



TENNESSEE

**HIGHWAY SAFETY
IMPROVEMENT PROGRAM
2018 ANNUAL REPORT**



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

Table of Contents	2
Disclaimer	3
Executive Summary	4
Introduction.....	7
Program Structure	7
Program Administration.....	7
Program Methodology	13
Project Implementation.....	23
Funds Programmed	23
General Listing of Projects	25
Safety Performance	46
General Highway Safety Trends.....	46
Safety Performance Targets.....	59
Applicability of Special Rules	63
Evaluation	65
Program Effectiveness	65
Effectiveness of Groupings or Similar Types of Improvements	66
Year 2017.....	66
Project Effectiveness.....	70
Compliance Assessment	72

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

The Project Safety Office within the Tennessee Department of Transportation Strategic Transportation Investments Division (STID) maintains the management and oversight of projects within the HSIP program and provides a combination of the following services for the projects:

- Investigation of candidate projects
- Initiation of safety projects and initiatives
- Coordination with various stakeholders and other TDOT divisions during project development
- Provision of construction contracts for letting projects of limited scope that do not require further development.

Since its inception in 2010, STID has developed safety focused projects through various programs and initiatives. These projects fall under various programs that have unique data driven qualification criteria based on a specific condition to address a specific safety concern. A brief synopsis of each program currently active within STID is provided below. A total of 66 projects have been let to construction in 2017 with another 338 projects currently in some phase of development. A summary of the projects either let to construction from the program's inception to present day or currently under development for each program is also provided below.

TDOT STID Programs

Program	Safety Concern Addressed by Program
STID Programs Using HSIP Funding	
Road Safety Audits (RSA)	Addresses a variety of safety concerns for locations experiencing crash rates higher than statewide averages.
Roadway Departure Action Plan	Addresses segment safety concerns at FHWA identified locations that have experienced a high rate of roadway departure crashes.
High-Friction Surface Safety Initiative	Addresses safety concerns for horizontal curve locations related to the high rate of roadway departure crashes experienced by the location.
Local Road Safety Initiative	Addresses a variety of safety concerns for non-interstate and state route segments located outside an urban and MPO boundary experiencing crash rates higher than statewide averages.
Intersection Action Plan	Addresses safety concerns at FHWA identified intersection locations that have experience a high number of crashes
Wrong Way Safety Initiative	Addresses the potential of wrong way movements at interchange intersections at various interchanges
Ramp Queue Program	Addresses queueing concerns of ramps spilling back onto the main travel lanes of the access control facilities
Pedestrian Road Safety Initiative	Addresses safety concerns specific to pedestrian related severe crashes
STID Programs Using State, STP, or HSIP Funding	
Spot Safety Program	Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee

STID Safety Projects Under Active Programs by Region and Funding Source

2018 Tennessee Highway Safety Improvement Program

Program	# Projects Let (2017)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using HSIP Funding			
Region 1	14	68	\$6,330,506.43
Region 2	8	72	\$1,474,535.02
Region 3	10	86	\$4,348,673.15
Region 4	12	53	\$3,544,345.15
1Statewide	0	3	N/A
Subtotal	44	282	\$15,698,059.75
STID Programs Using State, STP, or HSIP Funding			
Region 1	14	23	\$10,366,377.54
Region 2	1	10	\$418,101.30
Region 3	3	11	\$2,657,547.12

Program	# Projects Let (2017)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
Region 4	4	12	\$1,792,121.13
Subtotal	22	56	\$15,234,147.09
All STID Programs			
Total	66	338	\$30,932,206.84

1 The Wrong Way Safety Initiative and Pedestrian Road Safety Initiative are single projects that encompass multiple locations statewide.

STID Safety Projects by Active Program and Funding Source

Program	# Projects Let (2017)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using HSIP Funding			
Road Safety Audits (RSA)	41	144	\$14,123,855.10
Roadway Departure Action Plan	1	1	\$781,015.65
High-Friction Surface Safety Initiative	2	1	\$255,254.00
Local Road Safety Initiative	0	82	\$0.00

2018 Tennessee Highway Safety Improvement Program

Intersection Action Plan	0	23	\$0.00
Wrong Way Safety Initiative	0	1	N/A
Ramp Queue Program	0	12	\$0.00
Pedestrian Road Safety Initiative	0	1	N/A
Spot Safety Program	1	16	\$537,935.00
Subtotal	45	281	\$15,698,059.75

Program	# Projects Let (2017)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using State, STP, or HSIP Funding			
Spot Safety Program	14	35	\$10,806,931.66
RSA	8	24	4,427,215.43
Subtotal	22	57	\$15,234,147.09
All STID Programs			
Total	66	338	\$30,932,206.84

1 The Wrong Way Safety Initiative and Pedestrian Road Safety Initiative are single projects that encompass multiple locations statewide.

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.

Strategic Transportation Investments Division

Programs and Initiatives

Road Safety Audits (RSA)

Addresses a variety of safety concerns for locations experiencing crash rates higher than statewide averages.

Qualifying criteria for RSA's applies to:
All functionally classified public roads

Segments - Spot, Section, or Corridor

Analysis Period: three (3) years

Length:

Minimum number of crashes: five(5)

All functionally classified public roads

One (1) fatal or incapacitating injury crash and ratio of severe crash rate > 1.0, Or at least 25% lane departure type crashes

Intersections

Non-signalized (rural or urban)

One (1) fatal crash, or two (2) or more incapacitating crashes, or one (1) incapacitating pedestrian or bicycle crash

Signalized (rural or urban)

One (1) fatal crash, or one (1) incapacitating pedestrian or bicycle crash

Non-signalized Rural Collector or Rural Local Only

One (1) fatal and/or one (1) incapacitating injury crash

Three (3) or more crashes, or

Five (5) or more crashes with 50% other than rear end crashes

Non-signalized (Urban only)

Fifteen (15) or more crashes with 50% other than rear end crashes

Signalized

2018 Tennessee Highway Safety Improvement Program

One (1) or more incapacitating angle crashes, or urban, twenty-four (24) or more crashes with 50% other than rear end crashes, or rural, seven (7) or more crashes with 50% other than rear end crashes

Roadway Departure Action Plan

Addresses segment safety concerns at FHWA identified locations that have experienced a high rate of roadway departure crashes.

Qualifying criteria:

The locations included in the RDAP were provided by FHWA and were based on crash data from the early 2000's. Qualification of the location was based on the number of roadway departure crashes experienced within the identified segments, regardless of severity.

High-Friction Surface Safety Initiative

Addresses safety concerns for horizontal curve locations related to the high rate of roadway departure crashes experienced by the location.

Qualifying criteria:

Based on crash history of four (4) contiguous years. To qualify, the identified horizontal curve must have experienced four (4) or more lane departure related crashes within the time period analyzed.

Local Road Safety Initiative

Addresses a variety of safety concerns for non-interstate and state route segments located outside an urban and MPO boundary experiencing crash rates higher than statewide averages.

Qualifying criteria:

The location cannot exist within the area represented by a MPO or an urban boundary.

The location must experience a minimum of five (5) crashes with at least one (1) of the crashes classified as a severe crash (incapacitating injury crash or fatal crash).

The location's calculated severe crash rate must equal or exceed the statewide average severe crash rate for similar facilities.

Intersection Action Plan

Addresses safety concerns at FHWA identified intersection locations that have experience a high number of crashes

Qualifying criteria:

A candidate intersection qualifies for inclusive in the IAP if it is an un-signalized intersection that has experienced four (4) or more crashes during the three (3) year period analyzed. During the IAP development process, intersection locations were reviewed to determine if the intersection had been signalized and that the number of crashes at the location over the most recent three (3) year period met or exceeded the criteria threshold of four (4) crashes.

Wrong Way Safety Initiative

Addresses the potential of wrong way movements at interchange intersections at various interchanges

2018 Tennessee Highway Safety Improvement Program

Qualifying Criteria:

All locations considered for this program are interchange intersection locations identified by TDOT Regional Traffic Offices. The selection criteria used for determination of including a location are provided below. WWSI Qualification Criteria - Partial Cloverleaf Interchanges – known crash history involving wrong way movements. - Non-Partial Cloverleaf Interchanges – identification by TDOT staff as problematic locations experiencing wrong way movements onto the ramps.

Ramp Queue Program

Addresses queuing concerns of ramps spilling back onto the main travel lanes of the access control facilities

Qualifying criteria:

Potential ramp queue candidate projects originate from notification of queues at ramp locations made by TDOT Headquarter and Region personnel (either randomly or through TDOT's Annual Queue Inspection), public agencies, and the traveling public. For the location to qualify for the Ramp Queue Program, photographic evidence of the ramp's queue spilling back into the main travel lanes of the access controlled facility must be obtained by TDOT or provided by others to TDOT. It should be noted that crash related criteria is not associated with qualification.

Pedestrian Road Safety Initiative

Addresses safety concerns specific to pedestrian related severe crashes

Qualifying criteria:

Qualification of a location for this program was based on historic crash data from 2013 to 2015. For inclusion into the program, a location must meet one (1) of the two (2) criteria provided below:
Ten (10) or more identified severe pedestrian crashes within a one (1) mile segment.
Three (3) or more identified severe pedestrian crashes occurring at an intersection.

Spot Safety Program

Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee

Qualifying Criteria:

Candidate projects identified by a Spot Safety Request from the Regional Traffic Engineers (RTE's) are evaluated on a case by case basis. All requests are presented to a Spot Safety Committee for initial approval. The projects initially approved by the committee must then receive final approval by the Chief Engineer prior to inclusion into the Spot Safety Program.

Crash related statistical data is the driving force behind the qualification of project locations for the majority of programs. Safety data related tasks and activities are performed by the Safety Data Section within STID. The primary function of the Safety Data Section are to analyze crash data to determine if a candidate location meets criteria for inclusion in a STID program. Additionally, the Safety Data Section processes the crash data transfers from the Department of Safety and Homeland Security's Tennessee Integrated Traffic Analysis Network (TITAN) database into TRIMS (Tennessee Roadway Inventory Management System).

Where is HSIP staff located within the State DOT?

Enter additional comments here to clarify your response for this question or add supporting information.

The HSIP program at the Tennessee Dept. of Transportation is administered by the Project Safety Office in the Strategic Transportation Investments Division. The Project Safety Office is staffed with a Transportation Manager overseeing a project safety manager and staff for each of Tennessee's 4 regions. Additionally there is a safety data manager and staff responsible for crash data processing and crash location analysis.

How are HSIP funds allocated in a State?

SHSP Emphasis Area Data

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP funds are allocated by data driven identification of roadway locations experiencing higher than normal crash activity and the type of activity (roadway departure, intersection, roadway friction, or wrong way drivers) aligns with the State's Strategic Highway Safety Plan.

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

The purpose of the Local Road Safety Initiative (LRSI) is to identify and address safety concerns on local non-state route segments located outside of an urban boundary and are not represented by Tennessee Metropolitan Planning Organizations (MPO's). Routes considered under this program are classified as rural major collectors, rural minor collectors, or rural local routes. All candidate locations for this program are selected using a data driven process with set qualification criteria. The LRSI was originally initiated by TDOT Traffic Operations Division. STID assumed oversight of the program in 2015, including projects currently under development. 83 counties are eligible for LRSI. All routes are identified by the TDOT Project Safety Office and are presented to local stakeholders based on severity. Each county receives up to \$300,000 construction cost improvements.

Criteria used for LRSI:

Most current 6 years of crash data

1 Fatal or 1 Incapacitating minimum

Total Crashes > 5

Severe crash rate > statewide average severe crash rate

Crash rate > statewide average crash rate

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

Traffic Engineering/Safety

2018 Tennessee Highway Safety Improvement Program

Design

Planning

Maintenance

Operations

Districts/Regions

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

The Strategic Transportation Investments Division Project Safety Office (PSO) works with:

- Design - to coordinate projects that may involve work outside the existing right of way and when implementing safety countermeasures that require a design component.
- Districts/Regions - TDOT is divided into 4 regional offices. The PSO involves each region when an HSIP project is being developed in their region.
- Traffic/Engineering & Operations - Coordinate and implement projects when signals and/or operations countermeasures are part of an HSIP project.
- Planning - The Office of Community Transportation (OCT) for projects that are within an MPO/TPO and any rural planning organizations.
- Maintenance - HSIP funding is used for implementing low cost safety improvements in coordination with resurfacing operations.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Governors Highway Safety Office

Local Technical Assistance Program

Local Government Agency

Law Enforcement Agency

Academia/University

FHWA

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

The Strategic Transportation Investments Division Project Safety Office (PSO) works with:

Academia/University - Assists with research projects to further develop and implement the Highway Safety Manual (HSM) for statewide development of Crash Modification Factors (CMF's).

FHWA - Assists with all projects that qualify for HSIP funding and oversight of the Strategic Highway Safety Plan (SHSP).

2018 Tennessee Highway Safety Improvement Program

Tennessee Highway Safety Office - Work with to address driver behavior emphasis area of the SHSP.

Law Enforcement Agencies - Critical stakeholder of all HSIP programs. Works closely with TDOT to maintain quality crash data through Tennessee Integrated Traffic Analysis Network (TITAN).

Local Government Agencies - Critical stakeholder of all HSIP projects that involve a locally owned or maintained facility.

Regional Planning Organizations - Critical stakeholder of all HSIP programs. Tennessee has 11 Metropolitan Planning Organizations (MPO's) and 12 Rural Planning Organizations (RPO's). The Project Safety Office coordinates safety projects with these organizations when a project location falls within their jurisdiction.

The Strategic Highway Safety Plan brings together TDOT, FHWA, TN Dept. of Safety and Homeland Security, TN Highway Patrol, TN Highway Safety Office, Federal Motor Carrier Safety Administration, MPO's, TN Regional Safety Council, TN Transportation Assistance Program, and the American Automobile Association (AAA). The emphasis areas in the SHSP are directly addressed with projects developed in the HSIP program. The Strategic Highway Safety Plan Committee meets quarterly.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

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

Tennessee has several noteworthy practices:

1. The Road Safety Audit report is written with enough detail that the report itself is used as the construction plans when the project is bid out for contract. These are called "no plans contracts".
2. Several safety projects are bundled together and let as one safety project. This allows TDOT to award several projects for construction at one time and receive better bid prices on the safety projects.
3. The Local Roads Safety Initiative targets safety projects on local roads in rural counties that have limited access to resources, only counties, or sections of counties, not represented by a MPO. The entire project, from road safety audit review to construction, is completed by TDOT.
4. Since 2008, HSIP funds have been used on safety improvements for resurfacing projects. Safety improvements include rumble strips/stripes, guardrail, shoulder widening, and the use of the Safety Edge.
5. In order to identify crash data on local roads, TDOT updated the Tennessee Roadway Identification Management System (TRIMS) to include local roadway data elements. This project was completed in April 2012.

2018 Tennessee Highway Safety Improvement Program

6. The Tennessee Department of Safety and Homeland Security and the Tennessee Department of Transportation opened the first of its kind training facility in October 2014. The Tennessee Traffic Incident Management (TIM) Training Facility will be used to teach best practices for safe, quick clearance of major highway incidents.

7. In June 2013, the Protect the Queue campaign was started. This campaign stresses to all TDOT employees and partnering agencies the importance of protecting drivers caught in a traffic queue. A training program on the most effective queue management techniques was launched. Since the campaign started, from July 2013 to December 2013 showed a 19% reduction in secondary incidents over the same period in 2012. This equates into 20 fewer secondary incidents, and could possibly represent up to four (4) lives saved. TDOT's 12 districts dispatch specially equipped "Protect the Queue" (PTQ) trucks when advised of non-recurring traffic queues caused by construction, maintenance, special events, or roadway incidents.

8. The Highway Safety Improvement Program Evaluation Project received a 2017 National Roadway Safety Award.

Program Methodology

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

Yes

To upload a copy of the State processes, attach files below.

File Name:

[STID Program Description 082417.pdf](#)

Select the programs that are administered under the HSIP.

- Intersection
- Roadway Departure
- Local Safety
- Pedestrian Safety
- Wrong Way Driving
- Other-Ramp Queue
- Other-High-friction Surface Safety Initiative

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Intersection

Date of Program Methodology: 5/1/2015

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

2018 Tennessee Highway Safety Improvement Program

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Relative severity index
Crash rate
Critical rate

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

No

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

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria for the IAP.

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

Available funding : 1

Other-Ranking based on severity. : 2

Program: Local Safety

Date of Program Methodology: 3/1/2016

2018 Tennessee Highway Safety Improvement Program

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

Fatal and serious injury crashes only

Traffic
Volume
Lane miles

Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Relative severity index

Crash rate

Critical rate

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

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria for the LRSI program.

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

Available funding : 1

Other-Based on severity : 2

2018 Tennessee Highway Safety Improvement Program

Program: Pedestrian Safety

Date of Program Methodology: 2/6/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

Other-pedestrian crashes

Traffic
Volume

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Relative severity index

Crash rate

Critical rate

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

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria for the PRSI program.

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).

2018 Tennessee Highway Safety Improvement Program

Program: Roadway Departure

Date of Program Methodology: 5/1/2010

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Relative severity index
Crash rate
Critical rate

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

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria for the RDAP program.

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

2018 Tennessee Highway Safety Improvement Program
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

Available funding : 1

Other-Ranking based on severity : 2

Program: Wrong Way Driving

Date of Program Methodology: 7/21/2015

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

Other-Wrong way crashes

What project identification methodology was used for this program? [Check all that apply]

Probability of specific crash types

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

No

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

Yes

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria.

2018 Tennessee Highway Safety Improvement Program

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

Available funding : 1

Other-Ranked based on severity. : 2

Program: Other-Ramp Queue

Date of Program Methodology: 11/1/2008

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

All crashes

Other-The intent of this program is to identify locations where the queue extends onto the mainline.

What project identification methodology was used for this program? [Check all that apply]

Level of service of safety (LOSS)

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

No

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

Yes

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

How are projects under this program advanced for implementation?

Other-As projects are identified.

2018 Tennessee Highway Safety Improvement Program
Other-Projects are identified by TDOT Regional Traffic Engineers.

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

Available funding : 1

Other-Ramp queue projects are initiated when it is verified by the Regional Traffic Engineer the ramp queue backs up onto the mainline on the interstate. : 2

Program: Other-High-friction Surface Safety Initiative

Date of Program Methodology: 5/14/2013

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety
Other-EDC 2 Initiative

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Horizontal curvature
Other-Lane Departure	Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

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

No

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

Yes

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

How are projects under this program advanced for implementation?

Other-The projects are developed for all locations that meet the criteria for the HSSI program.

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

Available funding : 1

Other-Number of Crashes : 2

What percentage of HSIP funds address systemic improvements?

30

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

- Rumble Strips
- Install/Improve Signing
- Install/Improve Pavement Marking and/or Delineation
- Horizontal curve signs
- High friction surface treatment
- Wrong way driving treatments
- Other-Stop controlled intersections

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

- Crash data analysis
- Other-Road Safety audit Review
- High friction surface treatment
- Wrong way driving treatments
- Other-Stop controlled intersections

Enter additional comments here to clarify your response for this question or add supporting information.

2018 Tennessee Highway Safety Improvement Program

TDOT is currently working toward implementing Highway Safety Manual methods.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

National initiative: Tennessee to meet the requirements for 25 CVI (Connected Vehicle Intersections) by 2020. Actively deploying integrated corridor from Nashville to Murfreesboro to include Interstate 24, State Route 1, and connecting arterials.

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.

For the past 2 years TDOT has been working to understand and adopt Highway Safety Manual processes. TDOT has attended peer exchanges in an effort to understand how other states are implementing the HSM.

TDOT has a research project underway with the University of Tennessee and Tennessee State University to develop SPF's.

TDOT used the Highway Safety Manual to evaluate previously completed HSIP projects.

TDOT plans to develop an HSM Implementation Plan over the next year.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

Yes

Describe program methodology practices that have changed since the last reporting period.

When considering crashes for HSIP qualification criteria, DUI/Drugs, cited drivers, or crashes with animals are not considered.

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$52,029,909	\$40,177,774	77.22%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$8,073,575	\$5,408,563	66.99%
Penalty Funds (23 U.S.C. 164)	\$40,401	\$35,579	88.06%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$3,329,879	\$3,329,879	100%
State and Local Funds	\$0	\$0	0%
Totals	\$63,473,764	\$48,951,795	77.12%

Enter additional comments here to clarify your response for this question or add supporting information.

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

\$3,751,144

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

\$3,751,144

Enter additional comments here to clarify your response for this question or add supporting information.

This is the funding for non-state route safety projects.

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

\$39,866

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

2018 Tennessee Highway Safety Improvement Program

\$39,866

Enter additional comments here to clarify your response for this question or add supporting information.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

None

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

2018 Tennessee Highway Safety Improvement Program

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HRRR/HSIP-136(14)	Roadway		5.72	Miles	\$3552.28	\$3946.19	HSIP (23 U.S.C. 148)	Rural Major Collector	5,080	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-2723(10)	Roadway		1.52	Miles	\$44130	\$44700	HSIP (23 U.S.C. 148)	Urban Minor Collector	1,780	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-353(10)	Roadway		0.2	Miles	\$1175858	\$1306509	HSIP (23 U.S.C. 148)	Rural Major Collector	670	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-5100(30)	Roadway		0	Miles	\$63388.23	\$63391.02	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Infrastructure
HRRR/HSIP-74(10)	Roadway		3.48	Miles	\$1290.09	\$1272.74	HSIP (23 U.S.C. 148)	Rural Major Collector	1,650	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-8100(13)	Roadway		0	Miles	\$2959.12	\$2832.7	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Infrastructure
HRRR/HSIP-947(2)	Roadway		3.22	Miles	\$1694.23	\$1643.19	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,780	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR-6600(23)	Roadway		0.812	Miles	\$11316.32	\$10917.79	HRRR Special Rule (23 U.S.C. 148(g)(1))		0			Spot	Roadway Departure	Infrastructure
HRRR-9000(47)	Roadway		1.69	Miles	\$16557.48	\$14566.03	HRRR Special Rule (23 U.S.C. 148(g)(1))		0			Systemic	Roadway Departure	Infrastructure
HSIP/STP-H-115(47)	Roadway		0.02	Miles	\$171894.02	\$190995	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	50,970	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP/STP-H-NH-99(43)	Roadway		0.2	Miles	\$60000	\$66667	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	17,770	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1(304)	Roadway		4.54	Miles	\$3621.07	\$3621.07	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(343)	Roadway		0.1	Miles	\$4285.68	\$4761.87	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,000	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1(351)	Roadway		1.3	Miles	\$45000	\$50000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	20,320	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1(378)	Roadway		0.04	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,640	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1(380)	Roadway		6.06	Miles	\$52650	\$58500	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,840	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(385)	Roadway		6.7	Miles	\$25599	\$25599	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-1(387)	Roadway		0.01	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	6,530	65	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-10(68)	Roadway		2.895	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,090	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-100(70)	Roadway		1.67	Miles	\$44250	\$44500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,670	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-101(25)	Roadway		9.12	Miles	\$189482	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,800	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-104(38)	Roadway		7.5	Miles	\$54517	\$54517	HSIP (23 U.S.C. 148)	Rural Major Collector	860	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-106(33)	Roadway		0.01	Miles	\$1923155	\$2323431	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	8,530	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-107(25)	Roadway		11.34	Miles	\$160200	\$160200	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,920	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(101)	Roadway		2.98	Miles	\$48153	\$48153	HSIP (23 U.S.C. 148)	Rural Major Collector	1,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(99)	Roadway		4.3	Miles	\$123903	\$20000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,090	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-11(71)	Roadway		0.55	Miles	\$159300	\$177000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,220	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-11(93)	Roadway		0.1	Miles	\$132505	\$147227	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,220	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-111(104)	Roadway		0.49	Miles	\$12600	\$14000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,730	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-118(11)	Roadway		0.3	Miles	\$36810	\$40900	HSIP (23 U.S.C. 148)	Rural Major Collector	1,790	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-12(56)	Roadway		8.3	Miles	\$17750	\$17750	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,470	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(68)	Roadway		6.47	Miles	\$950.38	\$950.38	HSIP (23 U.S.C. 148)	Rural Minor Arterial	710	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(75)	Roadway		6.41	Miles	\$31073	\$31073	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,880	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-131(46)	Roadway		7.53	Miles	\$219661.65	\$-5338.35	HSIP (23 U.S.C. 148)	Rural Major Collector	1,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-131(49)	Roadway		6.68	Miles	\$93780	\$104200	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,620	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-133(10)	Roadway		11.43	Miles	\$11721.33	\$11721.33	HSIP (23 U.S.C. 148)	Rural Major Collector	400	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-1341(10)	Roadway		2.51	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,800	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-135(18)	Roadway		0.01	Miles	\$82800	\$92000	HSIP (23 U.S.C. 148)	Urban Major Collector	11,200	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-135(19)	Roadway		3.79	Miles	\$9198.04	\$8919.03	HSIP (23 U.S.C. 148)	Rural Major Collector	2,500	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-136(13)	Roadway		9.21	Miles	\$26607.1	\$24907.6	HSIP (23 U.S.C. 148)	Rural Major Collector	1,180	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1365(4)	Roadway		0.924	Miles	\$18250	\$18500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,860	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-14(60)	Roadway		0.01	Miles	\$310.68	\$345.2	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,140	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-141(32)	Roadway		5.97	Miles	\$76661	\$76661	HSIP (23 U.S.C. 148)	Rural Major Collector	1,510	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-15(188)	Roadway		1	Miles	\$48600	\$54000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,440	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-15(190)	Roadway		7.56	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-154(7)	Roadway		7.23	Miles	\$32858	\$32858	HSIP (23 U.S.C. 148)	Rural Major Collector	980	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-155(28)	Roadway		0.17	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	57,850	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1588(10)	Roadway		3.86	Miles	\$2250	\$2500	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,080	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-162(11)	Roadway		0.6	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	59,590	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-166(19)	Roadway		9.97	Miles	\$183945	\$183945	HSIP (23 U.S.C. 148)	Rural Major Collector	1,190	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-167(7)	Roadway		7.04	Miles	\$178500	\$178500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,460	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1700(21)	Roadway		7.769	Miles	\$85354.6	\$85368.96	HSIP (23 U.S.C. 148)	Rural Minor Collector	560	0	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-177(34)	Roadway		0.53	Miles	\$152100	\$169000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	36,670	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-193(10)	Roadway		8.51	Miles	\$1328.42	\$1328.42	HSIP (23 U.S.C. 148)	Rural Major Collector	3,910	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-194(14)	Roadway		6	Miles	\$64860	\$72066	HSIP (23 U.S.C. 148)	Urban Major Collector	4,850	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-197(12)	Roadway		10.29	Miles	\$63864	\$63864	HSIP (23 U.S.C. 148)	Rural Major Collector	670	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2(228)	Roadway		0.01	Miles	\$99900	\$111000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,080	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-2(246)	Roadway		3.68	Miles	\$5672.72	\$6303.02	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,030	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-20(70)	Roadway		7.78	Miles	\$25254	\$25254	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-206(12)	Roadway		0.2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,460	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-21(17)	Roadway		7.94	Miles	\$2648.41	\$2942.68	HSIP (23 U.S.C. 148)	Rural Major Collector	1,610	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-21(26)	Roadway		7.63	Miles	\$115817	\$128686	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,510	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(84)	Roadway		9.06	Miles	\$3966.87	\$3966.87	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,330	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(87)	Roadway		3.63	Miles	\$180760	\$200844	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	12,010	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(88)	Roadway		0.43	Miles	\$90300	\$90300	HSIP (23 U.S.C. 148)	Rural Major Collector	1,300	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-228(21)	Roadway		6.1	Miles	\$325286	\$361429	HSIP (23 U.S.C. 148)	Rural Major Collector	400	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-23(11)	Roadway		0.17	Miles	\$108562	\$120625	HSIP (23 U.S.C. 148)	Urban Minor Arterial	30,620	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-2300(35)	Roadway		2.48	Miles	\$70170	\$70300	HSIP (23 U.S.C. 148)	Urban Minor Collector	540	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-235(11)	Roadway		8.14	Miles	\$63124	\$63124	HSIP (23 U.S.C. 148)	Rural Major Collector	2,910	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-246(5)	Roadway		7.99	Miles	\$184452	\$184952	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,640	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-247(15)	Roadway		5.73	Miles	\$56957	\$56957	HSIP (23 U.S.C. 148)	Rural Major Collector	1,010	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-247(16)	Roadway		2.2	Miles	\$6709	\$6709	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,150	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-25(48)	Roadway		4.3	Miles	\$21240	\$23600	HSIP (23 U.S.C. 148)	Rural Minor Arterial	10,460	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-252(13)	Roadway		1.82	Miles	\$77400	\$86000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,780	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-254(11)	Roadway		1.69	Miles	\$22151	\$24612	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,400	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-259(3)	Roadway		12.88	Miles	\$846.9	\$846.9	HSIP (23 U.S.C. 148)	Rural Major Collector	1,010	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(59)	Roadway		0.01	Miles	\$211977	\$235529	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,110	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(61)	Roadway		0.01	Miles	\$8995	\$8995	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,900	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-262(12)	Roadway		4.7	Miles	\$3820	\$3820	HSIP (23 U.S.C. 148)	Rural Major Collector	1,200	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-264(11)	Roadway		4.53	Miles	\$70354	\$70354	HSIP (23 U.S.C. 148)	Rural Major Collector	520	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-265(16)	Roadway		2.72	Miles	\$1306.77	\$1306.77	HSIP (23 U.S.C. 148)	Rural Major Collector	1,430	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-265(17)	Roadway		0.02	Miles	\$2875.9	\$3195.44	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,020	35	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-267(7)	Roadway		10.8	Miles	\$240333	\$240333	HSIP (23 U.S.C. 148)	Rural Major Collector	790	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-269(29)	Roadway		4.99	Miles	\$4410.73	\$4410.73	HSIP (23 U.S.C. 148)	Rural Minor Arterial	540	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-270(13)	Roadway		6.4	Miles	\$81764.82	\$81764.82	HSIP (23 U.S.C. 148)	Rural Major Collector	2,330	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-28(56)	Roadway		12.58	Miles	\$17985	\$19983	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-28(57)	Roadway		3.67	Miles	\$47046	\$47046	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,760	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-28(62)	Roadway		7.45	Miles	\$269053	\$46000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,120	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-280(11)	Roadway		10.6	Miles	\$248769	\$16500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,420	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2814(5)	Roadway		0.2	Miles	\$145800	\$159200	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,640	40	City of Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-2823(5)	Roadway		0.01	Miles	\$247500	\$275000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,440	50	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-287(11)	Roadway		4.85	Miles	\$63705	\$8000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,740	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-287(12)	Roadway		6.56	Miles	\$107085	\$20000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,120	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2870(4)	Roadway		1.15	Miles	\$2946.84	\$2169.5	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,330	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-29(104)	Roadway		6.1	Miles	\$101910	\$101910	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-29(95)	Roadway		3.88	Miles	\$8428.03	\$7928.03	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,750	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2900(18)	Roadway		5.8	Miles	\$10350	\$11500	HSIP (23 U.S.C. 148)	Rural Minor Collector	260	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-297(12)	Roadway		8.79	Miles	\$274758	\$274758	HSIP (23 U.S.C. 148)	Rural Major Collector	980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-298(13)	Roadway		2.14	Miles	\$12828.7	\$14254.11	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,160	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(127)	Roadway		6.2	Miles	\$37348.98	\$37348.98	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,300	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(140)	Roadway		4.46	Miles	\$4215.22	\$4215.22	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,830	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(150)	Roadway		1	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	19,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3053(2)	Roadway		3.64	Miles	\$72587	\$72587	HSIP (23 U.S.C. 148)	Urban Minor Arterial	2,610	40	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-306(11)	Roadway		8.58	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,470	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-307(14)	Roadway		3.89	Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,270	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-308(7)	Roadway		0.01	Miles	\$51465	\$51465	HSIP (23 U.S.C. 148)	Urban Major Collector	4,900	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-308(8)	Roadway		0.07	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,900	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-31(15)	Roadway		2.74	Miles	\$41000	\$41000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-31(16)	Roadway		1.62	Miles	\$18900	\$18900	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,320	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-32(85)	Roadway		0.43	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	19,830	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-32(86)	Roadway		0.45	Miles	\$44100	\$49000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	23,160	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-32(92)	Roadway		0.63	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	15,920	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-320(8)	Roadway		2.11	Miles	\$2250	\$2500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	19,580	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3203(3)	Roadway		1.38	Miles	\$35776	\$36276	HSIP (23 U.S.C. 148)	Rural Major Collector	1,770	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-322(18)	Roadway		8.94	Miles	\$20700	\$20700	HSIP (23 U.S.C. 148)	Rural Major Collector	2,570	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-323(22)	Roadway		2.14	Miles	\$11200	\$11200	HSIP (23 U.S.C. 148)	Rural Major Collector	1,890	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-33(102)	Roadway		0.57	Miles	\$1120770	\$1245300	HSIP (23 U.S.C. 148)	Urban Minor Arterial	13,260	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-33(118)	Roadway		0.01	Miles	\$2235600	\$2484000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,770	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-33(121)	Roadway		0.5	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	14,990	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-33(96)	Roadway		1.11	Miles	\$297540	\$330600	HSIP (23 U.S.C. 148)	Rural Minor Arterial	17,830	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-331(8)	Roadway		5.26	Miles	\$99400	\$99400	HSIP (23 U.S.C. 148)	Rural Major Collector	1,360	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-336(15)	Roadway		7.7	Miles	\$209000	\$0	HSIP (23 U.S.C. 148)	Rural Major Collector	740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-339(8)	Roadway		5.74	Miles	\$1046700	\$1163000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,110	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(100)	Roadway		0.01	Miles	\$86490	\$96100	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	21,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(101)	Roadway		2.73	Miles	\$17366.29	\$19295.88	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	21,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(103)	Roadway		0.52	Miles	\$30600	\$34000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	12,560	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(104)	Roadway		0.5	Miles	\$74250	\$82500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	23,540	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(105)	Roadway		0.01	Miles	\$72000	\$80000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	22,120	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-34(109)	Roadway		0.4	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	25,140	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(90)	Roadway		0.01	Miles	\$812160	\$902400	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,960	35	State Highway Agency	Spot	Intersections	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-347(11)	Roadway		10.99	Miles	\$591000	\$591000	HSIP (23 U.S.C. 148)	Rural Major Collector	320	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-357(3)	Roadway		0.119	Miles	\$875700	\$973000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,070	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(59)	Roadway		2.03	Miles	\$73250	\$75500	HSIP (23 U.S.C. 148)	Urban Minor Arterial	17,320	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(60)	Roadway		2.76	Miles	\$82120	\$82800	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	10,210	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(61)	Roadway		0.01	Miles	\$532530	\$591700	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	15,130	30	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-36(62)	Roadway		1.52	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	17,320	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(64)	Roadway		0.59	Miles	\$18250	\$18500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	10,210	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(65)	Roadway		0.12	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	12,600	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-3600(38)	Roadway		6.53	Miles	\$290250	\$290500	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,110	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-372(11)	Roadway		3.96	Miles	\$89102	\$99002	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,190	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3800(15)	Roadway		0	Miles	\$18190.19	\$17216.15	HSIP (23 U.S.C. 148)		0			Spot	Roadway Departure	Infrastructure
HSIP-419(10)	Roadway		0.99	Miles	\$68842	\$76491	HSIP (23 U.S.C. 148)	Urban Major Collector	1,780	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-43(42)	Roadway		3.86	Miles	\$68000	\$68000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	15,150	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-44(9)	Roadway		3.1	Miles	\$90873	\$100970	HSIP (23 U.S.C. 148)	Rural Major Collector	1,350	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-444(6)	Roadway		11.02	Miles	\$631600	\$631600	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,140	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-45(28)	Roadway		0.06	Miles	\$30000	\$75000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	49,790	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-48(55)	Roadway		3.03	Miles	\$66392	\$66892	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-48(57)	Roadway		3.55	Miles	\$9167	\$9167	HSIP (23 U.S.C. 148)	Rural Major Collector	1,860	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4900(63)	Roadway		8.04	Miles	\$1211819	\$1285682	HSIP (23 U.S.C. 148)	Rural Minor Collector	750	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-4965(10)	Roadway		0.5	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Major Collector	8,040	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5(102)	Roadway		0.03	Miles	\$49000	\$49000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	16,970	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-5(105)	Roadway		0.08	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	10,640	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-5(109)	Roadway		6.35	Miles	\$88000	\$88000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,010	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5(110)	Roadway		3.21	Miles	\$27670	\$27670	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(80)	Roadway		4.69	Miles	\$3722.69	\$3722.69	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,030	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(85)	Roadway		4.02	Miles	\$13860	\$13860	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,200	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-53(49)	Roadway		6.86	Miles	\$4023.59	\$3523.59	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,220	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5379(10)	Roadway		0.01	Miles	\$61612	\$61612	HSIP (23 U.S.C. 148)	Urban Major Collector	8,230	40	City of Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-54(41)	Roadway		1.93	Miles	\$121590	\$135100	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,800	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-56(85)	Roadway		6.21	Miles	\$61287	\$61287	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,680	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-56(86)	Roadway		9.02	Miles	\$95767	\$95767	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,670	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-56(87)	Roadway		5.39	Miles	\$19082	\$21202	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,840	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-57(70)	Roadway		5.07	Miles	\$191000	\$191000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,200	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-60(35)	Roadway		3.85	Miles	\$11277	\$11277	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,900	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-65(17)	Roadway		1.38	Miles	\$108324	\$108824	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,400	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-66(49)	Roadway		8.16	Miles	\$9480.46	\$10533.85	HSIP (23 U.S.C. 148)	Rural Major Collector	1,630	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-67(32)	Roadway		0.5	Miles	\$737317	\$1293000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,830	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-68(47)	Roadway		2.7	Miles	\$119058.68	\$1458.68	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,390	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-68(48)	Roadway		6.83	Miles	\$239274	\$60	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,400	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-68(50)	Roadway		2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,850	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-70(20)	Roadway		4.29	Miles	\$5708.15	\$5708.15	HSIP (23 U.S.C. 148)	Rural Major Collector	200	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-70(23)	Roadway		6.42	Miles	\$24900	\$24900	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,370	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-70(25)	Roadway		1.019	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-71(33)	Roadway		0.98	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	29,940	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-73(62)	Roadway		4.22	Miles	\$8550	\$9500	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,760	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7500(28)	Roadway		2.148	Miles	\$5917.84	\$4988.58	HSIP (23 U.S.C. 148)	Urban Major Collector	4,190	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-803(4)	Roadway		0.01	Miles	\$273900	\$301000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,890	45	City of Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-826(5)	Roadway		1	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Collector	970	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-872(11)	Roadway		8.63	Miles	\$557578	\$580911	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,730	55	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9(74)	Roadway		0.01	Miles	\$42000	\$42000	HSIP (23 U.S.C. 148)	Rural Major Collector	4,210	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9(75)	Roadway		22.76	Miles	\$6374.97	\$7083.3	HSIP (23 U.S.C. 148)	Rural Major Collector	1,140	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9(80)	Roadway		0.01	Miles	\$43920	\$48800	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,090	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-9(82)	Roadway		2.78	Miles	\$193500	\$215000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,850	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9(96)	Roadway		3.08	Miles	\$29200	\$29200	HSIP (23 U.S.C. 148)	Rural Major Collector	5,280	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9000(48)	Roadway		1.99	Miles	\$62770	\$64900	HSIP (23 U.S.C. 148)	Urban Minor Collector	2,570	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-904(10)	Roadway		2.3	Miles	\$5161.2	\$4908.16	HSIP (23 U.S.C. 148)	Rural Minor Collector	940	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-93(18)	Roadway		0.18	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	17,840	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9323(3)	Roadway		0.447	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	30	County Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-9400(59)	Roadway		2.376	Miles	\$7042.39	\$6106.83	HSIP (23 U.S.C. 148)	Urban Major Collector	6,990	40	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-96(40)	Roadway		6.5	Miles	\$39284.95	\$39284.95	HSIP (23 U.S.C. 148)	Rural Major Collector	240	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-96(44)	Roadway		6.53	Miles	\$127515.49	\$141683.87	HSIP (23 U.S.C. 148)	Rural Major Collector	240	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-96(51)	Roadway		2.97	Miles	\$84601	\$8000	HSIP (23 U.S.C. 148)	Rural Major Collector	690	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-970(10)	Roadway		5.19	Miles	\$145010	\$173647	HSIP (23 U.S.C. 148)	Rural Major Collector	1,500	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-99(44)	Roadway		12.07	Miles	\$9023.09	\$8838.95	HSIP (23 U.S.C. 148)	Rural Major Collector	510	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-99(56)	Roadway		2.91	Miles	\$21142	\$23491	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9900(91)	Roadway		0	Miles	\$35879.61	\$39866.24	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
HSIP-I-140(17)	Roadway		0.01	Miles	\$98550	\$109500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	48,070	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(105)	Roadway		0.01	Miles	\$789846	\$877606	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	153,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(109)	Roadway		0.25	Miles	\$1563701	\$1737445	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	165,360	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-2(159)	Roadway		5.72	Miles	\$141519	\$142019	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	46,700	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-3(157)	Roadway		0.2	Miles	\$265050	\$294500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	47,080	70	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-I-40-3(165)	Roadway		1	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	32,630	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-6(162)	Roadway		0.703	Miles	\$964800	\$1072000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	35,410	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-7(172)	Roadway		0.272	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	75,160	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-8(168)	Roadway		0.7	Miles	\$108000	\$120000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	15,850	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-640-7(172)	Roadway		1.43	Miles	\$56700	\$63000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	54,930	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-I-65-2(100)	Roadway		0.33	Miles	\$102600	\$114000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	184,700	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-1(132)	Roadway		0.01	Miles	\$25854.9	\$28727.88	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	129,750	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(168)	Roadway		1.07	Miles	\$14534.42	\$16149.36	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	86,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(176)	Roadway		5.45	Miles	\$37890	\$42100	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	25,600	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(177)	Roadway		0.27	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	37,320	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-81-1(125)	Roadway		0.4	Miles	\$21076.88	\$23418.75	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	31,970	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-NH-385(29)	Roadway		1.85	Miles	\$14369.45	\$14369.45	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	21,540	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG1(87)	Roadway		0.1	Miles	\$1722.4	\$1914.22	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,080	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG4(160)	Roadway		0.49	Miles	\$833567	\$835067	HSIP (23 U.S.C. 148)	Rural Minor Collector	670	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(342)	Roadway		0.99	Miles	\$14400	\$16000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,020	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(379)	Roadway		0.37	Miles	\$26893	\$29880	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	13,700	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(384)	Roadway		6.42	Miles	\$91655	\$101839	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,640	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(69)	Roadway		6.29	Miles	\$21996	\$24440	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,090	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(70)	Roadway		7.07	Miles	\$94374	\$104859	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	9,160	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-11(96)	Roadway		3.28	Miles	\$274869	\$305410	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	37,780	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-11(97)	Roadway		4.33	Miles	\$73594	\$81770	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	17,440	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
NH/HSIP-111(99)	Roadway		3.25	Miles	\$3223.14	\$3223.14	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	10,170	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-14(64)	Roadway		2.85	Miles	\$17040	\$17040	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,780	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(193)	Roadway		3.38	Miles	\$96089.25	\$106765.83	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	3,980	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(200)	Roadway		1.86	Miles	\$23592	\$23592	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	9,910	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(201)	Roadway		1.69	Miles	\$174870	\$194300	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,440	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(204)	Roadway		4.77	Miles	\$39564	\$39564	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,550	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-153(9)	Roadway		2.02	Miles	\$1247.91	\$1386.01	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	32,140	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-155(26)	Roadway		3.02	Miles	\$3508.23	\$3508.23	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	96,370	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-158(10)	Roadway		1.725	Miles	\$40095.29	\$40095.29	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	38,730	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-175(24)	Roadway		3.57	Miles	\$67500	\$75000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	43,990	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-177(38)	Roadway		2.98	Miles	\$580500	\$645000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	44,270	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-2(258)	Roadway		1.99	Miles	\$148278	\$164752	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	34,380	40	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-20(68)	Roadway		4.66	Miles	\$172521	\$0	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	15,240	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-254(10)	Roadway		2.67	Miles	\$34356	\$38174	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,400	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(106)	Roadway		2.4	Miles	\$53662	\$59625	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	20,900	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
NH/HSIP-29(97)	Roadway		3.24	Miles	\$15690.89	\$15690.89	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-32(89)	Roadway		2.09	Miles	\$22500	\$22500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-34(110)	Roadway		4.04	Miles	\$139500	\$155000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	17,640	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-35(70)	Roadway		1.11	Miles	\$106020	\$117800	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	16,410	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-366(11)	Roadway		3.36	Miles	\$82800	\$92000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	11,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-37(21)	Roadway		3.05	Miles	\$88200	\$88200	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	11,080	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-376(5)	Roadway		4.47	Miles	\$17132	\$17132	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-386(21)	Roadway		1.89	Miles	\$17719	\$17719	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	65,020	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-386(22)	Roadway		0	Miles	\$23207	\$23207	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-40(36)	Roadway		4	Miles	\$28958	\$28958	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,670	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-431(13)	Roadway		0	Miles	\$111036.82	\$123373.46	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-5(98)	Roadway		0	Miles	\$1660.2	\$1843.57	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-52(82)	Roadway		4.76	Miles	\$203096	\$0	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	12,650	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-55(25)	Roadway		3.67	Miles	\$79012	\$79012	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	10,270	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-57(69)	Roadway		2.57	Miles	\$348413	\$348413	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	39,140	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-61(41)	Roadway		9.24	Miles	\$23545.6	\$23545.6	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,550	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
NH/HSIP-61(43)	Roadway		3.58	Miles	\$11519	\$11519	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	17,860	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-62(46)	Roadway		0	Miles	\$89000	\$89000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-62(47)	Roadway		1.15	Miles	\$32940	\$36600	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,100	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-63(63)	Roadway		4.4	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,690	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-67(33)	Roadway		2.02	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-69(95)	Roadway		5	Miles	\$189000	\$210000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-7(35)	Roadway		3.62	Miles	\$56585	\$62871	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	28,910	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-71(34)	Roadway		0.22	Miles	\$2579.89	\$2579.89	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	26,790	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-71(37)	Roadway		0.8	Miles	\$34020	\$37800	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	33,490	25	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-71(38)	Roadway		3.57	Miles	\$315900	\$351000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	49,840	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-73(66)	Roadway		8.2	Miles	\$173777.57	\$-23222.43	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,960	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-76(103)	Roadway		5.87	Miles	\$56334	\$56334	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	6,420	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-76(105)	Roadway		3.41	Miles	\$65692	\$65692	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	26,560	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-9(95)	Roadway		4.62	Miles	\$236610	\$262900	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	32,110	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-31(13)	Roadway		3.455	Miles	\$6509.38	\$6509.38	Penalty Funds (23 U.S.C. 154)	Rural Minor Arterial	2,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-36(58)	Roadway		1.16	Miles	\$87800	\$88000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
PHSIP/HSIP-69(91)	Roadway		1.23	Miles	\$34000	\$34000	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial (RPA) - Other	9,010	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-7300(34)	Roadway		0.19	Miles	\$38180	\$39260	HSIP (23 U.S.C. 148)	Rural Minor Collector	570	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-I-40-3(160)	Roadway		0.1	Miles	\$292800	\$320800	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial (RPA) - Interstate	33,930	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/STP-SIP-311(30)	Roadway		0.01	Miles	\$103980.6	\$129976	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,900	45	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-1053(3)	Roadway		0.37	Miles	\$782000	\$782000	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	19,700	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-12(54)	Roadway		0.25	Miles	\$63510.26	\$91159.07	Penalty Funds (23 U.S.C. 154)	Rural Minor Arterial	6,930	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-168(10)	Roadway		0.01	Miles	\$147773.68	\$147773.68	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	10,980	50	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-2(243)	Roadway		0.01	Miles	\$22500	\$22500	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	19,360	40	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-20(56)	Roadway		0.58	Miles	\$30570.55	\$30570.55	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	19,650	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-24(55)	Roadway		0.01	Miles	\$3437.97	\$3437.97	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	29,350	45	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-3(130)	Roadway		0.01	Miles	\$197431	\$197431	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	25,700	55	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-33(119)	Roadway		0.5	Miles	\$559500	\$559500	Penalty Funds (23 U.S.C. 154)	Rural Minor Arterial	14,990	45	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-52(71)	Roadway		0.18	Miles	\$39555.7	\$39555.7	Penalty Funds (23 U.S.C. 154)	Rural Minor Arterial	660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-I-75-3(171)	Roadway		0.01	Miles	\$1609200	\$1609200	Penalty Funds (23 U.S.C. 164)	Urban Principal Arterial (UPA) - Interstate	78,130	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-305(12)	Roadway		2.85	Miles	\$22500	\$25000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,460	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-58(47)	Roadway		0.01	Miles	\$315886	\$369043	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,250	50	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP/HSIP-11(72)	Roadway		0.02	Miles	\$2069919.71	\$2693658	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	8,250	45	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-1(329)	Roadway		0.01	Miles	\$485839	\$504749	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	12,710	45	State Highway Agency	Spot	Intersections	Infrastructure

2018 Tennessee Highway Safety Improvement Program

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R-PHSIP-338(7)	Roadway		0.01	Miles	\$1311000.2	\$1391001	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	12,320	45	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-34(95)	Roadway		0.01	Miles	\$90225	\$90225	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	25,620	45	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-36(55)	Roadway		0.01	Miles	\$563000	\$563000	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	24,980	35	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-373(12)	Roadway		0.01	Miles	\$34379.86	\$34378.86	Penalty Funds (23 U.S.C. 164)	Urban Minor Arterial	8,190	30	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-76(91)	Roadway		0.6	Miles	\$29000	\$29000	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	18,270	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-9(81)	Roadway		0.5	Miles	\$355200	\$444000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	8,890	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-96(39)	Roadway		0.12	Miles	\$185000	\$185000	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	30,740	40	State Highway Agency	Spot	Intersections	Infrastructure
R-STP/HSIP-35(65)	Roadway		7.15	Miles	\$23186.52	\$23186.52	HSIP (23 U.S.C. 148)	Rural Minor Arterial	15,490	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-9(87)	Roadway		5.63	Miles	\$22100	\$22100	HSIP (23 U.S.C. 148)	Rural Major Collector	1,550	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(334)	Roadway		1.95	Miles	\$1786.66	\$1786.66	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,040	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(347)	Roadway		5.2	Miles	\$17652.92	\$17652.92	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,120	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(371)	Roadway		2.92	Miles	\$599738	\$361134	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	15,860	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-106(39)	Roadway		2.29	Miles	\$21987.02	\$21987.02	HSIP (23 U.S.C. 148)	Rural Major Collector	2,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-106(40)	Roadway		0.51	Miles	\$2103.83	\$2103.83	HSIP (23 U.S.C. 148)	Rural Major Collector	2,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-107(27)	Roadway		7.3	Miles	\$69600	\$69600	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-108(100)	Roadway		3.34	Miles	\$9419	\$9419	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(89)	Roadway		5.3	Miles	\$190317	\$0	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,770	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(94)	Roadway		5.49	Miles	\$82149	\$91277	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,910	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(95)	Roadway		11.28	Miles	\$29878	\$29878	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,440	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STP/HSIP-121(17)	Roadway		6.85	Miles	\$271011	\$301123	HSIP (23 U.S.C. 148)	Rural Major Collector	1,410	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-122(11)	Roadway		2.7	Miles	\$53241	\$53241	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,050	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(74)	Roadway		6.2	Miles	\$36907	\$41007	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-135(24)	Roadway		1.89	Miles	\$639213	\$0	HSIP (23 U.S.C. 148)	Urban Minor Arterial	25,550	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-139(10)	Roadway		5.45	Miles	\$40500	\$40500	HSIP (23 U.S.C. 148)	Rural Major Collector	2,950	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-145(5)	Roadway		5.9	Miles	\$32465	\$32465	HSIP (23 U.S.C. 148)	Rural Major Collector	740	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-147(4)	Roadway		6.16	Miles	\$15939	\$15939	HSIP (23 U.S.C. 148)	Rural Major Collector	580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-15(199)	Roadway		4.59	Miles	\$123382	\$137091	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,490	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-154(6)	Roadway		1.38	Miles	\$21979	\$0	HSIP (23 U.S.C. 148)	Rural Major Collector	630	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-160(13)	Roadway		3.36	Miles	\$23520	\$23520	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-162(9)	Roadway		3.5	Miles	\$170100	\$170100	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	44,920	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-164(5)	Roadway		5	Miles	\$14501	\$14501	HSIP (23 U.S.C. 148)	Rural Major Collector	1,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-170(12)	Roadway		5.55	Miles	\$811.84	\$811.84	HSIP (23 U.S.C. 148)	Rural Major Collector	1,010	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-177(30)	Roadway		1.15	Miles	\$19590.18	\$21767.65	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	44,270	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-178(11)	Roadway		4.38	Miles	\$99804	\$110894	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,050	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-19(51)	Roadway		2.99	Miles	\$95546.35	\$95546.35	HSIP (23 U.S.C. 148)	Rural Major Collector	2,990	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-194(13)	Roadway		9.02	Miles	\$50853	\$50853	HSIP (23 U.S.C. 148)	Rural Major Collector	1,460	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(252)	Roadway		3.86	Miles	\$349140	\$0	HSIP (23 U.S.C. 148)	Urban Minor Arterial	19,360	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-200(39)	Roadway		7.79	Miles	\$209648	\$209648	HSIP (23 U.S.C. 148)	Rural Major Collector	700	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-209(15)	Roadway		2.85	Miles	\$8933	\$9925	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,670	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STP/HSIP-21(25)	Roadway		8.33	Miles	\$627118	\$696798	HSIP (23 U.S.C. 148)	Rural Major Collector	1,610	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-22(86)	Roadway		4.91	Miles	\$111474	\$123860	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,920	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-227(8)	Roadway		7.51	Miles	\$49140	\$49140	HSIP (23 U.S.C. 148)	Rural Major Collector	1,570	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-24(68)	Roadway		11	Miles	\$37621	\$37621	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,050	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-245(10)	Roadway		6.67	Miles	\$74666	\$74666	HSIP (23 U.S.C. 148)	Rural Major Collector	670	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-26(69)	Roadway		0.97	Miles	\$52221	\$-48531	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	13,110	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-261(18)	Roadway		6.64	Miles	\$17310	\$17310	HSIP (23 U.S.C. 148)	Rural Major Collector	1,860	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-263(11)	Roadway		5.12	Miles	\$56963	\$63292	HSIP (23 U.S.C. 148)	Rural Major Collector	890	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-266(28)	Roadway		3.33	Miles	\$102674	\$102674	HSIP (23 U.S.C. 148)	Urban Minor Arterial	28,440	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-284(12)	Roadway		8.24	Miles	\$12757	\$12757	HSIP (23 U.S.C. 148)	Rural Major Collector	1,030	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-284(13)	Roadway		1.57	Miles	\$2403	\$2403	HSIP (23 U.S.C. 148)	Rural Major Collector	870	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-284(14)	Roadway		1.89	Miles	\$2888	\$2888	HSIP (23 U.S.C. 148)	Rural Major Collector	170	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-29(105)	Roadway		3.28	Miles	\$1115100	\$1239000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	7,770	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-290(8)	Roadway		10.58	Miles	\$20242	\$20242	HSIP (23 U.S.C. 148)	Rural Major Collector	530	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-298(14)	Roadway		5.63	Miles	\$21720	\$21720	HSIP (23 U.S.C. 148)	Rural Major Collector	1,020	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-30(79)	Roadway		5.58	Miles	\$16280	\$16280	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,290	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-30(82)	Roadway		5.35	Miles	\$20920	\$20920	HSIP (23 U.S.C. 148)	Rural Major Collector	750	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-32(88)	Roadway		6.81	Miles	\$169000	\$26000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,800	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-322(17)	Roadway		3.1	Miles	\$112500	\$0	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,770	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-328(10)	Roadway		6.45	Miles	\$47300	\$47300	HSIP (23 U.S.C. 148)	Rural Major Collector	830	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

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STP/HSIP-328(11)	Roadway		1.76	Miles	\$25200	\$28000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	1,950	25	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-33(125)	Roadway		2.22	Miles	\$102967.02	\$-161032.98	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	15,550	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-339(12)	Roadway		1.03	Miles	\$35850	\$5500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,580	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-35(69)	Roadway		3.8	Miles	\$59200	\$59200	HSIP (23 U.S.C. 148)	Rural Minor Arterial	16,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-351(20)	Roadway		6.74	Miles	\$116500	\$0	HSIP (23 U.S.C. 148)	Rural Major Collector	1,400	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-351(21)	Roadway		4.51	Miles	\$14300	\$14300	HSIP (23 U.S.C. 148)	Rural Major Collector	3,320	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-358(12)	Roadway		3.47	Miles	\$96480	\$107200	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,920	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-367(9)	Roadway		4.73	Miles	\$138150	\$153500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,950	31	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-400(33)	Roadway		4.91	Miles	\$155700	\$155700	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,650	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-43(39)	Roadway		10.01	Miles	\$35000	\$35000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,540	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-438(6)	Roadway		6.6	Miles	\$27078	\$27078	HSIP (23 U.S.C. 148)	Rural Major Collector	300	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-48(59)	Roadway		2.7	Miles	\$10369	\$10369	HSIP (23 U.S.C. 148)	Urban Minor Arterial	17,080	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(46)	Roadway		7.85	Miles	\$21893	\$21893	HSIP (23 U.S.C. 148)	Rural Minor Arterial	920	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(50)	Roadway		5.37	Miles	\$38945	\$38945	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,840	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(60)	Roadway		1.74	Miles	\$100877	\$0	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,060	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(61)	Roadway		7.43	Miles	\$93167	\$93167	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,740	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-52(83)	Roadway		2.6	Miles	\$72279	\$7000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,760	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(50)	Roadway		2.28	Miles	\$110928	\$0	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,490	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-54(42)	Roadway		5.36	Miles	\$69300	\$69300	HSIP (23 U.S.C. 148)	Rural Major Collector	1,560	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-62(45)	Roadway		5.8	Miles	\$132370	\$132370	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,380	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2018 Tennessee Highway Safety Improvement Program

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STP/HSIP-62(48)	Roadway		5.12	Miles	\$27804	\$27804	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,380	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-63(64)	Roadway		2.63	Miles	\$144900	\$161000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,860	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-68(42)	Roadway		7.7	Miles	\$2896.91	\$2896.91	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,520	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-68(43)	Roadway		4.98	Miles	\$37740.98	\$37740.98	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,810	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-69(96)	Roadway		6.16	Miles	\$70920	\$78800	HSIP (23 U.S.C. 148)	Rural Major Collector	680	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-75(18)	Roadway		2.42	Miles	\$43290	\$48100	HSIP (23 U.S.C. 148)	Rural Minor Arterial	11,370	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-76(104)	Roadway		2.19	Miles	\$174600	\$194000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,480	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-8(51)	Roadway		4.17	Miles	\$77932	\$1500	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-83(11)	Roadway		7.83	Miles	\$74694	\$74694	HSIP (23 U.S.C. 148)	Rural Major Collector	1,850	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-84(12)	Roadway		0.12	Miles	\$22106	\$24562	HSIP (23 U.S.C. 148)	Urban Minor Arterial	2,610	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-84(13)	Roadway		6.11	Miles	\$24182	\$24182	HSIP (23 U.S.C. 148)	Rural Major Collector	170	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-85(27)	Roadway		4.85	Miles	\$123647	\$0	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,240	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-85(29)	Roadway		8	Miles	\$16664	\$16664	HSIP (23 U.S.C. 148)	Rural Major Collector	1,170	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-9(92)	Roadway		2.91	Miles	\$59600	\$0	HSIP (23 U.S.C. 148)	Rural Major Collector	3,740	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-93(21)	Roadway		8.04	Miles	\$159500	\$12200	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,880	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-96(42)	Roadway		5.96	Miles	\$14024.18	\$14024.18	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	15,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-96(54)	Roadway		4.01	Miles	\$66511	\$73901	HSIP (23 U.S.C. 148)	Urban Minor Arterial	15,200	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/PHSIP/HSIP-10(24)	Roadway		1.76	Miles	\$1170000	\$1300000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-153(13)	Roadway		0	Miles	\$280548	\$311719	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
STP-SIP/H-100(62)	Roadway		0.01	Miles	\$1161831	\$1446310	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,590	55	State Highway Agency	Spot	Intersections	Infrastructure

Enter additional comments here to clarify your response for this question or add supporting information.

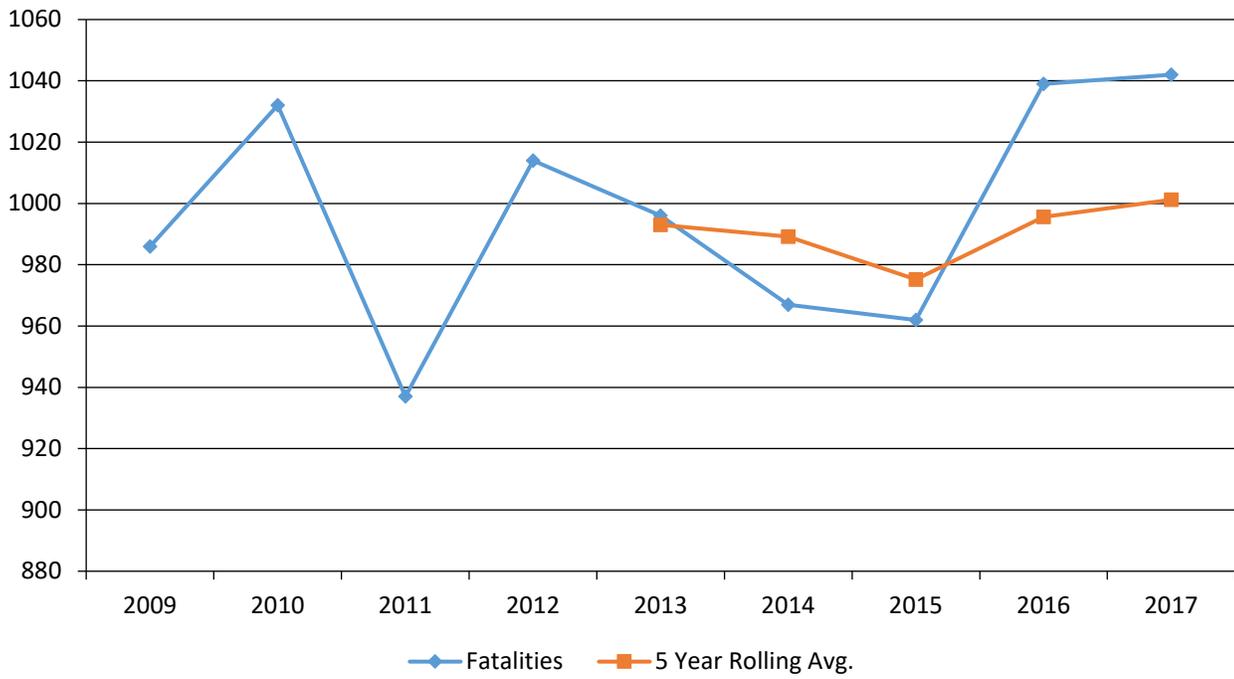
Safety Performance

General Highway Safety Trends

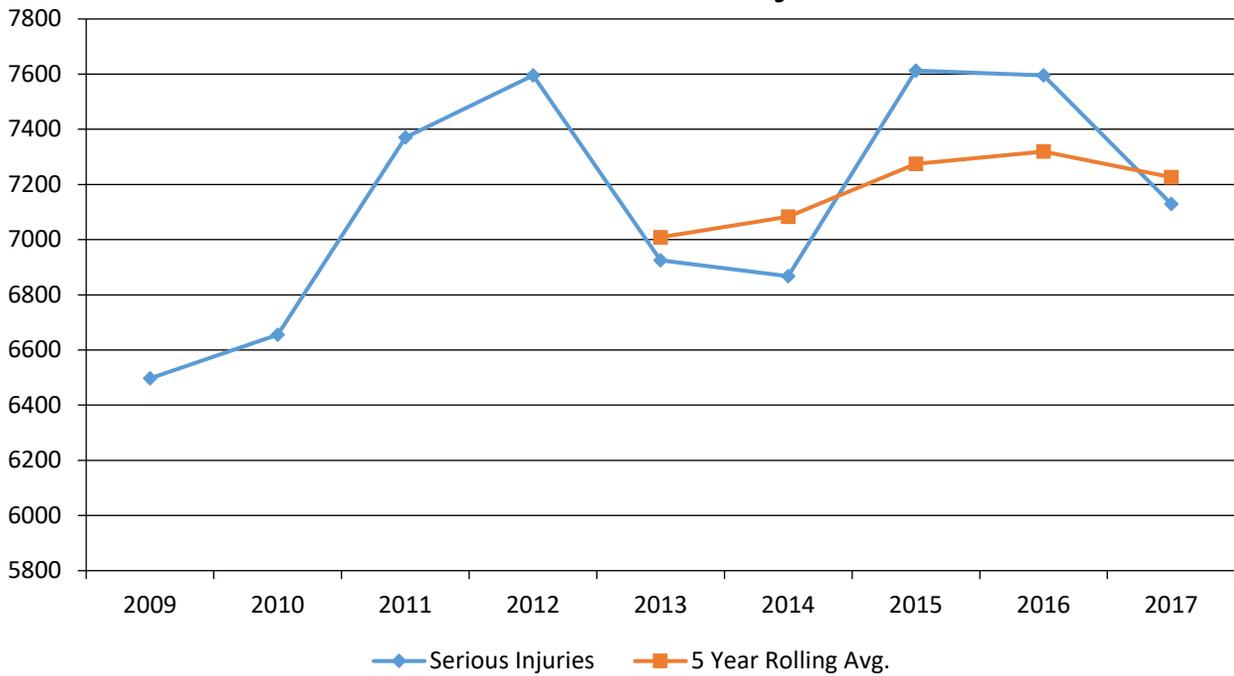
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	986	1,032	937	1,014	996	967	962	1,039	1,042
Serious Injuries	6,497	6,655	7,371	7,596	6,925	6,868	7,613	7,595	7,129
Fatality rate (per HMVMT)	1.400	1.470	1.330	1.430	1.400	1.330	1.280	1.351	1.303
Serious injury rate (per HMVMT)	9.240	9.450	10.420	10.680	9.740	9.470	10.110	9.878	8.911
Number non-motorized fatalities	83	94	88	76	94	95	120	110	134
Number of non-motorized serious injuries	319	285	327	303	256	346	385	388	418

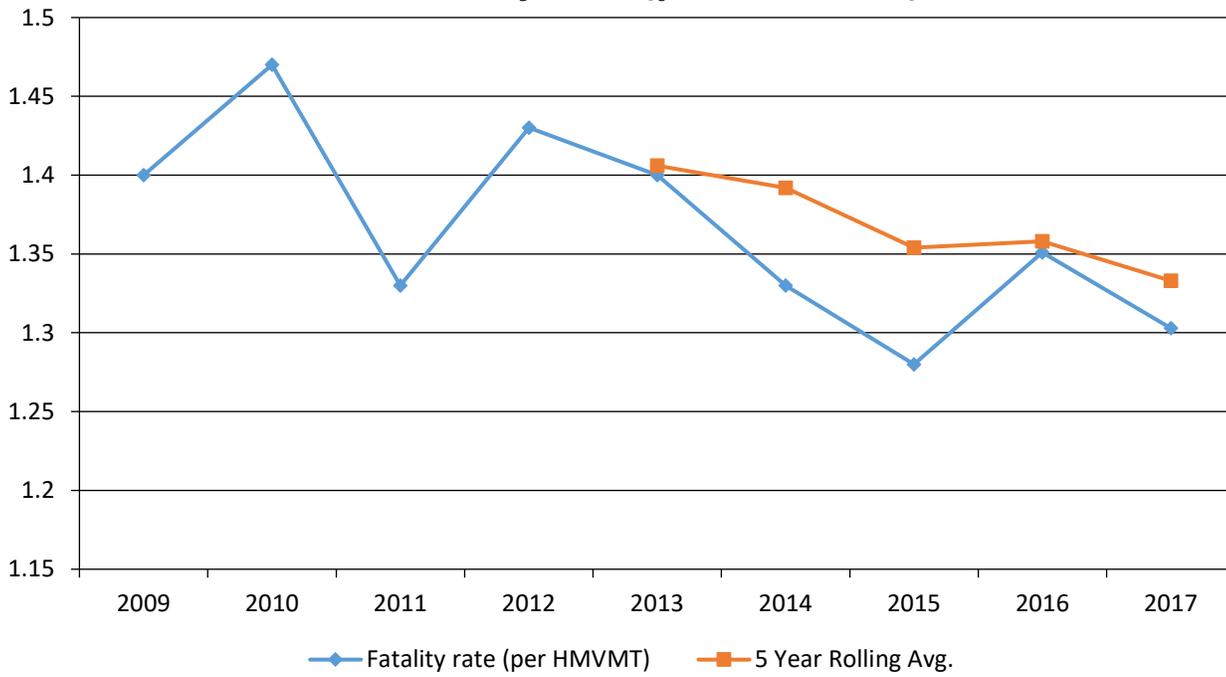
Annual Fatalities



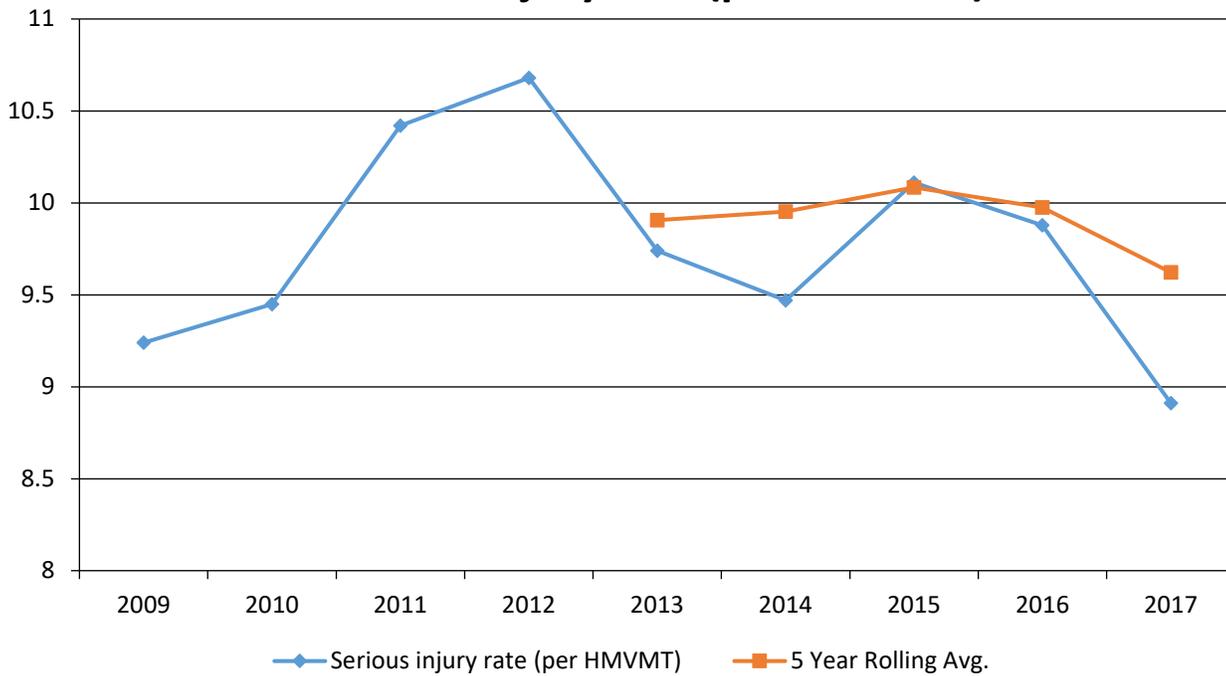
Annual Serious Injuries



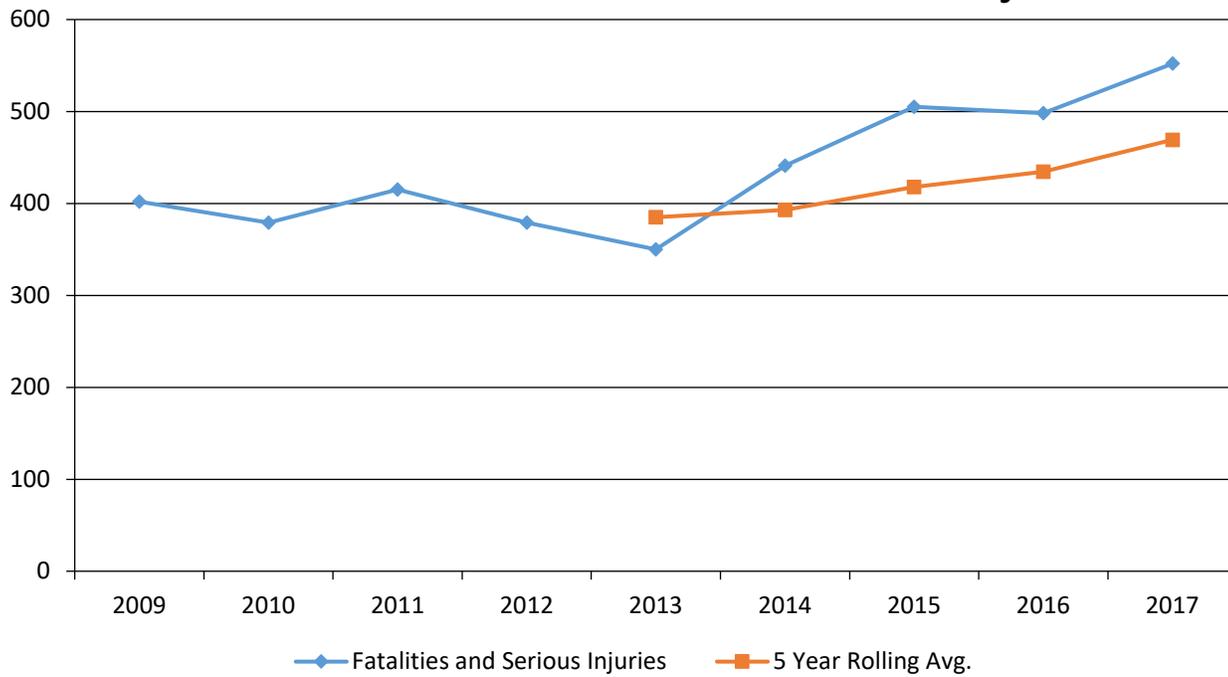
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

Year 2017

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	58	289.4	0.72	3.6
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.2	2.8	0.17	1.28
Rural Principal Arterial (RPA) - Other	83.4	382.4	1.54	7.12
Rural Minor Arterial	95.4	595.6	1.92	12.24
Rural Minor Collector	83.2	488.4	2.61	15.79
Rural Major Collector	87.8	508.8	2.39	13.89

2018 Tennessee Highway Safety Improvement Program

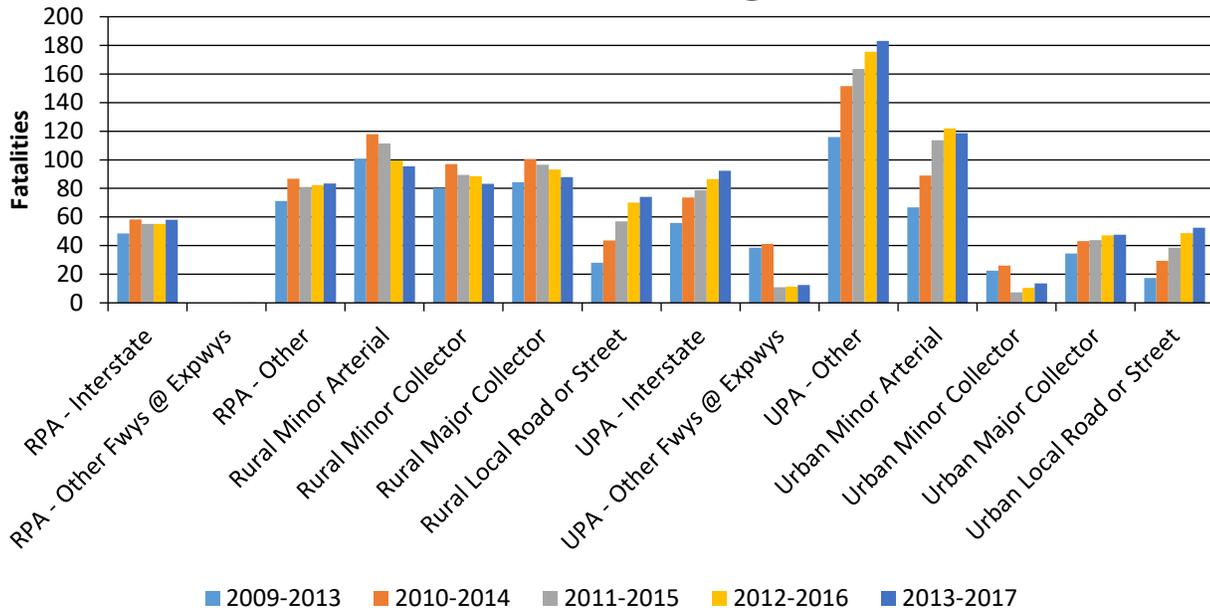
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	74	559.8	2.31	18.21
Urban Principal Arterial (UPA) - Interstate	92.4	463.6	0.79	3.94
Urban Principal Arterial (UPA) - Other Freeways and Expressways	12.4	61.2	0.47	2.37
Urban Principal Arterial (UPA) - Other	183	1,565	1.7	14.41
Urban Minor Arterial	118.6	1,072	1.38	12.5
Urban Minor Collector	13.6	94	2.26	16.08
Urban Major Collector	47.6	411.4	1.25	10.31
Urban Local Road or Street	52.6	544.6	0.65	6.65

2018 Tennessee Highway Safety Improvement Program

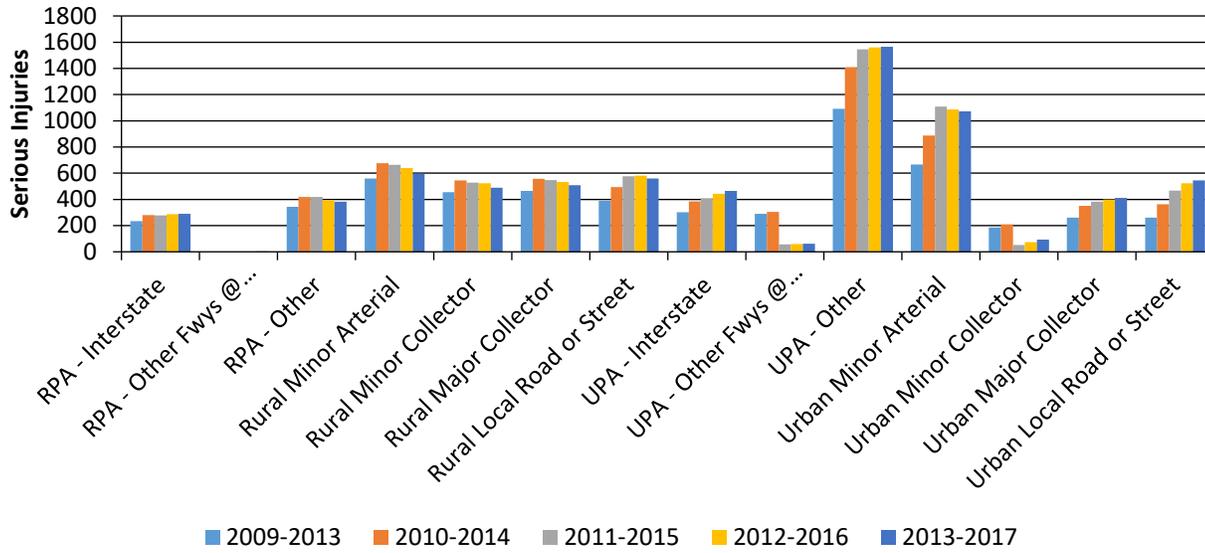
Year 2017

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	477.4	3,558.8		
County Highway Agency	125.6	1,153		
Town or Township Highway Agency				
City of Municipal Highway Agency	93.8	1,187		
State Park, Forest, or Reservation Agency				
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				

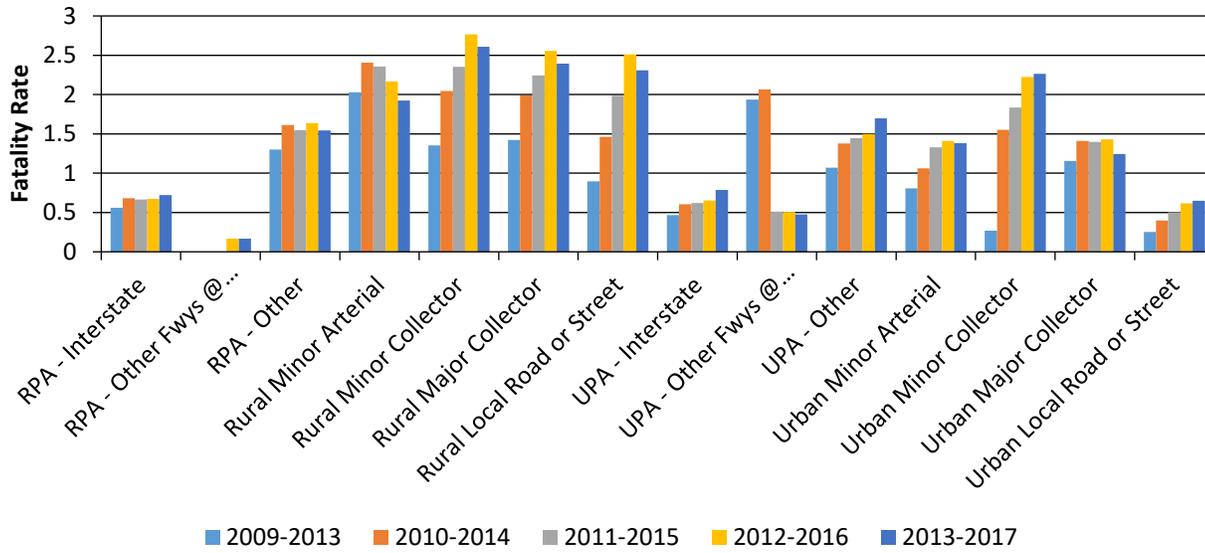
Number of Fatalities by Functional Classification 5 Year Average



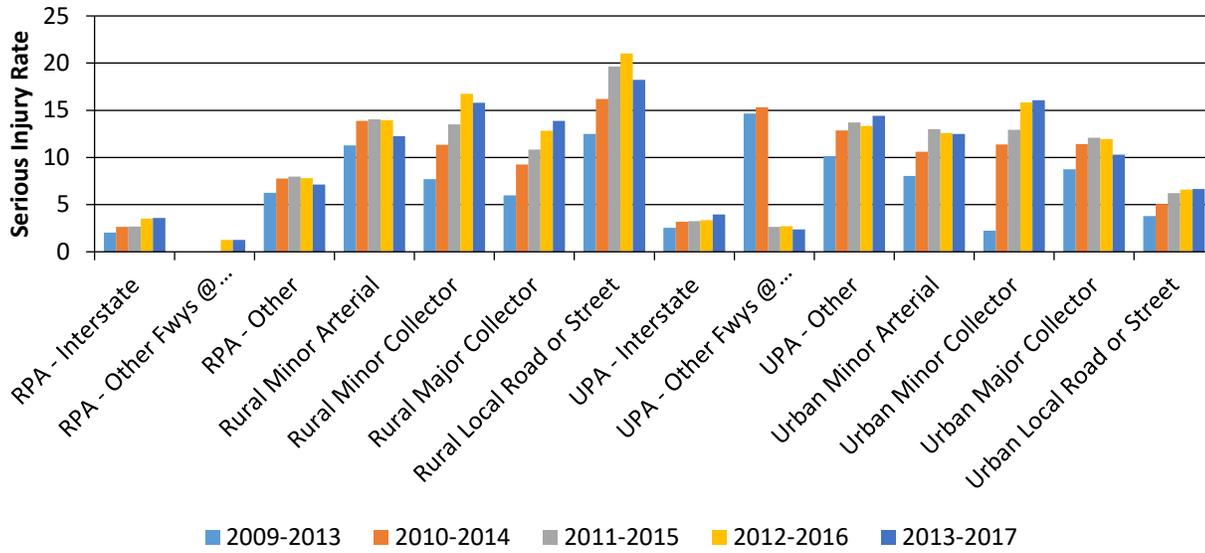
Number of Serious Injuries by Functional Classification 5 Year Average



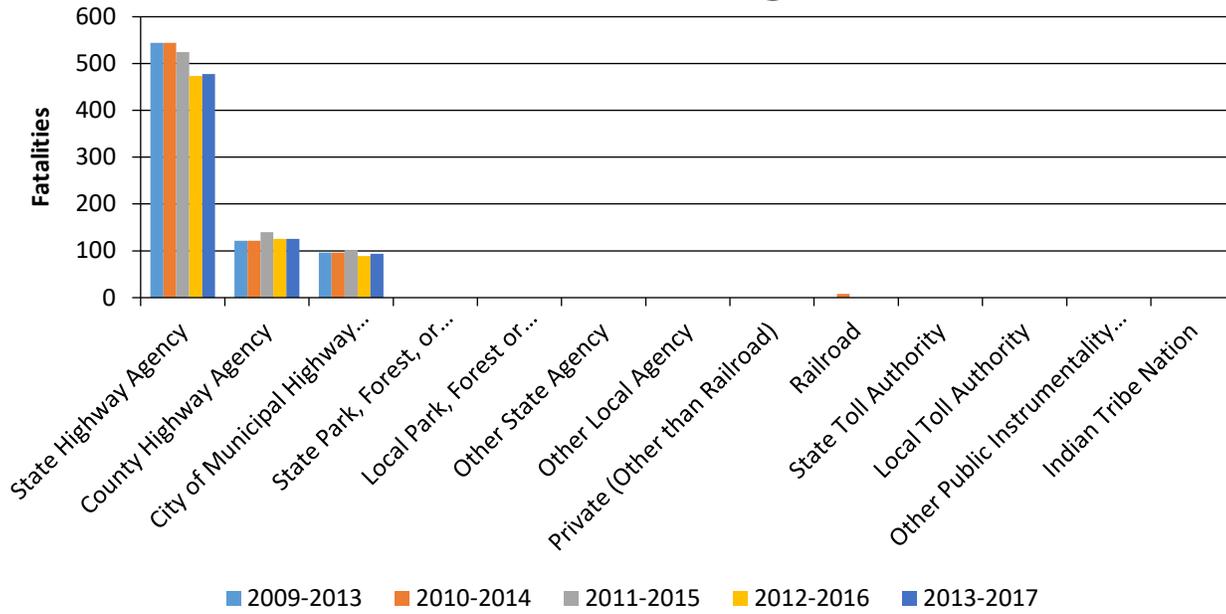
Fatality Rate (per HMVMT) by Functional Classification 5 Year Average



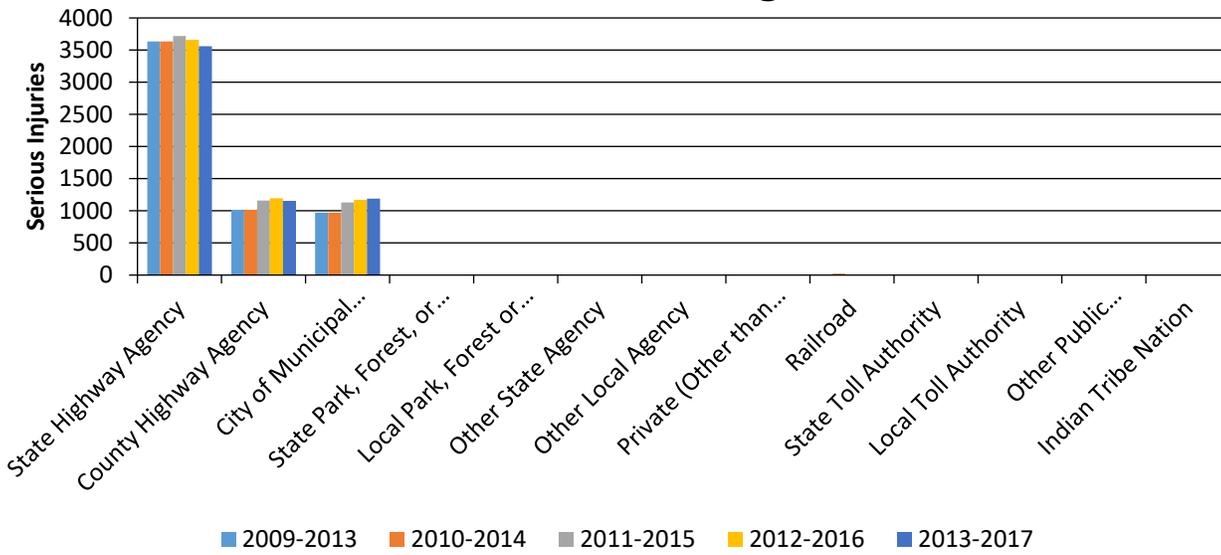
Serious Injury Rate (per HMVMT) by Functional Classification 5 Year Average



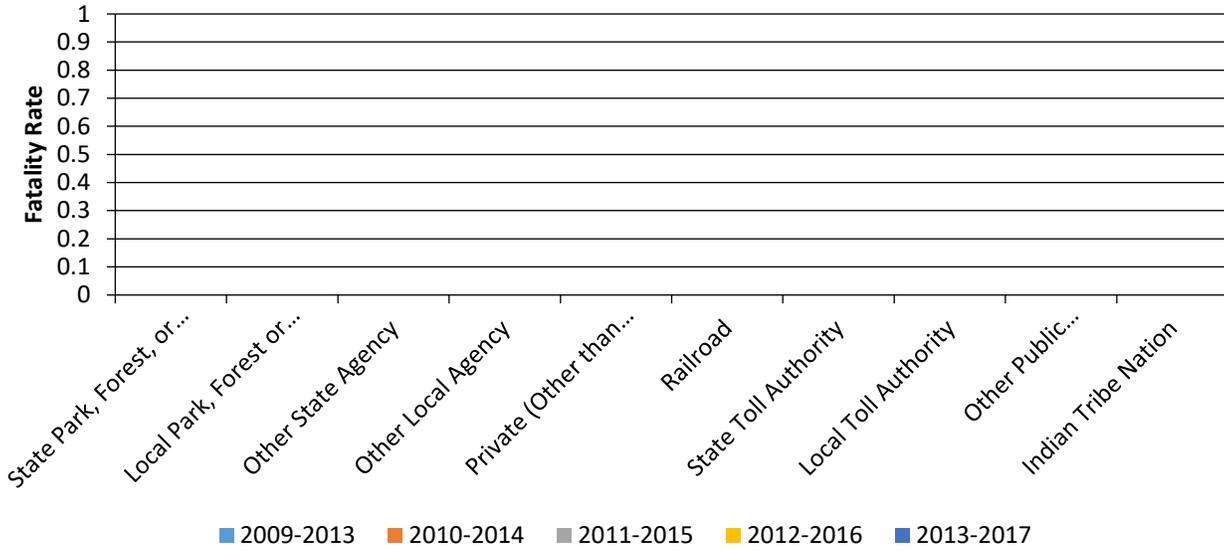
Number of Fatalities by Roadway Ownership 5 Year Average



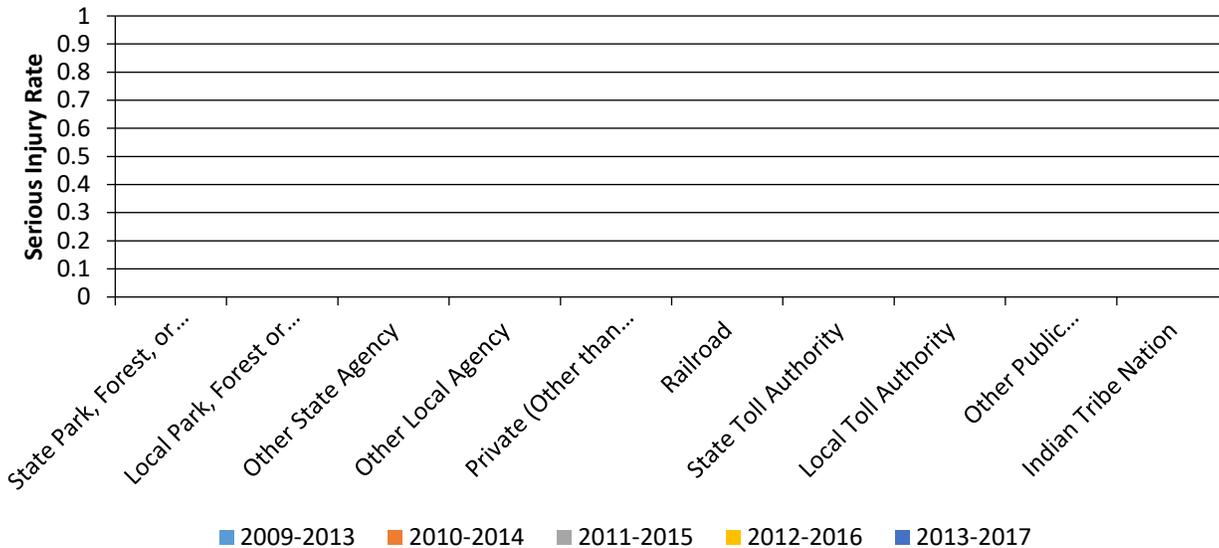
Number of Serious Injuries by Roadway Ownership 5 Year Average



Fatality Rate (per HMVMT) by Roadway Ownership 5 Year Average



Serious Injury Rate (per HMVMT) by Roadway Ownership Ownership 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

Yes

Provide additional discussion related to general highway safety trends.

- Tennessee Highway Safety Office (THSO) funding is stable; and there are no anticipated changes or additional funds available for behavioral/enforcement programs over next two years
- Distracted driving and speeding are behavioral factors of concern
- Predictive Crash Software has been expanded to include availability to local law enforcement, such as Sheriffs' Departments and city police
- Non-motorized fatalities and serious injuries are seeing an increase nationally as well as in Tennessee
- Tennessee's population continues to grow; there is an influx of people coming to state as new residents plus Tennessee is home to several popular destinations for tourists
- VMT trend continues upward
- The number of highway construction work zones across state is anticipated to increase as IMPROVE Act projects are implemented
- Long-term federal funding for transportation is uncertain

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities 1022.0

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

• Fatality numbers have been relatively stable from 2016 to 2017 after a large increase from 2015 to 2016 • Numbers from January 1 thru end of May (6/5/18) are showing decline from this time last year; it is still early in the calendar year but early numbers are a positive sign • Safety projects continue to be implemented, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results • One year of low fatalities (963 in 2014) drops from target • “Optimistic but cautious” approach was agreed upon after assessing data and factors • The current moving average target is higher than 2014-2018 target by 0.06% but projects decreases in fatalities over the next two years • Target is based on slight decreases in fatalities for the next two years (0.7% for 2018 and 0.5% for 2019).

Number of Serious Injuries 7374.6

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

• The average rate of change for serious injuries is 1.3% (over past five year period) • The actual serious injury number decreased from 2016 to 2017 • Terminology on crash reports which law enforcement officers complete has changed (definition is the same but the terminology has shifted) from “incapacitating injury” to “suspected serious injury” in December 2017. It is unclear what impact this may have on serious injuries reported. • Reviewed 4-year and 5-year linear trend lines which did not necessarily have a good fit but did indicate five year average will continue to increase • The serious injury number target is based on an average rate of change of 1.3% per year from the 2017 actual number (1.3% increase in 2018 and a 1.3% increase again in 2019).

Fatality Rate 1.291

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

• 2017 VMT number was calculated using FHWA Office of Highway Policy (OHPI) monthly travel trends volumes • VMT trends over time showed an average increase of around 1.1% • Anticipated continued growth in population and travel in state • Fatality rate target assumes a 1% increase in VMT per year for both 2018 and 2019 and is calculated using projected fatalities for 2018 and 2019 in accordance with fatality number target.

Serious Injury Rate 9.324

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

2018 Tennessee Highway Safety Improvement Program

2017 VMT number was calculated using FHWA Office of Highway Policy (OHPI) monthly travel trends volumes • VMT trends over time showed an average increase of around 1.1% • Anticipated continued growth in population and travel in state • Serious Injury rate target assumes a 1% increase in VMT per year for both 2018 and 2019 and is calculated using projected serious injuries for 2018 and 2019 in accordance with fatality number target.

Total Number of Non-Motorized Fatalities and Serious Injuries 546.8

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

• Numbers continue to trend upward. An increase of 10.5% was seen in Tennessee from 2016 to 2017. • The 2014-2018 target estimated a 2.5 % increase per year. • The average change increase over past five years was 4.36%. • Preliminary numbers show 13% (134) of all highway fatalities for 2017 were non-motorized. • Growth in urban areas continues causing greater mix of pedestrians and bikes on the roadway system. • There is a national trend for higher numbers of fatalities and serious injuries for non-motorized transportation; reasons for recent rise in pedestrian fatalities have not been scientifically determined, however experts suspect distracted driving and walking (smartphones) or being under the influence may be key contributors. • Target assumes annual increase of 4.36% from 2017 for next two years (increase of 4.36% in 2018 and increase of 4.36% in 2019)

Enter additional comments here to clarify your response for this question or add supporting information.

Fatalities

There was no change in percent of fatalities between CY 2016 and 2017 based on preliminary 2017 numbers. Fatality numbers from 2016 to 2017 appear to have remained stable after a significant increase in fatalities from 2015 to 2016 (8%). Early 2018 fatality numbers were trending lower than 2017 numbers in a year to date comparison as of April 2, 2018.

Three years (2013, 2014, and 2015) with some of the state's lowest fatality numbers (under 1,000 fatalities) are included in Tennessee's 2013-2017 five-year rolling average baseline; this impacts ability to set a target lower than the baseline.

Non-motorist fatalities comprised 11% of total traffic fatalities in Tennessee for CY 2016. Preliminary data, indicates that 134 (13%) of the 1,042 traffic fatalities that occurred in TN in 2017 were non-motorist fatalities. Non-motorist fatalities have been on the increase nationwide.

Distracted walking is now a concern for cities and states as sharp rise in smartphones to send and receive messages is a mental and visual distraction for both walkers and drivers. (Non-motorist fatalities in TN were over a 100 for both 2015 and 2016 showing a substantial increase from the previous four years (2011-2014).

Vehicle Miles Travelled

VMT trend continues upward. Preliminary 2017 VMT numbers indicate that VMT in Tennessee increased from 4-6%.

2018 Tennessee Highway Safety Improvement Program

VMT and average monthly temperature had strong positive relationships with number of fatalities meaning more fatalities occur when more driving was done, and also when weather was warmer. New passenger vehicle registrations also showed a positive correlation with the number of fatalities but not as strong as VMT and temperature. Reference 5-year Correlation between Fatalities and Economic and Other Indicators (2011-2015) chart that was part of a 2015 NHTSA report.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812318>

Draft targets set for 2015-2019 anticipate a 1.0% increase in VMT. This was based on average VMT increase over recent years along with estimation of population growth of 0.8% a year for next decade as reported in the 2018 State Economic Outlook Report.

Population and Travel Growth

“For the fourth year in a row, Tennessee saw population growth increasing slightly faster than the national average. Tennessee’s population in 2017 was 6.7 million, which was one percent more than in 2016. The Nashville metropolitan area continued to see its population grow faster than the rest of the state in 2017. Of the state’s 95 counties, a total of 77 experienced growth in their populations. Of the 77 counties, 34 had growth rates that exceeded the state average of 1.1% and 45 grew faster than the national average of 0.7%”. – U. T. Boyd Center for Business and Research

According to the 2018 Economic Report to the Governor, Tennessee’s population is projected to grow at rate of 0.8% per year for the next 10 years keeping pace with national forecast for population growth.

Tennessee experienced 113.6 million person stays in 2017, an increase of 3.3 percent over 2016. Tennessee places among the Top 10 travel destinations in the U.S. for the fourth consecutive year and is considered to be a top retirement destination.

In 2017, Tennessee had 4,799,881 licensed drivers. This is an increase of approximately 2% from 2016. Twenty percent of licensed drivers in Tennessee as of 2016 are senior drivers (65 years or older.) Tennessee's senior population as of 2017 is estimated to be 16% of total state population by the U.S. Census Bureau.

Distracted Driving

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

A cross-functional, cross-agency working group was identified to develop targets for the 2015-2019 safety performance measures. This working group included members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDS&HS), Tennessee Division of Federal Highway Administration, Knoxville Regional Transportation Planning Organization, Chattanooga-Hamilton County Regional Planning Agency, and the Tennessee Department of Transportation. The target setting process consisted of data review, trend analysis, context/consideration of key factors, consensus on target setting assumptions, and review and consensus on draft targets. The Safety PM Working Group provided recommendations to an Oversight Committee, which included directors from TDOT, TDS&HS and THSO. Finalized targets were presented to the executive leadership at all agencies for review and approval.

This team examined crash trends from 2003 until 2017 and identified factors related to both the general target setting environment and those specific to each measure to determine the 2015-2019 targets. While the fatality number target for 2015-2019 shows an increase in fatalities from the 2014-2018 target, the total fatalities per year is expected to decrease. However, non-motorized serious injuries and fatalities are expected to increase

2018 Tennessee Highway Safety Improvement Program
 over the next two years due to the growth in urban areas and increased bicycle, pedestrian, and other non-motorized traffic.

All partner agencies are committed to reducing, and eventually eliminating, fatalities and crashes in all performance areas. The targets identified are projections of future performance based on historical data and influencing factors with a long-term vision of having zero fatalities.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

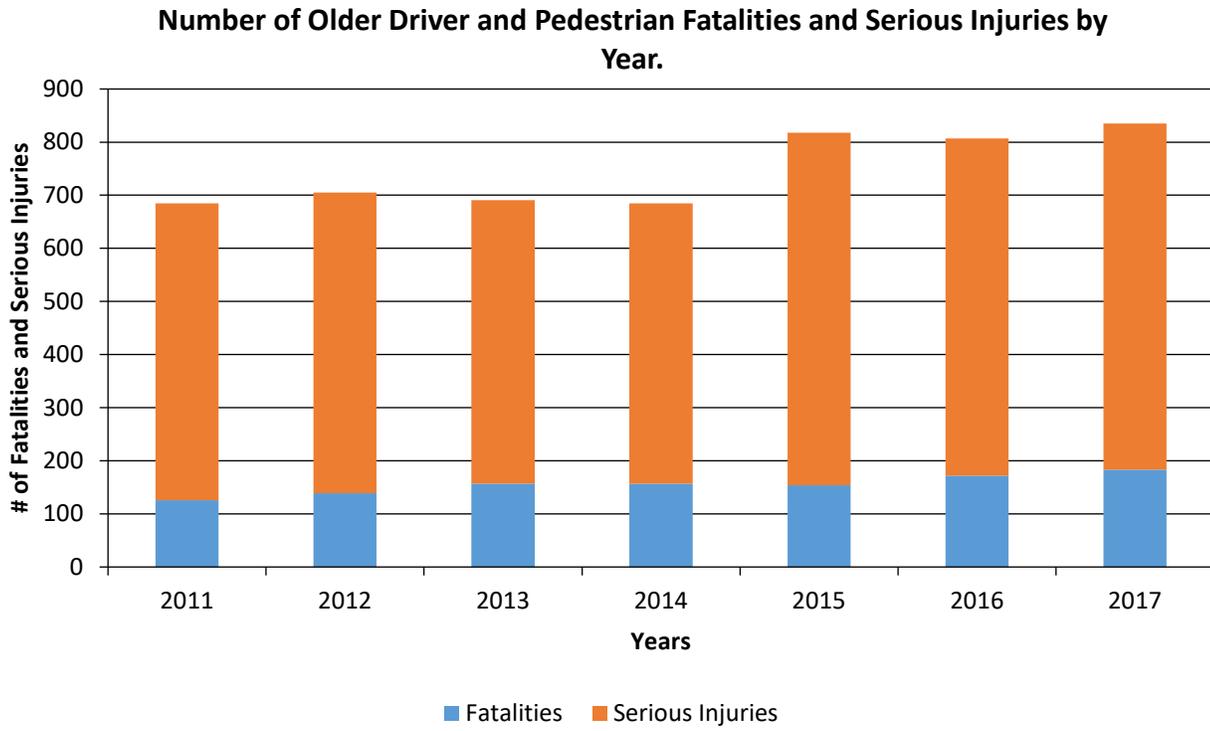
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	126	139	157	157	154	172	183
Number of Older Driver and Pedestrian Serious Injuries	559	566	534	528	664	635	652



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

Enter additional comments here to clarify your response for this question or add supporting information.

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

The Tennessee Department of Transportation (TDOT) Strategic Transportation Investments Division (STID) analyzed the effectiveness of constructed safety projects in reducing crash frequency. The analysis was conducted in two stages. The first stage examined 261 sites with crash data from three (3) years before and three (3) years after implementation of safety improvements as recommended in the site's safety report. The sites include Road Safety Audits and Spot Safety Projects. The phase one analysis was a simple assessment to determine if crash frequency increased, decreased, or stayed the same after construction of safety countermeasures. The Phase Two Analysis involved a more detailed review of forty-five (45) sites using the Highway Safety Manual (HSM) procedures for estimating crash frequency with and without implementation of safety countermeasures. The Phase Two Analysis was conducted to examine in detail the specific types of countermeasures implemented and their effectiveness in reducing crashes. The Phase One Analysis suggests that the TDOT safety program overall has been successful in reducing crash frequency since sixty percent (60%) of sites had some level of crash reduction. How much reduction is attributable to the implemented countermeasures cannot be accurately quantified with a simple before/after comparison. The Phase Two Analysis involved a more detailed review of forty-five (45) sites using the Highway Safety Manual (HSM) procedures for estimating crash frequency with and without implementation of safety countermeasures. It is difficult to draw sweeping conclusions from the detailed analysis since there is so much variation, but individual sites and sites of similar type yield some interesting results, which should be used with caution. The observed before crashes were higher than the expected before crashes for most of the sites, suggesting that most sites were indeed overrepresented for crashes. Fifty-six (56%) of the sites had a reduction in the observed after crash frequency compared to the expected before crash frequency; this is the measure of safety effectiveness. Thirty-eight (38%) of the sites had fewer observed after crashes than the expected after crashes with the recommended countermeasures.

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

More systemic programs
RSAs completed
Organizational change
Increased awareness of safety and data-driven process
Increased focus on local road safety
Other-Improved data collection, transfer, access

Enter additional comments here to clarify your response for this question or add supporting information.

2018 Tennessee Highway Safety Improvement Program

Are there any significant programmatic changes that have occurred since the last reporting period?

No

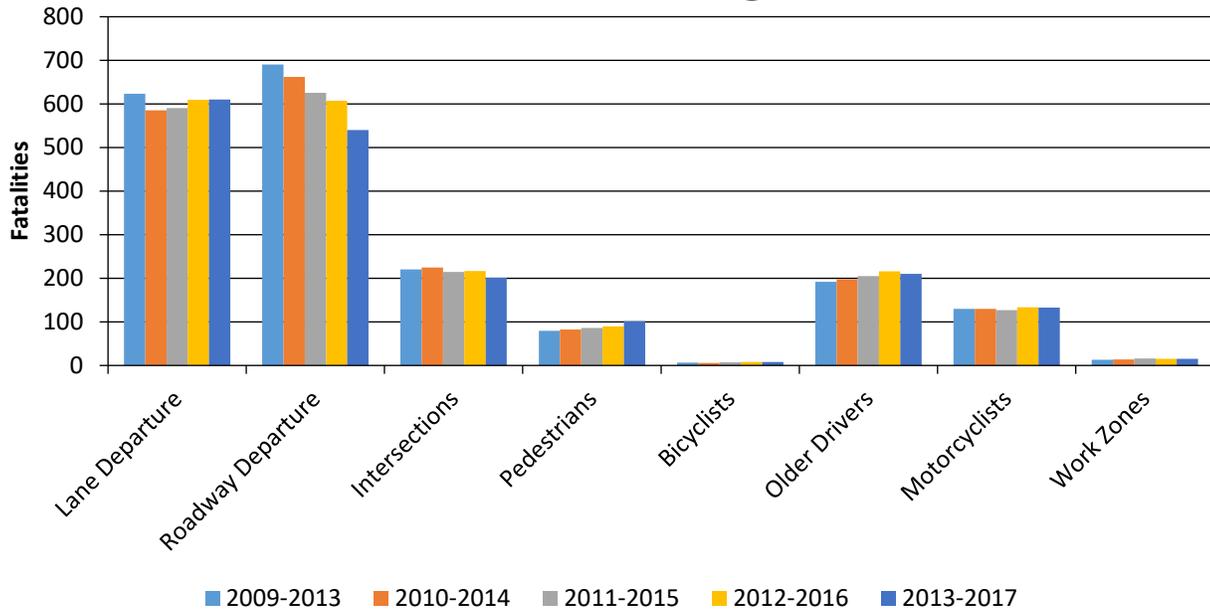
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

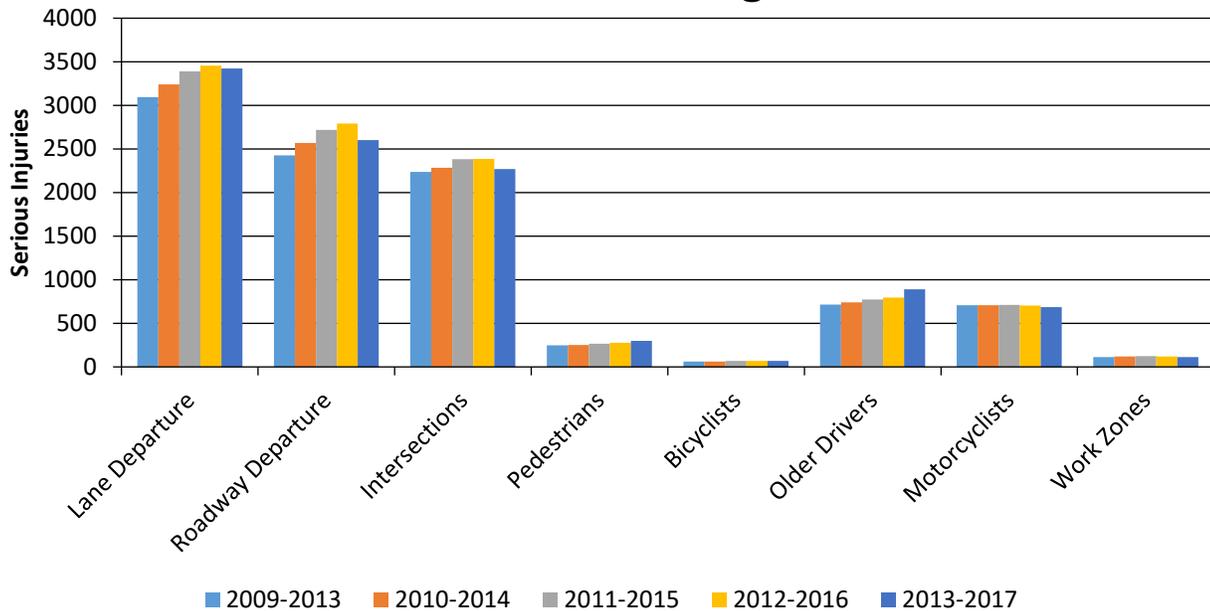
Year 2017

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
Lane Departure		609.8	3,422.6	0.81	4.56	0	0	0
Roadway Departure		540	2,602.6	0.72	3.51	0	0	0
Intersections		201.6	2,270	0.27	3.03	0	0	0
Pedestrians		101.6	297.2	0.13	0.39	0	0	0
Bicyclists		8	67.4	0.01	0.09	0	0	0
Older Drivers		210	891.2	0.28	1.18	0	0	0
Motorcyclists		132.6	687.2	0.18	0.92	0	0	0
Work Zones		15.6	114	0.02	0.15	0	0	0

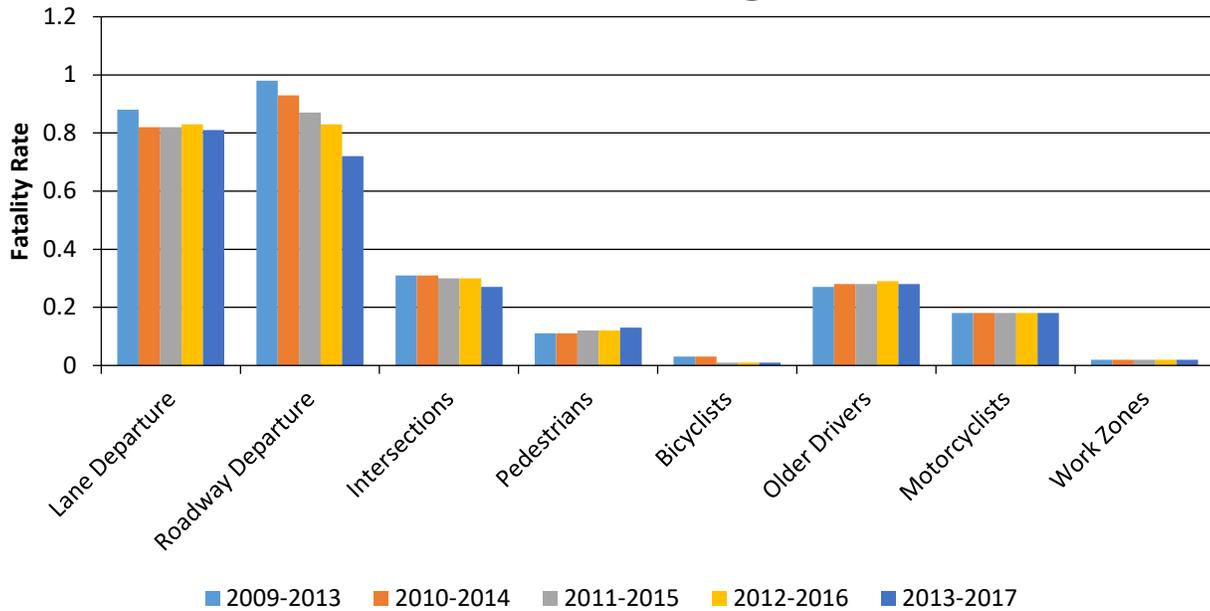
Number of Fatalities 5 Year Average



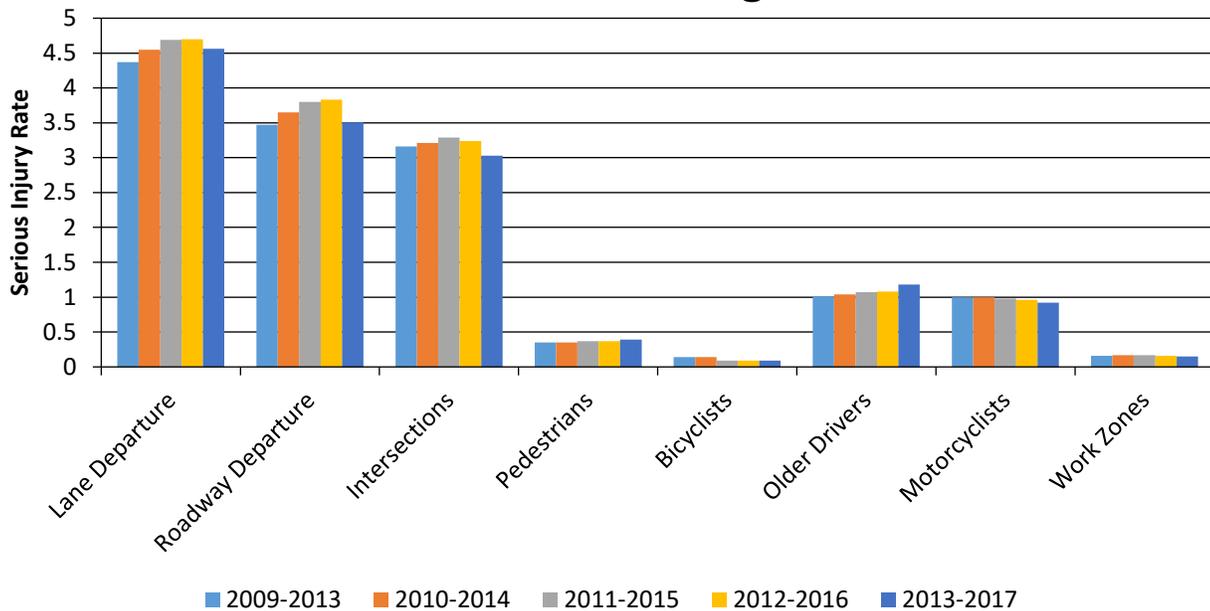
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

2018 Tennessee Highway Safety Improvement Program

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)
113167.00 Morgan SR 62 Im 13.48 -13.68 SR 62& SR 298 12/27/12 5/10/13	Rural Minor Arterial	Roadway	Roadway widening - travel lanes	2.00	1.00							2.00	1.00	
117094.00 Hawkins SR 344 Im 0.0 - 4.81 SR 113 to SR 1 2/15/13 5/16/13	Rural Major Collector	Roadway	Roadway - other	17.00	10.00			2.00		8.00	4.00	27.00	14.00	
115416.00 Wilson SR 141 Im 5.88-9.33 From Hamilton Rd. to Lebanon city limits. 10/26/2012 5/31/13	Urban Minor Arterial	Roadway	Roadway - other	24.00	24.00			3.00	3.00	5.00	4.00	32.00	31.00	
117485.00 Knox I 40 Im 26.76 to 28.23 cable 2/15/13 5/31/13	Urban Principal Arterial (UPA) - Other Freeways and Expressways	Roadway	Roadway - other	27.00	26.00	3.00			2.00	13.00	4.00	43.00	32.00	
117231.00 Benton I 40 Im 6.52 to 8.45 8/23/12 8/25/13	Rural Principal Arterial (RPA) - Other Freeways and Expressways	Roadway	Pavement surface - miscellaneous	36.00	36.00	2.00	1.00	1.00	2.00	18.00	10.00	57.00	49.00	
112787.00 Putnam SR 135 Im 4.02 Int Ditty Rd. 12/7/12 12/26/13	Rural Major Collector	Roadway	Roadway - other	8.00	5.00				2.00	5.00	3.00	13.00	10.00	
117422.00 Cheatham SR 12 Im 0.72 to 5.85 E of Caldwell to McQuarry St. 8/30/13 3/28/14	Rural Minor Arterial	Roadway delineation	Roadway delineation - other	60.00	81.00	2.00	1.00	4.00	3.00	22.00	24.00	88.00	109.00	
117739 Lawrence SR 241 Im 1.21 Int Ethridge Red Hill Rd. 12/6/13 4/9/14	Rural Major Collector	Roadway	Roadway - other	1.00	2.00			1.00		1.00	1.00	3.00	3.00	
115009.01 Tipton SR 384 Im 3.59 Int Sunnyside Rd. 05/24/13 4/23/14	Urban Major Collector	Roadway signs and traffic control	Roadway signs and traffic control - other	1.00				1.00		2.00		4.00		

2018 Tennessee Highway Safety Improvement Program

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)
117400.00 Rutherford SR 266 lm 8.62 to 13.39 from west of 840 to e. of SR 10 8/30/13 2/24/14	Urban Minor Arterial	Roadway signs and traffic control	Roadway signs and traffic control - other	63.00	75.00	2.00	1.00	5.00	2.00	27.00	29.00	97.00	107.00	

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

Yes

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

The implementation of the Road Safety Audit(RSA) "No-Plans". Any RSA that is being conducted within existing state right-of-way can be let to construction contract within a faster time frame... this is effective to address safety issues in a more timely manner.

Compliance Assessment

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

01/06/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2019

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

2020

Enter additional comments here to clarify your response for this question or add supporting information.

TDOT has a consultant under contract towards working for 2020 SHSP update

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

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)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								

2018 Tennessee Highway Safety Improvement Program

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
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	0		
AADT Year (80)	100	0								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				

2018 Tennessee Highway Safety Improvement Program

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 Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	100.00	94.44	75.00	75.00	90.91	90.91	100.00	88.89	100.00	100.00

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

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.

The Long Range Planning Division collects all but three of the FDE's. One data element that has partial collection is (#126 Intersection/Junction Geometry). The other two are #139 Unique Approach Identifier and #182 Interchange Type. Long Range Planning anticipates the ability to collect these remaining elements in the short term (1-3 years), well before the 2016 deadline.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected Serious Injury	Yes	N/A	N/A	N/A	N/A
Crash Report Form Instruction Manual	Suspected Serious Injury	Yes	The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal injuries.	Yes	An incapacitating injury is any injury other than fatal which results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest or abdominal injury other than bruises or minor lacerations -Significant burns -Unconsciousness -Paralysis	Yes
Crash Database	Suspected Serious Injury	Yes	N/A	N/A	N/A	N/A

2018 Tennessee Highway Safety Improvement Program

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Database Data Dictionary	Suspected Serious Injury	Yes	The injury severity level for a person Involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries	Yes	An incapacitating injury is any injury other than fatal which results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest or abdominal injury other than bruises or minor lacera-tions -Significant burns -Unconsciousness -Paralysis	Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?

Yes

Describe the purpose and outcomes of the State’s HSIP program assessment.

FHWA in coordination with TDOT completes an HSIP program assessment annually.

Optional Attachments

Program Structure:

[STID Program Description 082417.pdf](#)

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.