	0	0	0	0	0.00	1100	0.00	0	0	0	0	0	0	0	0	0	0.00	1100	0.00	0	0	1	1	0	0	1	0	2	2.00	1100	2.77			
7	0	3	2	0	0	5	5	12	0.92	835	3.61	6	1	0	1	0	0	4	0	8	1.13	762	2.64	4	0	3	0	0	1	1	4	7	1.29	643	2.74			
1	0	2	0	0	0	2	0	3	2.00	1200	1.32	1	0	0	2	0	0	0	0	3	0.67	1200	1.32	2	0	1	1	0	1	1	1	4	1.00	1200	1.76			
0	0	1	0	0	0	1	1	1	3.00	700	1.03	0	0	0	0	0	0	0	0	0	0.00	720	0.00	4	0	2	0	0	1	1	2	6	1.00	730	5.93			
29	1	3	4	0	1	11	17	37	0.57	29450	0.61	54	1	6	11	1	0	24	56	73	0.63	29660	1.20	64	0	4	10	0	2	28	42	78	0.28	29870	1.28			
1	0	0	2	1	0	0	0	4	2.75		0.00	4	0	1	2	0	1	1	1	7	0.71		0.00	3	0	0	0	0	0	1	0	3	0.00		0.00			
0	0	0	0	0	0	0	0	0	0.00	22000	0.00	0	0	0	0	0	0	0	0	0	0.00	22000	0.00	0	0	0	0	0	0	0	0	0	0.00	22000	0.00			
1	0	0	0	0	0	0	0	1	0.00	24000	0.23	3	0	0	2	0	0	1	1	5	0.40	24000	1.14	0	0	0	1	0	0	1	1	1	1.00	24500	0.22			
15	0	0	3	0	0	1	9	18	0.17	15600	3.95	13	0	3	4	0	0	3	4	20	0.65	15800	4.34	8	0	1	3	0	0	1	5	12	0.50	15900	2.58			
10	0	4	8	0	2	2	3	22	0.91	30000	3.35	23	0	1	16	0	2	1	7	40	0.48	31000	5.89	23	0	2	2	0	1	2	1	27	0.30	32000	3.85			
1	0	0	0	0	0	1	0	1	0.00	1100	3.56	2	0	0	0	0	0	2	2	2	0.00	1000	7.83	2	0	0	1	0	1	1	2	3	0.33	1000	11.74			
2	0	0	0	0	1	2	1	2	0.00	489	1.27	1	1	1	2	0	1	3	2	5	2.60	489	3.18	2	0	0	0	1	1	0	0	3	3.00	487	1.92			
1	0	0	0	0	0	0	0	1	0.00	560	0.80	1	0	0	1	0	0	1	0	2	0.50	560	1.60	4	0	1	1	0	0	4	2	6	0.67	540	4.99			
2	1	2	2	0	0	0	0	7	2.29	1400	2.74	1	0	0	1	0	0	0	1	2	0.50	1400	0.78	1	0	0	3	1	0	3	0	5	2.40	1600	1.71			
284	4	30	66	2	19	76	70	386	0.53	47220	0.76	377	5	36	83	1	26	118	136	502	0.48	47260	0.98	340	0	33	103	7	21	131	123	483	0.55	47720	0.94			
3	0	0	1	0	1	0	3	4	0.25	3007	2.28	7	0	1	0	0	0	3	4	8	0.38	3007	4.56	14	0	0	2	0	0	2	12	16	0.13	3095	8.85			
4	1	1	2	0	2	3	0	8	1.63	750	3.65	6	0	1	3	1	1	3	6	11	1.36	750	5.02	2	1	2	1	0	1	2	2	6	2.50	660	3.11			
6	1	2	4	0	2	5	3	13	1.38	1259	2.23	12	0	1	6	0	3	10	8	19	0.47	1259	3.26	10	0	0	2	2	0	2	4	14	1.43	1265	2.39			
9	0	0	2	2	1	8	5	13	1.54	2200	2.10	4	0	1	4	0	2	5	2	9	0.78	2200	1.46	13	0	0	4	0	3	9	4	17	0.24	2200	2.75			
3	0	0	4	0	0	2	4	7	0.57	1028	2.39	6	0	0	3	0	0	6	5	9	0.33	1028	3.08	8	0	0	2	0	2	3	2	10	0.20	980	3.58			
4	1	1	1	0	1	3	4	7	1.71	2000	1.48	5	0	1	0	0	0	1	3	6	0.50	2000	1.26	4	1	0	0	0	0	0	0	5	1.60	2100	1.00			
0	0	2	1	0	0	1	1	3	2.33	1400	1.47	3	0	0	1	1	1	3	0	5	2.00	1400	2.45	2	0	0	1	0	1	1	0	3	0.33	1400	1.47			
3	0	0	1	0	0	0	1	4	0.25	820	2.67	3	0	1	0	0	0	1	0	4	0.75	990	2.21	2	0	0	2	1	1	1	0	5	2.20	1000	2.74			
2	0	0	0	0	0	1	0	2	0.00	460	3.61	4	0	1	2	0	2	3	2	7	0.71	460	12.63	3	0	0	0	0	1	2	0	3	0.00	560	4.45			
0	0	0	0	0	0	0	0	0	0.00	955	0.00	0	0	0	0	1	0	0	0	1	9.00	955	0.78	1	0	1	0	0	0	1	2	2	1.50	986	1.50			
1	0	0	1	1	0	1	0	3	3.33	410	4.66	2	0	2	2	0	1	1	3	6	1.33	380	10.06	0	1	0	1	0	1	1	1	2	4.50	390	3.27			
3	0	1	0	0	0	1	0	4	0.75	1100	2.93	1	0	0	1	0	0	1	1	2	0.50	1100	1.47	0	0	1	0	0	0	0	0	1	3.00	930	0.87			
1	0	2	3	0	0	1	0	6	1.50	751	7.30	0	0	3	1	0	0	1	2	4	2.50	759	4.81	3	0	0	0	0	0	1	0	3	0.00	759	3.61			
8	0	3	6	0	0	6	9	17	0.88	2700	2.97	9	1	0	1	1	0	6	4	12	1.50	2700	2.10	8	0	1	1	0	1	2	5	10	0.40	2200	2.15			
7	1	3	2	1	0	2	5	14	2.00	2687	0.64	5	0	3	1	1	0	2	3	10	1.90	2457	0.50	7	0	2	3	2	0	5	0	14	1.93	2349	0.74			
19	0	2	6	2	3	7	10	29	1.03	4111	1.46	20	1	3	4	1	1	8	6	29	1.03	4111	1.46	14	2	4	7	0	2	7	2	27	1.30	4307	1.30			
38	2	7	5	1	4	14	20	53	0.96	35824	0.30	52	3	11	9	2	3	21	25	77	1.09	35824	0.43	48	1	6	12	0	5	21	23	67	0.57	36618	0.37			

2012 Crashes												2013 Crashes												2014 Crashes											
Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property Damage	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate
447	0	12	127	1	11	20	116	587	0.29	35100	5.52	461	0	12	135	0	9	18	137	608	0.28	35600	5.64	460	0	26	191	1	8	23	116	678	0.41	36140	6.19
58	0	1	9	0	2	3	5	68	0.18	45610	4.08	47	0	1	5	0	0	1	9	53	0.15	45655	3.18	47	0	1	14	0	0	1	11	62	0.27	48133	3.53
15	0	0	4	0	0	2	5	19	0.21	38450	1.35	16	0	0	5	0	0	2	6	21	0.24	38450	1.50	23	0	0	13	0	0	1	6	36	0.36	39450	2.50
40	0	1	11	0	2	3	8	52	0.27	45050	3.16	45	0	0	12	0	0	0	11	57	0.21	45050	3.47	43	0	2	15	0	2	3	12	60	0.35	46100	3.57
20	0	0	7	0	1	0	6	27	0.26	42002	1.76	19	0	1	6	0	1	2	5	26	0.35	43525	1.64	36	0	3	10	1	0	3	11	50	0.56	43614	3.14
8	0	1	0	0	0	3	2	9	0.33	17850	1.38	7	0	0	4	0	0	2	2	11	0.36	18600	1.62	6	0	0	2	0	0	0	0	8	0.25	19150	1.14
9	0	4	5	0	2	0	5	18	0.94	14000	5.03	11	0	0	5	0	3	0	5	16	0.31	14000	4.47	17	0	1	5	0	1	0	4	23	0.35	14000	6.43
1	0	0	0	0	0	0	0	1	0.00	21007	0.13	0	0	0	0	0	0	0	0	0	0.00	20999	0.00	0	0	0	0	0	0	0	0	0	0.00	21012	0.00
0	0	0	0	0	0	0	0	0	0.00	21007	0.00	2	0	0	0	0	1	0	1	2	0.00	20999	0.26	0	0	0	0	0	0	0	0	0	0.00	21012	0.00
2	0	0	0	0	0	0	1	2	0.00	21007	0.26	1	0	0	0	0	0	0	1	1	0.00	20999	0.13	0	0	0	0	0	0	0	0	0	0.00	21012	0.00
9	0	3	7	0	0	0	5	19	0.84	27450	1.90	15	0	0	7	0	1	1	5	22	0.32	27250	2.21	21	0	1	7	0	1	2	4	29	0.34	27300	2.91
281	1	30	110	2	10	35	100	424	0.53	24300	3.92	309	0	21	107	2	16	51	99	439	0.43	24420	4.04	297	2	35	104	1	18	40	89	439	0.53	24730	3.99
13	1	1	3	0	0	0	2	18	0.78	29748	1.66	6	0	1	2	0	0	3	3	9	0.56	28246	0.87	18	0	0	4	0	1	3	4	22	0.18	32509	1.85
31	0	5	13	0	0	2	14	49	0.57	31395	4.28	34	0	1	9	1	3	2	12	45	0.47	31870	3.87	36	0	2	8	0	0	2	17	46	0.30	32509	3.88
7	0	1	2	0	2	2	4	10	0.50	30496	0.90	11	0	0	4	0	1	0	2	15	0.27	31491	1.31	6	0	0	3	0	0	0	0	9	0.33	32509	0.76
9	0	0	5	0	1	0	2	14	0.36	26895	1.43	15	0	1	11	0	1	1	4	27	0.52	27370	2.70	16	0	2	0	0	0	2	1	18	0.33	32509	1.52
17	0	0	6	0	1	1	4	23	0.26	31500	2.00	13	1	2	4	0	1	2	5	20	0.90	32500	1.69	14	0	0	5	0	0	0	6	19	0.26	32509	1.60
46	0	2	6	0	1	0	3	54	0.22	50000	2.96	40	0	1	8	0	0	3	8	49	0.22	50500	2.66	57	0	0	11	0	2	1	13	68	0.16	32509	5.73
23	0	1	11	0	0	1	5	35	0.40	34500	2.78	24	0	1	7	0	2	1	7	32	0.31	35000	2.50	22	0	0	10	0	0	1	7	32	0.31	32509	2.70
32	0	1	6	0	0	0	6	39	0.23	30395	3.52	45	0	2	3	0	0	1	11	50	0.18	30370	4.51	22	0	0	6	0	1	0	7	28	0.21	32509	2.36
19	0	0	10	0	1	0	7	29	0.34	32650	2.43	27	0	0	6	1	0	0	12	34	0.44	32650	2.85	20	0	3	14	0	1	2	9	37	0.62	32509	3.12
11	0	2	7	1	2	2	4	21	1.05	29450	1.95	11	0	2	8	0	1	1	1	21	0.67	29450	1.95	15	0	2	6	0	0	0	6	23	0.52	32509	1.94
12	0	0	2	0	0	1	5	14	0.14	26982	1.42	11	0	0	3	0	0	2	3	14	0.21	26941	1.42	10	0	2	4	0	2	0	1	16	0.63	32509	1.35
0	0	0	0	0	0	0	0	0	0.00	24711	0.00	3	0	0	4	0	0	1	0	7	0.57	24711	0.78	6	0	2	1	0	0	0	1	9	0.78	32509	0.76
8	0	1	2	0	0	1	4	11	0.45	21050	1.43	4	0	1	3	0	0	2	0	8	0.75	21050	1.04	5	0	5	6	0	2	3	4	16	1.31	32509	1.35
7	0	1	0	0	0	0	1	8	0.38	17050	1.29	1	0	0	3	0	0	1	1	4	0.75	17050	0.64	7	0	0	2	0	0	1	3	9	0.22	32509	0.76
123	0	5	28	0	10	6	21	156	0.28	21310	5.90	138	0	2	27	0	4	6	32	167	0.20	20580	6.54	115	0	6	31	0	2	3	30	152	0.32	20840	5.88
6	0	0	1	0	0	0	3	7	0.14	24200	0.79	3	0	0	1	0	0	1	1	4	0.25	23100	0.47	4	0	1	0	0	1	1	1	5	0.60	18100	0.76
20	0	1	3	0	2	0	5	24	0.25	29150	2.26	14	0	0	1	0	0	0	5	15	0.07	29650	1.39	32	0	0	7	0	1	1	6	39	0.18	24650	4.33
1	0	0	0	0	0	0	0	1	0.00	20515	0.13	4	0	0	0	0	0	0	2	4	0.00	20515	0.53	3	0	0	4	0	0	0	3	7	0.57	20515	0.93
6	0	1	1	0	0	2	1	8	0.50	22887	0.96	5	0	0	0	0	0	0	0	5	0.00	21887	0.63	4	0	0	0	0	0	0	0	4	0.00	21887	0.50
6	0	1	2	0	0	1	1	9	0.56	26698	0.92	14	0	0	3	0	0	0	3	17	0.18	25698	1.81	7	0	0	5	0	0	1	1	12	0.42	25698	1.28
13	0	1	4	0	0	0	1	18	0.39	26784	1.84	13	0	0	5	0	0	1	4	18	0.28	25784	1.91	17	0	1	4	0	0	1	2	22	0.32	25784	2.34
8	0	0	1	0	0	0	0	9	0.11	23251	1.06	8	0	0	0	0	0	0	2	8	0.00	22251	0.99	5	0	0	1	0	0	0	2	6	0.17	22251	0.74
3	0	0	1	0	1	0	1	4	0.25	22499	0.49	6	0	0	0	0	0	0	2	6	0.00	21499	0.76	3	0	0	2	0	0	0	1	5	0.40	21499	0.64
2	0	0	0	0	0	0	1	2	0.00	21000	0.26	0	0	0	0	0	0	0	0	0	0.00	20000	0.00	0	0	0	0	0	0	0	0	0	0.00	20000	0.00
6	0	0	2	0	0	0	3	8	0.25	25226	0.87	9	0	0	3	0	1	0	2	12	0.25	24720	1.33	3	0	0	0	0	0	0	0	3	0.00	25243	0.33
14	0	0	2	0	1	1	5	16	0.13	25700	1.71	29	0	0	3	0	1	1	1	32	0.09	25700	3.41	14	0	1	2	0	0	0	3	17	0.29	26050	1.79
48	0	4	8	0	1	3	11	60	0.33	13000	25.29	38	0	1	6	0	0	1	10	45	0.20	16000	15.41	48	0	0	11	0	0	0	10	59	0.19	16000	20.21
12	0	0	2	0	0	1	2	14	0.14	16802	2.28	22	0	1	4	0	0	1	5	27	0.26	12500	5.92	9	0	0	1	0	0	0	3	10	0.10	16799	1.63
16	0	1	1	0	0	3	2	18	0.22	13050	3.78	15	0	1	4	0	0	1	10	20	0.35	14700	3.73	19	0	0	7	0	1	3	7	26	0.27	14350	4.96
13	0	1	4	0	0	0	4	18	0.39	9700	5.08	11	0	0	1	0	0	0	1	12	0.08	11350	2.90	15	0	0	2	0	0	1	2	17	0.12	11300	4.12

20	0	0	6	0	0	1	4	26	0.23	12000	9.89	14	0	1	6	0	2	0	2	21	0.43	11000	8.72	18	1	1	5	0	0	0	8	25	0.64	11000	10.38		
4	0	0	1	0	0	0	1	5	0.20	11581	1.18	3	0	1	2	0	1	0	0	6	0.83	11565	1.42	3	0	0	1	0	0	0	0	4	0.25	11559	0.95		
0	0	0	0	0	0	0	0	0	0.00	13550	0.00	0	0	0	0	0	0	0	0	0	0.00	13150	0.00	0	0	0	0	0	0	0	0	0	0.00	13150	0.00		
5	0	0	1	0	0	0	0	6	0.17	20100	0.82	5	0	0	1	0	0	2	2	6	0.17	18650	0.88	6	1	0	0	0	0	0	3	7	1.14	18650	1.03		
5	0	0	2	0	0	0	2	7	0.29	14450	1.33	5	0	0	1	0	0	0	1	6	0.17	14000	1.17	4	0	0	2	0	0	0	1	6	0.33	14050	1.17		
73	0	10	21	0	2	9	14	104	0.49	37000	1.79	93	0	12	18	0	1	11	18	123	0.44	37000	2.12	94	1	14	25	1	3	26	22	135	0.62	37000	2.32		
19	0	0	2	0	0	0	1	21	0.10	26750	2.15	16	0	6	6	0	0	4	3	28	0.86	27450	2.79	26	0	4	5	0	0	4	4	35	0.49	27950	3.43		
5	0	0	0	0	0	0	1	5	0.00	37726	0.36	4	0	2	4	0	0	1	1	10	1.00	37769	0.73	5	0	1	2	0	1	1	1	8	0.63	37936	0.58		
14	0	1	3	0	0	2	4	18	0.33	37726	1.31	9	0	2	1	0	1	2	2	12	0.58	37769	0.87	23	0	2	6	0	0	8	5	31	0.39	37936	2.24		
3	0	0	1	0	0	0	0	4	0.25	24851	0.44	7	0	1	0	0	0	0	1	8	0.38	24851	0.88	4	0	0	0	1	0	2	0	5	1.80	25351	0.54		
25	0	3	3	0	1	1	3	31	0.39	38640	2.20	34	0	1	7	0	1	0	8	42	0.24	38085	3.02	32	0	1	6	0	1	3	5	39	0.23	38168	2.80		
15	0	2	4	0	0	1	1	21	0.48	37726	1.53	22	0	2	1	0	0	3	3	25	0.28	37769	1.81	11	0	1	1	0	0	0	3	13	0.31	37936	0.94		
3	0	2	3	0	0	1	1	8	1.13	45438	0.48	11	0	1	0	0	0	1	0	12	0.25	45449	0.72	9	0	1	1	0	0	1	1	11	0.36	44468	0.68		
76	1	10	28	0	4	1	18	115	0.57	24470	5.36	94	1	5	32	0	2	5	18	132	0.42	25350	5.94	106	0	8	42	0	4	9	18	156	0.42	24850	7.17		
2	0	0	1	0	0	0	1	3	0.33	16250	0.51	3	0	0	0	0	0	0	1	3	0.00	16250	0.51	3	0	0	3	0	0	0	2	6	0.50	16250	1.01		
19	0	0	7	0	0	0	4	26	0.27	30750	2.32	16	0	1	10	0	3	2	2	27	0.48	31250	2.37	23	0	2	9	0	0	2	2	34	0.44	31950	2.92		
10	0	2	3	0	0	0	5	15	0.60	30200	1.36	22	0	0	2	0	1	2	3	24	0.08	31200	2.11	13	0	0	2	0	1	0	3	15	0.13	30700	1.34		
6	0	3	3	0	0	0	0	12	1.00	26852	1.22	6	0	0	0	0	0	0	3	6	0.00	26848	0.61	9	0	0	1	0	0	0	1	10	0.10	26838	1.02		
								0	0.00		0.00									0	0.00		0.00	4	1	1	4	0	1	1	1	10	1.50	21800	1.26		
								0	0.00		0.00										0	0.00		0.00	5	0	0	3	0	0	1	2	8	0.38	20850	1.05	
20	0	2	7	0	3	0	2	29	0.45	25873	3.07	14	0	1	5	0	0	1	1	20	0.40	26373	2.08	15	0	3	5	0	1	1	3	23	0.61	25873	2.44		
123	0	6	22	0	5	3	25	151	0.26	37000	22.36	110	0	5	29	0	4	7	29	144	0.31	37000	21.33	114	0	1	40	0	5	4	33	155	0.28	38000	22.35		
35	0	2	4	0	0	0	4	41	0.24	48233	2.33	31	0	0	9	0	2	1	8	40	0.23	48233	2.27	51	0	0	9	0	3	2	10	60	0.15	49223	3.34		
30	0	2	9	0	2	0	7	41	0.37	44000	2.55	46	0	3	11	0	1	4	12	60	0.33	44500	3.69	43	0	2	9	0	2	1	14	54	0.28	47500	3.11		
44	0	2	8	0	1	3	11	54	0.26	40150	3.68	52	0	0	9	0	2	4	12	61	0.15	40150	4.16	29	0	0	23	0	0	0	6	52	0.44	41700	3.42		
58	0	1	9	0	2	3	5	68	0.18	45610	4.08	47	0	1	5	0	0	1	9	53	0.15	45655	3.18	47	0	1	14	0	0	1	11	62	0.27	48133	3.53		
60	0	5	23	0	3	4	20	88	0.43	17590	4.28	92	0	3	38	1	1	1	34	134	0.42	17870	6.42	101	1	10	35	0	4	5	29	147	0.50	16840	7.47		
3	0	0	1	0	0	0	1	4	0.25	12150	0.90	4	0	0	1	0	0	0	0	5	0.20	12700	1.08	2	0	0	1	0	0	0	1	3	0.33	10600	0.78		
7	0	0	0	0	0	1	3	7	0.00	15490	1.24	6	0	0	1	0	0	0	1	7	0.14	15979	1.20	11	0	0	2	0	0	1	4	13	0.15	13822	2.58		
4	0	0	0	0	0	0	0	4	0.00	19586	0.56	7	0	0	2	0	0	0	3	9	0.22	20055	1.23	3	0	0	3	0	1	0	0	6	0.50	18118	0.91		
9	0	0	2	0	0	0	4	11	0.18	27390	1.10	11	0	1	5	0	0	0	7	17	0.47	27379	1.70	13	0	1	5	0	0	0	2	19	0.42	29372	1.77		
7	0	0	1	0	0	1	0	8	0.13	25190	0.87	7	0	0	2	0	0	0	3	9	0.22	25179	0.98	5	0	0	1	0	0	0	1	6	0.17	24172	0.68		
2	0	0	0	0	0	0	0	2	0.00	22786	0.24	9	0	0	2	0	0	0	3	11	0.18	22755	1.32	14	0	0	2	0	0	0	3	16	0.13	21768	2.01		
4	0	1	2	0	1	0	5	7	0.71	17450	1.10	4	0	0	2	0	0	0	1	6	0.33	17500	0.94	9	0	1	2	0	0	0	2	12	0.42	17500	1.88		
1	0	0	0	0	0	0	0	1	0.00	16740	0.16	8	0	0	2	0	0	0	3	10	0.20	17229	1.59	13	1	0	1	0	0	0	4	15	0.60	17222	2.39		
5	0	1	2	0	0	1	3	8	0.63	17100	1.28	5	0	0	1	0	0	0	3	6	0.17	17600	0.93	3	0	0	3	0	0	0	2	6	0.50	17650	0.93		
4	0	2	4	0	0	0	1	10	1.00	14890	1.84	5	0	1	5	0	1	0	2	11	0.73	15379	1.96	6	0	1	4	0	2	1	3	11	0.64	15372	1.96		

2012 Crashes													2013 Crashes													2014 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
								0	0.00		0.00									0	0.00		0.00									0	0.00		0.00			
2012 Crashes													2013 Crashes													2014 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
60	1	13	15	2	0	34	13	91	0.88	12736	0.32	60	2	7	9	4	3	39	16	82	1.00	13006	0.28	68	1	7	17	4	3	36	13	97	0.85	13300	0.32			
2012 Crashes													2013 Crashes													2014 Crashes												
Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate	Property	Injury A	Injury B	Injury C	Fatal	DUI	Dark	Wet	Total Crashes	Severity Index	Entering ADT	Crash Rate			
								0	0.00		0.00									0	0.00		0.00									0	0.00		0.00			

Internal Use Only								
2015	2015	2015	2015	2015	2015	2015	2015	2015
FMIS	FMIS C1	FMIS C2	FMIS C3	FMIS C4	FMIS C5	FMIS C6	Federal FY 2015	Sheet
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
							\$0	
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							\$0	
							\$0	
							\$0	
							\$0	

						Intersection Total	\$0	

Internal Use Only								
2015	2015	2015	2015	2015	2015	2015	Federal FY 2015	
FMIS	FMIS C1	FMIS C2	FMIS C3	FMIS C4	FMIS C5	FMIS C6	Total Cost	Sheet
							\$0	
							\$0	
							\$0	
							\$0	

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Internal Use Only							
2015	2015	2015	2015	2015	2015	2015	Federal FY 2015
FMIS	FMIS C1	FMIS C2	FMIS C3	FMIS C4	FMIS C5	FMIS C6	Total Cost
							\$0
						Systemic Projects Total	\$0
Internal Use Only							
2015	2015	2015	2015	2015	2015	2015	Federal FY 2015
FMIS	FMIS C1	FMIS C2	FMIS C3	FMIS C4	FMIS C5	FMIS C6	Total Cost
							\$0
						Traffic Studies Total	\$0
Internal Use Only							
2015	2015	2015	2015	2015	2015	2015	Federal FY 2015
FMIS	FMIS C1	FMIS C2	FMIS C3	FMIS C4	FMIS C5	FMIS C6	Total Cost
							\$0
						SHSP Total	\$0
						Grand Total	\$0

HSIP									
Intersections									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
MS 67 at Tradition Parkway (at-grade)	Harrison	6	106822	HSIP-0064-01(033)	-\$180,000	Rural - Other Principal Arterial	65	State	Access Management - Median Crossover - Directional Crossover (J-Turn)
MS 67 at Licksillet Road	Harrison	6	105961	HSIP-0064-01(028)	\$40,421	Urban - Other Freeways and Expressways	55	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
MS 25 at Cool Papa Bell Road	Hinds	5	106860	HSIP-0056-01(077)	\$232,400	Urban - Other Principal Arterial	50	State	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Replace Mast Arms)
MS 25 at Ridgewood Road						Urban - Other Principal Arterial	50	State	
MS 25 at Tree Tops Boulevard	Rankin	Urban - Other Principal Arterial	50	State					
MS 25 at River Oaks/Jackson Prep		Urban - Other Principal Arterial	50	State					
MS 25 at Airport Road (MS 475)		Urban - Other Principal Arterial	50	State					
US 90 at Bouslog St	Hancock	6	106247	HSIP-0003-01(185)	-\$13,001	Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
US 49 at MS 149 (South Magnolia Road)	Stone	6	106235	HSIP-0008-01(128)	\$291,849	Rural - Other Principal Arterial	55	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
US 49 at Hall Street						Rural - Other Principal Arterial	55	State	Access Management - Median Crossover - Close existing
US 49 at Wal-Mart Drive						Rural - Other Principal Arterial	55	State	Intersection Traffic Control - Intersection Traffic Control - Other (Communications with Adjacent Signals)
US 49 at Sunset Road/Ora-Swamp Road	Covington	7	106502	HSIP-0008-02(100)	-\$2,496	Rural - Other Principal Arterial	55	State	Intersection Traffic Control - Modify Signal - add flashing yellow arrow
US 49 at Selma Road						Rural - Other Principal Arterial	55	State	Intersection Traffic Control - Modify Signal - add flashing yellow arrow
US 49 at 4th Street						Rural - Other Principal Arterial	55	State	Access Management - Median Crossover - Directional Crossover (J-Turn)
US 49 at Pinecrest Street						Rural - Other Principal Arterial	55	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
US 72 at MS 7	Benton	1	106269	HSIP-0007-01(078)	-\$39,889	Rural - Other Principal Arterial	65	State	Intersection Geometry - Splitter Island - Install on One or More Approaches
MS 63 at MS 614	Jackson	6	106627	HSIP-0002-01(048)	\$1,078,500	Rural - Other Principal Arterial	65	State	Intersection Traffic Control - Modify Traffic Signal - Miscellaneous/Other/Unspecified (Convert from Protected/Permitted Left Turn Phasing to Protected Only)
US 84 at MS 35	Covington	7	106700	HSIP-0015-02(095)	\$2,911,500	Rural - Other Principal Arterial	65	State	Access Management - Median Crossover - Directional Crossover (J-Turn)
US 49 at Muse Road	Rankin	5	106859	HSIP-0008-03(055)	-\$45,360	Urban - Other Principal Arterial	65	State	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)
US 49 at R T Braddy Road						Urban - Other Principal Arterial	65	State	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)
US 51 at North Pat Harrison Drive	Copiah	3		HSIP-2177-00(012)	-\$49,176	Urban - Minor Arterial	45	State	Advanced Technology and ITS - Advanced Technology and ITS - Other (Intersection Collision Warning System)
MS 27 at Lee Ave.	Copiah	3	106626	HSIP-0054-01(055)	\$1,257,650	Rural - Minor Arterial	55	State	Intersection Traffic Control - Two-way Stop to Roundabout
US 49/US 61 at Eagles Nest Rd.	Coahoma	2	106268	HSIP-0009-06(014)	\$505,105	Rural - Other Principal Arterial	65	State	Intersection Geometry - Intersection Geometrics - Modify skew angle
US 45 at CR 212	Clarke	6	106233	HSIP-0002-02(063)	\$407,017	Rural - Other Principal Arterial	65	State	Access Management - Median Crossover - Directional Crossover (J-Turn)
US 51 at Star Landing Rd.	DeSoto	2	104911	HSIP-2920-00(008)	\$2,646,000	Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
US 51 at License Dr.						Urban - Minor Arterial	55	State	Alignment - Vertical Alignment or Elevation Change
US 11 at I-59 NB Ramps	Forrest	6	107023	HSIP-2170-00(026)	\$112,500	Urban - Minor Arterial	45	State	Non-Infrastructure - Transportation Safety Planning
US 11 at I-59 SB Ramps									

US 11 at Sullivan-Kilrain Rd.									
US 49 at Southgate/Anderson	Forrest	6	105875	HSIP-0008-01(121)	\$36,063	Rural - Other Principal Arterial	65	State	<i>Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)</i>
US 90 at MS 607	Hancock	6	105542	HSIP-0003-01(146)	\$1,228	Rural - Other Principal Arterial	65	State	<i>Intersection Geometry - Intersection Geometrics - Modify skew angle</i>
MS 53 at Canal Rd.	Harrison	6	105293	HSIP-0064-01(029)	\$2,272,855	Urban - Minor Arterial	55	State	<i>Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)</i>
MS 53 at County Farm/Shaw							55	State	
MS 67 at Big John Rd.	Harrison	6	107082	HSIP-0064-01(034)	\$117,000	Urban - Other Freeways and Expressways	65	State	<i>Access Management - Median Crossover - Directional Crossover (J-Turn)</i>
MS 67 at Lamey Bridge Rd.	Harrison	6				Rural - Other Principal Arterial			<i>Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)</i>
US 90 at Franklin Creek Rd.	Jackson	6	105913	HSIP-0003-01(182)	-\$92,412	Rural - Other Principal Arterial	65	State	<i>Intersection Geometry - Intersection Geometrics - Modify skew angle</i>
MS 30 at CR 217/Woodson Ridge	Lafayette	2	106270	HSIP-0044-01(028)	-\$680	Rural - Minor Arterial	55	State	<i>Intersection Traffic Control - Two-way Stop to Roundabout</i>
US 84 at Ferguson Mill Rd.	Lawrence	7	106242	HSIP-0015-02(092)	-\$264,119	Rural - Other Principal Arterial	65	State	<i>Access Management - Median Crossover - Directional Crossover (J-Turn)</i>
US 45 at Euclatubba Rd.	Lee	1	102083	HSIP-0002-06(114)	-\$445,692	Rural - Other Principal Arterial	65	State	<i>Interchange Design - Convert at-grade intersection to interchange</i>
US 45A at Tarlton Rd.	Lowndes	1	106987	HSIP-0079-01(032)	\$180,000	Rural - Other Principal Arterial	65	State	<i>Access Management - Median Crossover - Directional Crossover (J-Turn)</i>
US 45 at Ripley Rd.	Prentiss	1	106990	HSIP-0002-07(016)	\$90,000	Rural - Other Principal Arterial	55	State	<i>Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)</i>
MS 35 at I-20 EB Ramps	Scott	5	106357	HSIP-0023-02(056)	-\$28,424	Urban - Minor Arterial	45	State	<i>Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)</i>
US 45 at Buckatunna-Chicora-Clara Road	Wayne	6	106234	HSIP-0002-02(064)	-\$3,652	Rural - Other Principal Arterial	65	State	<i>Access Management - Median Crossover - Directional Crossover (J-Turn)</i>
US 49W at MS 3	Yazoo	3	106989	HSIP-0072-04(027)	\$108,000	Rural - Minor Arterial	55	State	<i>Intersection Geometry - Auxiliary Lanes - Add Left-Turn Lane</i>
				Intersections Total	\$11,623,187				

Sections									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
I-55 Fr 1M south of Martinsville Rd to 1M north of MS 27	Copiah	3	106996	HSIP-0055-01(109)	\$67,500	Rural - Interstate Highway	70	State	Roadside - Barrier (Cable)
I-55 Fr 1M south of MS 14 to 1M north of MS 35	Holmes/Carroll	2	106997	HSIP-0055-02(242)	\$90,000	Rural - Interstate Highway	70	State	Roadside - Barrier (Cable)
Dentville Rd Fr Jack Rd to Harris Rd	Copiah	3	106958	HSIP-9999-03(012)	\$67,500	Rural - Major Collector	N/A	Local	Roadway Delineation - Longitudinal Pavement Markings - Remarking
Harmony Rd Fr Burt Loop Rd (south) to Brushy Creek Rd						Rural - Major Collector	N/A		
Monticello Rd Fr US 51 to King Rd						Rural - Major Collector	N/A		
New Zion Rd Fr Gaddy Ln to Utica Rd						Rural - Major Collector	50		
Old Port Gibson Rd Fr Carter Hill to Dillard Rd						Rural - Major Collector	N/A		
US 78, from MS 302 to MS 305	DeSoto	2	107100	HSIP-0006-01(089)	\$360,000	Urban - Other Freeways and Expressways	70	State	Roadway - Superelevation/Cross Slope
US 45 at Wheeler Grove Road	Alcorn	1	107112	HSIP-0002-08(019)	\$500,000	Rural - Other Principal Arterial	65	State	Alignment - Vertical Alignment or Elevation Change
RWIS Installations, I-55 SB to I-20 EB Flyover	Hinds/Rankin	5	106870	HSIP-0055-02(241)	\$14,670	Urban - Interstate Highway	60	State	Advanced Technology and ITS - Advanced Technology and ITS - Other (Roadway Weather Information System)
I-55 at Byram Exit	Hinds	5	105657	HSIP-0055-02(205)	-\$1	Urban - Interstate Highway	70	State	Interchange Design - Interchange Design - Other (Extend Off-Ramp)
HFST - I-59 Loop Ramps at US 49	Forrest	6	106818	HSIP-0059-01(114)	-\$72,000	Urban - Interstate Highway (Ramps)	70	State	Roadway - Pavement Surface - High Friction
US 49 Fr Campbell Loop to N. 31st	Forrest	6	106215	HSIP-0008-01(027)	-\$63,235	Urban - Other Principal Arterial	45	State	Access Management - Raised Island - Install New
Dorsey Evergreen Rd Fr Dorsey Rd to Bankhead Rd SW	Itawamba	1	107162	HSIP-9999-01(252)	\$40,000	Rural - Major Collector	N/A	Local	Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated
Fairview Banner Rd Fr MS 25 to MS 23						Rural - Major Collector			Roadway Delineation - Longitudinal Pavement Markings - Remarking
River Rd Fr MS 363 to MS 371						Rural - Minor Collector			Roadway Delineation - Longitudinal Pavement Markings - Remarking
John Rankin Hwy Fr Jamie Whitten Center to Mt. Pleasant Rd.						Rural - Major Collector			Roadway Delineation - Longitudinal Pavement Markings - Remarking
Interstate 10, from the Harrison County Line to the Alabama State Line	Jackson	6	106964	HSIP-0010-01(150)	\$10,000,000	Urban - Interstate Highway	70	State	Advanced Technology and ITS - Congestion Detection/Traffic Monitoring System
MS 537 Fr Hoy Rd to Lake Como Rd	Jones	6	107003	HSIP-0225-00(005)	\$966,960	Urban - Major Collector	30 - 45	State	Roadway - Pavement Surface - High Friction
Zero Rd Fr Clarke Co Ln to Causeyville Rd.	Lauderdale	5	107161	HSIP-9999-05(021)	\$75,000	Rural - Major Collector	N/A	Local	Roadway Delineation - Longitudinal Pavement Markings - Remarking
Causeyville Rd Fr US 45 to Clarke Co Ln						Rural - Major Collector	N/A		Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated
Lauderdale Toomsaba Rd Fr US 80 to York Rd.						Rural - Major Collector	35		Roadway Delineation - Longitudinal Pavement Markings - Remarking
Lizelia Rd Fr Dale Dr. to MS 854/John C. Stennis						Urban - Major Collector	40		Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 681 Fr Beech Springs to Co Rd 251/Euclatubba						Rural - Minor Collector	35		Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 231 Fr MS 348 to CR 263/Birmingham Bridge Rd.						Rural - Major Collector	N/A		Roadway Delineation - Longitudinal Pavement Markings - Remarking

CR 833 Fr MS 348 to CR 2902	Lee	1	107162	HSIP-9999-01(252)	\$60,000	Rural - Major Collector	35	Local	Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 1766 Fr CR 931 to CR 1498						Rural - Major Collector	30		Roadway Signs and Traffic Control - Roadway Signs (Including Post) - New or Updated
CR 1498 Fr CR 1554 to CR 1970						Rural - Major Collector	N/A		Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 506 Fr CR 300 to MS 245						Rural - Minor Collector	N/A		Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 452 Fr MS 6 to East of CR 1463						Rural - Minor Collector	N/A		Roadway Delineation - Longitudinal Pavement Markings - Remarking
CR 520 Fr CR 771 to MS 6						Rural - Minor Collector	40		Roadway Delineation - Longitudinal Pavement Markings - Remarking
MS 583 Fr Enterprise to US 84	Lincoln	7	106275	HSIP-0182-00(035)	\$63,000	Rural - Major Collector	55	State	Alignment - Horizontal and Vertical Alignment
US 61 Fr Washington/Sharkey CL to US 82	Washington	3	106962	HSIP-0009-03(053)	\$4,180,500	Rural - Other Principal Arterial	55	State	Shoulder Treatments - Widen Shoulder - Paved or Other
MS 15 Fr Neshoba CL to MS 25	Winston	1	107113	HSIP-0022-02(052)	\$450,000	Urban - Minor Arterial	25 - 55	State	Roadway - Rumble Strips - Center
I-10 from LA State Line to MS 43/603	Hancock	6	106776	HSIP-0010-01(148)	\$5,952,524	Rural - Interstate Highway	70	State	Roadway - Pavement Surface - Miscellaneous (Open Graded Friction Course)
(Speed)- County law enforcement in Covich, Itawamba, Lauderdale or Lee County are unable to use radar/laser to enforce speed limit due to state law									
				Sections Total	\$22,252,418				
Mileage for Cable Barrier is includes areas with existing trees that will be omitted.									

Corridors									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
MS 302 Fr I-55 to US 78	DeSoto	2	106779	HSIP-0021-01(056)	\$2,000,000	Urban - Other Freeways and Expressways	45 - 55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 at Southcrest Pkwy						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 at Tchulahoma Rd.						Urban - Other Principal Arterial	45 EB/55 WB	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 at Getwell Rd.						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 at Craft Rd.						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 at Center Hill Rd.						Urban - Other Freeways and Expressways	65	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 Fr Allen Drive to Horn Lake Road	DeSoto	2	106779	SP-0021-01(062)	\$135,000	Urban - Other Principal Arterial	45 - 55	State	Access Management - Raised Island - Install New
MS 302 at Allen Drive						Urban - Other Principal Arterial	55	State	Roadway - Other - Remove Two Way Left Turn Lane
MS 302 at Tealwood Drive						Urban - Other Principal Arterial	55	State	Access Management - Access Management - Other - Directional Island
MS 302 at Rosebury Drive						Urban - Other Principal Arterial	55	State	Access Management - Change in Access - Close or Restrict Existing Access
MS 302 at Horn Lake Rd.						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)
US 49 Fr US 98 to Peps Point	Forrest	6	106994	HSIP-0008-01(133)	\$406,325	Urban - Other Principal Arterial	45 - 65	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Peps Point						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Classic Dr.						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Campbell Loop/Convention Center						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at N. 31st Ave.						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Old Hwy 42						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at MS 198/Hardy						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Mamie						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Eddy/Cloverleaf						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at W. Pine St.						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Wisteria/Helveston						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at WSF Tatum						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Pearl River Comm College						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 49 at Elk's Lake/Edwards/MS 969						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled

US 49 at JM Tatum Industrial						Urban - Other Principal Arterial	65	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
MS 145 Fr MS 178 to Beech Springs	Lee	1	106953	HSIP-2839-00(018)	\$481,062	Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Beech Springs						Rural - Major Collector	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Barnes Crossing						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Kohl's/Kings Crossing						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Logans/IHOP						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Symphony Ln.						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Mississippi Dr.						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Mel Dr.						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Commonwealth						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at Fire Station 4						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at N. Green/Lakeshire						Urban - Minor Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 145 at MS 178/McCullough						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
Barnes Crossing Rd Fr MS 145/Gloster to US 45						Urban - Local Road	30	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
Barnes Crossing Rd at Mall Dr.						Urban - Local Road	30	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
Barnes Crossing Rd at US 45 NB Ramps						Urban - Local Road	30	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
Barnes Crossing Rd at US 45 SB Ramps	Urban - Local Road	30	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled					
MS 570 Fr I-55 to US 51	Pike	7	106965	HSIP-0180-00(022)	\$112,500	Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 570 at Mall Dr.						Urban - Minor Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 570 at Sherman/Walmart						Urban - Minor Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 570 at Marion Ave.						Urban - Minor Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 570 at US 51						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Intersection Traffic Control - Other (Install Signal)
US 98 Signal Upgrades in Hattiesburg	Lamar	6	107022	HSIP-0014-02(071)	\$180,000	Urban - Other Principal Arterial	55 - 65	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 98 at MS 589						Urban - Other Principal Arterial	65	State	Intersection Traffic Control - Modify Traffic Signal - Modify Signal Mounting (Spanwire to Mast Arms)
US 98 at Canebrake Blvd						Urban - Other Principal Arterial	65	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 98 at Cole Rd.						Urban - Other Principal Arterial	65	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled

US 98 at Barracuda Drive/Woodstone Boulevard	Lamar	0	107022	HSIP-0014-02(071)	\$100,000	Urban - Other Principal Arterial	55	State	Access Management - Median Crossover - Directional Crossover (J-Turn)
US 98 at Old Hwy 11/King Rd.						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 98 at Gravel Pit Rd						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 98 at Hegwood Road/Jackson Road						Urban - Other Principal Arterial	55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 Fr Bates St to Civic Center	Panola	2	106864	HSIP-0070-03(021)	\$13,500	Urban - Other Principal Arterial	35 - 45	State	Access Management - Raised Island - Install New
US 278 at Bates St.						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at US 51						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at Woodland/Keating						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at Power/Lakewood						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at I-55 SB Ramps						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at I-55 NB Ramps						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
US 278 at Medical Center/Stone/Forrest						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 302 Fr Interstate Blvd to Southcrest Pkwy	DeSoto	2	107037	HSIP-0055-04(099)	\$360,000	Urban - Other Principal Arterial	45	State	Roadway Delineation - Roadway Delineation - Other (Removal of High Volume Weaving Movements)
MS 302 at Interstate Boulevard						Urban - Other Principal Arterial	45	State	Roadway Delineation - Roadway Delineation - Other (Removal of High Volume Weaving Movements)
MS 302 at I-55 SB Ramps						Urban - Other Principal Arterial	45	State	Intersection Geometry - Auxiliary Lanes - Add Right Turn Lane
MS 302 at I-55 NB Ramps						Urban - Other Principal Arterial	45	State	Intersection Geometry - Auxiliary Lanes - Add Right Turn Lane
MS 302 at Southcrest Pkwy						Urban - Other Principal Arterial	45	State	Intersection Geometry - Auxiliary Lanes - Add Left Turn Lane
MS 19 Fr I-20/I-59 to Walmart (North Meridian)	Lauderdale	5	107079	HSIP-0075-01(013)	\$292,500	Urban - Other Principal Arterial	35 - 55	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at I-20/I-59 EB Ramps						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at I-20/I-59 WB Ramps/N. Frontage						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at 5th						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at 8th						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at Old 80/Meridian CC						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at College/Old 8th						Urban - Other Principal Arterial	35	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at 65th Avenue						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at Semmes/20th						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled
MS 19 at North Hills						Urban - Other Principal Arterial	45	State	Intersection Traffic Control - Systemic Improvements - Signal-Controlled

MS 19 at Walmart						Urban - Other Principal Arterial	55	State	<i>Intersection Traffic Control - Systemic Improvements - Signal-Controlled</i>
				Corridor Totals	\$3,980,887				
<i>The Project from MS 302, from Allen Drive to Horn Lake Road was initially considered for HSIP funding, but was shifted to state funding. The transaction had not been reversed at the time of this report.</i>									

Systemic Safety Projects									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
District 1 Intersection Improvement Project	Districtwide	1	107141	HSIP-9999-01(251)	\$250,000	-	-	State	Systemic Improvements - Systemic Improvements - Stop-Controlled
Road Safety Audits Total					\$250,000				
Road Safety Audits									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
US 45, Clarke and Wayne Counties	Clarke/ Wayne	6	106951	HSIP-0002-02(065)	\$135,000	Urban - Other Principal Arterial	45 - 65	State	Non-infrastructure - Road Safety Audit
Road Safety Audits Total					\$135,000				
Strategic Highway Safety Plans									
Location	County	District	Project Number	External Number	Federal FY 2015 TOTAL Cost	(Highest Class) Functional Class	(Major Route) Speed Limit	(State, Local) Ownership	Scope
Coastal County Strategic Highway Safety Plan (SHSP)	Hancock, Harrison, Jackson	6	105975	HSIP-9999-09(020)	\$135,000	-	-	-	Non-infrastructure - Transportation Safety Planning
SHSP Total					\$135,000				
2015 HSIP Obligations/Expenditures					\$38,376,492				
Data only includes ROR left and Head On crash types									
EB crashes only									
WB crashes only									
SB, rear-end crashes only									
NB crashes only									
Snow/Sleet/Slush Only									
FMS dollar amount used. Needs update from FMIS.									
Done as intersections within a section									

Improvement Category	Output	Empahsis Area	Strategy	Code	Emphasis Area
1	1 Intersection	6	15	1	Lane Departure
12	1 Intersection	6	15, 16	2	Young Drivers
1	5 Intersections	6	15, 16, 17	3	Aggressive Drivers
				4	Impaired Drivers
				5	Unbelted Drivers
				6	Intersections
12	1 Intersection	6	15, 16		
1	3 Intersections	6	15, 16		
				Code	Strategy
1	4 Intersections	6	15, 16		Lane Departure
				5	Utilize cost effective treatments to help drivers maintain their lane. Such
					treatments may include installing: profiled thermoplastic strips, raised
					pavement markers, shoulder rumble strips, edgeline rumble strips or modified
12	1 Intersection	6	15, 16		shoulder rumble strips on section with narrow or no paved shoulders, or
1	1 Intersection	6	15, 16		wider markings (i.e., 6" or 8" wide as opposed to 4" wide). Use treatments for
1	1 Intersection	6	15		edge lines and centerlines when appropriate.
12	3 Intersections	6	15, 16		
				6	To help a driver maintain control of their vehicle if they leave the travel lane
					and get on the shoulder, then eliminate shoulder drop-off by paving
1	1 Intersection	6	15, 16		shoulders, widening substandard shoulders, or maintenance of gravel
1	1 Intersection	6	16		shoulders. Assist drivers with safely transitioning from the shoulder back to
1	1 Intersection	6	15, 16		the travel lane by constructing a beveled edge (a.k.a. safety edge).
12	1 Intersection	6	15, 16		
20	1 Intersection	6	15, 16	7	Remove/relocate objects, such as trees, utility poles, light poles, and etc., in
13	3 Intersections	6	15, 16, 17		hazardous locations (i.e., provide adequate clear zones). Reduce the
					severity of a run-off the road crash by using breakaway devices, extending

						clear zones, shielding drivers from fixed objects, and
1	1 Intersection	6	15, 16			inventory/improve/update/maintain existing guardrails, end treatments, and
1	1 Intersection	6	15, 16			attenuation systems.
1	2 Intersections	6	15, 16, 17			
					Intersections	
1	1 Intersection	6	15, 16	15		Utilize cost effective treatments to reduce the occurrence and severity of crashes involving left turns.
1	1 Intersection	6	15, 16, 17			
1	1 Intersection	6	16	16		Utilize cost effective treatments to reduce the occurrence and severity of right angle crashes.
1	1 Intersection	6	15, 16			
1	1 Intersection	6	15, 16	17		Utilize cost effective treatments to reduce the occurrence and severity of rear end collisions, especially those involving high speeds.
1	1 Intersection	6	15, 16			
1	1 Intersection	6	15, 16			
1	1 Intersection	6	15, 16, 17			
12	1 Intersection	6	15			
1	1 Intersection	6	15, 16			
1	1 Intersection	6	15, 17			

					Code	Improvement Category
					1	An intersection safety improvement project
Improvement		Empahsis			2	Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
Category	Output	Area	Strategy		3	Installation of rumble strips or another warning device, if the rumble strips or other warning
16	16.0 Miles	1	7			devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including
16	29.6 Miles	1	7			persons with disabilities.
10	6.6 Miles	1	5		4	Installation of skid resistant surface at an intersection or other location with a high
	1.8 Miles	1	5			frequency of crashes
	13.6 Miles	1	5		5	An improvement for pedestrian or bicyclist safety or for the safety of persons with disabilities
	5.2 Miles	1	5		6	Construction and improvement of a railway-highway grade crossing safety feature, including
	4.0 Miles	1	5			the installation of protective devices.
20	1.2 Miles	1	5		7	The conduct of a model traffic enforcement activity at a railway-highway crossing.
20	0.3 Miles	6	15, 16		8	Construction of a traffic calming feature
12	1 Bridge	1	5		9	Elimination of a roadside hazard
1	Interchange	1, 6	5, 7, 15, 16		10	Installation, replacement, and other improvements of highway signage and pavement markings, or
4	Interchange	1	5			a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem
17	0.6 miles	1, 6	7, 15, 16			consistent with a State strategic highway safety plan.
10	0.7 Miles	1	5		11	Installation of a priority control system for emergency vehicles at signalized intersections
	8.8 Miles	1	5		12	Installation of a traffic control or other warning device at a location with high crash potential
	6.1 Miles	1	5		13	Transportation safety planning
	5.0 Miles	1	5		14	Collection, analysis and improvement of safety data.
12	29.7 Miles	1, 6	5, 17		15	Planning integrated interoperable emergency communications equipment, operational activities, or
4	1.6 Miles	1	5			traffic enforcement activities (including police assistance) relating to work zone safety.
10	8.1 Miles	1	5		16	Installation of guardrail, barriers (including barriers between construction work zones and
	12.7 Miles	1	5			traffic lanes for the safety of road users and workers), and crash attenuators
	7.7 Miles	1	5		17	The addition or retrofitting of structures or other measures to eliminate or reduce crashes
	7.8 Miles	1	5			involving vehicles and wildlife
	6.5 Miles	1	5		18	Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in
	4.0 Miles	1	5			school zones.

10	3.8 Miles	1	5		19	Construction and operational improvements on high risk rural roads
	3.3 Miles	1	5		20	Geometric improvements to a road for safety purposes to improve safety
	3.5 Miles	1	5		21	A road safety audit
	4.3 Miles	1	5		22	Roadway safety infrastructure improvements consistent with the recommendations included in the
	3.5 Miles	1	5			publication of the Federal Highway Administration entitled "Highway Design Handbook for Older
	3.4 Miles	1	5			Drivers and Pedestrians" (FHWA-RD-01-103), dated May 2001 or as subsequently revised and updated.
2	5.8 miles	1, 6	5, 6, 7, 16		23	Truck parking facilities eligible for funding under section 1401 of the MAP-21
2	21.4 Miles	1	5, 6		24	Systemic Safety Improvements
3	12.6 Miles	1	5			
4	13.6 miles	1	5			

Improvement Category	Output	Empahsis Area	Strategy				
1	8.3 Miles	6	15, 16, 17				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16, 17				
1	0.8 Miles	6	15, 16, 17				
1	1 Intersection	6	16, 17				
1	1 Intersection	6	15,16, 17				
1	1 Intersection	6	16, 17				
1	1 Intersection	6	15, 16, 17				
1	9.8 Miles	6	15, 16, 17				
1	1 Intersection	6	15, 16, 17				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
1	1 Intersection	6	15, 16				
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1	2.1 Miles	6	15, 16				
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1	1 Intersection	6	15, 16				
1	0.6 Miles	6	15, 16, 17				
1	1 Intersection	6	15, 16, 17				
1	1 Intersection	6	16, 17				
1	1 Intersection	6	16, 17				
1	1 Intersection	6	15, 16, 17				
1	3.2 Miles	6	15, 16, 17				
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Evaluation					Before Period					After Period							
Location	County	District	Project Number	External Number	Analysis Dates			Severity Index	Crash Rate	Total Crashes	Analysis Dates			Severity Index	Crash Rate	Total Crashes	
US 49 at Lyman Project Office	Harrison	6	104923	HSIP-0008-01(105)	January 1, 2005	August 3, 2007	0.75	0.45	4	December 22, 2007	December 31, 2013	0.70	1.21	10	Evaluation Period Complete		
US 51 at Madison Ave.					January 1, 2005	November 3, 2007	0.24	2.18	42	July 1, 2008	December 31, 2013	0.21	1.14	58	Evaluation Period Complete		
US 51 at McClellan	Madison	5	104904	HSIP-7304-00(008)	January 1, 2005	November 3, 2007	0.33	0.14	3	July 1, 2008	December 31, 2013	0.55	0.42	20	Evaluation Period Complete		
US 51 at Olympic Way					January 1, 2005	November 3, 2007	0.47	0.93	15	July 1, 2008	December 31, 2013	0.93	0.38	14	Evaluation Period Complete		
US 49 at MS 22	Madison	5	106022	HSIP-0024-01(112)	January 1, 2006	June 3, 2011	0.93	1.03	27	May 16, 2012	December 31, 2014	1.63	0.62	8			
MS 35 at Red Dog Rd	Leake	5	104905	HSIP-0023-02(046)	January 1, 2005	August 3, 2007	1.60	1.18	10	April 2, 2008	December 31, 2013	0.60	0.24	5	Evaluation Period Complete		
MS 15 at Fork Rd	Neshoba	5	104900	HSIP-0022-02(050)	January 1, 2005	June 3, 2007	1.31	1.86	13	September 22, 2007	December 31, 2012	0.57	1.02	14	Evaluation Period Complete		
Lamar St at MS 6/US 78 EB Ramps	Lafayette	2			January 1, 2005	May 31, 2007	0.32	1.26	28	August 18, 2007	December 31, 2012	0.24	1.94	63	Evaluation Period Complete		
Lamar St at MS 6/US 78 WB Ramps	Lafayette	2	102481	HSIP-0070-04(014)	January 1, 2005	May 31, 2007	0.20	0.81	10	August 18, 2007	December 31, 2012	0.36	0.63	14	Evaluation Period Complete		
MS 609 at Shore Dr.	Jackson	6	104850	HSIP-9385-00(011)	January 1, 2005	May 31, 2007	2.25	0.12	4	March 29, 2008	December 31, 2013	0.58	0.33	24	Evaluation Period Complete		
I-55 Fr Fortification to MS 25	Hinds	5	105329	HSIP-055-02(026)	August 1, 2005	July 31, 2008	0.43	1.58	415	November 15, 2008	December 31, 2013	0.30	1.32	335	Evaluation Period Complete		
MS 609 at I-10 Ramps	Jackson	6	101204/305000	STP-0010-01(119)N	January 1, 2005	August 31, 2006	0.57	3.95	106	November 2, 2008	December 31, 2013	0.28	2.19	156	Evaluation Period Complete		
MS 57 at I-10 Ramps	Jackson	6	101204/304000	STP/NH-0010-01(120)N	January 1, 2005	September 3, 2006	0.60	3.50	50	December 2, 2008	December 31, 2013	0.37	2.37	90	Evaluation Period Complete		
US 90 at MS 607	Hancock	6	105542	HSIP-0003-01(146)	January 1, 2006	January 3, 2012	1.60	0.72	15	November 13, 2012	December 31, 2014	1.67	1.58	12			
US 49 at W. Wortham Rd/Grand Way Blvd.	Harrison	6	106213	HSIP-0008-01(124)	January 1, 2006	March 4, 2012	1.00	1.10	44	January 1, 2013	December 31, 2014	2.24	1.27	17			
MS 67 at Lickskillet Rd.	Harrison	6	105961	HSIP-0064-01(028)	January 1, 2006	July 3, 2011	1.54	2.85	70	March 1, 2012	December 31, 2014	1.07	0.90	15			
US 98 at MS 29	Perry	6	104892	HSIP-0014-03(061)	February 1, 2005	February 29, 2008	0.21	1.79	24	November 29, 2008	December 31, 2013	1.50	0.28	6	Evaluation Period Complete		
US 98 at Old MS 63 North	George	6	105941	HSIP-0014-03(062)	January 1, 2007	December 31, 2011	2.31	4.83	68	June 6, 2012	December 31, 2014	0.67	0.81	6			
I-220 Cable Barrier	Hinds/Madison	5	105204	HSIP-0220-03(031)	March 1, 2005	March 3, 2008	1.83	0.01	6	August 30, 2008	December 31, 2013	0.73	0.12	128	Evaluation Period Complete		
I-10 Fr Hancock Co Ln to Wolf River	Harrison	6			January 1, 2005	April 30, 2007	0.67	0.37	138	December 2, 2008	December 31, 2013	0.53	0.36	256	Evaluation Period Complete		
I-10 Fr Diamondhead to Harrison Co Ln	Hancock	6	104948	HSIP-0010-01(128)	January 1, 2005	April 30, 2007	0.33	0.43	33	December 2, 2008	December 31, 2013	0.58	0.49	81	Evaluation Period Complete		
I-10 at Cedar Lake Rd.	Harrison	6	105944	HSIP-0010-01(044)	January 1, 2006	October 3, 2011	0.79	0.77	106	June 8, 2012	December 31, 2014	0.66	0.56	37			
I-55 Fr Byram to McDowell	Hinds	5	104906	HSIP-0055-02(203)	January 1, 2005	May 31, 2007	0.37	1.09	343	November 2, 2009	December 31, 2014	0.46	1.14	787	Evaluation Period Complete		
MS 589 at Old Hwy 24	Lamar	6	104654	HSIP-1164-00(013)	November 1, 2005	October 31, 2008	0.58	2.27	12	August 1, 2009	December 31, 2014	0.00	1.52	11	Evaluation Period Complete		
MS 145 at MS 513	Clarke	6	101614	HSIP-0002-02(043)	July 4, 2005	July 3, 2008	0.25	0.64	4	April 23, 2009	December 31, 2014	0.00	0.32	4	Evaluation Period Complete		
US 72 at MS 15	Tippah	1	104890	HSIP-0007-01(073)	June 20, 2004	June 19, 2007	1.00	1.36	18	July 2, 2009	December 31, 2014	1.10	0.83	21	Evaluation Period Complete		
US 49 at (old) MS 67 in Saucier	Harrison	6	105209	HSIP-0008-01(109)	January 1, 2005	May 5, 2008	2.15	1.22	26	April 2, 2009	December 31, 2014	0.33	0.17	6	Evaluation Period Complete		
I-20 in Vicksburg City Limits (HO/ROR-L Crashes Only)	Warren	3	104897	HSIP-0020-01(183)	September 3, 2005	September 3, 2008	1.29	0.03	7	March 28, 2009	December 31, 2014	0.73	0.17	73	Evaluation Period Complete		
I-55 Barrier Wall Extension	Hinds	5	105658	HSIP-0055-02(207)	August 5, 2006	August 4, 2009	0.58	1.15	252	November 25, 2009	December 31, 2014	0.39	1.28	487	Evaluation Period Complete		
I-55 Fr Pearl St to Woodrow Wilson	Hinds	5	104902	HSIP-0055-02(204)	January 1, 2005	May 31, 2007	0.36	1.56	423	June 2, 2009	December 31, 2014	0.28	1.57	881	Evaluation Period Complete		
MS 25 South of Fulton (Turn lane)	Itawamba	1	104799	HSIP-0040-02(030)	January 1, 2005	June 4, 2007	0.70	2.82	10	June 2, 2009	December 31, 2014	0.54	1.63	13	Evaluation Period Complete		
US 11 at 2nd/Goodyear							0.13	1.17	39			0.24	1.00	17			
US 11 at Bruce/Jackson Landing							0.39	1.53	33			0.50	1.03	12			
US 11 at Canal St.	Pearl River	6	102246	STP-2170-00(012)	January 1, 2006	April 3, 2011	0.28	1.67	57	February 12, 2012	December 31, 2014	0.63	0.93	16			
US 11 at Memorial Blvd/MS 43 S							0.26	3.46	95			0.10	0.71	10			
US 11 at Fourth/N. Main							0.08	0.94	24			0.00	0.61	9			
US 49 from Stone CL to US 98	Forrest				August 1, 2005	July 31, 2008	1.09	1.03	418	November 28, 2009	December 31, 2014	0.94	0.97	558	Evaluation Period Complete		
US 49 from Bond to Forrest CL	Stone	6	105326	HSIP-0008-01(112)	August 1, 2005	July 31, 2008	1.35	0.65	17	November 28, 2009	December 31, 2014	1.12	0.62	33	Evaluation Period Complete		
US 49 from Little Biloxi River to Saucier	Harrison				August 1, 2005	July 31, 2008	1.17	0.99	161	April 11, 2009	December 31, 2014	0.84	0.91	192	Evaluation Period Complete		
MS 33 between Gloster and Coles	Amite	7	103963	HSIP-0049-01(036)	January 1, 2006	October 3, 2009	2.20	0.99	20	July 2, 2012	December 31, 2014	0.75	0.93	8			
I-55 from Pearl St to County Line Road	Hinds	5	104166/303000	STP-0055-02(186)	January 1, 2005	April 3, 2006	0.38	1.13	438	July 16, 2007	December 31, 2012	0.37	1.12	1819	Evaluation Period Complete		
US 51 over Coldwater River	Tate/DeSoto	2	103373	HSIP-2920-0(005)	January 1, 2005	September 3, 2007	0.38	2.48	21	March 2, 2009	December 31, 2014	0.50	0.87	20	Evaluation Period Complete		
US 49 from Pass Rd to Airport Road					January 1, 2006	February 3, 2010	0.55	5.17	949	June 19, 2010	December 31, 2014	0.45	2.66	624			
US 49 from Airport Road to Creosote Road	Harrison	6	105495	HSIP-0008-01(119)	January 1, 2006	September 11, 2009	0.34	17.00	631	June 19, 2010	December 31, 2014	0.37	11.19	380			
US 49 from Landon to Dedeaux Road					January 1, 2006	September 11, 2009	0.37	7.45	507	June 19, 2010	December 31, 2014	0.31	7.98	497			
US 49 from Dedeaux Road to St Charles					January 1, 2006	February 4, 2010	0.40	6.64	399	June 19, 2010	December 31, 2014	0.35	8.85	387			
I-55 Byram Interchange (SB Rear End Crashes Only)	Hinds	5	105657	HSIP-0055-02(205)	January 1, 2006	March 3, 2009	0.43	0.77	14	December 1, 2010	December 31, 2014	0.4	0.55	10			
MS 15 at MS 32	Chickasaw	1	105548	HSIP-0022-03(024)	January 1, 2006	October 31, 2009	1.24	2.27	17	July 1, 2010	December 31, 2014	1.06	2.21	18			
MS 18 @ Seven Springs/Palestine Rd					January 1, 2006	October 3, 2009	0.92	2.18	36	October 2, 2010	December 31, 2014	0.63	1.67	16			
MS 18 @ Hinds Blvd	Hinds	5	105539	HSIP-0039-02(043)	January 1, 2006	October 3, 2009	0.88	0.47	8	October 2, 2010	December 31, 2014	0.44	0.97	9			
MS 18 @ County Farm Rd					January 1, 2006	October 30, 2009	0.65	0.88	17	October 2, 2010	December 31, 2014	0.43	0.75	14			
MS 25 from I-55 to Rankin Co. Line SECTION	Hinds						0.22	4.29	632			0.23	3.66	576			
MS 25 from Rankin Co. Line to MS 475 SECTION	Rankin						0.40	3.62	1906			0.31	3.84	2216			
MS 25 at I-55 E. Frontage Rd.							0.24	2.23	137			0.18	1.97	136			
MS 25 at Cool Papa Bell Rd.							0.35	1.75	92			0.25	1.13	73			
MS 25 at Lakeland Terrace/Lakeland Ln.	Hinds						0.28	0.59	46			0.25	0.86	68			
MS 25 at Ridgewood Rd.							0.22	1.98	188			0.23	1.69	164			
MS 25 at Lakeland Cir		5	105558	HSIP-0056-01(069)	January 1, 2006	December 31, 2009	0.26	0.90	76	October 1, 2010	December 31, 2014	0.25	0.6	55			
MS 25 at River Bend							0.45	0.62	51			0.26	0.89	80			
MS 25 at Tree Tops							0.35	1.09	113			0.2	0.98	91			
MS 25 at Layfair							0.30	0.66	54			0.09	0.64	55			
MS 25 at River Oaks	Rankin						0.51	1.24	107			0.28	1.25	116			
MS 25 at N. Flowood Dr.							0.40	0.63	52			0.19	0.74	63			
MS 25 at Flynt Dr.							0.37	0.85	60			0.2	0.78	59			
MS 25 at MS 475							0.38	2.72	229			0.2	2.5	236			
MS 42 at Petal HS (Mulberry to Trailwood)	Forrest	6	104896	HSIP-0063-02(024)	January 1, 2006	November 3, 2007	0.10	2.48	10	November 2, 2010	December 31, 2014	0.85	1.88	20			
US 45 @ Hamilton Rd	Monroe	1	105554	HSIP-0025-00(066)	January 1, 2006	November 3, 2009	1.16	4.01	38	July 16, 2010	December 31, 2014	1.71	1.3	17			
US 72 @ CR 218/306/Central School Rd/Old 72	Alcorn	1	105553	HSIP-0007-01(075)	January 1, 2006	October 3, 2009	1.45	2.16	49	June 1, 2010	December 31, 2014	0.27	1.66	26			
US 84 @ Jackson-Liberty Rd	Lincoln	7	105742	HSIP-0015-01(066)	January 1, 2006	September 30, 2009	1.29	1.77	17	November 2, 2010	December 31, 2014	1.29	0.68	7			
US 98 from MS 589 to Weathersby	Lamar	6	104891	HSIP-0014-02(056)	January 1, 2006	January 3, 2008	0.43	3.46	524	July 11,							

US 98, from Weathersby to Interstate 59	Lamar	6	104891, 105046	HSIP-0014-02(057)/STP-0014-02(058)	January 1, 2006	March 5, 2008	0.29	6.31	251	January 23, 2009	December 31, 2014	0.32	8.53	999	Evaluation Period Complete
US 98/Hardy Fr Westover to I-59 (including SB Ramp)	Lamar	6	105413	HSIP-0014-02(062)	January 1, 2006	May 3, 2011	0.22	28.15	467	September 7, 2012	December 31, 2014	0.3	37.38	264	
I-110 Fr Biloxi Bay to I-10	Harrison	6	104947	HSIP-0110-01(026)	January 1, 2006	March 3, 2010	0.54	1.61	290	May 2, 2011	December 31, 2014	0.45	0.64	114	
MS 481 Realign Curve South of I-20	Scott	5	104898	HSIP-0331-00(012)	January 1, 2006	December 31, 2009	0.33	6.00	3	November 2, 2011	December 31, 2014	0.5	4.44	2	
MS 18 @ Midway Rd	Hinds	5	105873	HSIP-0039-02(045)	January 1, 2006	April 6, 2011	1.67	1.27	36	November 19, 2011	December 31, 2014	0.29	0.97	17	
MS 35 @ MS 28 East of Mize	Smith	7	103891	HSIP-0023-01(072)	January 1, 2006	January 4, 2009	0.50	0.91	6	June 2, 2011	December 31, 2014	0.4	0.69	5	
MS 15 @ US 84 in Laurel	Jones	6	103289	HSIP-0022-01(056)	January 1, 2006	September 27, 2010	0.25	1.63	121	November 19, 2011	December 31, 2014	0.33	1.8	89	
US 90 at Hospital/Ocean Springs Rd SOUTH	Jackson	6	104917	HSIP-0003-01(149)	January 1, 2006	September 3, 2009	0.23	3.43	161	January 12, 2011	December 31, 2014	0.31	1.72	99	
US 90 at Hospital/Ocean Springs Rd NORTH	Jackson	6	104917	HSIP-0003-01(149)	January 1, 2006	September 3, 2009	0.23	3.43	161	January 12, 2011	December 31, 2014	0.31	1.72	99	
US 49 @ Southgate/Anderson	Forrest	6	105875	HSIP-0008-01(121)	January 1, 2006	August 31, 2010	0.98	1.71	47	May 1, 2011	December 31, 2014	0.91	1.56	34	Road did not exist before 1/1
MS 25 from Monroe CL/Gaddy Rd	Itawamba	1	105736	HSIP-0040-02(031)	January 1, 2006	August 31, 2010	1.12	2.08	99	April 30, 2011	December 31, 2014	1.1	1.99	79	
MS 27 Fr Warren to Copiah Co. Ln.	Hinds	5	105874	HSIP-0054-02(023)	January 1, 2006	July 31, 2010	0.90	1.38	177	June 1, 2011	December 31, 2014	0.38	1.17	104	
I-20 at Norrell	Hinds	5	105874	HSIP-0020-01(194)	January 1, 2006	July 31, 2010	1.00	2.90	8	June 1, 2011	December 31, 2014	1.17	2.95	6	
MS 13 W of Gunther Rd to Forrest Co Ln	Pearl River	6	105911	HSIP-0023-01(075)	January 1, 2006	September 6, 2010	0.82	7.81	66	April 5, 2011	December 31, 2014	1	1.08	5	
Springridge Rd Btw I-20 and US 80	Hinds	5	105928	HSIP-7312-00(003)	January 1, 2006	August 31, 2010	0.24	11.62	206	March 19, 2011	December 31, 2014	0.31	12.89	157	
Spillway Rd Guardrail	Madison/Rankin	5	106171	HSIP-6945-00(008)	January 1, 2006	August 31, 2011	0.88	0.48	40	March 31, 2012	December 31, 2014	0.36	0.69	28	
I-20 Fr Bovina to Big Black River	Warren	3	105943	HSIP-0020-01(196)	January 1, 2006	August 31, 2010	1.25	0.13	40	July 30, 2011	December 31, 2014	0.51	0.18	45	
I-55 Fr LA State Line to Lincoln Co Ln	Pike	7	105973	HSIP-0055-01(098)	January 1, 2006	August 31, 2010	1.22	0.09	65	July 19, 2011	December 31, 2014	1.05	0.21	120	
I-55 Fr Pike Co Ln to Union St Bridge	Lincoln	7	105973	HSIP-0055-01(098)	January 1, 2006	August 31, 2010	0.71	0.06	35	July 19, 2011	December 31, 2014	0.63	0.25	109	
I-55 Fr Copiah Co Ln to Byram Interchange	Hinds	5	106025	HSIP-0055-02(215)	January 1, 2006	October 6, 2010	1.64	0.05	42	June 19, 2011	December 31, 2014	0.72	0.14	58	
I-20 Fr Smith Spur Rd to AL State Line	Lauderdale	5	106026	HSIP-0020-02(081)	January 1, 2006	October 6, 2010	1.44	0.08	16	June 12, 2011	December 31, 2014	0.52	0.26	33	
Districtwide Cable Barrier Construction	Hinds	2	106040	HSIP-0000-02(012)	January 1, 2006	September 30, 2010	1.52		129	November 4, 2011	December 31, 2014	0.43		208	Did not capture crash rate da
Districtwide Cable Barrier Construction	Hinds	2	106290	HSIP-0000-02(027)	January 1, 2007	January 31, 2012	0.52		23	October 27, 2012	December 31, 2014	0.71		21	
Districtwide Cable Barrier Construction	Hinds	1	106020	HSIP-0000-01(007)	January 1, 2006	August 31, 2010	1.05		200	October 29, 2011	December 31, 2014	0.42		444	Did not capture crash rate da
Districtwide Cable Barrier Construction	Hinds	6	106027	HSIP-0000-06(004)	January 1, 2006	October 6, 2010	1.26		196	November 11, 2011	December 31, 2014	0.39		322	Did not capture crash rate da
US 45 at CR 212	Clarke	6	106233	HSIP-0002-02(063)	January 1, 2007	August 4, 2012	1.86	2.09	21	July 11, 2013	December 31, 2014	0	0	0	
US 61 at Delta View Rd.	Desoto	2	106173	HSIP-0009-06(013)	January 1, 2007	October 31, 2012	1.63	0.47	16	September 11, 2013	December 31, 2014	0	0.12	1	
MS 67 at Sangani - old configuration					January 1, 2007	January 4, 2012	0.53	7.28	191						
MS 67 at Sangani - east ramps (NB)										July 25, 2013	December 31, 2014	0.2	5.56	54	
MS 67 at Sangani - west ramps (SB)	Harrison	6	105281	HSIP-0064-01(027)/NHS-0022-01(075)						July 25, 2013	December 31, 2014	0.11	1.14	9	
MS 67 at Sangani - east signal/Indian River Rd.										July 25, 2013	December 31, 2014	0.1	2.39	30	
MS 67 at Sangani - west signal/Promenade										July 25, 2013	December 31, 2014	0.32	3.47	31	
Kiln-Delisle at Vidalia Curb and Gutter	Harrison	6	106225	HRRR-0024(23)B	January 1, 2008	April 25, 2011	0.75	0.61	4	April 27, 2013	December 31, 2014	3	0.31	1	
US 45 at Euclatubba Rd.	Lee	1	102083	HSIP-0002-06(114)	January 1, 2005	July 21, 2009	1.75	0.98	36	September 2, 2013	December 31, 2014	0	0.16	2	
US 90 at Franklin Creek Rd	Jackson	6	105913	HSIP-0003-01(182)	January 1, 2007	September 4, 2012	1.69	1.06	32	June 29, 2013	December 31, 2014	2.33	0.75	6	
US 84 at Ferguson Mill Rd.	Lawrence	7	106242	HSIP-0015-02(092)	January 1, 2007	October 14, 2012	2.27	1.93	22	September 8, 2013	December 31, 2014	1	0.42	1	
US 49 Fr Campbell Loop to N 31st	Forrest	6	106215	HSIP-0008-01(027)	January 1, 2007	August 4, 2012	0.73	4.55	173	May 3, 2013	December 31, 2014	0.42	4.71	55	
MS 198 Fr I-59 to US 49	Forrest/Lamar	6	102252	HSIP-6098-00(003)	January 1, 2006	April 3, 2007	0.26	18.80	330	March 2, 2013	December 31, 2014	0.25	12.6	359	
I-59 @ 16th Ave	Jones	6	105735	HSIP-0059-02(020)	January 1, 2007	August 4, 2012	0.17	3.62	60	October 13, 2013	December 31, 2014	0.21	8.12	28	
US 45 Cable Barrier	Lee	1	106416	HSIP-0002-06(020)	January 1, 2007	August 31, 2012	1.81		21	August 10, 2013	December 31, 2014	0.42		59	
Districtwide Cable Barrier Construction		3	106417	HSIP-0055-02(231)	January 1, 2007	August 31, 2012	1.67		18	July 18, 2013	December 31, 2014	0.42		26	
MS 35 at I-20 EB Ramps	Scott	5	106357	HSIP-0023-02(056)	January 1, 2007	October 31, 2012	1.19	0.97	26	November 2, 2013	December 31, 2014	0	0.91	5	
						Average	0.81	2.57		Average Reduction		0.55	2.17		
												32%	16%		

Local LEOs did not report crash during Before period.

US 49 in Forrest Co	Forrest	6	105249	HSIP-0008-01(082)	January 1, 2006	January 31, 2009	0.68	2.64	2065	February 2, 2010	December 31, 2013	0.58	2.40	2260	Traffic Study
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While projects have been initiated in this corridor, this project was a traffic study. If an individual project occurred on this corridor, it has been reported and will be tracked for evaluation.

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Location	County	District	Project Number	External Number	Before Period			After Period			Severity Index	Crash Rate	Total Crashes	Severity Index	Crash Rate	Total Crashes	
					Analysis Dates	Analysis Dates	Analysis Dates	Analysis Dates	Analysis Dates	Analysis Dates							
I-55 Fr Fortification to MS 25	Hinds	5	105329	HSIP-055-02(026)	August 1, 2005	July 31, 2008	0.43	1.58	415	November 15, 2008	December 31, 2013	0.30	1.32	335	Evaulation Period Complete		
I-220 Cable Barrier	Hinds/Madison	5	105204	HSIP-0220-03(031)	March 1, 2005	March 3, 2008	1.83	0.01	6	August 30, 2008	December 31, 2013	0.73	0.12	128	Evaulation Period Complete		
I-10 Fr Hancock Co Ln to Wolf River	Harrison	6	104948	HSIP-0010-01(128)	January 1, 2005	April 30, 2007	0.67	0.37	138	December 2, 2008	December 31, 2013	0.53	0.36	256	Evaulation Period Complete		
I-10 Fr Diamondhead to Harrison Co Ln	Hancock	6	104948	HSIP-0010-01(128)	January 1, 2005	April 30, 2007	0.33	0.43	33	December 2, 2008	December 31, 2013	0.58	0.49	81	Evaulation Period Complete		
I-55 Fr Byram to McDowell	Hinds	5	104906	HSIP-0055-02(203)	January 1, 2005	May 31, 2007	0.37	1.09	343	November 2, 2009	December 31, 2014	0.46	1.14	787	Evaulation Period Complete		
I-20 in Vicksburg City Limits (HO/ROR-L Crashes Only)	Warren	3	104897	HSIP-0020-01(183)	September 3, 2005	September 3, 2008	1.29	0.03	7	March 28, 2009	December 31, 2014	0.73	0.17	73	Evaulation Period Complete		
I-55 Barrier Wall Extension	Hinds	5	105658	HSIP-0055-02(207)	August 5, 2006	August 4, 2009	0.58	1.15	252	November 25, 2009	December 31, 2014	0.39	1.28	487	Evaulation Period Complete		
I-55 Fr Pearl St to Woodrow Wilson	Hinds	5	104902	HSIP-0055-02(204)	January 1, 2005	May 31, 2007	0.36	1.56	423	June 2, 2009	December 31, 2014	0.28	1.57	881	Evaulation Period Complete		
US 49 from Stone CL to US 98	Forrest			HSIP-0008-01(112)	August 1, 2005	July 31, 2008	1.09	1.03	418	November 28, 2009	December 31, 2014	0.94	0.97	558	Evaulation Period Complete		
US 49 from Bond to Forrest CL	Stone	6	105326	HSIP-0008-01(112)	August 1, 2005	July 31, 2008	1.35	0.65	17	November 28, 2009	December 31, 2014	1.12	0.62	33	Evaulation Period Complete		
US 49 from Little Biloxi River to Saucier	Harrison			HSIP-0008-01(113)	August 1, 2005	July 31, 2008	1.17	0.99	161	April 11, 2009	December 31, 2014	0.84	0.91	192	Evaulation Period Complete		
I-55 from Pearl St to County Line Road	Hinds	5	104166/303000	STP-0055-02(186)	January 1, 2005	April 3, 2006	0.38	1.13	438	July 16, 2007	December 31, 2012	0.37	1.12	1819	Evaulation Period Complete		
US 51 over Coldwater River	Tate/DeSoto	2	103373	HSIP-2920-0(005)	January 1, 2005	September 3, 2007	0.38	2.48	21	March 2, 2009	December 31, 2014	0.50	0.87	20	Evaulation Period Complete		
US 49 from Pass Rd to Airport Road					January 1, 2006	February 3, 2010	0.55	5.17	949	June 19, 2010	December 31, 2014	0.45	2.66	624			
US 49 from Airport Road to Creosote Road	Harrison	6	105495	HSIP-0008-01(119)	January 1, 2006	September 11, 2009	0.34	17.00	631	June 19, 2010	December 31, 2014	0.37	11.19	380			
US 49 from Landon to Dedeaux Road					January 1, 2006	September 11, 2009	0.37	7.45	507	June 19, 2010	December 31, 2014	0.31	7.98	497			
US 49 from Dedeaux Road to St Charles					January 1, 2006	February 4, 2010	0.40	6.64	399	June 19, 2010	December 31, 2014	0.35	8.85	387			
US 98, from Weathersby to Intestate 59	Lamar	6	104891, 105046	HSIP-0014-02(057)/STP-0014-02(058)	January 1, 2006	March 5, 2008	0.29	6.31	251	January 23, 2009	December 31, 2014	0.32	8.53	999	Evaulation Period Complete		
I-110 Fr Biloxi Bay to I-10	Harrison	6	104947	HSIP-0110-01(026)	January 1, 2006	March 3, 2010	0.54	1.61	290	May 2, 2011	December 31, 2014	0.45	0.64	114			
MS 481 Realign Curve South of I-20	Scott	5	104898	HSIP-0331-00(012)	January 1, 2006	December 31, 2009	0.33	6.00	3	November 2, 2011	December 31, 2014	0.5	4.44	2			
MS 25 from Monroe CL/Gaddy Rd	Itawamba	1	105736	HSIP-0040-02(031)	January 1, 2006	August 31, 2010	1.12	2.08	99	April 30, 2011	December 31, 2014	1.1	1.99	79			
MS 27 Fr Warren to Copiah Co. Ln.	Hinds	5	105874	HSIP-0054-02(023)	January 1, 2006	July 31, 2010	0.90	1.38	177	June 1, 2011	December 31, 2014	0.38	1.17	104			
I-20 at Norrell				HSIP-0020-01(194)	January 1, 2006	July 31, 2010	1.00	2.90	8	June 1, 2011	December 31, 2014	1.17	2.95	6			
MS 13 W of Gunther Rd to Forrest Co Ln	Pearl River	6	105911	HSIP-0023-01(075)	January 1, 2006	September 6, 2010	0.82	7.81	66	April 5, 2011	December 31, 2014	1	1.08	5			
Springridge Rd Btw I-20 and US 80	Hinds	5	105928	HSIP-7312-00(003)	January 1, 2006	August 31, 2010	0.24	11.62	206	March 19, 2011	December 31, 2014	0.31	12.89	157			
Spillway Rd Guardrail	Madison/Rankin	5	106171	HSIP-6945-00(008)	January 1, 2006	August 31, 2011	0.88	0.48	40	March 31, 2012	December 31, 2014	0.36	0.69	28			
I-20 Fr Bovina to Big Black River	Warren	3	105943	HSIP-0020-01(196)	January 1, 2006	August 31, 2010	1.25	0.13	40	July 30, 2011	December 31, 2014	0.51	0.18	45			
I-55 Fr LA State Line to Lincoln Co Ln	Pike	7	105973	HSIP-0055-01(098)	January 1, 2006	August 31, 2010	1.22	0.09	65	July 19, 2011	December 31, 2014	1.05	0.21	120			
I-55 Fr Pike Co Ln to Union St Bridge	Lincoln				January 1, 2006	August 31, 2010	0.71	0.06	35	July 19, 2011	December 31, 2014	0.63	0.25	109			
I-55 Fr Copiah Co Ln to Byram Interchange	Hinds	5	106025	HSIP-0055-02(215)	January 1, 2006	October 6, 2010	1.64	0.05	42	June 19, 2011	December 31, 2014	0.72	0.14	58			
I-20 Fr Smith Spur Rd to AL State Line	Lauderdale	5	106026	HSIP-0020-02(081)	January 1, 2006	October 6, 2010	1.44	0.08	16	June 12, 2011	December 31, 2014	0.52	0.26	33			
Districtwide Cable Barrier Construction		2	106040	HSIP-0000-02(012)	January 1, 2006	September 30, 2010	1.52		129	November 4, 2011	December 31, 2014	0.43		208	Did not capture crash rate d		
Districtwide Cable Barrier Construction		2	106290	HSIP-0000-02(027)	January 1, 2007	January 31, 2012	0.52		23	October 27, 2012	December 31, 2014	0.71		21			
Districtwide Cable Barrier Construction		1	106020	HSIP-0000-01(007)	January 1, 2006	August 31, 2010	1.05		200	October 29, 2011	December 31, 2014	0.42		444	Did not capture crash rate d		
Districtwide Cable Barrier Construction		6	106027	HSIP-0000-06(004)	January 1, 2006	October 6, 2010	1.26		196	November 11, 2011	December 31, 2014	0.39		322	Did not capture crash rate d		
US 49 Fr Campbell Loop to N 31st	Forrest	6	106215	HSIP-0008-01(027)	January 1, 2007	August 4, 2012	0.73	4.55	173	May 3, 2013	December 31, 2014	0.42	4.71	55			
MS 198 Fr I-59 to US 49	Forrest/Lamar	6	102252	HSIP-6098-00(003)	January 1, 2006	April 3, 2007	0.26	18.80	330	March 2, 2013	December 31, 2014	0.25	12.6	359			
US 45 Cable Barrier	Lee	1	106416	HSIP-0002-06(020)	January 1, 2007	August 31, 2012	1.81		21	August 10, 2013	December 31, 2014	0.42		59			
Districtwide Cable Barrier Construction		3	106417	HSIP-0055-02(231)	January 1, 2007	August 31, 2012	1.67		18	July 18, 2013	December 31, 2014	0.42		26			
					Average		0.85	3.42		Average Reduction		0.56	2.86				
												34%	16%				

Local LEOs did not report crash during Before period.

US 49 in Forrest Co Forrest 6 105249 HSIP-0008-01(082) January 1, 2006 January 31, 2009 0.68 2.64 2065 February 2, 2010 December 31, 2013 0.58 2.40 2260 Traffic Study

While projects have been initiated in this corridor, this project was a traffic study. If an individual project occurred on this corridor, it has been reported and will be tracked for evaluation.

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Location	County	District	Project Number	External Number	Before Period					After Period					Analysis Dates	Severity Index	Crash Rate	Total Crashes	Analysis Dates	Severity Index	Crash Rate	Total Crashes	Analysis Dates
					Analysis Dates	Severity Index	Crash Rate	Total Crashes	Analysis Dates	Severity Index	Crash Rate	Total Crashes	Analysis Dates	Severity Index									
US 49 at Lyman Project Office	Harrison	6	104923	HSIP-0008-01(105)	January 1, 2005	August 3, 2007	0.75	0.45	4	December 22, 2007	December 31, 2013	0.70	1.21	10	Evaluation Period Complete								
US 51 at Madison Ave.					January 1, 2005	November 3, 2007	0.24	2.18	42	July 1, 2008	December 31, 2013	0.21	1.14	58	Evaluation Period Complete								
US 51 at McClellan	Madison	5	104904	HSIP-7304-00(008)	January 1, 2005	November 3, 2007	0.33	0.14	3	July 1, 2008	December 31, 2013	0.55	0.42	20	Evaluation Period Complete								
US 51 at Olympic Way					January 1, 2005	November 3, 2007	0.47	0.93	15	July 1, 2008	December 31, 2013	0.93	0.38	14	Evaluation Period Complete								
US 49 at MS 22	Madison	5	106022	HSIP-0024-01(112)	January 1, 2006	June 3, 2011	0.93	1.03	27	May 16, 2012	December 31, 2014	1.63	0.62	8									
MS 35 at Red Dog Rd	Leake	5	104905	HSIP-0023-02(046)	January 1, 2005	August 3, 2007	1.60	1.18	10	April 2, 2008	December 31, 2013	0.60	0.24	5	Evaluation Period Complete								
MS 15 at Fork Rd	Neshoba	5	104900	HSIP-0022-02(050)	January 1, 2005	June 3, 2007	1.31	1.86	13	September 22, 2007	December 31, 2012	0.57	1.02	14	Evaluation Period Complete								
Lamar St at MS 6/US 78 EB Ramps	Lafayette	2			January 1, 2005	May 31, 2007	0.32	1.26	28	August 18, 2007	December 31, 2012	0.24	1.94	63	Evaluation Period Complete								
Lamar St at MS 6/US 78 WB Ramps	Lafayette	2	102481	HSIP-0070-04(014)	January 1, 2005	May 31, 2007	0.20	0.81	10	August 18, 2007	December 31, 2012	0.36	0.63	14	Evaluation Period Complete								
MS 609 at Shore Dr.	Jackson	6	104850	HSIP-9385-00(011)	January 1, 2005	May 31, 2007	2.25	0.12	4	March 29, 2008	December 31, 2013	0.58	0.33	24	Evaluation Period Complete								
MS 609 at I-10 Ramps	Jackson	6	101204/305000	STP-0010-01(119)N	January 1, 2005	August 31, 2006	0.57	3.95	106	November 2, 2008	December 31, 2013	0.28	2.19	156	Evaluation Period Complete								
MS 57 at I-10 Ramps	Jackson	6	101204/304000	STP/NH-0010-01(120)N	January 1, 2005	September 3, 2006	0.60	3.50	50	December 2, 2008	December 31, 2013	0.37	2.37	90	Evaluation Period Complete								
US 90 at MS 607	Hancock	6	105542	HSIP-0003-01(146)	January 1, 2006	January 3, 2012	1.60	0.72	15	November 13, 2012	December 31, 2014	1.67	1.58	12									
US 49 at W. Wortham Rd/Grand Way Blvd.	Harrison	6	106213	HSIP-0008-01(124)	January 1, 2006	March 4, 2012	1.00	1.10	44	January 1, 2013	December 31, 2014	2.24	1.27	17									
MS 67 at Licksillet Rd.	Harrison	6	105961	HSIP-0064-01(028)	January 1, 2006	July 3, 2011	1.54	2.85	70	March 1, 2012	December 31, 2014	1.07	0.90	15									
US 98 at MS 29	Perry	6	104892	HSIP-0014-03(061)	February 1, 2005	February 3, 2008	0.21	1.79	24	November 29, 2008	December 31, 2013	1.50	0.28	6	Evaluation Period Complete								
US 98 at Old MS 63 North	George	6	105941	HSIP-0014-03(062)	January 1, 2007	December 31, 2011	2.31	4.83	68	June 6, 2012	December 31, 2014	0.67	0.81	6									
I-10 at Cedar Lake Rd.	Harrison	6	105944	HSIP-0010-01(044)	January 1, 2006	October 3, 2011	0.79	0.77	106	June 8, 2012	December 31, 2014	0.66	0.56	37									
MS 589 at Old Hwy 24	Lamar	6	104654	HSIP-1164-00(013)	November 1, 2005	October 31, 2008	0.58	2.27	12	August 1, 2009	December 31, 2014	0.00	1.52	11	Evaluation Period Complete								
MS 145 at MS 513	Clarke	6	101614	HSIP-0002-02(043)	July 4, 2005	July 3, 2008	0.25	0.64	4	April 23, 2009	December 31, 2014	0.00	0.32	4	Evaluation Period Complete								
US 72 at MS 15	Tippah	1	104890	HSIP-0007-01(073)	June 20, 2004	June 19, 2007	1.00	1.36	18	July 2, 2009	December 31, 2014	1.10	0.83	21	Evaluation Period Complete								
US 49 at (old) MS 67 in Saucier	Harrison	6	105209	HSIP-0008-01(109)	January 1, 2005	May 5, 2008	2.15	1.22	26	April 2, 2009	December 31, 2014	0.33	0.17	6	Evaluation Period Complete								
MS 25 South of Fulton (Turn lane)	Itawamba	1	104799	HSIP-0040-02(030)	January 1, 2005	June 4, 2007	0.70	2.82	10	June 2, 2009	December 31, 2014	0.54	1.63	13	Evaluation Period Complete								
US 11 at 2nd/Goodyear							0.13	1.17	39			0.24	1.00	17									
US 11 at Bruce/Jackson Landing							0.39	1.53	33			0.50	1.03	12									
US 11 at Canal St.	Pearl River	6	102246	STP-2170-00(012)	January 1, 2006	April 3, 2011	0.28	1.67	57	February 12, 2012	December 31, 2014	0.63	0.93	16									
US 11 at Memorial Blvd/MS 43 S							0.26	3.46	95			0.10	0.71	10									
US 11 at Fourth/N. Main							0.08	0.94	24			0.00	0.61	9									
I-55 Byram Interchange (SB Rear End Crashes Only)	Hinds	5	105657	HSIP-0055-02(205)	January 1, 2006	March 3, 2009	0.43	0.77	14	December 1, 2010	December 31, 2014	0.4	0.55	10									
MS 15 at MS 32	Chickasaw	1	105548	HSIP-0022-03(024)	January 1, 2006	October 31, 2009	1.24	2.27	17	July 1, 2010	December 31, 2014	1.06	2.21	18									
MS 18 @ Seven Springs/Palestine Rd					January 1, 2006	October 3, 2009	0.92	2.18	36	October 2, 2010	December 31, 2014	0.63	1.67	16									
MS 18 @ Hinds Blvd	Hinds	5	105539	HSIP-0039-02(043)	January 1, 2006	October 3, 2009	0.88	0.47	8	October 2, 2010	December 31, 2014	0.44	0.97	9									
MS 18 @ County Farm Rd					January 1, 2006	October 30, 2009	0.65	0.88	17	October 2, 2010	December 31, 2014	0.43	0.75	14									
MS 25 at I-55 E. Frontage Rd.							0.24	2.23	137			0.18	1.97	136									
MS 25 at Cool Papa Bell Rd.							0.35	1.75	92			0.25	1.13	73									
MS 25 at Lakeland Terrace/Lakeland Ln.	Hinds						0.28	0.59	46			0.25	0.86	68									
MS 25 at Ridgewood Rd.							0.22	1.98	188			0.23	1.69	164									
MS 25 at Lakeland Cir							0.26	0.90	76			0.25	0.6	55									
MS 25 at River Bend							0.45	0.62	51			0.26	0.89	80									
MS 25 at Tree Tops		5	105558	HSIP-0056-01(069)	January 1, 2006	December 31, 2009	0.35	1.09	113	October 1, 2012	December 31, 2014	0.2	0.98	91									
MS 25 at Layfair							0.30	0.66	54			0.09	0.64	55									
MS 25 at River Oaks	Rankin						0.51	1.24	107			0.28	1.25	116									
MS 25 at N. Flowood Dr.							0.40	0.63	52			0.19	0.74	63									
MS 25 at Flynt Dr.							0.37	0.85	60			0.2	0.78	59									
MS 25 at MS 475							0.38	2.72	229			0.2	2.5	236									
MS 42 at Petal HS (Mulberry to Trailwood)	Forrest	6	104896	HSIP-0063-02(024)	January 1, 2006	November 3, 2007	0.10	2.48	10	November 2, 2010	December 31, 2014	0.85	1.88	20									
US 45 @ Hamilton Rd	Monroe	1	105554	HSIP-0025-00(066)	January 1, 2006	November 3, 2009	1.16	4.01	38	July 16, 2010	December 31, 2014	1.71	1.3	17									
US 72 @ CR 218/306/Central School Rd/Old 72	Alcorn	1	105553	HSIP-0007-01(075)	January 1, 2006	October 3, 2009	1.45	2.16	49	June 1, 2010	December 31, 2014	0.27	1.66	26									
US 84 @ Jackson-Liberty Rd	Lincoln	7	105742	HSIP-0015-01(066)	January 1, 2006	September 30, 2009	1.29	1.77	17	November 2, 2010	December 31, 2014	1.29	0.68	7									
US 98 from MS 589 to Weathersby	Lamar	6	104891	HSIP-0014-02(056)	January 1, 2006	January 3, 2008	0.43	3.46	524	July 11, 2010	December 31, 2014	0.43	3.37	1203									
US 98/Hardy Fr Westover to I-59 (including SB Ramp)	Lamar	6	105413	HSIP-0014-02(062)	January 1, 2006	May 3, 2011	0.22	28.15	467	September 7, 2012	December 31, 2014	0.3	37.38	264									
MS 18 @ Midway Rd	Hinds	5	105873	HSIP-0039-02(045)	January 1, 2006	April 6, 2011	1.67	1.27	36	November 19, 2011	December 31, 2014	0.29	0.97	17									
MS 35 @ MS 28 East of Mize	Smith	7	103891	HSIP-0023-01(072)	January 1, 2006	January 4, 2009	0.50	0.91	6	June 2, 2011	December 31, 2014	0.4	0.69	5									
MS 15 @ US 84 in Laurel	Jones	6	103289	HSIP-0022-01(056)	January 1, 2006	September 27, 2010	0.25	1.63	121	November 19, 2011	December 31, 2014	0.33	1.8	89									
US 90 at Hospital/Ocean Springs Rd SOUTH	Jackson	6	104917	HSIP-0003-01(149)	January 1, 2006	September 3, 2009	0.23	3.43	161	January 12, 2011	December 31, 2014	0.31	1.72	99									
US 90 at Hospital/Ocean Springs Rd NORTH										January 12, 2011	December 31, 2014	0.28	1.75	94	Road did not exist before 1/12/11								
US 49 @ Southgate/Anderson	Forrest	6	105875	HSIP-0008-01(121)	January 1, 2006	August 31, 2010	0.98	1.71	47	May 1, 2011	December 31, 2014	0.91	1.56	34									
US 45 at CR 212	Clarke	6	106233	HSIP-0002-02(063)	January 1, 2007	August 4, 2012	1.86	2.09	21	July 11, 2013	December 31, 2014	0	0	0									
US 61 at Delta View Rd.	Desoto	2	106173	HSIP-0009-06(013)	January 1, 2007	October 31, 2012	1.63	0.47	16	September 11, 2013	December 31, 2014	0	0.12	1									
MS 67 at Sangani - old configuration	Harrison	6	105281	HSIP-0064-01(027) NHS-00	January 1, 2007	January 4, 2012	0.53	7.28	191														
MS 67 at Sangani - east ramps (NB)										July 25, 2013	December 31, 2014	0.2	5.56	54									
MS 67 at Sangani - west ramps (SB)										July 25, 2013	December 31, 2014	0.11	1.14	9									
MS 67 at Sangani - east signal/Indian River Rd.										July 25, 2013	December 31, 2014	0.1	2.39	30									
MS 67 at Sangani - west signal/Promenade										July 25, 2013	December 31, 2014	0.32	3.47	31									
Kiln-Delisle at Vidalia Curb and Gutter	Harrison	6	106225	HRRR-0024(23)B	January 1, 2008	April 25, 2011	0.75	0.61	4	April 27, 2013	December 31, 2014	3	0.31	1									
US 45 at Euclatubba Rd.	Lee	1	102083	HSIP-0002-06(114)	January 1, 2005	July 21, 2009	1.75	0.98	36	September 2, 2013	December 31, 2014	0	0.16	2									
US 90 at Franklin Creek Rd	Jackson	6	105913	HSIP-0003-01(182)	January 1, 2007	September 4, 2012	1.69	1.06	32	June 29, 2013	December 31, 2014	2.33	0.75	6									
US 84 at Ferguson Mill Rd.	Lawrence	7	106242	HSIP-0015-02(092)	January 1, 2007	October 14, 2012	2.27	1.93	22	September 8, 2013	December 31, 2014	1	0.42	1									
US 49 Fr Campbell Loop to N 31st	Forrest	6	106215	HSIP-0008-01(027)	January 1, 2007	August 4, 2012	0.73	4.55	173	May 3, 2013	December 31, 2014	0.42	4.71	55									
MS 198 Fr I-59 to US 49	Forrest/Lamar	6	102252	HSIP-6098-00(003)	January 1, 2006	April 3, 2007	0.26	18.80	330	March 2, 2013	December 31,												

Average

0.78

2.41

Average
Reduction

0.55
29%

2.00
17%

US 49 in Forrest Co	Forrest	6	105249	HSIP-0008-01(082)	January 1, 2006	January 31, 2009	0.68	2.64	2065	February 2, 2010	December 31, 2013	0.58	2.40	2260	Traffic Study
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While projects have been initiated in this corridor, this project was a traffic study. If an individual project occurred on this corridor, it has been reported and will be tracked for evaluation.

Location	County	District	Project Number	External Number	Before Period			After Period			Severity Index	Crash Rate	Total Crashes	Severity Index	Crash Rate	Total Crashes	
					Analysis Dates	Analysis Dates	Analysis Dates	Analysis Dates	Analysis Dates								
US 51 at Madison Ave.	Madison	5	104904	HSIP-7304-00(008)	January 1, 2005	November 3, 2007	0.24	2.18	42	July 1, 2008	December 31, 2013	0.21	1.14	58	Evaulation Period Complete		
US 51 at McClellan					January 1, 2005	November 3, 2007	0.33	0.14	3	July 1, 2008	December 31, 2013	0.55	0.42	20	Evaulation Period Complete		
US 51 at Olympic Way					January 1, 2005	November 3, 2007	0.47	0.93	15	July 1, 2008	December 31, 2013	0.93	0.38	14	Evaulation Period Complete		
US 49 at MS 22	Madison	5	106022	HSIP-0024-01(112)	January 1, 2006	June 3, 2011	0.93	1.03	27	May 16, 2012	December 31, 2014	1.63	0.62	8			
MS 609 at Shore Dr.	Jackson	6	104850	HSIP-9385-00(011)	January 1, 2005	May 31, 2007	2.25	0.12	4	March 29, 2008	December 31, 2013	0.58	0.33	24	Evaulation Period Complete		
MS 609 at I-10 Ramps	Jackson	6	101204/305000	STP-0010-01(119)N	January 1, 2005	August 31, 2006	0.57	3.95	106	November 2, 2008	December 31, 2013	0.28	2.19	156	Evaulation Period Complete		
MS 57 at I-10 Ramps	Jackson	6	101204/304000	STP/NH-0010-01(120)N	January 1, 2005	September 3, 2006	0.60	3.50	50	December 2, 2008	December 31, 2013	0.37	2.37	90	Evaulation Period Complete		
US 49 at W. Wortham Rd/Grand Way Blvd.	Harrison	6	106213	HSIP-0008-01(124)	January 1, 2006	March 4, 2012	1.00	1.10	44	January 1, 2013	December 31, 2014	2.24	1.27	17			
MS 67 at Licksillet Rd.	Harrison	6	105961	HSIP-0064-01(028)	January 1, 2006	July 3, 2011	1.54	2.85	70	March 1, 2012	December 31, 2014	1.07	0.90	15			
US 98 at MS 29	Perry	6	104892	HSIP-0014-03(061)	February 1, 2005	February 3, 2008	0.21	1.79	24	November 29, 2008	December 31, 2013	1.50	0.28	6	Evaulation Period Complete		
MS 589 at Old Hwy 24	Lamar	6	104654	HSIP-1164-00(013)	November 1, 2005	October 31, 2008	0.58	2.27	12	August 1, 2009	December 31, 2014	0.00	1.52	11	Evaulation Period Complete		
US 72 at MS 15	Tippah	1	104890	HSIP-0007-01(073)	June 20, 2004	June 19, 2007	1.00	1.36	18	July 2, 2009	December 31, 2014	1.10	0.83	21	Evaulation Period Complete		
US 49 at (old) MS 67 in Saucier	Harrison	6	105209	HSIP-0008-01(109)	January 1, 2005	May 5, 2008	2.15	1.22	26	April 2, 2009	December 31, 2014	0.33	0.17	6	Evaulation Period Complete		
US 11 at 2nd/Goodyear							0.13	1.17	39			0.24	1.00	17			
US 11 at Bruce/Jackson Landing							0.39	1.53	33			0.50	1.03	12			
US 11 at Canal St.	Pearl River	6	102246	STP-2170-00(012)	January 1, 2006	April 3, 2011	0.28	1.67	57	February 12, 2012	December 31, 2014	0.63	0.93	16			
US 11 at Memorial Blvd/MS 43 S							0.26	3.46	95			0.10	0.71	10			
US 11 at Fourth/N. Main							0.08	0.94	24			0.00	0.61	9			
MS 18 @ Seven Springs/Palestine Rd					January 1, 2006	October 3, 2009	0.92	2.18	36	October 2, 2010	December 31, 2014	0.63	1.67	16			
MS 18 @ Hinds Blvd	Hinds	5	105539	HSIP-0039-02(043)	January 1, 2006	October 3, 2009	0.88	0.47	8	October 2, 2010	December 31, 2014	0.44	0.97	9			
MS 18 @ County Farm Rd					January 1, 2006	October 30, 2009	0.65	0.88	17	October 2, 2010	December 31, 2014	0.43	0.75	14			
MS 25 at I-55 E. Frontage Rd.							0.24	2.23	137			0.18	1.97	136			
MS 25 at Cool Papa Bell Rd.							0.35	1.75	92			0.25	1.13	73			
MS 25 at Lakeland Terrace/Lakeland Ln.	Hinds						0.28	0.59	46			0.25	0.86	68			
MS 25 at Ridgewood Rd.							0.22	1.98	188			0.23	1.69	164			
MS 25 at Lakeland Cir							0.26	0.90	76			0.25	0.6	55			
MS 25 at River Bend		5	105558	HSIP-0056-01(069)	January 1, 2006	December 31, 2009	0.45	0.62	51	October 1, 2012	December 31, 2014	0.26	0.89	80			
MS 25 at Tree Tops							0.35	1.09	113			0.2	0.98	91			
MS 25 at Layfair							0.30	0.66	54			0.09	0.64	55			
MS 25 at River Oaks	Rankin						0.51	1.24	107			0.28	1.25	116			
MS 25 at N. Flowood Dr.							0.40	0.63	52			0.19	0.74	63			
MS 25 at Flynt Dr.							0.37	0.85	60			0.2	0.78	59			
MS 25 at MS 475							0.38	2.72	229			0.2	2.5	236			
MS 42 at Petal HS (Mulberry to Trailwood)	Forrest	6	104896	HSIP-0063-02(024)	January 1, 2006	November 3, 2007	0.10	2.48	10	November 2, 2010	December 31, 2014	0.85	1.88	20			
US 45 @ Hamilton Rd	Monroe	1	105554	HSIP-0025-00(066)	January 1, 2006	November 3, 2009	1.16	4.01	38	July 16, 2010	December 31, 2014	1.71	1.3	17			
US 72 @ CR 218/306/Central School Rd/Old 72	Alcorn	1	105553	HSIP-0007-01(075)	January 1, 2006	October 3, 2009	1.45	2.16	49	June 1, 2010	December 31, 2014	0.27	1.66	26			
US 98 from MS 589 to Weathersby	Lamar	6	104891	HSIP-0014-02(056)	January 1, 2006	January 3, 2008	0.43	3.46	524	July 11, 2010	December 31, 2014	0.43	3.37	1203			
MS 18 @ Midway Rd	Hinds	5	105873	HSIP-0039-02(045)	January 1, 2006	April 6, 2011	1.67	1.27	36	November 19, 2011	December 31, 2014	0.29	0.97	17			
MS 15 @ US 84 in Laurel	Jones	6	103289	HSIP-0022-01(056)	January 1, 2006	September 27, 2010	0.25	1.63	121	November 19, 2011	December 31, 2014	0.33	1.8	89			
US 90 at Hospital/Ocean Springs Rd SOUTH	Jackson	6	104917	HSIP-0003-01(149)	January 1, 2006	September 3, 2009	0.23	3.43	161	January 12, 2011	December 31, 2014	0.31	1.72	99			
US 90 at Hospital/Ocean Springs Rd NORTH										January 12, 2011	December 31, 2014	0.28	1.75	94	Road did not exist before 1/12/11		
US 49 @ Southgate/Anderson	Forrest	6	105875	HSIP-0008-01(121)	January 1, 2006	August 31, 2010	0.98	1.71	47	May 1, 2011	December 31, 2014	0.91	1.56	34			
US 61 at Delta View Rd.	Desoto	2	106173	HSIP-0009-06(013)	January 1, 2007	October 31, 2012	1.63	0.47	16	September 11, 2013	December 31, 2014	0	0.12	1			
MS 198 Fr I-59 to US 49	Forrest/Lamar	6	102252	HSIP-6098-00(003)	January 1, 2006	April 3, 2007	0.26	18.80	330	March 2, 2013	December 31, 2014	0.25	12.6	359			
MS 35 at I-20 EB Ramps	Scott	5	106357	HSIP-0023-02(056)	January 1, 2007	October 31, 2012	1.19	0.97	26	November 2, 2013	December 31, 2014	0	0.91	5			
Average							0.66	2.05		Average Reduction			0.49	1.42	26%	31%	

US 49 in Forrest Co Forrest 6 105249 HSIP-0008-01(082) January 1, 2006 January 31, 2009 0.68 2.64 2065 February 2, 2010 December 31, 2013 0.58 2.40 2260 Traffic Study

While projects have been initiated in this corridor, this project was a traffic study. If an individual project occurred on this corridor, it has been reported and will be tracked for evaluation.

Location	County	District	Project Number	External Number	Before Period			After Period			Severity Index	Crash Rate	Total Crashes	Severity Index	Crash Rate	Total Crashes	
					Analysis Dates		Severity Index	Crash Rate	Total Crashes	Analysis Dates							
I-220 Cable Barrier	Hinds/Madison	5	105204	HSIP-0220-03(031)	March 1, 2005	March 3, 2008	1.83	0.01	6	August 30, 2008	December 31, 2013	0.73	0.12	128	Evaluation Period Complete		
I-20 in Vicksburg City Limits (HO/ROR-L Crashes Only)	Warren	3	104897	HSIP-0020-01(183)	September 3, 2005	September 3, 2008	1.29	0.03	7	March 28, 2009	December 31, 2014	0.73	0.17	73	Evaluation Period Complete		
I-110 Fr Biloxi Bay to I-10	Harrison	6	104947	HSIP-0110-01(026)	January 1, 2006	March 3, 2010	0.54	1.61	290	May 2, 2011	December 31, 2014	0.45	0.64	114			
I-20 Fr Bovina to Big Black River	Warren	3	105943	HSIP-0020-01(196)	January 1, 2006	August 31, 2010	1.25	0.13	40	July 30, 2011	December 31, 2014	0.51	0.18	45			
I-55 Fr LA State Line to Lincoln Co Ln	Pike	7	105973	HSIP-0055-01(098)	January 1, 2006	August 31, 2010	1.22	0.09	65	July 19, 2011	December 31, 2014	1.05	0.21	120			
I-55 Fr Pike Co Ln to Union St Bridge	Lincoln				January 1, 2006	August 31, 2010	0.71	0.06	35	July 19, 2011	December 31, 2014	0.63	0.25	109			
I-55 Fr Copiah Co Ln to Byram Interchange	Hinds	5	106025	HSIP-0055-02(215)	January 1, 2006	October 6, 2010	1.64	0.05	42	June 19, 2011	December 31, 2014	0.72	0.14	58			
I-20 Fr Smith Spur Rd to AL State Line	Lauderdale	5	106026	HSIP-0020-02(081)	January 1, 2006	October 6, 2010	1.44	0.08	16	June 12, 2011	December 31, 2014	0.52	0.26	33			
Districtwide Cable Barrier Construction		2	106040	HSIP-0000-02(012)	January 1, 2006	September 30, 2010	1.52		129	November 4, 2011	December 31, 2014	0.43		208	Did not capture crash rate data		
Districtwide Cable Barrier Construction		2	106290	HSIP-0000-02(027)	January 1, 2007	January 31, 2012	0.52		23	October 27, 2012	December 31, 2014	0.71		21			
Districtwide Cable Barrier Construction		1	106020	HSIP-0000-01(007)	January 1, 2006	August 31, 2010	1.05		200	October 29, 2011	December 31, 2014	0.42		444	Did not capture crash rate data		
Districtwide Cable Barrier Construction		6	106027	HSIP-0000-06(004)	January 1, 2006	October 6, 2010	1.26		196	November 11, 2011	December 31, 2014	0.39		322	Did not capture crash rate data		
US 45 Cable Barrier	Lee	1	106416	HSIP-0002-06(020)	January 1, 2007	August 31, 2012	1.81		21	August 10, 2013	December 31, 2014	0.42		59			
Districtwide Cable Barrier Construction		3	106417	HSIP-0055-02(231)	January 1, 2007	August 31, 2012	1.67		18	July 18, 2013	December 31, 2014	0.42		26			
					Average		1.27	0.26		Average Reduction		0.58	0.25				
												54%	4%				

Local LEOs did not report crash during Before period.

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