

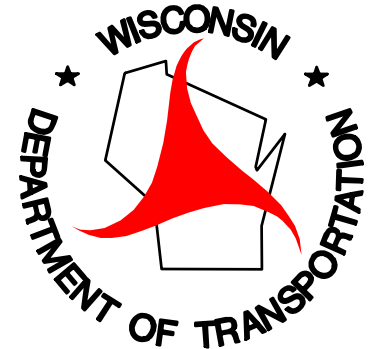
# Highway Safety Improvement Program

 U.S. Department of Transportation  
Federal Highway Administration



**SAFETEA-LU**

Safe Accountable Flexible Efficient Transportation Equity Act:  
A Legacy for Users



**Division of Transportation Investment Management  
Bureau of State Highway Programs**

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## Key provisions...

### ⌨ Safety is a federal “Core” program

- ❑ called the Highway Safety Improvement Program (HSIP), it receives its own federal apportionments
- ❑ structured and funded to make significant progress in reducing highway fatalities

### ⌨ Provides increased funding for Safety

- ❑ more than double the federal safety funds provided under TEA-21
- ❑ currently over \$30 million per year

## Key provisions...

- ✦ **Includes set-asides for High Risk Rural Roads and Rail-Highway Crossings**
  - ❑ currently over \$1.8 million per year for High Risk Rural Roads
  - ❑ currently about \$5.3 million per year for Rail-Hwy Crossings
- ✦ **Requires states to have a Strategic Highway Safety Plan (SHSP)**
  - ❑ Wisconsin's SHSP was approved by the WisDOT Secretary on October 18, 2006
  - ❑ the SHSP identifies 26 highway safety issue areas ranked according to the ability to reduce traffic crashes, injuries and deaths

## Key provisions...

### 🔑 Requires detailed reporting on progress

- ❑ the “5 percent report” annually identifies locations with the most severe safety needs along with an assessment of remedies and costs needed to solve the problems at these locations
- ❑ the “HSIP report” describes the effectiveness safety projects have had in reducing roadway related crashes, injuries and fatalities

# Highway Safety Improvement Program

## 🔑 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP<sup>1</sup>) –

projects that reduce the number and severity of crashes and decrease the potential for crashes on all public roads

## 🔑 High Risk Rural Roads Program (HRRRP) – projects for construction and operational improvements on major and minor collectors and rural local roads

## 🔑 Rail-Hwy Crossing Warning Devices – projects that involve, primarily, electronic signal installations and upgrades

## 🔑 Rail-Hwy Crossing Elimination of Hazards – projects that improve crossing geometrics or eliminate at-grade crossings with a separation structure

<sup>1</sup> formerly known as the HES program, now shown in small caps (HSIP) to distinguish it from the overall Highway Safety Improvement Program of the same name.

# Highway Safety Improvement Program

## *Project funding...*

- ⌘ **Not a federal grant program**
- ⌘ **90% Federal HSIP funds available for most projects**
- ⌘ **10% match required:**
  - ❑ **State pays match for STH projects**
  - ❑ **Locals pay match for non-STH projects (local streets & highways)**

# Highway Safety Improvement Program

## Program cycle...

- ⌘ Four-year program of projects
- ⌘ Program on a two-year cycle –
  - ❑ Projects solicited in odd-numbered years
  - ❑ Coincides with Local Programs cycle
- ⌘ Next program is 2010 - 2013
- ⌘ Next program cycle began **Feb 1, 2009** when new HSIP guidelines became available
- ⌘ Deadline for 2010 HSIP submittals is **May 1, 2009**
- ⌘ Deadline for 2011-2013 submittals is **Aug 1, 2009**

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



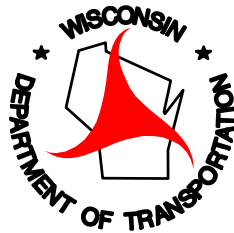
## *Typical Eligible Projects...*

- Intersection safety improvements (including installing/modifying traffic signals, roundabouts and channelization/turning radii improvements)
- Straightening isolated curves or hills
- Improving sight distance
- Access modifications
- Constructing turning, bypass or other auxiliary lanes
- Eliminating a roadside obstacle
- Installing guardrails, barriers and crash attenuators
- Installing signs, delineators, flashing warning lights (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings, in school zones and other problem areas
- Installing countdown pedestrian signals

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



*Emphasis areas...*



WISCONSIN TRAFFIC OPERATIONS

AND SAFETY LABORATORY



HELPING YOU TRAVEL BETTER

[www.topslab.wisc.edu](http://www.topslab.wisc.edu)

Recent analyses done by the UW TOPS Lab in cooperation with WisDOT, as well as issue areas identified in Wisconsin's SHSP, have resulted in emphasis being given to HSIP projects that will:

- Improve safety at hazardous locations identified in the "5 percent report"
- Reduce cross-median crashes (CMCs) and run-off-road crashes
- Reduce crashes at hazardous intersections

Other HSIP projects will continue to be accepted; but will be lower in priority than those listed above.

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *Traffic Signal LED Retrofit Projects*

- Limit of \$1.5 million per year for this system-wide work
- Only sites on local streets will be eligible (no STH or Connecting Highways unless Locals pay the match)
- Individual site crash listings required
- All projects will be capped
- Maximum size of project is limited to \$750,000

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## **New** → *Countdown Pedestrian Signals*

- ❑ Projects must apply to Corridors or Geographic Areas as opposed to a single intersection
- ❑ A proposed project must have a PEF of 1.0 or greater using a 25% crash reduction factor
- ❑ Proposals including intersections on and off the STH system must be split into State (Leg. Subpgm. 303) and Local (Leg. Subpgm. 206) projects
- ❑ The total of all countdown pedestrian signal projects is limited to \$3 million annually



# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## ***Small Local HSIP Projects Program***

- ❑ For projects costing less than \$25,000
- ❑ \$150,000 is allotted to each DTSD Region annually
- ❑ For projects on County and Local Highway systems only  
(projects on the connecting highway system are not eligible)
- ❑ Only construction-type work on existing R/W is eligible
- ❑ Only local force account (LFA) projects are allowed in the program,  
and the local unit of government *must actually perform* the work
- ❑ Projects must begin within the federal fiscal year they are scheduled  
(Oct 1 thru Sep 30)
- ❑ DTSD Regions manage the program
- ❑ Unused balances are redistributed by the HSIP Coordinator

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *HSIP Application form...*

- Replaces Concept Definition Report (CDR) for safety projects
- Many data items on CDR don't apply to HSIP projects

## *Benefits...*

- Provides more relevant information
- Identifies hazard(s)
- Describes project in some detail
- Explains how project will address hazard(s)
- Facilitates HSIP Review Committee project review
- Results in more informed decision-making

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## HSIP Application form...

Wisconsin Department of Transportation (WisDOT)

### Project Application for 2010-2013 HIGHWAY SAFETY IMPROVEMENT PROGRAM

DESIGN ID:	TIED PROJECT IDs:
RELATED ID(s): (R/W) (CONST)	

#### Project Description

1. NAME OF ROAD/INTERSECTION		HWY NO.
COUNTY	CITY OF	TOWN OF
NAME OF THE MPO THE PROJECT IS REPRESENTED BY		

Is the estimated cost of the project less than \$25,000?  Yes  No  
If YES, be sure to complete Box 6 in addition to the rest of this form.

2A. SEGMENT Current Average Daily Traffic	Project Length Miles
Roadway Width	Crash Rate
	Shoulder Width

2B. INTERSECTION Roadway Width	Crash Rate	Entering Vehicle Volume
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#### Identification of Hazard

2C. Explain identified hazards such as: Visibility Restrictions, Curves, Hills, Intersection Problems, Bike/Ped Conflicts, Narrow Shoulders, Rutting, Etc.

#### Proposed Improvement

3. In some detail, describe the proposed project and how it will address the identified hazard.

#### Project Cost

4. Estimate project costs in today's dollars)	FY 2010	FY 2011	FY 2012	FY 2013	HSIP Funds Requested
Preliminary Engineering-Design** Include state review					
Real Estate *					
Major Construction Items (Include Construction Engineering and Contingencies)					
Other Costs					
** TOTAL					

\* Ineligible cost for Small Local HSIP Project (less than \$25,000).

\*\* The project sponsors will be responsible for any project costs in excess of the approved project cost.

#### Project Checklist

Complete this box only for projects less than \$25,000:

5. Will project affect or use land from a property on the National Register of Historic Places?  Yes  No
- Will project require the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge?  Yes  No
- Is your municipality adequately staffed and equipped to do the work?  Yes  No
- Does your municipality have prior commitments that would impair your performance of this work?  Yes  No

#### Contact Information and Signature

6. PRIMARY CONTACT PERSON or AGENCY

NAME	TITLE	
ADDRESS	TELEPHONE ( )	
MUNICIPALITY	STATE	ZIP
7. SIGNATURE OF LOCAL APPROVING AUTHORITY		DATE

WisDOT Information – Shaded areas to be completed by WisDOT staff only.

A. Environmental Documentation Type	B. Hazard Elimination Type
C. Functional Class	D. PEF
REGION APPROVAL Project Supervisor	Date
Planning Supervisor	Date
C.O. Concurrence	Approved _____ Disapproved _____

Form is available at this website, in the HSIP Guidelines and from Regional HSIP Coordinators

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *Candidate Project Submittals...*

### *Package must include:*

- Completed HSIP Project Application form
- General sketch of project proposal
- Site photos
- Crash history (most current consecutive 3 years minimum) and appropriate crash analysis; provide DTSD Region Office with MV4000 reports
- Collision diagrams
- Traffic signal warrant documentation (new signals only)
- PEF worksheets & PC printouts - done by DTSD Region

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *Project Analysis...*

- ❑ Must have had crash history
- ❑ Identify crashes that would have been avoided if project constructed
- ❑ Project Evaluation Factor (PEF) is tool used to rank relative merits of projects
- ❑ PEF compares the crash reduction benefits to costs of the project
- ❑ DTSD Region runs PC program to calculate PEF

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *HSIP Project Funding Caps*

- ❑ For all NEW projects over \$200,000
- ❑ For all EXISTING projects that escalate to over \$200,000
- ❑ Affects about one-third of all projects, but the most expensive ones
- ❑ 81% of dollar volume of HSIP work
  - ❑ State Projects - overages charged to Region's allocation
  - ❑ Local Projects - overages charged to Locals
- ❑ Any funding cap increases must be approved by the HSIP Review Committee

### *Benefits...*

- ❑ Foster better project scoping
- ❑ Promote good, sound cost estimates
- ❑ Help control cost increases on large projects

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *HSIP Project Size Limit*

- ❑ Projects over \$1,100,000 must have a companion project
  - ❑ First \$1,100,000  HSIP Program
  - ❑ Second \$1,100,000  DTSD Region's 3R Program/Local Funds
  - ❑ Balance of Project  Costs shared equally between HSIP Program & Region's 3R/Local Funds

### *Benefits...*

- ❑ Insures better geographic distribution of projects
- ❑ Improves ability of locals to compete for projects
- ❑ Only way some small projects will ever be funded

# HIGHWAY SAFETY IMPROVEMENT PROGRAM



## *HSIP Project Sunset Provision*

- ❑ Annual Region review in January ensures existing project viability
- ❑ A project will lose its status IF:
  - ❑ there is no design action within 2 years of program approval, OR,
  - ❑ it is not let to contract within 3 years of program approval  
(4 years if right-of-way is needed)
- ❑ Local officials informed by letter of impending action before project is deleted

### *Benefits...*

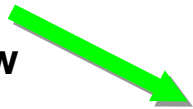
- ❑ Insures projects remain viable
- ❑ Avoids reserving program dollars for non-viable projects
- ❑ Enables adding projects to the Program to replace non-viable ones

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

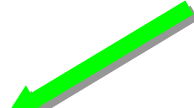


## HSIP Coordinators

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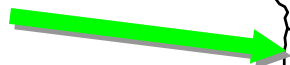
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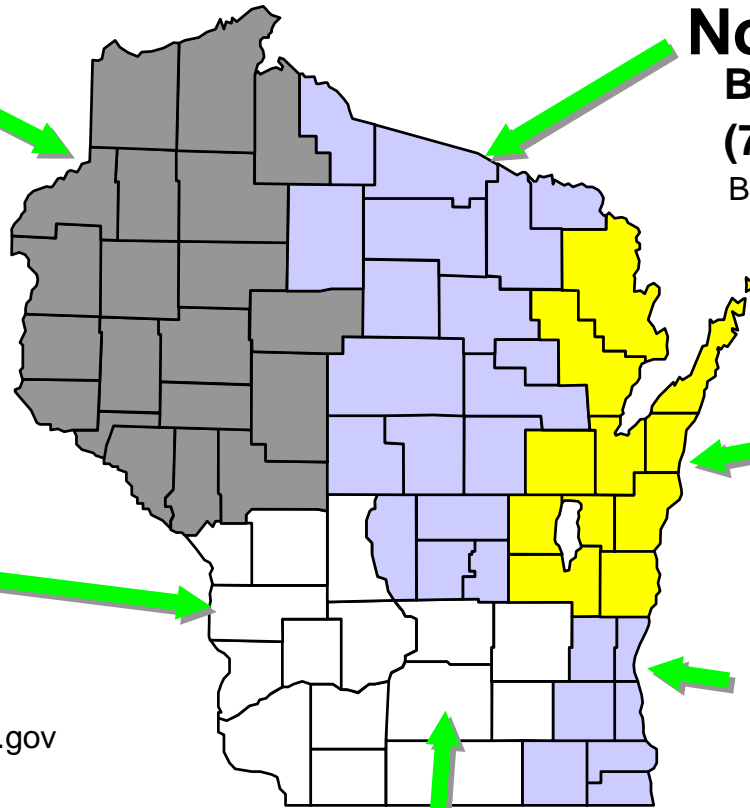
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