

Comprehensive Highway Safety Plan

Highway Safety Improvement Program

What is the Highway Safety Improvement Program?

The Highway Safety Improvement Program (HSIP) is an element of the Montana Department of Transportation's (MDT) Comprehensive Highway Safety Plan. The HSIP funds infrastructure-related highway safety improvements. Some examples of the types of projects addressed with these funds are signing, striping, delineation, guardrail installation, slope flattening, intersection improvements, and roadway realignment.

Who manages the program?

MDT's Safety Engineering Section reviews investigated crashes of record and sites submitted by local agencies in order to develop a priority list of locations that could participate in this program.

Where does the money come from?

Ninety percent of the money for safety improvements at these locations comes from the federal government. Ten percent comes from the state or local governments.

What type of project is eligible?

Any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail is eligible for HSIP funding. The proposed improvement must not be a maintenance function.

What is the goal of the Highway Safety Improvement Program?

The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. Montana's overall goal for the Comprehensive Highway Safety Plan is that all highway users arrive safely at their destination.

How are high-hazard locations identified?

High-hazard locations are identified by crash trends based on the number of crashes, crash rates, severity of crashes, or a combination of these factors.

How many locations can local road agencies submit from each city or county?

Applicants may submit up to five locations annually. These sites will be included in the overall statewide ranking and priority listing.

What information should a local road agency submit with the application?

Local road agencies will need to include a safety priority list; provide an crash analysis and traffic information (if available); and identify proposed improvements, including any site constraints (right-of-way acquisition, utility relocations, etc.). (See the application on the back of this page.)

What is the review and approval process?

After MDT receives the applications from local road agencies, the Safety Engineering Section develops an annual list of priorities according to a benefit/cost ratio analysis. MDT then develops a program for improvements subject to availability of funds and a benefit/cost ratio greater than 1.0. The Transportation Commission approves the list of safety improvement projects.

Where should local road agencies send the application?

Safety Engineering Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001
(406)444-6256

What is the deadline for submitting applications?

End of the calendar year for projects to be reviewed during the spring of the following year.

Comprehensive Highway Safety Plan Highway Safety Improvement Program Application

Each local road agency should submit one application per intersection or high-hazard location to be considered for funding along with a copy of the safety priority list for their jurisdiction.

**Send to: Safety Engineering Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001**

1. City, county, or road agency _____

2. Contact person (name, address, and phone number):

3. Location description for intersection or hazard area _____

4. Collision diagram of investigated crashes
 - a. Type (pedestrian, angle, rear-end, other, etc.)
 - b. Severity (fatal, injury, or property damage)

5. Time period for the data:
from _____ to _____
(date) (date)

6. Average daily traffic volume: _____

7. Crash trend and countermeasures
 - a. Identified crash trends
 - b. Corrective measures proposed to address the crash trends

8. Proposed improvements
 - a. Improvement to be considered and a sketch of the improvement
 - b. Cost estimate for the improvement
 - c. Site constraints (right-of-way required, utility relocations, irrigation impacts, etc.).

***** Please attach a diagram and analysis to the application.*****