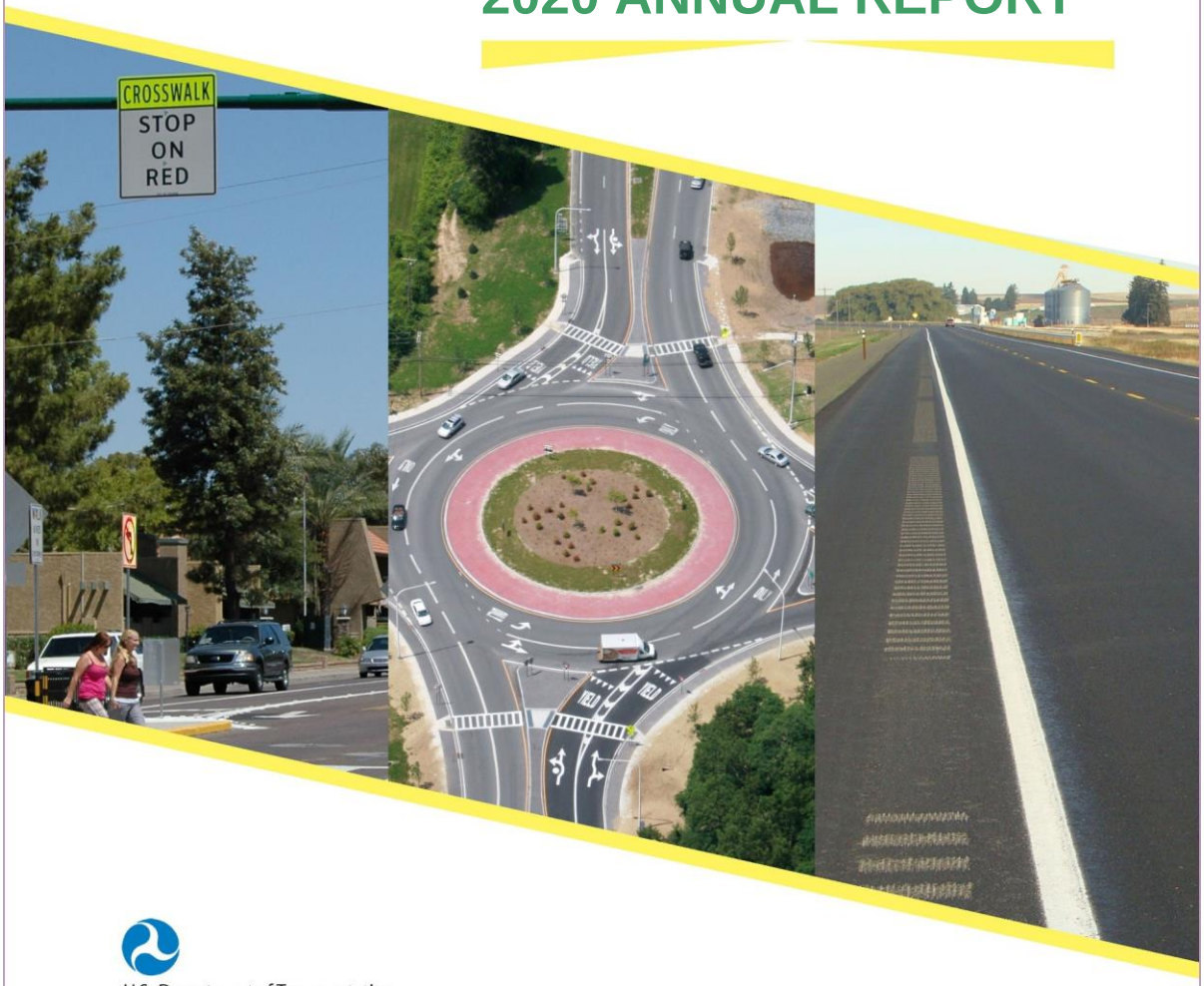
MONTANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The Montana Department of Transportation continues to successfully implement Highway Safety Improvement Program (HSIP) Funds throughout the State. This past year, funds were utilized on state, county, city and local roadways. This included large systemic applications (curve signing, centerline rumble strips, median cable barrier) as well as spot locations. The spot safety improvements ranged from delineation and signs to turn lanes, signals and roundabouts.

MDT's Safety Information Management System (SIMS) and Montana Specific Safety Performance Functions continues to provide Montana with effective tools to identify, analyze and implement HSIP projects.

Severe crash injury numbers continue to decline. Severe crash types are defined as fatalities and serious injuries. Although fatalities saw a slight increase of 2, serious injuries saw a decrease of nearly 10%. Over the past 3 years, fatalities have remained fairly consistent in the low to mid 180's, while the number of serious injuries is the lowest it's been in 9 years.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Safety Engineering Section within the Traffic & Safety Bureau, administers MDT's HSIP Program.

Each year, the Safety Engineering Section uses a data-driven approach to identify locations for potential safety improvements. This includes spot locations and also longer highway segments or entire corridors for systemic safety improvements. Sites are then reviewed through an established process which includes reviewing Montana Highway Patrol crash records, completing an office review and usually a field review. The last step is completing a benefit cost for a potential safety countermeasure that addresses the identified crash trend. The sites that meet the minimum benefit cost threshold established by FHWA and are within the HSIP available funding, are nominated as HSIP Funded Safety Projects.

Where is HSIP staff located within the State DOT?

Engineering

As noted above in Question #3, the Safety Engineering Section administers MDT's HSIP Program. MDT's program is a centrally administered program within MDT's Headquarters Office.

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

MDT's HSIP Funds are administered through MDT Headquarters. However, significant coordination takes place with MDT's District Staff and other government entities to develop Montana's annual HSIP List of Projects. Other government entities include the Montana Highway Patrol and Local Government Staff.

Describe how local and tribal roads are addressed as part of HSIP.

All crashes investigated by the Montana Highway Patrol (MHP), or submitted to the MHP by a local enforcement agency, are available to MDT. MDT's database and program allows MDT staff the ability to query local road crash data by route and reference post as well as spatially via GIS tools. Fatal crash data is available for the Tribal reservations; however, other crashes investigated by the Tribal enforcement agencies or Bureau of Indian Affairs are not consistently submitted. MDT solicits participation from local and Tribal agencies, who can submit documentation of sites to be evaluated and prioritized under the Highway Safety

Improvement Program. A nomination/application for HSIP projects is included on the MDT internet page at: http://www.mdt.mt.gov/publications/docs/forms/hsip_application.pdf . These governments may also work through MDT's District Offices to request a location be reviewed by MDT's Safety Program.

Potential HSIP projects on local and Tribal roads are currently evaluated using the same methodologies as are applied to potential projects on the state owned system. For future HSIP projects, other data-driven tools are being developed to assist with identifying potential projects on the local and Tribal roads. These tools are anticipated to be usable in late 2020/early 2021.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Governors Highway Safety Office
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Motor Carriers

Describe coordination with internal partners.

The MDT Planning Division administers the Comprehensive Highway Safety Plan (CHSP) and Highway Safety Plan while MDT's Engineering Division manages the HSIP Program. There is significant coordination between the two Divisions and their corresponding CHSP Emphasis Areas. In addition, both Divisions are represented on the Traffic Records Coordinating Committee (TRCC). MDT's CHSP is currently being updated and coordination for that Plan will continue to be required between the two Divisions. The CHSP's last update was completed in May 2015. This new update is anticipated to be completed in late 2020. The most current CHSP is available at: http://www.mdt.mt.gov/visionzero/docs/chsp/current_chsp.pdf

The Highway Safety Improvement Program is administered centrally by the MDT Traffic and Safety Bureau. Crash clusters are identified by roadway system and by various criteria. Coordination with MDT's District Staff, Environmental Staff, Maintenance and other engineering disciplines is on-going with the program. This takes place as sites are analyzed and as projects are identified, designed and constructed.

Identify which external partners are involved with HSIP planning.

- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-Tribes
- Other-Law Enforcement

Describe coordination with external partners.

MDT routinely receives requests for specific sites identified for review from law enforcement, local government entities and tribal governments. MDT coordinates with these governments during the field review process to gather additional input for addressing the crash trends. MDT coordinates with the MPO's in the same manner; however, the coordination is done through MDT's District and Planning Division Offices rather than the Traffic and Safety Bureau.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Since 2006 Montana has had a Traffic Records Coordinating Committee (TRCC). The TRCC has representation from State agencies involved with safety records and Federal agencies for oversight and input. They meet regularly and attempt to coordinate and share projected record upgrades, new projects and pertinent records among participants. As the systems mature, the TRCC may include MPO and Tribal representation.

Starting September 2008, the Montana Highway Patrol (MHP) implemented the CTS America Public Safety System dispatch-crash-record systems, including a MMUCC based crash reporting form. MHP investigates approximately 50% of all statewide crashes. This CTS America System is presently only used by the MHP via a mobile client in each patrol unit; however, a web-based crash reporting system has been developed and is being used by several local agencies. This web based system allows local enforcement agencies to input crash information via the internet, if they choose to participate. The project is starting with the eight largest local Police Departments. These eight departments report about 80% of all local crashes.

In 2014, MDT implemented an upgrade to the safety database and analysis tools. This new software, referred to as the Safety Information Management System (SIMS), has been deployed and is now in production at MDT. This new system allows MDT to access the MMUCC compliant crash data being collected by the Montana Highway Patrol. The SIMS system also has access to many roadway data elements including many of the Fundamental Data Elements identified by FHWA. Additionally, MDT has access to the MHP crash investigator's reports, if additional detail on the particular crash is required. The new system also allowed MDT to begin utilizing MHP citation data. MDT is currently in the process of updating this system. This is anticipated to be complete in early 2021.

The Traffic and Safety Bureau is actively involved in the update and implementation of the CHSP. Traffic and Safety continues to take the lead in the areas of roadway departure crashes and intersection crashes.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

No

MDT's Safety Program recently completed a safety manual used by Safety Staff. This is an internal document.

Select the programs that are administered under the HSIP.

- HRRR
- Intersection
- Roadway Departure
- Other-Hot Spot

Program: HRRR

Date of Program Methodology:1/1/2015

What is the justification for this program?

- Other-HRRR Special Rule

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Level of service of safety (LOSS)

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

Ranking based on B/C:100
Total Relative Weight:100
The fatality rate on Montana's rural roads decreased by 0.3 over the most recent two-year period. As such, MDT is not subject to the High Risk Rural Roads (HRRR) Special Rule for Fiscal Year 2021.

Program: Intersection

Date of Program Methodology:1/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Traffic • Volume	

What project identification methodology was used for this program?

- Level of service of safety (LOSS)

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

LOSS Intersection Models for local intersections have been developed. Phase II of the Intersection Safety Study has produced results from a statewide network screening list. It has identified both state and local intersections of interest for further review.

How are projects under this program advanced for implementation?

- Other-Benefit Cost

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

Relative Weight in Scoring

Ranking based on B/C:100
Total Relative Weight:100

Program: Roadway Departure

Date of Program Methodology:1/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Level of service of safety (LOSS)

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

LOSS models are not developed for local roads. Local road roadway departure crashes can be identified using other parameters and thresholds including collision type.

How are projects under this program advanced for implementation?

- Other-Benefit Cost

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

Relative Weight in Scoring

Ranking based on B/C:100
Total Relative Weight:100

Program: Other-Hot Spot

Date of Program Methodology:10/1/1989

What is the justification for this program?

- Other-All public roads

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Level of service of safety (LOSS)
- Other-Requests - Areas to be investigated as requested by any agency or individual
- Other-See additional description provided in question #15.

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

LOSS is not available for local roads. For the 2019 HSIP, local road projects were identified via request.

How are projects under this program advanced for implementation?

- Other-Projects are evaluated and ranked on a benefit/cost system.

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

Rank of Priority Consideration

Ranking based on B/C:1
Other-MDT has advanced some systemic projects (curve signing as an example) based on the strategies outlined in the CHSP without calculating a benefit/cost. :1

What percentage of HSIP funds address systemic improvements?

4.8

HSIP funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- Horizontal curve signs

- Rumble Strips

MDT recently completed a systemic application of curve warning signs across the 5 MDT Districts. MDT is also completing the final District centerline rumble strip installation. Future systemic applications include high tension median cable rail on the interstate system.

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan

Does the State HSIP consider connected vehicles and ITS technologies?

No

As these technologies continue to evolve, the HSIP program may consider appropriate applications to address safety on Montana's roadways. However, at this time, the HSIP Program doesn't consider these technologies.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

MDT developed both its Roadway Departure Study and Intersection Safety Study using Montana specific Safety Performance Functions (SPF) and Levels of Service of Safety (LOSS). These SPF's and LOSS's were developed based on methodologies in the Highway Safety Manual.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

To identify potential locations for the 2020 HSIP, criteria is still being developed. Criteria will include roadway departure and/or intersection crashes which is in line with Montana's Comprehensive Highway Safety Plan.

Once the sites are identified, a preliminary office review identifies the sites where there are near-term reconstruction projects, currently programmed safety projects, or sites that were recently field reviewed. After the preliminary office review, further review establishes the sites that need on-site field reviews. The sites showing no crash trend are not field reviewed. The field review team establishes crash causations and contributing factors. The team members debate potential countermeasures. Conceptual designs are developed with cost estimates.

The project prioritization process is based on a benefit-cost analysis. The costs are the annualized cost of construction over the service life of the proposed improvement plus the annual increase in operation and maintenance costs due to the improvement. The benefits are the anticipated annualized cost reductions due to a lower number of crashes and lower crash severity. The projects with the highest benefit-cost ratios are nominated for improvements.

MDT has initiated several state-wide systemic projects including horizontal curve signing, interstate wrong-way signing upgrades and centerline rumble strips. These three projects are being installed on a large district-wide scale and are nearly installation completion. MDT is also looking at other large scale systemic projects including interstate median barrier and developing local road safety plans.

MDT recently updated their Roadway Departure Safety Performance Functions (SPFs), Levels of Service of Safety (LOSS), and diagnostic norms. MDT will begin using the updated tools for continued evaluation of the HSIP as well as analysis of other agency projects.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$21,230,855	$21,230,855	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$1,541,265	$1,541,265	100%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$9,751,266	$9,751,266	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$32,978,129	$32,978,129	100%
State and Local Funds	$0	$0	0%
Totals	$65,501,515	$65,501,515	100%

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

$2,157,470

How much funding is obligated to local or tribal safety projects?

$2,157,470

MDT is working towards identifying more safety improvements on local and tribal roads, in particular low volume roads and high severity crash types. Due to minimal crash data available on low volume roads, MDT has a ongoing research project in conjunction with Montana's Local Technical Assistant Program (LTAP) Office and the Western Transportation Institute at Montana State University. The research project titled " Developing a Methodology for Implementing Safety Improvements on Low-Volume Roads in Montana" and completion is anticipated in late 2020.

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

$1,402,275

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

$1,402,275

The yearly project that funds MDT's HSIP Planning Process is HSIP STWD (779). The funds identified above are for State Fiscal Year (FY) July 1, 2020 to June 30, 2021 (FY 2020 HSIP Program)

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

The inability to utilize HSIP funding for non-infrastructure projects impedes MDT's HSIP Program. NHTSA has determined that 94% of crashes can be tied back to human error or bad decisions. By only focusing on infrastructure improvements, we are focusing on mitigating the result of the crash but not necessarily the contributing human factor cause to the crash (drinking, cell-phone usage, inattentiveness, distraction, occupant protection, etc). In order to move towards Vision Zero, drivers need continued awareness of their actions and how these actions are contributing to vehicular crashes.

In addition, MDT is required to participate in fall and spring media campaigns for occupant protection and seat belts. There is no additional funding available to provide media at other times of the year. However, Montana experiences its highest number of fatalities during the summer months and MDT has no active campaign during that time period.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

Historically, MDT has been very successful in utilizing HSIP Funds and has strong support for the program from MDT Management. MDT is utilizing recently completed studies to identify locations for safety improvements. These studies include the Median Cable Barrier Study, the Intersection Safety Study and the Roadway Departure Study (2020 Update). These studies use data-driven tools, HSM methodologies and Montana specific data to assist MDT in implementing HSIP projects across the state.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SAFETY MANAGEMENT PROGRAM (21)	Non-infrastructure	Transportation safety planning			$1395000	$1550000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
14TH LAST CHANCE INTX IMPRV	Intersection traffic control	Intersection traffic control - other	1	Intersections	$165000	$183333.333333333	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,506	25	City or Municipal Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
BLUE CREEK ROAD - BILLINGS	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	$291563.55	$323959.5	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,150	50	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
HSIP PROGRAM JOC-BUTTE	Roadway signs and traffic control	Roadway signs and traffic control - other	1	District-wide	$73134.9	$81261	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
HSIP PROGRAM JOC-BUTTE	Roadway signs and traffic control	Roadway signs and traffic control - other	1	District-wide	$609455.7	$677173	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
HSIP PROGRAM JOC-MISSOULA	Roadway signs and traffic control	Roadway signs and traffic control - other	1	District-wide	$50882.96	$56536.6222222222	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
HSIP PROGRAM JOC-MISSOULA	Roadway signs and traffic control	Roadway signs and traffic control - other	1	District-wide	$277599.8	$298568	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 099 W OF YORK DELINEATION	Roadway delineation	Delineators post-mounted or on barrier	3	Miles	$2171.44	$2412.71111111111	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 099 W OF YORK DELINEATION	Roadway delineation	Delineators post-mounted or on barrier	3	Miles	$39467.3	$43852.5555555556	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 099 W OF YORK DELINEATION	Roadway delineation	Delineators post-mounted or on barrier	3	Miles	$48376.8	$53752	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF109-GR NE OF BOZ (PH2)	Roadside	Barrier- metal	1	Locations	$4407.3	$4897	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,353	70	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF109-GR NE OF BOZEMAN	Roadside	Barrier- metal	1	Locations	$58319.69	$64799.6555555556	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,353	60	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 119-JCT S-279/S-231	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$10871.87	$10871.87	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,408	55	State Highway Agency	Spot	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 119-SLOPE FLATTEN S-206	Shoulder treatments	Widen shoulder - paved or other	9.35	Miles	$707853.6	$786504	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 129 - RNDABOUT KING 56TH	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$77729.68	$86366.3111111111	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,519	60	State Highway Agency	Spot	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 129 - SKD TRTMT E MISSOULA	Roadway	Pavement surface - high friction surface	2	Bridges	$52389	$58210	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 129 - SKD TRTMT E MISSOULA	Roadway	Pavement surface - high friction surface	2	Bridges	$36886.5	$40985	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															driven problem identification.
SF 129-GTFLS HRZNTAL CRV SIGNG	Roadway signs and traffic control	Curve-related warning signs and flashers	1	District-wide	$76815.63	$76815.63	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF129-BILLINGS HRZNTL CRV SIGN	Roadway signs and traffic control	Curve-related warning signs and flashers	1	District-wide	$13683.16	$15203.5111111111	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF129-BILLINGS HRZNTL CRV SIGN	Roadway signs and traffic control	Curve-related warning signs and flashers	1	District-wide	$35590	$35590	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 139-6TH ST/NW BYPASS SFTY	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Intersections	$190800	$212000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,058	35	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 139-CENTRAL & 56TH RNDABOUT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$62936.39	$69929.3222222222	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,584	60	County Highway Agency	Spot	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 139-CENTRAL & 56TH RNDABOUT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$670000	$670000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,584	60	County Highway Agency	Spot	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 139-DERN SPRING RECONSTRUCT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$191094	$212326.666666667	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,687	60	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 139-DERN SPRING RECONSTRUCT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$558000	$620000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,687	60	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 139-ROUNDABOUTS OF SIDNEY	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$10556.16	$10556.16	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,811	55	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 139-ROUNDABOUTS OF SIDNEY	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$375089.98	$375089.98	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,811	55	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 149 - BAXTER/LOVE SFTY IMPR	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$52065	$52065	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,973	45	County Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 149 - YORK RD ROUNDABOUT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$269068.1	$269068.1	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,481	60	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 149 - YORK RD ROUNDABOUT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$31678.41	$31678.41	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,481	60	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 149 - YORK RD ROUNDABOUT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$186440	$186440	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,481	60	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 149 N-8 SHLD WDNG	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$67500	$75000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,373	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF-149 HILLCREST RT TURN	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Locations	$125615.7	$139573	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,150	50	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF-149 HILLCREST RT TURN	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Locations	$54000	$60000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,150	50	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$1459052	$1459052	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$185793	$185793	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$1079041.64	$1198935.15555556	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$979473.8	$1088304.22222222	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$73494.7	$73494.7	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF149 S OF STEVENSVLL SFTY IMP	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$6719208	$6719208	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes through data-driven problem identification.
SF 159 BADGER CREEK S FENCING	Roadside	Fencing	7	Miles	$4182.93	$4182.93	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 159 BIG TIMBER SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$18690.42	$20767.1333333333	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BIG TIMBER SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$15861.7	$15861.7	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BIG TIMBER SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$176960.87	$182289.294444444	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST RUMBLE STRIPS	Roadway	Rumble strips - unspecified or other	3	Locations	$9986.4	$11096	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 159 BLGS DIST RUMBLE STRIPS	Roadway	Rumble strips - unspecified or other	3	Locations	$124813.8	$138682	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$6876.9	$7641	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$3169.8	$3522	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Locations	$13104.5	$14086	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST SIGN DELIN	Roadway signs and traffic control	Curve-related warning signs and flashers	4	Locations	$6768.9	$7521	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 BLGS DIST SIGN DELIN	Roadway signs and traffic control	Curve-related warning signs and flashers	4	Locations	$27923.9	$30082	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes through data-driven problem identification.
SF 159 E OF MOLT SFTY IMPRV	Roadway	Rumble strips - edge or shoulder	7	Miles	$16492	$16492	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 E OF MOLT SFTY IMPRV	Roadway	Rumble strips - edge or shoulder	7	Miles	$1428.3	$1587	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 E OF MOLT SFTY IMPRV	Roadway	Rumble strips - edge or shoulder	7	Miles	$17847	$19830	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 FORT SHAW SFTY IMPRV	Roadway	Rumble strips - edge or shoulder	1	Curves	$6778.26	$7531.4	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	2,061	70	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 HAVRE S234 SLP FLTN CRV	Shoulder treatments	Widen shoulder - paved or other	2.2	Miles	$70078.1	$77864.5555555556	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
SF 159 HAVRE S234 SLP FLTN CRV	Shoulder treatments	Widen shoulder - paved or other	2.2	Miles	$348879.6	$387644	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 HAVRE S234 SLP FLTN CRV	Shoulder treatments	Widen shoulder - paved or other	2.2	Miles	$67500	$75000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 HAVRE S234 SLP FLTN CRV	Shoulder treatments	Widen shoulder - paved or other	2.2	Miles	$2907324	$3230360	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 MEAGHER GRDRL SFTY	Roadside	Barrier- metal	2	Locations	$4600.93	$5112.14444444444	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 MEAGHER GRDRL SFTY	Roadside	Barrier- metal	2	Locations	$208768.15	$231964.611111111	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 159 MEAGHER GRDRL SFTY	Roadside	Barrier- metal	2	Locations	$17073.68	$17073.68	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 NE PARK CITY SHLDR WID	Shoulder treatments	Widen shoulder - paved or other	1	Curves	$323067.68	$358964.088888889	HSIP (23 U.S.C. 148)	Rural	Major Collector	756	65	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 S-384 S-401 SFTY IMPRV	Roadway signs and traffic control	Curve-related warning signs and flashers	2	Locations	$20143.8	$22382	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 S-384 S-401 SFTY IMPRV	Roadway signs and traffic control	Curve-related warning signs and flashers	2	Locations	$81818.2	$89526	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 S-419 S-421 SFTY IMPRV	Roadway signs and traffic control	Curve-related warning signs and flashers	2	Locations	$11671.78	$12968.6444444444	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 S-419 S-421 SFTY IMPRV	Roadway signs and traffic control	Curve-related warning signs and flashers	2	Locations	$16096.29	$17884.7666666667	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes through data-driven problem identification.
SF 159 SANDERS LINCOLN SLP FLT	Shoulder treatments	Shoulder grading	2	Locations	$94510.62	$105011.8	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 SE COLUMBUS SHLDR WID	Shoulder treatments	Widen shoulder - paved or other	2	Miles	$3507.3	$3897	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 SHLD RUMBLE STRIPS	Roadway	Rumble strips - edge or shoulder	3	Locations	$26108.1	$29009	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 SHLD RUMBLE STRIPS	Roadway	Rumble strips - edge or shoulder	3	Locations	$217557	$241730	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 159 SO INGOMAR SLP FLTN	Shoulder treatments	Widen shoulder - paved or other	5	Miles	$97568.29	$108409.211111111	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
SF 159 SO WIBAUX CRV IMPRV	Shoulder treatments	Widen shoulder - paved or other	5	Miles	$5933.19	$6592.43333333333	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BLGS AREA SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Locations	$2808.53	$2808.53	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BLGS AREA SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Locations	$13440.6	$14934	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BLGS AREA SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Locations	$67203	$74670	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BLGS DISTRIC SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Locations	$29482.2	$32758	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 169 BLGS DISTRIC SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Locations	$85640.9	$93592	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BUTTE DIST DELIN	Roadway delineation	Delineators post-mounted or on barrier	2	Locations	$11437.08	$12707.8666666667	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BUTTE DIST DELIN	Roadway delineation	Delineators post-mounted or on barrier	2	Locations	$36759.6	$40844	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BUTTE DIST SFTY	Roadway delineation	Delineators post-mounted or on barrier	5	Locations	$15148.28	$16831.4222222222	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BUTTE DIST SFTY	Roadway delineation	Delineators post-mounted or on barrier	5	Locations	$29238	$32412	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BZMN SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$10081.85	$10081.85	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes through data-driven problem identification.
SF 169 BZMN SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$32413.2	$32413.2	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 BZMN SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$894.25	$894.25	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 CASCADE CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Locations	$4361.4	$4846	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 CASCADE CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Locations	$29073.6	$32304	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 E HELENA BARRIER SKID	Roadside	Barrier - concrete	1	Miles	$17671.41	$19634.9	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,949	55	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
SF 169 FAIRFIELD CURVE IMPRV	Shoulder treatments	Widen shoulder - paved or other	3	Curves	$337500	$375000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 FLATHEAD CNTY SFTY	Roadway signs and traffic control	Curve-related warning signs and flashers	12	Locations	$47574.33	$52860.3666666667	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 FLATHEAD CNTY SFTY	Roadway signs and traffic control	Curve-related warning signs and flashers	12	Locations	$166004.73	$173539.588888889	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 FRNTG RD WISE LN INTX	Advanced technology and ITS	Advanced technology and ITS - other	1	Intersections	$17690	$17690	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,202	55	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 169 GRANITE POWELL SFTY	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$4003.36	$4003.36	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 169 GT FALLS SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$3826.61	$3826.61	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 GT FALLS SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$22729.93	$22729.93	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 GT FALLS SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	5	Locations	$45388.73	$45388.73	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 HELENA SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	6	Locations	$22937.4	$25486	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure & Intersection	Reduce and mitigate roadway departure crashes and intersection crashes through data-driven problem identification.
SF 169 HELENA SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	6	Locations	$91746.9	$101941	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure & Intersection	Reduce and mitigate roadway departure crashes and intersection crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 169 KOOTENAI CR RD SFTY	Intersection geometry	Intersection geometry - other	1	Intersections	$212567.21	$235377.666666667	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,403	55	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 169 LOLO E MSLA SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	3	Locations	$3024.78	$3024.78	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure & Intersection	Reduce and mitigate roadway departure crashes and intersection crashes through data-driven problem identification.
SF 169 LOLO E MSLA SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	3	Locations	$38393.1	$42659	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure & Intersection	Reduce and mitigate roadway departure crashes and intersection crashes through data-driven problem identification.
SF 169 LOLO E MSLA SFTY IMPRV	Advanced technology and ITS	Advanced technology and ITS - other	3	Locations	$163820.5	$170636	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure & Intersection	Reduce and mitigate roadway departure crashes and intersection crashes through data-driven problem identification.
SF 169 MINERAL CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Locations	$10251.49	$11390.5444444444	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 169 MINERAL CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Locations	$42575.96	$44929.1277777778	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 MSLA CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	6	Locations	$18017.94	$20019.9333333333	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 MSLA CNTY SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	6	Locations	$69790	$74134	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Multiple Agencies	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 N11 MURPHY INTX	Advanced technology and ITS	Advanced technology and ITS - other	1	Intersections	$377.77	$377.77	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,794	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 169 N11 MURPHY INTX	Advanced technology and ITS	Advanced technology and ITS - other	1	Intersections	$4109	$4109	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,794	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 169 N11 MURPHY INTX	Advanced technology and ITS	Advanced technology and ITS - other	1	Intersections	$6711	$6711	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,794	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
SF 169 RAVALLI CNTY SFTY	Roadway delineation	Delineators post-mounted or on barrier	4	Locations	$8603.33	$9559.25555555556	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		Multiple Agencies	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 RAVALLI CNTY SFTY	Roadway delineation	Delineators post-mounted or on barrier	4	Locations	$28348.8	$31224	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		Multiple Agencies	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 S OF GLASGOW SFTY IMPRV	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$77559.7	$86177.4444444444	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	949	70	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 S OF GLASGOW SFTY IMPRV	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	949	70	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 S288 CURVES	Shoulder treatments	Widen shoulder - paved or other	2	Locations	$6697.8	$7442	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot and Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 169 TWIN BRIDGES SFTY	Roadway	Rumble strips - edge or shoulder	2	Locations	$27336.57	$30373.9666666667	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 TWIN BRIDGES SFTY	Roadway	Rumble strips - edge or shoulder	2	Locations	$15986.56	$17762.8444444444	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 169 W OF WHITEFISH SFTY	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$105830.5	$117589.444444444	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,914	70	State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF-169 MT200 SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	37	Miles	$646.7	$646.7	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF-169 MT200 SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	37	Miles	$21745.7	$24161.8888888889	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF-169 MT200 SFTY IMPRV	Roadway signs and traffic control	Roadway signs and traffic control - other	37	Miles	$118026.49	$131140.544444444	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes through data-driven problem identification.
SF169 RIMROCK & 62ND ST W-BLGS	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$675001.79	$750001.988888889	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,242	55	City or Municipal Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF-169 VALLEY SPUR INTX IMPRV	Intersection traffic control	Intersection traffic control - other	2	Intersections	$202681.8	$225202	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF-169 VALLEY SPUR INTX IMPRV	Intersection traffic control	Intersection traffic control - other	2	Intersections	$1367576.39	$1367576.39	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF-169 VALLEY SPUR INTX IMPRV	Intersection traffic control	Intersection traffic control - other	2	Intersections	$615699.74	$615699.74	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 179 BERNICE CURVE BARRIER	Roadside	Barrier - concrete	1	Locations	$171081.9	$190091	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	2,056	70	State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF 179 CLEARWATER JCT INTX	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$538631.99	$598479.988888889	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,901	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 179 EAGLE PASS TRAIL SFTY	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$153299	$153299	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,346	70	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 179 EUCLID AVE PED IMPRV	Pedestrians and bicyclists	Pedestrian beacons	1	Intersections	$12860.82	$14289.8	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,943	45	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 179 EUCLID AVE PED IMPRV	Pedestrians and bicyclists	Pedestrian beacons	1	Intersections	$13383	$14870	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,943	45	State Highway Agency	Request	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.
SF 179 GLENDIVE HRZNTL CRV SIG	Roadway signs and traffic control	Curve-related warning signs and flashers	1	District-wide	$238143.48	$238143.48	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 179 I-90 JENS SFTY IMPRV	Roadside	Fencing	12	Miles	$518057.1	$575619	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Request	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															problem identification.
SF 179 LODGE GRASS SHLD WIDEN	Shoulder treatments	Widen shoulder - paved or other	7	Miles	$1116019	$1116019	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 179 N-10 RUMBLE STRIPS	Roadway	Rumble strips - edge or shoulder	87	Miles	$27298.8	$30332	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 179 N-10 RUMBLE STRIPS	Roadway	Rumble strips - edge or shoulder	87	Miles	$57763.62	$57763.62	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 179 N-10 RUMBLE STRIPS	Roadway	Rumble strips - edge or shoulder	87	Miles	$196176.94	$217974.377777778	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF 189 AMSTERDAM RD INTX IMPRV	Intersection traffic control	Intersection traffic control - other	2	Intersections	$46815.3	$52017	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Intersections	Reduce and mitigate intersection crashes through data-driven problem identification.

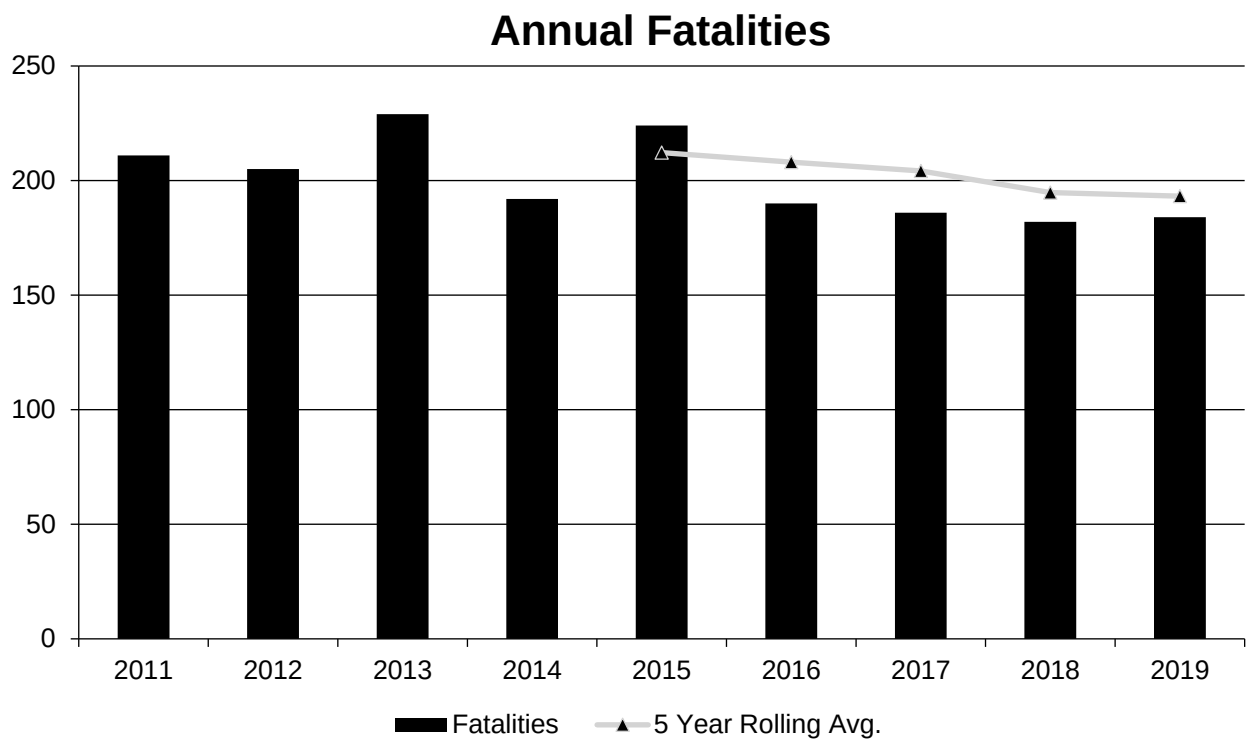
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SF189 D2 HT MEDIAN CABLE RAIL	Roadside	Barrier - cable	57	Miles	$830829.6	$923144	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.
SF189 HLNA HT MEDIAN CABLERAIL	Roadside	Barrier - cable	13	Miles	$182457	$202730	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Reduce and mitigate roadway departure crashes through data-driven problem identification.

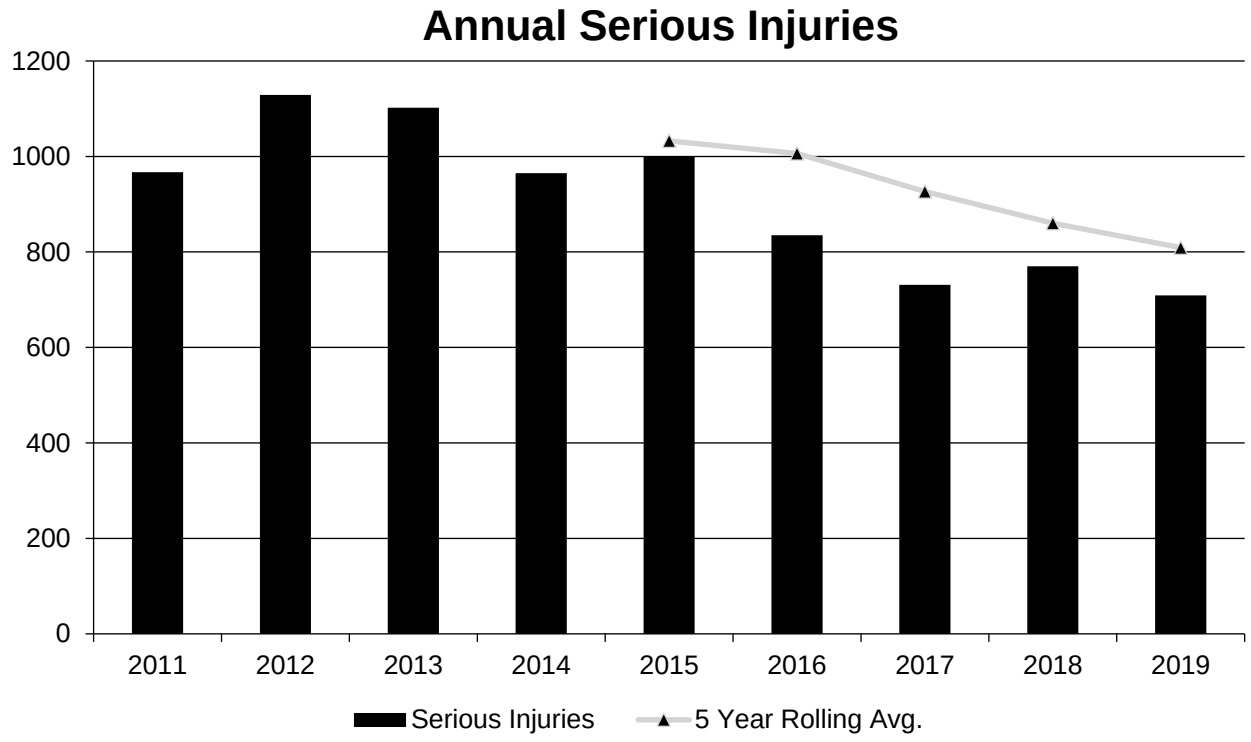
Safety Performance

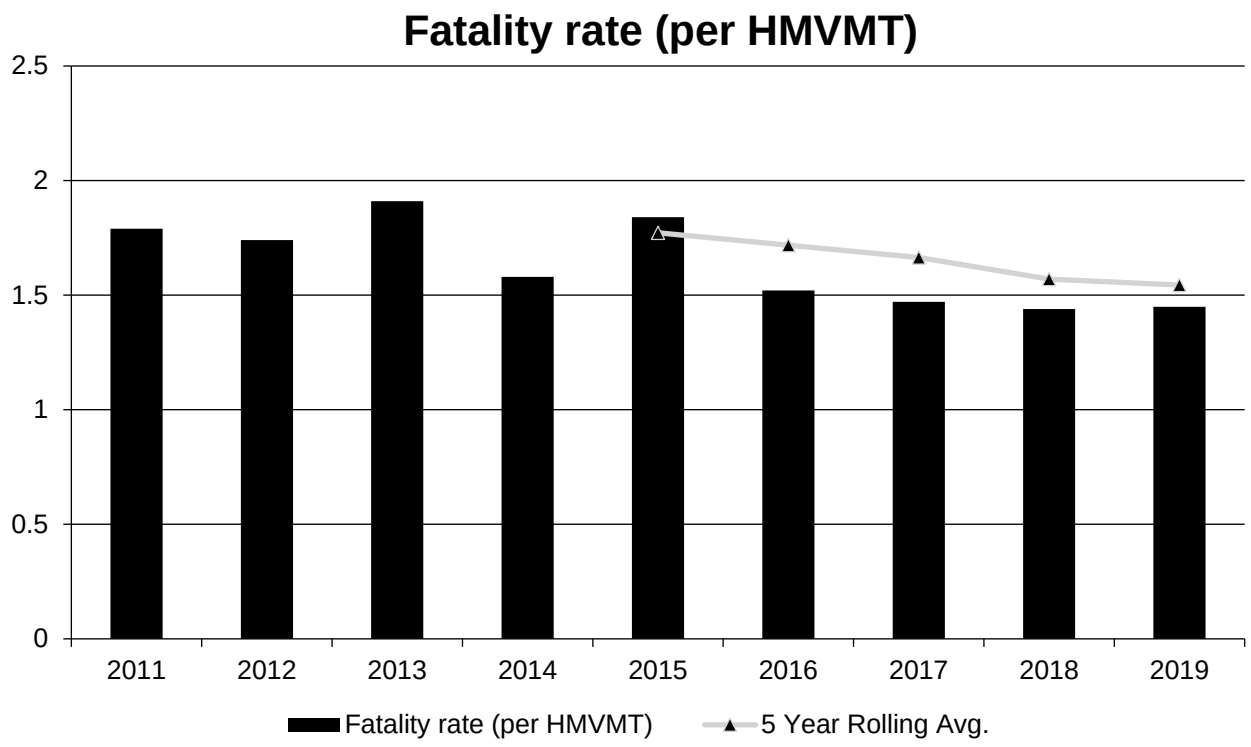
General Highway Safety Trends

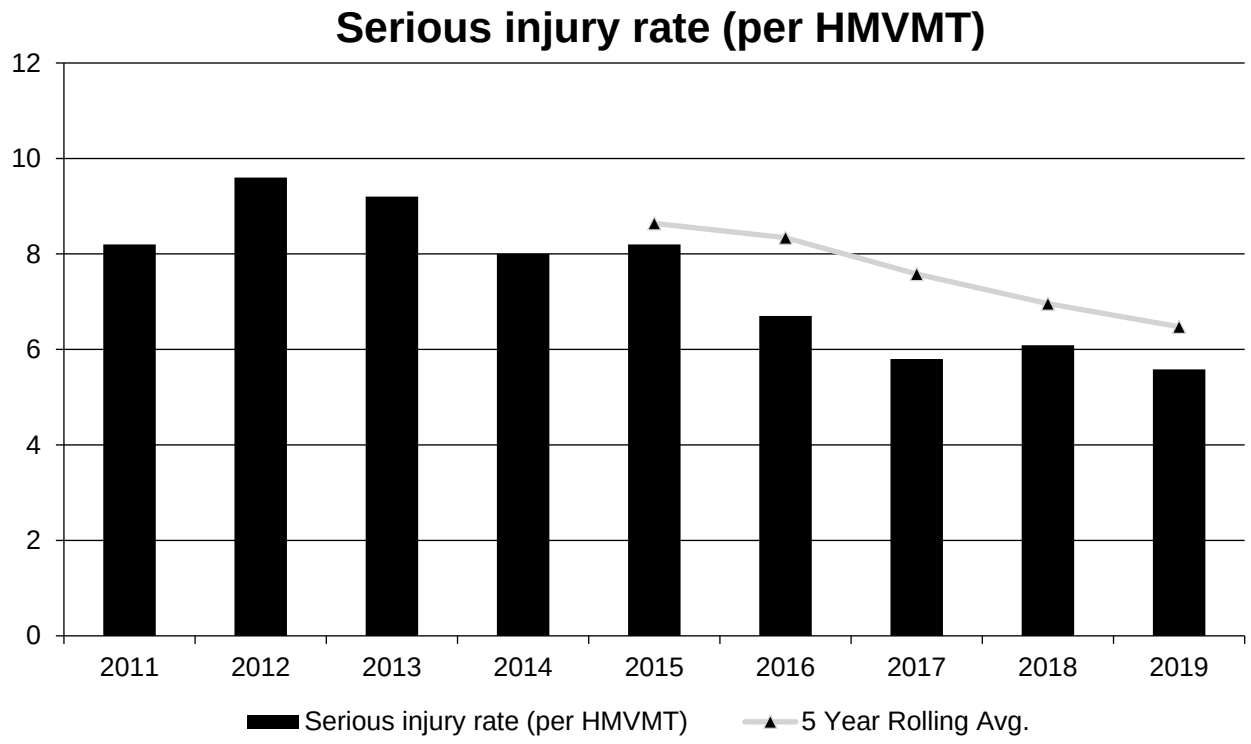
Present data showing the general highway safety trends in the State for the past five years.

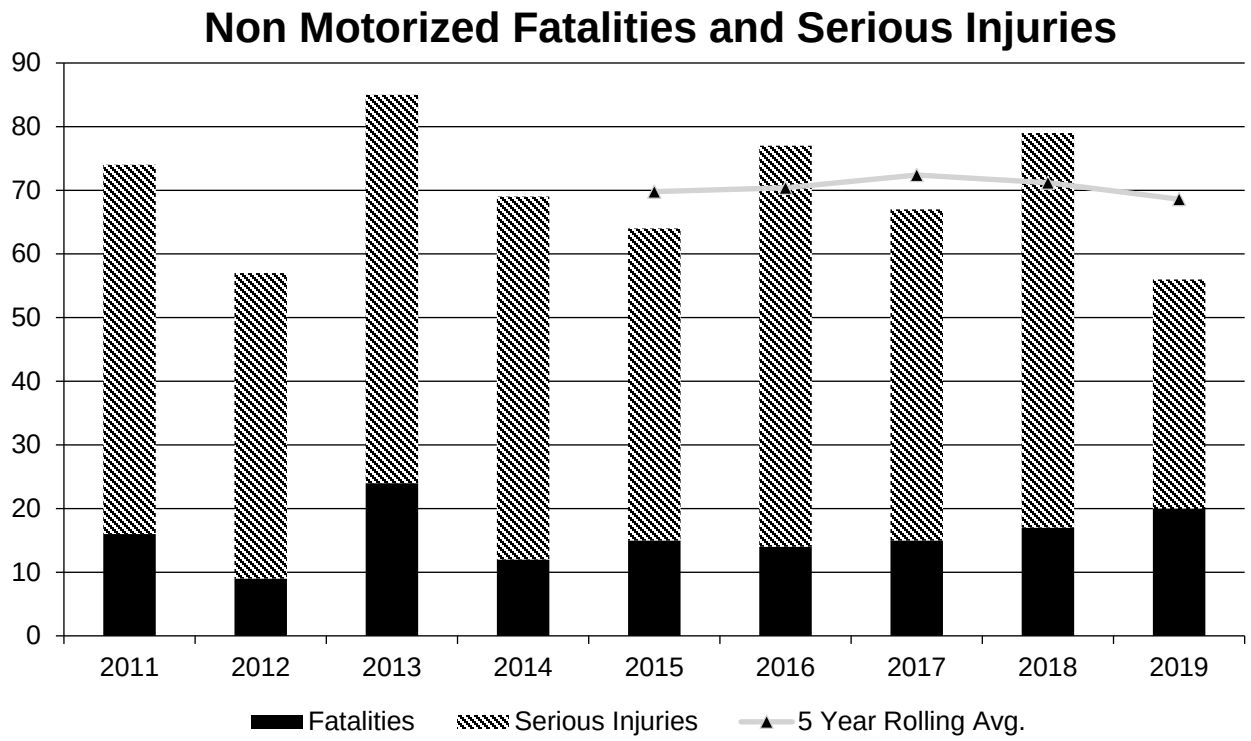
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	211	205	229	192	224	190	186	182	184
Serious Injuries	967	1,129	1,102	965	1,000	835	731	770	709
Fatality rate (per HMVMT)	1.790	1.740	1.910	1.580	1.840	1.520	1.471	1.439	1.449
Serious injury rate (per HMVMT)	8.200	9.600	9.200	8.000	8.200	6.700	5.800	6.089	5.583
Number non-motorized fatalities	16	9	24	12	15	14	15	17	20
Number of non-motorized serious injuries	58	48	61	57	49	63	52	62	36


Annual Fatalities
250
200
150
100
50
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1200
1000
800
600
400
200
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	25.2	89.8	0.97	3.5
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	44	145.4	1.73	5.74
Rural Minor Arterial	24.6	89.8	2.21	8.09
Rural Minor Collector	11	43.2	2.05	8.4
Rural Major Collector	26.8	83.8	2.98	9.36

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	27.2	113.6	1.92	8.26
Urban Principal Arterial (UPA) - Interstate	7.6	27.8	1.21	4.46
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	9.6	84	0.77	6.7
Urban Minor Arterial	5.8	34.4	0.9	5.35
Urban Minor Collector	0.2	2.8	0.69	9.15
Urban Major Collector	3.6	26.8	0.85	6.35
Urban Local Road or Street	7.6	67.6	0.72	6.32

Year 2019

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	137.6	519.4	1.53	5.78
County Highway Agency	20.8	102.8	1.4	7
Town or Township Highway Agency				
City or Municipal Highway Agency	15.8	130.4	0.77	6.45
State Park, Forest, or Reservation Agency		4.5		38.89
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation	12.4	23.6	6.94	13.68
Bureau of Indian Affairs	1.67	4	13.94	26.36
USFS	5.4	28.4	1.61	8.94
Other Federal Agency		1		2.17
National Park Service	1		0.81	
National Park Service				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:182.7

Describe the basis for established target, including how it supports SHSP goals.

The 2021 Target is expressed as the 5-year rolling average using historical trends. The methodology was updated as part of the 2020 CHSP update process by the Advisory Committee. The target setting methodology is as follows: The methodology analyzed historical trend data and considered potential impacts of COVID-19 to determine ambitious, yet achievable targets for 2021-2025. Based on a 10-year trend, a moderate reduction of 3 fatalities per year is the target. This supports the SHSP (known as the Comprehensive Highway Safety Plan (CHSP) in Montana) by working towards the overall Vision Zero Goal and an interim safety goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.

Number of Serious Injuries:652.5

Describe the basis for established target, including how it supports SHSP goals.

The 2021 Target is expressed as the 5-year rolling average using historical trends. The methodology was updated as part of the 2020 CHSP update process by the Advisory Committee. The target setting methodology is as follows: The methodology analyzed historical trend data and considered potential impacts of COVID-19 to determine ambitious, yet achievable targets for 2021-2025. Based on a 10-year trend, a moderate reduction of 41 suspected serious injuries per year is the target. This supports the SHSP (known as the Comprehensive Highway Safety Plan (CHSP) in Montana) by working towards the overall Vision Zero Goal and an interim safety goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.

Fatality Rate:1.367

Describe the basis for established target, including how it supports SHSP goals.

The 2021 Target is expressed as the 5-year rolling average using historical trends. The methodology was updated as part of the 2020 CHSP update process by the Advisory Committee. The target setting methodology is as follows: The methodology analyzed historical trend data and considered potential impacts of COVID-19 to determine ambitious, yet achievable targets for 2021-2025. Based on a 10-year trend with consideration of COVID-19, a conservative reduction of .041 per million vehicle miles traveled (MVMT) per year is the target. This supports the SHSP (known as the Comprehensive Highway Safety Plan (CHSP) in Montana) by working towards the overall Vision Zero Goal and an interim safety goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.

Serious Injury Rate:5.450

Describe the basis for established target, including how it supports SHSP goals.

The 2021 Target is expressed as the 5-year rolling average using historical trends. The methodology was updated as part of the 2020 CHSP update process by the Advisory Committee. The target setting methodology is as follows: The methodology analyzed historical trend data and considered potential impacts of COVID-19 to determine ambitious, yet achievable targets for 2021-2025. Based on a 3-year trend with consideration of COVID-19, a conservative reduction of .114 per MVMT is the target. This supports the SHSP (known as the Comprehensive Highway Safety Plan (CHSP) in Montana) by working towards the overall Vision Zero Goal and an interim safety goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.

Total Number of Non-Motorized Fatalities and Serious Injuries:63.5

Describe the basis for established target, including how it supports SHSP goals.

The 2021 Target is expressed as the 5-year rolling average using historical trends. The methodology was updated as part of the 2020 CHSP update process by the Advisory Committee. The target setting methodology is as follows: The methodology analyzed historical trend data and considered potential impacts of COVID-19 to determine ambitious, yet achievable targets for 2021-2025. Based on 6-year trend, a low moderate reduction of 1 non-motorized fatality or suspected serious injury per year is the target. This supports the SHSP (known as the Comprehensive Highway Safety Plan (CHSP) in Montana) by working towards the overall Vision Zero Goal and an interim safety goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Montana's Safety Performance Target Setting is a collaborative effort. Representatives from MDT Engineering, the State's 3 MPO's and the State Highway Traffic Office met in the spring of 2020 to establish the 2021 Safety Performance Targets. These targets were then advanced to the CHSP Advisory Committee to vote their concurrence.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	187.4	193.2
Number of Serious Injuries	892.8	809.0
Fatality Rate	1.462	1.544
Serious Injury Rate	6.968	6.474
Non-Motorized Fatalities and Serious Injuries	73.2	68.6

MDT has made significant progress on 3 of the 5 safety targets for 2019. This includes # of serious injuries, serious injury rate and non-motorized fatalities and serious injures.

However, Montana has not made significant progress during the same time period for fatalities and fatality rate. In 2019 Montana saw a small increase from 182 to 184 annual fatalities. After 4 years of declining fatalities, this was the first fatality increase . One of the challenges for fatal and serious injury crashes is the behavioral aspect. Currently HSIP funds are not eligible for non-infrastructure projects. Future flexibility of these funds would assist the agency in addressing both infrastructure and behavioral safety needs.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

Yes

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	16	34	24	31	26	20	26
Number of Older Driver and Pedestrian Serious Injuries	71	82	91	88	86	86	66

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Other-Observational before/after studies

MDT utilizes observational before/after studies to evaluate the effectiveness of a particular safety improvement or groups of improvements. An observational before/after study requires crash data and volume data from both before and after the installation of a safety improvement.

MDT has elected to evaluate the HSIP based on groups of similar projects on an annual basis. At this time, the evaluation process focuses on nominated projects having a construction and construction engineering (CN+CE) cost exceeding $100,000. Additional evaluations or site specific evaluations are completed on a case-by-case basis. Typically, a minimum of 5-years of after data is used for the treatment sites.

The following steps highlight the process for MDT’s annual evaluation of safety improvements. It is not meant to be all encompassing and is meant to be a living process. Modifications to the following process will be made as additional data sets and analysis tools are available.

1. Identify completed projects with a construction plus construction engineering (CN+CE) cost of greater than $100,000 and which have sufficient crash data following completion of the project.
2. Group the projects completed in the identified year by improvement type. The following project groups are identified to guide the evaluation:
3. Geometric improvements at a specific location (curve realignment or shoulder widening as examples);
4. Slope flattening or elimination of roadside hazards;
5. Signing, striping and delineation including the installation of warning flashers;
6. Installation of guardrail;

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

This method of program level evaluation is new to MDT with only a few years actual results. With MDT's recent Roadway Departure Study and newly implemented Intersection Safety Study, the program level evaluation will continue to be improved upon each year.

One challenge of this form of program level evaluation is for low volume roads. On these types of roads, 10 years of data is needed to determine a crash trend and ultimately a project being constructed. In addition, MDT's evaluation is based on 5 years "before" and "after" data which may not correspond with the original trend identification due to the regression to the mean. Consequently, the naïve before/after study may not produce results that are consistent with the anticipated CMF that was used.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

Another method MDT uses to indicate the HSIP Program's Success is the ability to identify and obligate HSIP Funds to address safety needs throughout the state on all public roads. MDT's HSIP Funding has grown over the last several years which has allowed MDT to identify and fund more significant size safety projects. This has included large infrastructure type projects, including several roundabouts on non-MDT routes (local road safety) and shoulder widening/slope flattening on secondary roadways which have limited funding sources.

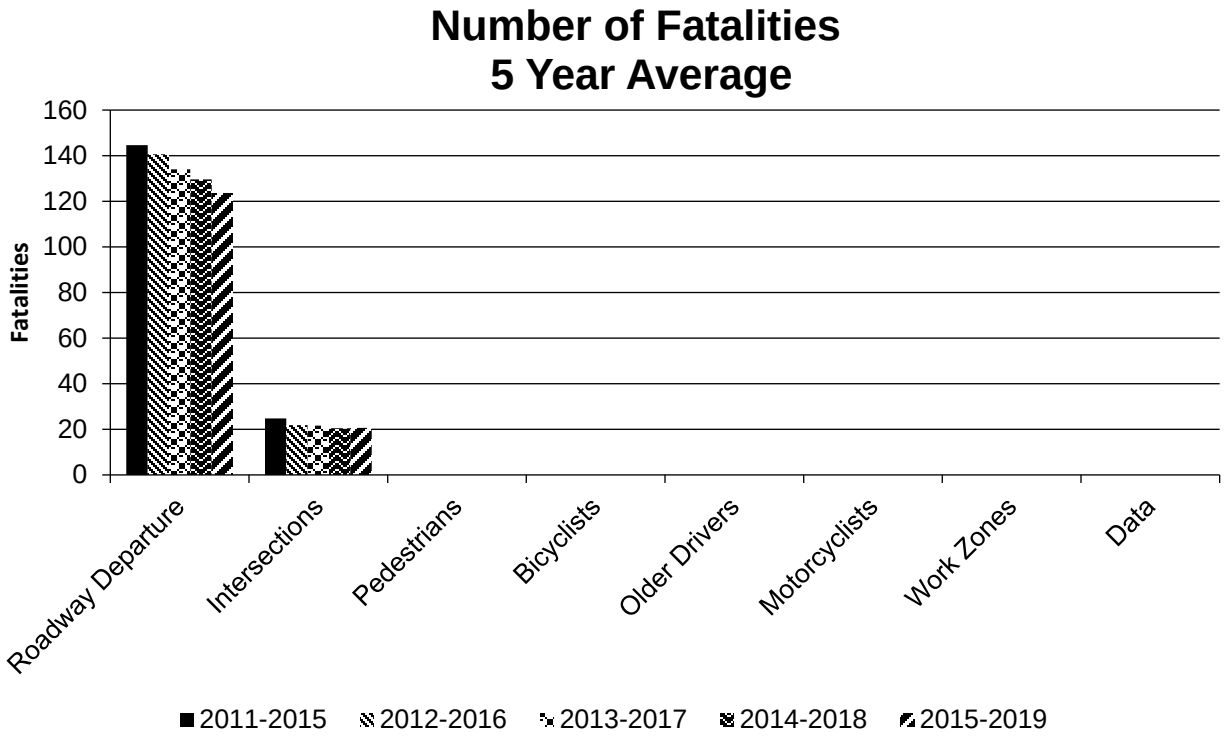
The HSIP Program's success has also increased the awareness of safety within the agency as a whole. This has translated into more collaboration between bureaus as other projects are designed and implemented benefiting both the safety program and ultimately the traveling public.

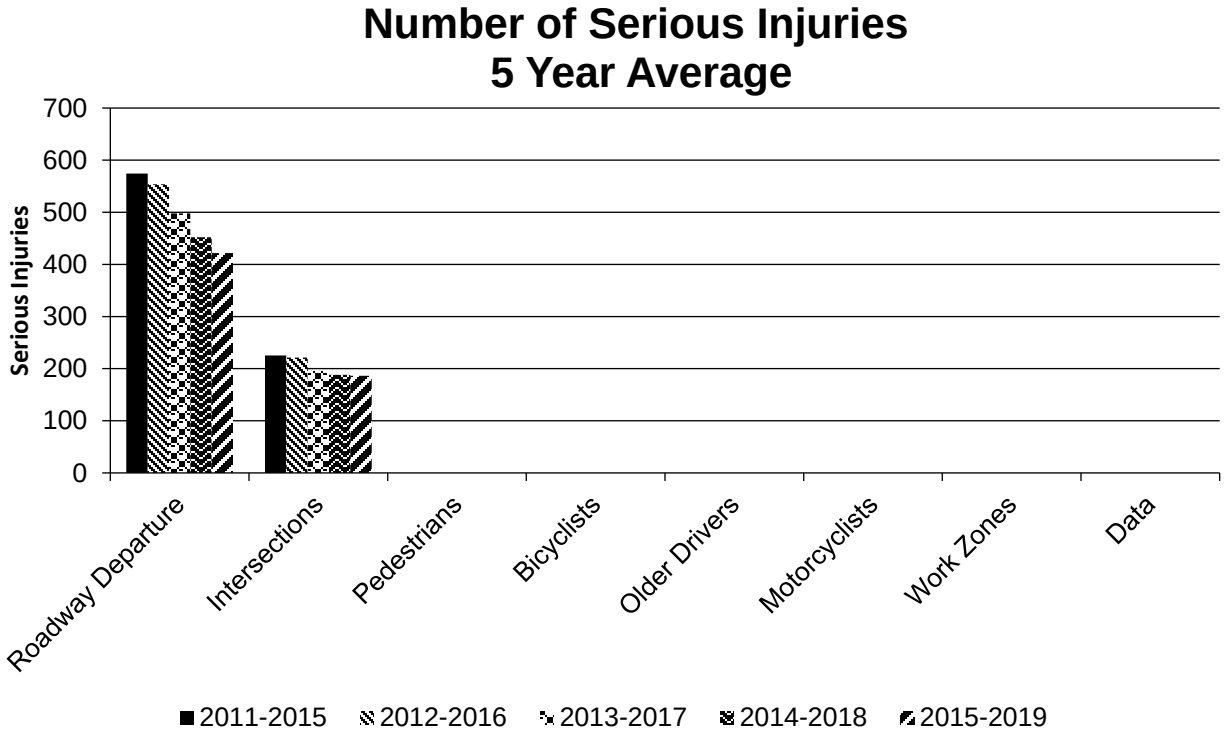
Effectiveness of Groupings or Similar Types of Improvements

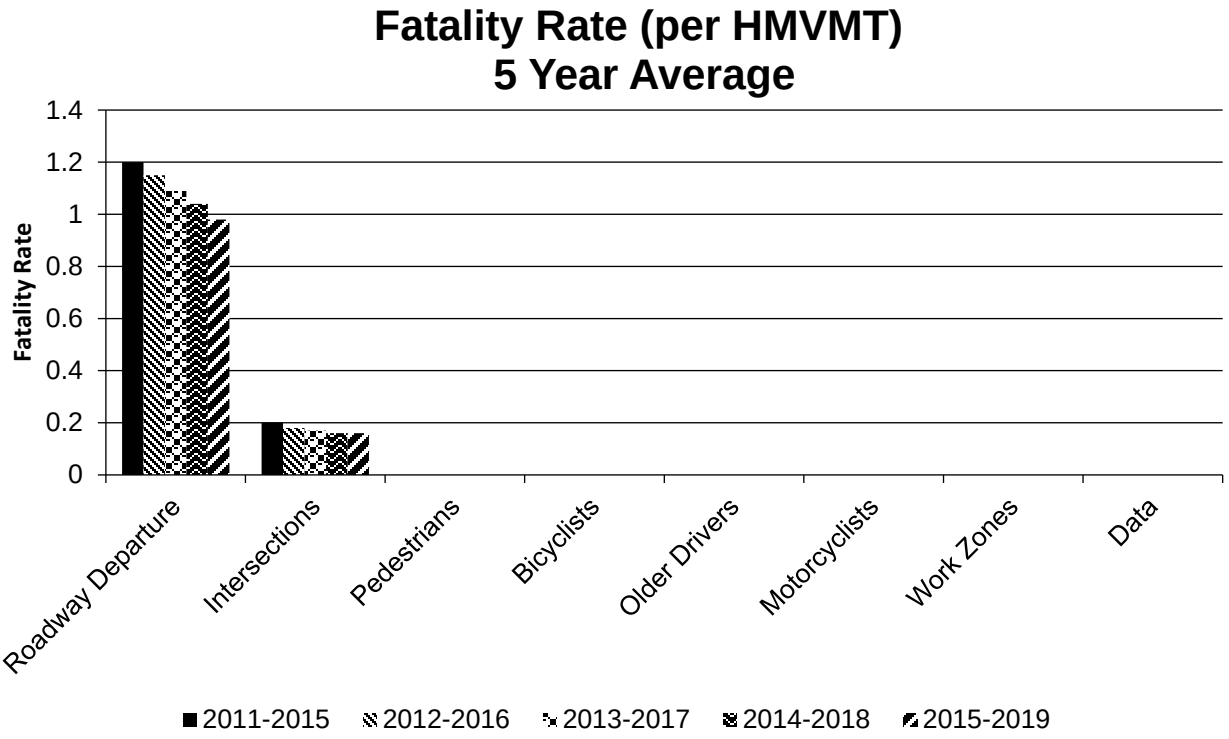
Present and describe trends in SHSP emphasis area performance measures.

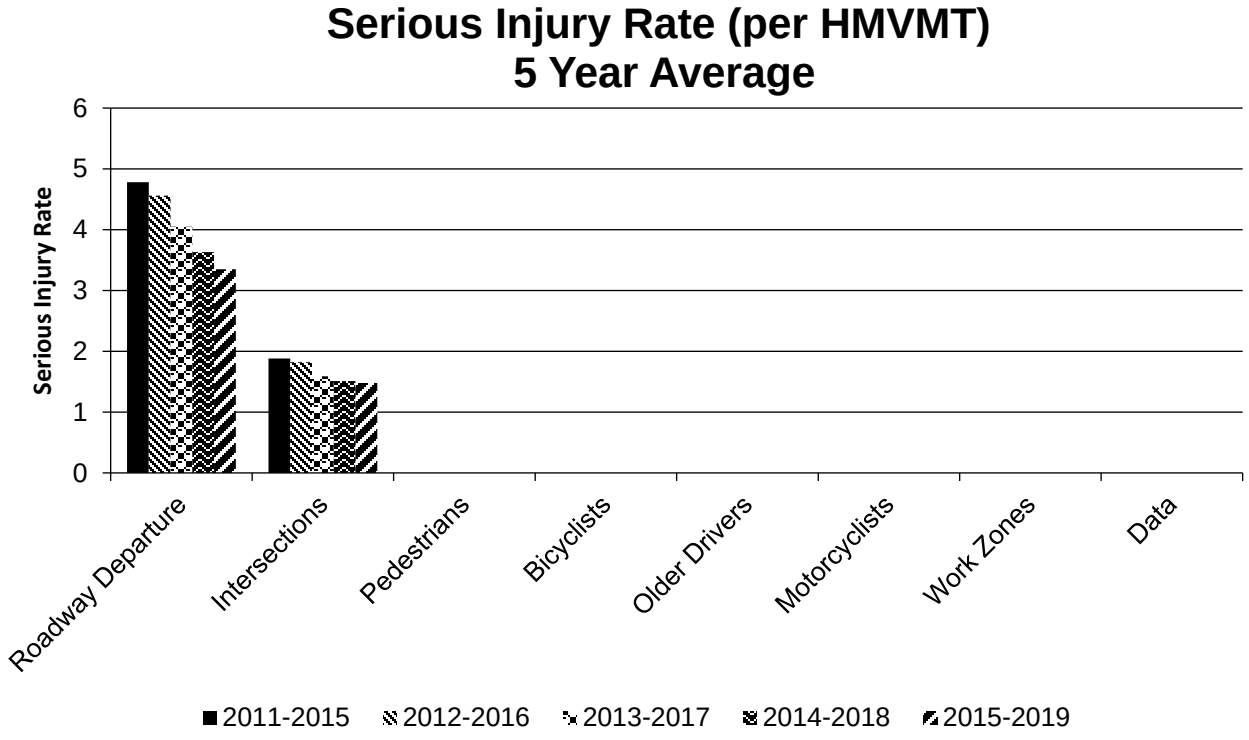
Year 2019

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Roadway Departure	All	123.6	421.8	0.98	3.35	0	0	0
Intersections	All	20.6	186.2	0.16	1.48	0	0	0
Pedestrians		0	0	0	0	0	0	0
Bicyclists		0	0	0	0	0	0	0
Older Drivers		0	0	0	0	0	0	0
Motorcyclists		0	0	0	0	0	0	0
Work Zones		0	0	0	0	0	0	0
Data		0	0	0	0	0	0	0


Number of Fatalities
5 Year Average
Fatalities
160
140
120
100
80
60
40
20
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Geometric Improvements	Varies	Roadway	Roadway - other	16.00	3.00	1.00		4.00		5.00	2.00	26.00	5.00	3.91
Signing	Varies	Roadway signs and traffic control	Roadway signs and traffic control - other	20.00	10.00	1.00		2.00		3.00		26.00	10.00	41.91
Guardrail	Varies	Roadside	Barrier - other	19.00	4.00		1.00	10.00	1.00	10.00	4.00	39.00	10.00	-6.55
Signal	Varies	Intersection traffic control	Intersection traffic control - other	9.00	9.00			2.00	1.00	12.00	3.00	23.00	13.00	5.34
Rumble Strips	Varies	Roadway	Rumble strips - unspecified or other	34.00	31.00	11.00		9.00	4.00	35.00	18.00	89.00	53.00	632.55
Fencing	Varies	Roadside	Fencing	9.00				1.00		2.00		12.00		4.37

MDT has a process to evaluate safety projects. At this time, the 2020 evaluation has not been completed and therefore it not referenced or included in this report. MDT's 2019 evaluation results are included. These are for a simple before / after study using 5 years of before/after data. In addition, small projects with similar scope have been grouped together for analysis.

The challenge of completing a simple before/after study is that the 5-year before period may not be representative of the crashes that initiated the safety improvements or the data may be skewed due to the randomness of crashes on low volume roads. In addition, although the guardrail installations resulted in a significant reduction in crash severity and number of crashes, one severe crash resulted in an overall negative b/c. The simple before/after study method is heavily influenced by severe crashes.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

05/01/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2020

When does the State anticipate completing it's next SHSP update?

2020

MDT is in the current process of updating it's SHSP or CHSP (Comprehensive Highway Safety Plan) as it is known in Montana. Completion of the update is anticipated by late 2020.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	100						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

MDT is on track to have the collected MIRE information entered into the database by 12/31/2020, MDT's internal goal date.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.