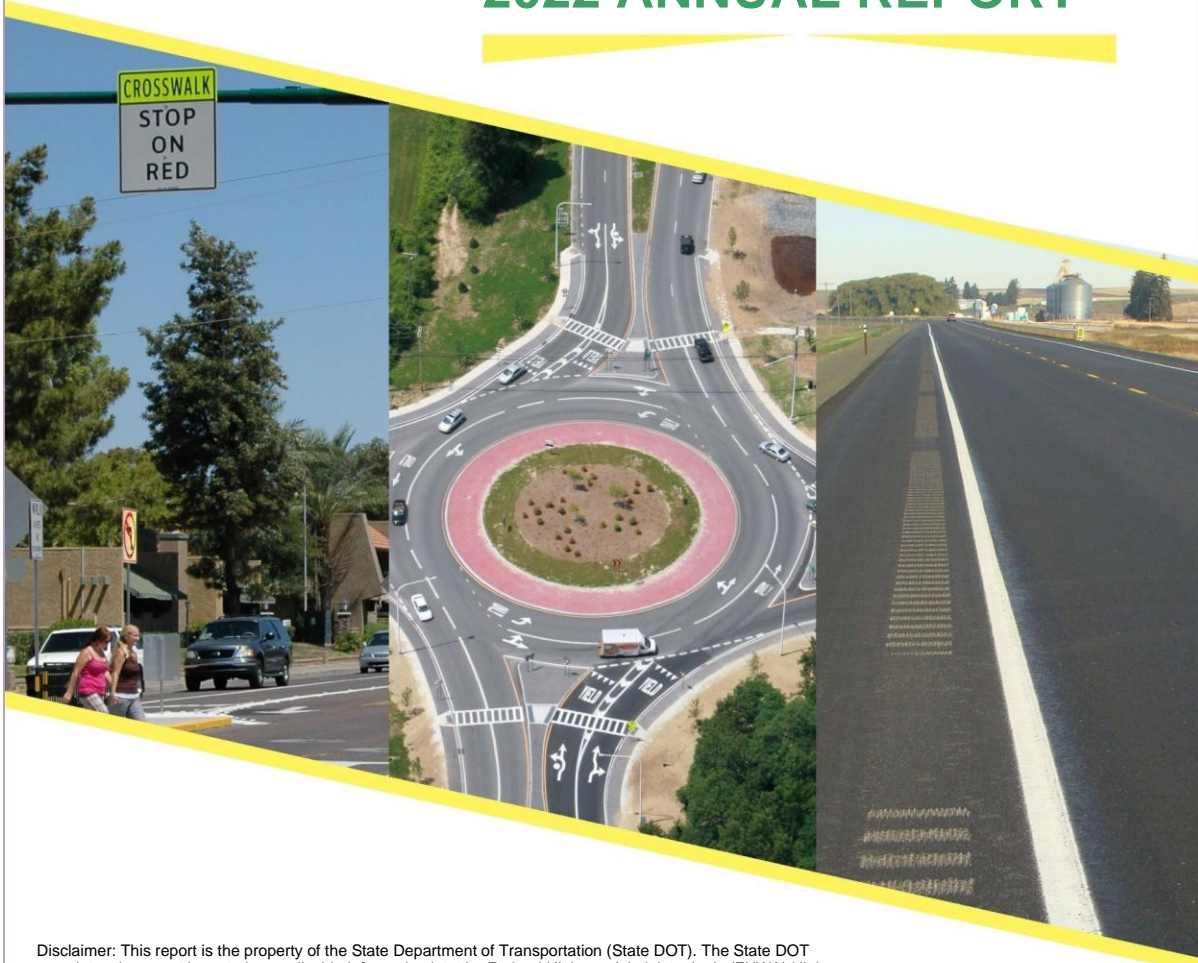


TENNESSEE

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2022 ANNUAL REPORT



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Photo source: Federal Highway Administration

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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. 407 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

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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 summary of the projects either let to construction from the program's inception to present day or currently under development for each program is provided below.

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.
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.
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
Resurfacing Program	A portion of HSIP funds are utilized in resurfacing for safety countermeasures.
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 and Funding Source by Region

2022 Tennessee Highway Safety Improvement Program

Program	# Projects Let (2021)	# Projects Currently Under Some Construction Phase of Development	Cost of Let Projects
STID Programs Using HSIP Funding			
Region 1	5	76	\$2,535,868.59
Region 2	4	78	\$823,068.55
Region 3	11	75	\$14,777,755.97
Region 4	12	83	\$6,787,344.22
Statewide	0	2	N/A
Subtotal	32	314	\$24,924,037.33
STID Programs Using STP, State, or HSIP Funding			
Region 1	0	14	\$0.00
Region 2	1	9	\$1,167,486.70
Region 3	1	7	\$251,971.00
Region 4	2	9	\$869,954.58
Subtotal	4	39	\$2,289,412.28
<u>STID Programs by Active Program and Funding Source</u>			
STID Programs Using HSIP Funding			
Road Safety Audits (RSA)	22	112	\$12,356,996.18
Local Road Safety Initiative	7	164	\$1,262,111.33
Ramp Queue Program	3	3	\$11,304,929.82
Pedestrian Road Safety Initiative	0	23	\$0.00
Intersection Action Plan	0	5	\$0.00
Spot Safety Program	0	7	\$0.00
Subtotal	32	314	\$24,924,037.33
STID Programs Using State, STP, or HSIP Funding			
Spot Safety Program	3	22	\$2,141,703.55
RSA	1	17	\$147,708.73
Subtotal	4	39	\$2,289,412.28
All STID Programs			
Total	67	353	\$27,213,449.61
Additional HSIP Funding			
HSIP Resurfacing			\$13,043,017.64

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: less than 5 miles

Minimum number of crashes: five(5)

All functionally classified public roads

One (1) fatal or incapacitating injury crash and ratio of severe crash rate \geq 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

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

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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.

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

The Pedestrian Road Safety Initiative (PRSI) goal is to create safer roadways for pedestrians.

The Pedestrian Road Safety Initiative (PRSI) objective is to reduce the number of fatal and severe pedestrian crashes by identifying safety concerns and implementing countermeasures consistent with FHWA's Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and FHWA's Safe Transportation for Every Pedestrian (STEP) Initiative.

Qualifying criteria:

Qualification of a location for this program is based on its score and ranking by the TDOT Pedestrian Safety Prioritization Tool. The TDOT Pedestrian Safety Prioritization Tool scores and ranks both high-risk intersections and high-risk corridors based on the following criteria:

- **Safety (40%):** This component is weighted the highest and includes two items: scoring corridors and intersections based on crash frequency and crash severity within the past five years. Highest scores are given to locations that have a high number of pedestrian crashes and a high number of severe crashes (fatality and serious injury).
- **Infrastructure (30%):** This component examines the built environment and is a measure of the level of pedestrian ease, comfort, and safety. Roadway features included in the analysis are the following:
 - Traffic volume (AADT)
 - Speed limits
 - Number of lanes
 - Intersection control type

2022 Tennessee Highway Safety Improvement Program

- Presence of sidewalks and bike lanes
- **Equity (15%):** This component includes a Statewide Environmental Justice Index and is calculated using nine criteria acquired from American Community Survey (ACS) 2018 5-year estimates. Each environmental justice category is calculated as the percent of the total population for a given Block Group and the average of those percentages is calculated for a raw EJ score. This score is normalized 1 – 5. Populations include the following:
 - Youth under 18
 - Populations 65+
 - Minority
 - Hispanic
 - No Car Households
 - Below Poverty
 - Less than High School Diploma
 - Low-Proficiency English-Speaking
 - Persons with Disabilities
- **Pedestrian Demand (15%):** This component is a weighted composite of various geospatial features that reflect a high concentration of pedestrian trip generators and attractors. The features include the following:
 - Population density
 - Employment density
 - Active commuters (walk, bike, transit to work)
 - Points of interest (parks, recreation, businesses, hospitals, schools)
 - Land use
 - Access to transit (when applicable in urban areas)

Pedestrian Road Safety Initiative (PRSI) - ADA improvements

The program goal is to make roadways safer for all pedestrians including those with disabilities. Therefore when pedestrian facilities are added or modified, the improvements must meet ADA Guidelines for Public Rights-of-Way (PROWAG). PRSI projects have included scope of work to upgrade non-complaint curb ramps and non-compliant pedestrian signals and pushbuttons.

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 all 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).

Pedestrian Accessibility Ramps - Resurfacing program

Existing pedestrian ramps which do not currently comply with dimensional requirements, as identified in

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PROWAG Guidelines, will be removed and replaced with upgrades. This systemic application of installations provides proper and safer pedestrian access at all locations - PROWAG-compliant. These upgrades implemented statewide, within the resurfacing program, provide time and cost savings and benefit the vulnerable user.

Intersection Action Plan

Addresses safety concerns at stop-controlled intersections that have experienced a high number of crashes. The intent of this program was to provide systematic safety countermeasures to numerous intersections meeting the program's qualifying criteria.

Qualification Criteria:

(The initial list of intersections was provided by FHWA and was based on crash data from 2003-2006). A candidate intersection qualifies for inclusion in the IAP if it is an unsignalized 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).

Resurfacing Program

The resurfacing program utilizes a checklist for safety countermeasures which can be implemented in the process of resurfacing. These qualified items are funded with HSIP funds.

Where is HSIP staff located within the State DOT?

Engineering

The HSIP staff are in the Project Safety Office, Strategic Transportation Investments Division which is part of TDOT Engineering.

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

HSIP funds are allocated to SHSP emphasis areas and based on data.

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

The Local Road Safety Initiative was developed in 2010 to identify and address safety concerns on local roads. This program is focused on local non-state route segments located outside of an urban boundary and not represented by a MPO. 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 for the construction of safety improvements.

Criteria used for LRSI:

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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.

- Design
- Districts/Regions
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

The Project Safety Office works closely with most of the divisions within TDOT as indicated.. Safety is a portion of every project and initiative.

Describe coordination with internal partners.

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

- **Design Division and STID 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** - The Maintenance Division identifies low cost safety improvements on resurfacing projects.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

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The Project Safety Office is actively involved in partnerships and collaboration with most all transportation related entities within the State.

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 - Provides stewardship and oversight of HSIP program and the SHSP.

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 (RPO'S) / Metropolitan Planning Organizations (MPO's) - 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.

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.

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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.

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. Software is being implemented to assist with project evaluations.

9. Software enhancements have been made or are in the process for improving the quality of crash data. TDOT is also in the process of implementing Numetric Software (now available through AASHTOWare) for much improved data analysis.

10. TDOT received a 2014 National Roadway Safety Award for "The J-Turn Experiment".

J-turns have proven to be a safer alternative to a traditional roadway intersection on a four-lane highway because they eliminate or greatly reduce right-angle crashes, the crash type most responsible for fatalities and serious injuries at intersections. Ultimately the J-turn design eliminates the need for motorists to cross the high-speed lanes of traffic to get to the opposing lanes.

11. RSA's are including documentation of crash types in relation to SHSP

All RSA/HSIP programs will include crash summaries to define which Emphasis Area the crash type belongs within the Tennessee Strategic Highway Safety Plan

12. Safety program expansion to include Cable Median Barrier, Wrong Way and Interstate Ramp Initiative.

Cable Median Barrier : TDOT established a priority list of locations based on geometric criteria and crash data to install projects that will reduce the number and severity of cross-median crashes.

Wrong Way : Project will be deployed at four interchanges in Shelby County where data shows a history of wrong way fatalities. The technology will actively notify a wrong-way driver with flashing lights mounted on a sign that is actuated by a wrong way movement.

Interstate Ramp Initiative : TDOT will deploy a program that proposes improvements at 34 interchanges statewide (65 ramps, individually). The proposed improvements at these locations would likely include widening of the interstate to lengthen acceleration/deceleration lanes as well as low-cost improvements, such as, guardrail, rumble strips, signing, and striping improvements.

13. Developing an HSIP Implementation Plan for FY 2023

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This report documents an evaluation of the Tennessee Department of Transportation's (TDOT) Highway Safety Improvement Plan (HSIP) in accordance with the requirements set forth in Title 23, Section 148(i) of the United States Code (23 U.S.C. 148(i)). The evaluation is required because Tennessee did not meet or make significant progress toward achieving four out of five safety performance targets in calendar year (CY) 2020. As a result, TDOT is required to assess its HSIP program goals and actions for fiscal year (FY) 2023 and identify actions the State will take to meet or make significant progress toward meeting its subsequent safety performance targets.

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

- Local Safety
- Pedestrian Safety
- Other-Ramp Queue

Program: Local Safety

Date of Program Methodology:3/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
<ul style="list-style-type: none">• Fatal and serious injury crashes only	<ul style="list-style-type: none">• Traffic• Volume• Lane miles	<ul style="list-style-type: none">• Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Relative severity index

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- 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

Program: Pedestrian Safety

Date of Program Methodology:2/6/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
<ul style="list-style-type: none">• Other-pedestrian crashes	<ul style="list-style-type: none">• Traffic• Volume	

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Relative severity index

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- 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).

Program: Other-Ramp Queue

Date of Program Methodology: 11/1/2008

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
<ul style="list-style-type: none">• All crashes	<ul style="list-style-type: none">• Traffic• Volume	<ul style="list-style-type: none">• Other-The intent of this program is to identify locations where the queue extends onto the mainline.• Other-Queue length

What project identification methodology was used for this program?

- Other-Queue length

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?

How are projects under this program advanced for implementation?

- Other-As projects are identified.
- 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

What percentage of HSIP funds address systemic improvements?

0

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

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- SHSP/Local road safety plan
- Stakeholder input
- Other-Road Safety audit Review

Does the State HSIP consider connected vehicles and ITS technologies?

No

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 9 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.

The FHWA Office of Safety developed a TDOT DDSA implementation plan with input from TDOT. The plan is currently under revision to fit TDOT's purposes.

The goals set forth in the plan are:

Goal 1: Develop improved analyses in a formal safety management process.

Goal 2: Support, expand, and formalize TDOT's data governance over safety data.

Goal 3: Develop data driven safety analyses supporting Roadway Design Division activities and design-related

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STID analysis and reporting.

Goal 4: Incorporate data driven safety analyses in other TDOT business processes.

TDOT is currently implementing Numetric software to help with implementation of Highway Safety Manual methods. The software should be available to use in the first quarter 2023.

TDOT has been working with Tennessee State University and the University of Tennessee to develop CMF's and SPF's for implementation of HSM. TDOT is implementing Numetric software to utilize this research in our HSM implementation.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$64,399,499	\$54,981,306	85.38%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$9,715,827	\$391,001	4.02%
Penalty Funds (23 U.S.C. 164)	\$105,603	\$70,199	66.47%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$1,164,273	\$1,164,273	100%
State and Local Funds	\$9,295,913	\$9,295,913	100%
Totals	\$84,681,115	\$65,902,692	77.82%

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

\$10,019,425

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

\$10,019,425

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

\$68,373

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

\$68,373

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?

\$30,018,577

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

None

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP/PHSIP-112(34)	Intersection traffic control	Systemic improvements – signal-controlled	0.22	Miles	\$1004677	\$1004677	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	22,143	45	State Highway Agency	Spot	Intersections	
HSIP/PHSIP-2(228)	Miscellaneous	Road safety audits	0.01	Miles	\$425000	\$425000	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	9,854	45	State Highway Agency	Spot	Intersections	
HSIP/PHSIP-5600(48)	Miscellaneous	Road safety audits	32.406	Miles	\$1834	\$1834	Penalty Funds (23 U.S.C. 154)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP/PHSIP-76(96)	Intersection geometry	Add/modify auxiliary lanes	0.2	Miles	\$14400	\$16000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	17,088	50	State Highway Agency	Spot	Intersections	
HSIP/PHSIP-76(96)	Intersection geometry	Add/modify auxiliary lanes	0.2	Miles	\$92763	\$541267	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	17,088	50	State Highway Agency	Spot	Intersections	
HSIP-1(378)	Intersection traffic control	Systemic improvements – signal-controlled	0.72	Miles	\$118800	\$132000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,383	45	State Highway Agency	Spot	Intersections	
HSIP-1(448)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.7	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,571	55	State Highway Agency	Spot	Lane Departure	
HSIP-1(459)	Intersection geometry	Intersection realignment	0.08	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,571	55	State Highway Agency	Spot	Intersections	
HSIP-1(463)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.2	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,207	35	State Highway Agency	Spot	Pedestrians	
HSIP-1(464)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.09	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,662	30	State Highway Agency	Spot	Pedestrians	
HSIP-1(465)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.32	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,140	45	State Highway Agency	Spot	Pedestrians	
HSIP-10(84)	Intersection traffic control	Systemic improvements – signal-controlled	0.38	Miles	\$42300	\$47000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,444	65	State Highway Agency	Spot	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-10(86)	Intersection traffic control	Systemic improvements – signal-controlled	0.2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,477	55	State Highway Agency	Spot	Intersections	
HSIP-100(97)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1000(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1000(32)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-104(37)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.73	Miles	\$10711	\$10756	HSIP (23 U.S.C. 148)	Rural	Minor Collector	483	55	State Highway Agency	Spot	Resurfacing	
HSIP-104(43)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.73	Miles	\$5290	\$5290	HSIP (23 U.S.C. 148)	Rural	Major Collector	483	55	State Highway Agency	Spot	Resurfacing	
HSIP-104(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.53	Miles	\$56700	\$56700	HSIP (23 U.S.C. 148)	Rural	Major Collector	483	55	State Highway Agency	Spot	Resurfacing	
HSIP-104(47)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.75	Miles	\$71400	\$71400	HSIP (23 U.S.C. 148)	Rural	Major Collector	507	55	State Highway Agency	Spot	Lane Departure	
HSIP-104(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.14	Miles	\$261800	\$261800	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,006	55	State Highway Agency	Spot	Resurfacing	
HSIP-11(111)	Intersection traffic control	Systemic improvements – signal-controlled	0.35	Miles	\$357206	\$592389	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,087	40	State Highway Agency	Spot	Intersections	
HSIP-1100(35)	Miscellaneous	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-111(110)	Miscellaneous	Road safety audits	0.5	Miles	\$387717	\$430798	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,686	55	State Highway Agency	Spot	Roadway Departure	
HSIP-111(122)	Miscellaneous	Road safety audits	3.8	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	11,073	65	State Highway Agency	Spot	Roadway Departure	
HSIP-112(42)	Roadway	Pavement surface - other	1.15	Miles	\$17316	\$19240	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,415	40	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-116(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.57	Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,593	45	State Highway Agency	Spot	Lane Departure	
HSIP-12(64)	Miscellaneous	Road safety audits	3	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,498	50	State Highway Agency	Spot	Roadway Departure	
HSIP-12(66)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.47	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	44,401	40	State Highway Agency	Spot	Pedestrians	
HSIP-12(67)	Intersection geometry	Intersection geometry - other	0.1	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	13,651	45	State Highway Agency	Spot	Intersections	
HSIP-1200(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1200(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-13(58)	Intersection traffic control	Systemic improvements – stop-controlled	0.5	Miles	\$270000	\$300815	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	27,580	45	State Highway Agency	Spot	Intersections	
HSIP-13(84)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.815	Miles	\$388308	\$390808	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	847	55	State Highway Agency	Spot	Roadway Departure	
HSIP-13(92)	Roadway	Pavement surface - other	0.35	Miles	\$10669	\$11855	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,109	40	State Highway Agency	Spot	Resurfacing	
HSIP-13(93)	Roadway	Pavement surface - other	3.57	Miles	\$36916	\$36916	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,554	55	State Highway Agency	Spot	Resurfacing	
HSIP-1300(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$200800	\$203300	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1300(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-136(25)	Miscellaneous	Road safety audits	0.32	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,419	45	State Highway Agency	Spot	Intersections	
HSIP-14(66)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.92	Miles	\$67687	\$75208	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,700	45	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-14(67)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.15	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,566	40	State Highway Agency	Spot	Pedestrians	
HSIP-14(68)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.27	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	48,162	45	State Highway Agency	Spot	Resurfacing	
HSIP-14(69)	Intersection geometry	Intersection realignment	0.08	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,700	45	State Highway Agency	Spot	Intersections	
HSIP-140(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$404900	\$404900	HSIP (23 U.S.C. 148)	Urban	Major Collector	619	45	State Highway Agency	Spot	Resurfacing	
HSIP-140(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.24	Miles	\$75600	\$75600	HSIP (23 U.S.C. 148)	Rural	Major Collector	619	45	State Highway Agency	Spot	Resurfacing	
HSIP-140(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.45	Miles	\$180090	\$200100	HSIP (23 U.S.C. 148)	Rural	Major Collector	537	45	State Highway Agency	Spot	Resurfacing	
HSIP-1400(30)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-141(41)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.73	Miles	\$30319	\$30319	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,117	40	State Highway Agency	Spot	Lane Departure	
HSIP-143(7)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.55	Miles	\$589900	\$589900	HSIP (23 U.S.C. 148)	Rural	Major Collector	551	40	State Highway Agency	Spot	Lane Departure	
HSIP-144(4)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.03	Miles	\$8796	\$8796	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,217	45	State Highway Agency	Spot	Lane Departure	
HSIP-1450(5)	Intersection geometry	Intersection geometry - other	0	Miles	\$83977	\$89723	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,012	40	City or Municipal Highway Agency	Spot	Lane Departure	
HSIP-149(15)	Intersection geometry	Add/modify auxiliary lanes	1.275	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,564	55	State Highway Agency	Spot	Intersections	
HSIP-1500(58)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	

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HSIP-153(19)	Pedestrians and bicyclists	Pedestrian signal - other	0.4	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	44,969	45	State Highway Agency	Spot	Pedestrians	
HSIP-155(28)	Interchange design	Interchange improvements	0.17	Miles	\$1211196	\$1345775	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	63,375	55	State Highway Agency	Spot	Intersections	
HSIP-156(20)	Roadway	Pavement surface - other	5.2	Miles	\$28083	\$31204	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,576	45	State Highway Agency	Spot	Lane Departure	
HSIP-156(8)	Roadway	Pavement surface - other	4.74	Miles	\$7472	\$7472	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	4,316	45	State Highway Agency	Spot	Lane Departure	
HSIP-159(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.29	Miles	\$13500	\$15000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,132	45	State Highway Agency	Spot	Roadway Departure	
HSIP-1600(24)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-162(11)	Intersection traffic control	Intersection traffic control - other	0.6	Miles	\$916200	\$1018000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	59,077	55	State Highway Agency	Spot	Intersections	
HSIP-168(15)	Intersection traffic control	Intersection traffic control - other	0.508	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,094	50	State Highway Agency	Spot	Intersections	
HSIP-1700(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$11513	\$10874	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1700(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-1700(27)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-177(34)	Intersection traffic control	Modify traffic signal – add additional signal heads	0.53	Miles	\$1365480	\$1517200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	46,105	45	State Highway Agency	Spot	Intersections	
HSIP-178(12)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.62	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,140	45	State Highway Agency	Spot	Lane Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-18(37)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.06	Miles	\$206100	\$229000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,758	55	State Highway Agency	Spot	Lane Departure	
HSIP-180(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	783	55	State Highway Agency	Spot	Lane Departure	
HSIP-1800(43)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-183(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.8	Miles	\$229437	\$254930	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,482	55	State Highway Agency	Spot	Resurfacing	
HSIP-19(58)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.96	Miles	\$256295	\$256295	HSIP (23 U.S.C. 148)	Rural	Major Collector	156	55	State Highway Agency	Spot	Resurfacing	
HSIP-19(59)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.49	Miles	\$217697	\$217697	HSIP (23 U.S.C. 148)	Rural	Major Collector	156	55	State Highway Agency	Spot	Resurfacing	
HSIP-193(13)	Intersection geometry	Intersection realignment	0.3	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,081	40	State Highway Agency	Spot	Intersections	
HSIP-2(227)	Miscellaneous	Road safety audits	0.07	Miles	\$75985	\$84428	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,679	45	State Highway Agency	Spot	Intersections	
HSIP-2(232)	Miscellaneous	Road safety audits	8.27	Miles	\$314	\$250	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	7,303	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2(268)	Miscellaneous	Road safety audits	0.45	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,679	45	State Highway Agency	Spot	Intersections	
HSIP-2(277)	Miscellaneous	Road safety audits	0.02	Miles	\$51300	\$57000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,384	45	State Highway Agency	Spot	Intersections	
HSIP-2(279)	Miscellaneous	Road safety audits	0.04	Miles	\$72715	\$73215	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,098	35	State Highway Agency	Spot	Intersections	
HSIP-2(287)	Roadway	Pavement surface - other	2.71	Miles	\$182905	\$203228	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,082	55	State Highway Agency	Spot	Lane Departure	
HSIP-20(81)	Intersection geometry	Intersection geometry - other	0.1	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,970	65	State Highway Agency	Spot	Intersections	

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HSIP-20(82)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.702	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,815	65	State Highway Agency	Spot	Resurfacing	
HSIP-200(42)	Miscellaneous	Road safety audits	21.558	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	
HSIP-200(44)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-2000(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-2000(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-201(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.02	Miles	\$29065	\$29065	HSIP (23 U.S.C. 148)	Rural	Major Collector	141	40	State Highway Agency	Spot	Resurfacing	
HSIP-203(10)	Roadway	Pavement surface - other	8.52	Miles	\$28755	\$28755	HSIP (23 U.S.C. 148)	Rural	Major Collector	648	45	State Highway Agency	Spot	Resurfacing	
HSIP-2100(30)	Miscellaneous	Road safety audits	20		\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-215(11)	Intersection geometry	Intersection geometry - other	2.07	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,195	55	State Highway Agency	Spot	Lane Departure	
HSIP-22(91)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	5.95	Miles	\$51750	\$57500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,535	65	State Highway Agency	Spot	Intersections	
HSIP-22(92)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.733	Miles	\$49500	\$55000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,550	65	State Highway Agency	Spot	Lane Departure	
HSIP-22(97)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.25	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,993	55	State Highway Agency	Spot	Resurfacing	
HSIP-2200(20)	Miscellaneous	Road safety audits	11.44	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Spot	Roadway Departure	
HSIP-2200(22)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	

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HSIP-223(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.75	Miles	\$17670	\$22087	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,912	55	State Highway Agency	Spot	Resurfacing	
HSIP-23(13)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.1	Miles	\$11586	\$12874	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	62,524	35	State Highway Agency	Spot	Pedestrians	
HSIP-2300(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-2300(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-235(14)	Roadway	Pavement surface - other	2.07	Miles	\$225000	\$250000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	2,998	30	State Highway Agency	Spot	Resurfacing	
HSIP-236(7)	Intersection traffic control	Systemic improvements – signal-controlled	2.93	Miles	\$35550	\$39500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	33,362	45	State Highway Agency	Spot	Intersections	
HSIP-2400(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$16051	\$14404	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-2400(38)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-247(12)	Miscellaneous	Road safety audits	0.21	Miles	\$125913	\$139903	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,298	45	State Highway Agency	Spot	Intersections	
HSIP-25(49)	Intersection geometry	Intersection realignment	0.4	Miles	\$630000	\$700000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,932	55	State Highway Agency	Spot	Intersections	
HSIP-2500(31)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-252(13)	Miscellaneous	Road safety audits	0.33	Miles	\$2731	\$3033	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	3,116	40	State Highway Agency	Spot	Roadway Departure	
HSIP-26(80)	Miscellaneous	Road safety audits	2.295	Miles	\$267208	\$296899	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,332	45	State Highway Agency	Spot	Lane Departure	
HSIP-2600(45)	Miscellaneous	Road safety audits	20	Miles	\$11704	\$10464	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-2600(50)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-27(55)	Roadway	Pavement surface - other	4.15	Miles	\$23043	\$23043	HSIP (23 U.S.C. 148)	Rural	Major Collector	932	45	State Highway Agency	Spot	Lane Departure	
HSIP-2700(62)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-2700(63)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-28(83)	Miscellaneous	Road safety audits	3.02	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,319	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2800(42)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-2807(7)	Intersection traffic control	Modify control – new traffic signal	0.1	Miles	\$33087	\$31647	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,090	35	City or Municipal Highway Agency	Spot	Intersections	
HSIP-285(10)	Miscellaneous	Road safety audits	5.87	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	601	40	State Highway Agency	Spot	Roadway Departure	
HSIP-2875(4)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.41	Miles	\$718236	\$725350	HSIP (23 U.S.C. 148)	Urban	Minor Collector	30,998	45	City or Municipal Highway Agency	Spot	Lane Departure	
HSIP-29(120)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.336	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,057	65	State Highway Agency	Spot	Lane Departure	
HSIP-2900(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-3(146)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.38	Miles	\$62776	\$69751	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,141	40	State Highway Agency	Spot	Resurfacing	
HSIP-3(159)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	0.53	Miles	\$55800	\$62000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,004	60	State Highway Agency	Spot	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-3(162)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2.56	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,622	65	State Highway Agency	Spot	Intersections	
HSIP-3(163)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.8	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,840	65	State Highway Agency	Spot	Lane Departure	
HSIP-3(166)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.38	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	10,857	55	State Highway Agency	Spot	Lane Departure	
HSIP-30(95)	Miscellaneous	Road safety audits	6.44	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	678	45	State Highway Agency	Spot	Roadway Departure	
HSIP-300(36)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-3000(60)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-3100(22)	Miscellaneous	Road safety audits	20	Miles	\$61974	\$61160	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-3100(24)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-3100(25)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-312(17)	Roadway	Roadway - other	3.73	Miles	\$6211	\$6902	HSIP (23 U.S.C. 148)	Urban	Major Collector	14,124	45	State Highway Agency	Spot	Roadway Departure	
HSIP-319(16)	Miscellaneous	Road safety audits	1.06	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,913	45	State Highway Agency	Spot	Roadway Departure	
HSIP-33(150)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.38	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,013	40	State Highway Agency	Spot	Pedestrians	
HSIP-330(4)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.091	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,595	45	State Highway Agency	Spot	Lane Departure	
HSIP-34(103)	Intersection geometry	Add/modify auxiliary lanes	0.52	Miles	\$1223892	\$1359880	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,380	65	State Highway Agency	Spot	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-34(104)	Roadway delineation	Longitudinal pavement markings - remarking	0.5	Miles	\$148526	\$165028	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,940	55	State Highway Agency	Spot	Lane Departure	
HSIP-34(106)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	0.5	Miles	\$408285	\$453650	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,750	45	State Highway Agency	Spot	Intersections	
HSIP-34(109)	Intersection traffic control	Modify control - new traffic signal	0.38	Miles	\$24671	\$27410	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,896	55	State Highway Agency	Spot	Intersections	
HSIP-34(126)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.88	Miles	\$51606	\$57340	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,158	40	State Highway Agency	Spot	Roadway Departure	
HSIP-34(127)	Intersection geometry	Intersection geometry - other	0.2	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,002	55	State Highway Agency	Spot	Intersections	
HSIP-34(131)	Intersection traffic control	Intersection traffic control - other	0.5	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,015	65	State Highway Agency	Spot	Intersections	
HSIP-34(91)	Intersection geometry	Intersection geometry - other	0.1	Miles	\$734904	\$816560	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,300	55	State Highway Agency	Spot	Intersections	
HSIP-3400(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-341(52)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.827	Miles	\$38338	\$38338	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,037	45	State Highway Agency	Spot	Lane Departure	
HSIP-35(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.9	Miles	\$6681	\$6681	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,465	55	State Highway Agency	Spot	Roadway Departure	
HSIP-35(79)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.11	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,031	55	State Highway Agency	Spot	Lane Departure	
HSIP-3500(48)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-3600(42)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-362(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.515	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,507	50	State Highway Agency	Spot	Lane Departure	
HSIP-3700(36)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$14746	\$14658	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-3700(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-374(20)	Roadway	Pavement surface - other	2.6	Miles	\$92993	\$92993	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	25,931	50	State Highway Agency	Spot	Resurfacing	
HSIP-3774(7)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.23	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,389	35	State Highway Agency	Spot	Pedestrians	
HSIP-3800(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-386(25)	Interchange design	Interchange improvements	0.58	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	47,442	65	State Highway Agency	Spot	Intersections	
HSIP-39(18)	Roadway	Pavement surface - other	4.43	Miles	\$4646	\$4646	HSIP (23 U.S.C. 148)	Rural	Major Collector	940	45	State Highway Agency	Spot	Lane Departure	
HSIP-39(20)	Roadway	Pavement surface - other	2.8	Miles	\$74120	\$82357	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	5,610	55	State Highway Agency	Spot	Lane Departure	
HSIP-3900(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-400(36)	Miscellaneous	Road safety audits	20		\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-4000(47)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$164600	\$165100	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4000(48)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4100(21)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-4200(15)	Miscellaneous	Road safety audits	11.89	Miles	\$155312	\$155812	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	
HSIP-4200(16)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-421(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2	Miles	\$4658	\$4658	HSIP (23 U.S.C. 148)	Rural	Major Collector	381	30	State Highway Agency	Spot	Resurfacing	
HSIP-43(45)	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Miles	\$354000	\$354000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	8,770	65	State Highway Agency	Spot	Roadway Departure	
HSIP-43(47)	Intersection traffic control	Modify control – new traffic signal	0.04	Miles	\$81000	\$90000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,944	30	State Highway Agency	Spot	Intersections	
HSIP-43(49)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.3	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,980	65	State Highway Agency	Spot	Roadway Departure	
HSIP-4300(31)	Miscellaneous	Road safety audits	19.62	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Spot	Roadway Departure	
HSIP-4300(34)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-431(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.47	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,597	35	State Highway Agency	Spot	Lane Departure	
HSIP-431(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.21	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,770	35	State Highway Agency	Spot	Lane Departure	
HSIP-4400(54)	Miscellaneous	Road safety audits	20	Miles	\$12275	\$12935	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-4400(57)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-443(5)	Roadway	Pavement surface - other	3.93	Miles	\$18914	\$18914	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,338	30	State Highway Agency	Spot	Lane Departure	
HSIP-443(6)	Roadway	Pavement surface - other	6.87	Miles	\$52233	\$52233	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,228	45	State Highway Agency	Spot	Lane Departure	

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HSIP-445(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.99	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	658	55	State Highway Agency	Spot	Lane Departure	
HSIP-45(28)	Intersection geometry	Intersection geometry - other	0.06	Miles	\$266030	\$591177	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	51,890	40	State Highway Agency	Spot	Intersections	
HSIP-45(33)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.43	Miles	\$54450	\$60500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,092	45	State Highway Agency	Spot	Roadway Departure	
HSIP-45(34)	Intersection geometry	Intersection geometry - other	0.1	Miles	\$18900	\$21000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,108	50	State Highway Agency	Spot	Intersections	
HSIP-4500(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$10364	\$10617	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4500(32)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4500(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4553(11)	Miscellaneous	Road safety audits	1	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	1,254	35	County Highway Agency	Spot	Roadway Departure	
HSIP-4567(10)	Miscellaneous	Road safety audits	1.27	Miles	\$189428	\$195254	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,722	30	City or Municipal Highway Agency	Spot	Roadway Departure	
HSIP-4600(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-4800(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-49(56)	Roadway	Pavement surface - other	4.02	Miles	\$20895	\$20895	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,375	30	State Highway Agency	Spot	Resurfacing	
HSIP-4900(70)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	

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HSIP-4900(71)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5(105)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	0.08	Miles	\$2288880	\$2543200	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,014	45	State Highway Agency	Spot	Intersections	
HSIP-5(111)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.75	Miles	\$65000	\$65000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,646	45	State Highway Agency	Spot	Lane Departure	
HSIP-5(114)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	0.02	Miles	\$57600	\$64000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,019	65	State Highway Agency	Spot	Intersections	
HSIP-5(118)	Intersection traffic control	Pavement markings	3.8	Miles	\$672246	\$746940	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,580	50	State Highway Agency	Spot	Intersections	
HSIP-5(121)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.77	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,146	55	State Highway Agency	Spot	Lane Departure	
HSIP-5(122)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.94	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,146	55	State Highway Agency	Spot	Intersections	
HSIP-50(81)	Miscellaneous	Road safety audits	2.405	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,879	55	State Highway Agency	Spot	Roadway Departure	
HSIP-500(52)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-500(54)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5000(21)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-5100(34)	Miscellaneous	Road safety audits	9.5	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Spot	Roadway Departure	
HSIP-5100(35)	Miscellaneous	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-52(96)	Roadway	Pavement surface - other	6.3	Miles	\$56091	\$56091	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,346	55	State Highway Agency	Spot	Lane Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-5200(32)	Miscellaneous	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-53(59)	Roadway	Pavement surface - other	3.09	Miles	\$20321	\$20321	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,278	55	State Highway Agency	Spot	Lane Departure	
HSIP-5300(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$6397	\$6378	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5300(34)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5400(44)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-5400(45)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-5500(59)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5500(60)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-56(99)	Miscellaneous	Road safety audits	1.03	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,074	45	State Highway Agency	Spot	Roadway Departure	
HSIP-5600(52)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-57(82)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.3	Miles	\$178740	\$198600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,160	55	State Highway Agency	Spot	Lane Departure	
HSIP-5700(67)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$3155	\$2890	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-5732(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.69	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,978	45	City or Municipal Highway Agency	Spot	Lane Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-58(45)	Miscellaneous	Road audits safety	0.52	Miles	\$229500	\$255000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,344	55	State Highway Agency	Spot	Intersections	
HSIP-5800(47)	Miscellaneous	Road audits safety	20	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-5800(48)	Miscellaneous	Road audits safety	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-59(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.73	Miles	\$5434	\$5434	HSIP (23 U.S.C. 148)	Rural	Major Collector	851	40	State Highway Agency	Spot	Resurfacing	
HSIP-59(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.79	Miles	\$5400	\$6000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,639	45	State Highway Agency	Spot	Lane Departure	
HSIP-59(34)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	0.2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,938	45	State Highway Agency	Spot	Intersections	
HSIP-5900(27)	Miscellaneous	Road audits safety			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-6(136)	Roadway	Pavement surface - other	4.63	Miles	\$6509	\$6509	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,920	55	State Highway Agency	Spot	Resurfacing	
HSIP-6(153)	Roadway	Pavement surface - other	5	Miles	\$42588	\$42588	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,190	45	State Highway Agency	Spot	Resurfacing	
HSIP-6(154)	Roadway	Pavement surface - other	4.27	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,985	45	State Highway Agency	Spot	Resurfacing	
HSIP-6(155)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.31	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,090	45	State Highway Agency	Spot	Pedestrians	
HSIP-60(37)	Miscellaneous	Road audits safety	0.3	Miles	\$18900	\$21000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,533	45	State Highway Agency	Spot	Intersections	
HSIP-600(36)	Miscellaneous	Road audits safety	20	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-600(37)	Miscellaneous	Road audits safety	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-61(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.275	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,773	55	State Highway Agency	Spot	Lane Departure	
HSIP-6100(26)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-6200(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$27055	\$26984	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-6200(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-6400(12)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-6500(39)	Miscellaneous	Local road safety plans	12.31	Miles	\$76615	\$76474	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	30	State Highway Agency	Spot	Roadway Departure	
HSIP-6500(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-66(57)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.566	Miles	\$22100	\$22100	HSIP (23 U.S.C. 148)	Rural	Major Collector	299	50	State Highway Agency	Spot	Lane Departure	
HSIP-6600(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-6600(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-6700(34)	Miscellaneous	Road safety audits	20	Miles	\$16899	\$17001	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-6700(37)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-68(63)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.62	Miles	\$239800	\$239800	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,813	55	State Highway Agency	Spot	Lane Departure	
HSIP-6800(31)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-6900(11)	Miscellaneous	Road safety audits	20		\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-7(38)	Miscellaneous	Road safety audits	10.15	Miles	\$287681	\$287681	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,156	55	State Highway Agency	Spot	Roadway Departure	
HSIP-700(42)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-7000(32)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-71(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.98	Miles	\$8118000	\$11162400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,958	50	State Highway Agency	Spot	Lane Departure	
HSIP-7100(56)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-7200(35)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-7300(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$193850	\$194000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-7300(40)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-76(112)	Railroad grade crossings	Crossing approach improvements	3.8	Miles	\$88900	\$91000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,330	55	State Highway Agency	Spot	Roadway Departure	
HSIP-76(94)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.1	Miles	\$338	\$373	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,346	55	State Highway Agency	Spot	Roadway Departure	
HSIP-76(97)	Intersection traffic control	Systemic improvements – signal-controlled	0.01	Miles	\$2792	\$3100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,005	45	State Highway Agency	Spot	Intersections	
HSIP-7600(19)	Miscellaneous	Local road safety plans	3.82	Miles	\$65460	\$67960	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-7600(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	

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HSIP-77(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$536400	\$596000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,960	55	State Highway Agency	Spot	Roadway Departure	
HSIP-7700(24)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-78(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.3	Miles	\$345000	\$345000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,974	55	State Highway Agency	Spot	Lane Departure	
HSIP-78(24)	Roadway signs and traffic control	Roadway signs and traffic control - other	6.18	Miles	\$244000	\$244000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,680	55	State Highway Agency	Spot	Roadway Departure	
HSIP-78(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.06	Miles	\$5	\$5	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,689	55	State Highway Agency	Spot	Resurfacing	
HSIP-78(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.39	Miles	\$50300	\$50300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,090	45	State Highway Agency	Spot	Resurfacing	
HSIP-78(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.665	Miles	\$110300	\$110300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	461	55	State Highway Agency	Spot	Resurfacing	
HSIP-7800(68)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-7800(69)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-79(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.84	Miles	\$146093	\$146093	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	764	55	State Highway Agency	Spot	Resurfacing	
HSIP-7900(66)	Miscellaneous	Miscellaneous - other	1.14	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	79,787	55	City or Municipal Highway Agency	Spot	Roadway Departure	
HSIP-7900(67)	Advanced technology and ITS	Wrong-way Driving Detection System	0		\$36000	\$40000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Wrong Way	Resurfacing	
HSIP-800(38)	Miscellaneous	Road safety audits	20		\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	

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HSIP-8000(23)	Miscellaneous	Road safety audits	20.66	Miles	\$209919	\$209969	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	
HSIP-8000(28)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-8100(16)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-82(7)	Roadway	Pavement surface - other	10.7	Miles	\$3186	\$3539	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	3,993	55	State Highway Agency	Spot	Resurfacing	
HSIP-8200(30)	Miscellaneous	Local road safety plans	2.37	Miles	\$11960	\$11893	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Resurfacing	
HSIP-8200(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-8400(86)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-85(48)	Roadway	Pavement surface - other	3.01		\$16510	\$16510	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,981	40	State Highway Agency	Spot	Lane Departure	
HSIP-8500(24)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-8600(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$12597	\$12369	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-8600(37)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-8700(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-8700(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-8800(15)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	

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HSIP-89(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.46	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,448	55	State Highway Agency	Spot	Lane Departure	
HSIP-900(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-900(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-9000(53)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-9100(45)	Miscellaneous	Road safety audits	19.77	Miles	\$189942	\$190442	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	
HSIP-9100(46)	Miscellaneous	Road safety audits			\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	N/A	0		County Highway Agency	Spot	Roadway Departure	
HSIP-9115(18)	Intersection traffic control	Modify control – Compact/Mini-roundabout	0.5	Miles	\$46073	\$51192	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	8,180	25	City or Municipal Highway Agency	Spot	Intersections	
HSIP-9200(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-9200(78)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	
HSIP-9205(10)	Roadway	Pavement surface - other	3.41	Miles	\$184238	\$204711	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,623	30	State Highway Agency	Spot	Roadway Departure	
HSIP-9300(45)	Miscellaneous	Road safety audits	20	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-96(64)	Miscellaneous	Road safety audits	4.76		\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,067	45	State Highway Agency	Spot	Roadway Departure	
HSIP-99(72)	Roadway	Pavement surface - other	2.09	Miles	\$21711	\$21711	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,830	50	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-9900(118)	Miscellaneous	SHSP Development	0		\$61535	\$68373	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	SHSP	Data	
HSIP-I-098-1(22)	Miscellaneous	Equipment			\$67500	\$75000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
HSIP-I-098-2(20)	Miscellaneous	Miscellaneous - other	12.237		\$67500	\$75000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	44,829	70	State Highway Agency	Systemic	Roadway Departure	
HSIP-I-098-3(34)	Roadside	Barrier – cable	10.05	Miles	\$67500	\$75000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	33,414	70	State Highway Agency	Spot	Roadway Departure	
HSIP-I-24-1(110)	Interchange design	Installation of new lane on ramp	1.05	Miles	\$5874407	\$6527119	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	155,692	70	State Highway Agency	Spot	Intersections	
HSIP-I-24-1(115)	Miscellaneous	Road safety audits	0.65	Miles	\$3451	\$3834	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	128,347	70	State Highway Agency	Spot	Intersections	
HSIP-I-24-2(187)	Roadside	Barrier – cable	0.21	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	45,739	70	State Highway Agency	Spot	Roadway Departure	
HSIP-I-40-1(365)	Roadway delineation	Roadway delineation - other	5.6	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	42,570	55	State Highway Agency	Spot	Lane Departure	
HSIP-I-40-3(161)	Interchange design	Extend existing lane on ramp	0.269	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	82,120	70	State Highway Agency	Spot	Intersections	
HSIP-I-40-5(147)	Interchange design	Interchange design - other	0.22	Miles	\$1243135	\$1381264	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	93,992	65	State Highway Agency	Spot	Intersections	
HSIP-I-40-5(154)	Interchange design	Interchange improvements	0.64	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	60,290	70	State Highway Agency	Spot	Intersections	
HSIP-I-65-2(101)	Interchange design	Interchange improvements	0.6	Miles	\$19533	\$21703	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	101,986	55	State Highway Agency	Spot	Intersections	
HSIP-I-65-2(102)	Interchange design	Interchange improvements	0.78	Miles	\$4356036	\$4840043	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,622	45	State Highway Agency	Spot	Intersections	
HSIP-I-75-1(151)	Miscellaneous	Road safety audits	0.6		\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	52,196	70	State Highway Agency	Spot	Intersections	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-I-75-3(167)	Interchange design	Innovative Interchange Modifications	0.21	Miles	\$60158	\$66842	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	81,818	55	State Highway Agency	Spot	Intersections	
HSIP-I-840(16)	Interchange design	Interchange improvements	0.79	Miles	\$146520	\$162800	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	48,128	70	State Highway Agency	Spot	Intersections	
HSIP-I-REG4(219)	Miscellaneous	Miscellaneous - other	0	Miles	\$67500	\$75000	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0	0	State Highway Agency	Spot	Roadway Departure	
HSIP-NH-386(13)	Interchange design	Interchange improvements	8.07	Miles	\$164810	\$183122	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other Freeways & Expressways	65,291	65	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-1(425)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.49	Miles	\$675000	\$750000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	30,187	35	State Highway Agency	Spot	Lane Departure	
NH/HSIP-1(449)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.94	Miles	\$387468	\$430520	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	26,329	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-1(451)	Roadway	Pavement surface - other	3.49		\$178336	\$198151	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	14,614	30	State Highway Agency	Spot	Lane Departure	
NH/HSIP-1(452)	Roadway	Pavement surface - other	1.23		\$89434	\$99371	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	11,431	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-1(454)	Roadway	Pavement surface - other	4.8	Miles	\$0	\$13388	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	15,368	65	State Highway Agency	Spot	Resurfacing	
NH/HSIP-100(94)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.68	Miles	\$56800	\$56800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	5,602	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-100(95)	Roadway	Pavement surface - other	3.85	Miles	\$46683	\$51870	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	14,773	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-104(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.16	Miles	\$65800	\$65800	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,606	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-11(116)	Roadway	Pavement surface - other	2.24	Miles	\$0	\$22858	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	5,108	50	State Highway Agency	Spot	Resurfacing	
NH/HSIP-111(114)	Roadway	Pavement surface - other	7.7		\$4229	\$4229	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	16,383	65	State Highway Agency	Spot	Lane Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-12(58)	Roadway	Pavement surface - other	4.25	Miles	\$17387	\$19320	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,030	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-15(221)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.15	Miles	\$0	\$204000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,342	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-153(17)	Roadway	Pavement surface - other	1.98	Miles	\$26686	\$26686	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	74,023	55	State Highway Agency	Spot	Lane Departure	
NH/HSIP-17(16)	Roadway	Pavement surface - other	2.22	Miles	\$531501	\$590558	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,261	35	State Highway Agency	Spot	Lane Departure	
NH/HSIP-2(250)	Roadway	Pavement surface - other	2.02	Miles	\$4675	\$5193	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,147	40	State Highway Agency	Spot	Lane Departure	
NH/HSIP-2(264)	Roadway	Pavement surface - other	1.69	Miles	\$67500	\$75000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,565	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-2(285)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.99	Miles	\$79070	\$79070	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,778	50	State Highway Agency	Spot	Lane Departure	
NH/HSIP-216(17)	Roadway signs and traffic control	Curve-related warning signs and flashers	0.98	Miles	\$49400	\$49400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,490	65	State Highway Agency	Spot	Lane Departure	
NH/HSIP-26(78)	Roadway	Pavement surface - other	2.25	Miles	\$20604	\$20604	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,485	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-28(77)	Roadway	Pavement surface - other	2.95	Miles	\$1420	\$1576	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,423	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-29(113)	Roadway	Pavement surface - other	1.63	Miles	\$48436	\$53818	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,414	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-3(152)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.39	Miles	\$160250	\$178055	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,656	50	State Highway Agency	Spot	Resurfacing	
NH/HSIP-311(32)	Roadway	Pavement surface - other	1.92	Miles	\$3837	\$3837	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,589	55	State Highway Agency	Spot	Lane Departure	
NH/HSIP-33(131)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.58	Miles	\$55126	\$55126	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,282	55	State Highway Agency	Spot	Lane Departure	

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NH/HSIP-33(132)	Roadway	Pavement surface - other	4.51	Miles	\$8433	\$9371	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,579	40	State Highway Agency	Spot	Lane Departure	
NH/HSIP-34(129)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.02	Miles	\$105105	\$105105	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,021	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-34(130)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.23	Miles	\$665100	\$739000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,817	25	State Highway Agency	Spot	Lane Departure	
NH/HSIP-43(48)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.97	Miles	\$251000	\$251000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	4,891	65	State Highway Agency	Spot	Resurfacing	
NH/HSIP-5(119)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.81	Miles	\$65684	\$65684	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,709	65	State Highway Agency	Spot	Resurfacing	
NH/HSIP-52(98)	Roadway	Pavement surface - other	4.73	Miles	\$0	\$187610	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,360	55	State Highway Agency	Spot	Resurfacing	
NH/HSIP-57(86)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.71	Miles	\$41139	\$45710	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,675	40	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-57(88)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.84	Miles	\$246690	\$274100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,638	40	State Highway Agency	Spot	Resurfacing	
NH/HSIP-6(146)	Roadway	Pavement surface - other	5.39	Miles	\$108712	\$120792	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,055	55	State Highway Agency	Spot	Resurfacing	
NH/HSIP-6(149)	Roadway	Pavement surface - other	4.98	Miles	\$16695	\$16695	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	20,749	65	State Highway Agency	Spot	Resurfacing	
NH/HSIP-65(26)	Roadway	Pavement surface - other	8.24	Miles	\$71685	\$79650	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	4,461	40	State Highway Agency	Spot	Resurfaci	
NH/HSIP-69(105)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.27	Miles	\$36900	\$36900	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,227	55	State Highway Agency	Spot	Resurfacing	
NH/HSIP-71(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.26	Miles	\$304290	\$338100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,291	35	State Highway Agency	Spot	Lane Departure	
NH/HSIP-73(71)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.8	Miles	\$19503	\$21670	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,670	45	State Highway Agency	Spot	Lane Departure	

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NH/HSIP-73(80)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.08	Miles	\$51240	\$51240	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,140	65	State Highway Agency	Spot	Lane Departure	
NH/HSIP-76(108)	Roadway	Roadway - other	11.29	Miles	\$130600	\$130600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,000	65	State Highway Agency	Spot	Resurfacing	
NH/HSIP-76(115)	Roadway	Pavement surface - other	7.41	Miles	\$153882	\$170980	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,306	55	State Highway Agency	Spot	Resurfacing	
NH/HSIP-9(102)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.92	Miles	\$75272	\$75272	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,477	45	State Highway Agency	Spot	Lane Departure	
NH/HSIP-96(65)	Roadway	Pavement surface - other	2.54	Miles	\$42406	\$47119	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,340	40	State Highway Agency	Spot	Resurfacing	
NH/HSIP-96(66)	Roadway	Pavement surface - other	2.89	Miles	\$93814	\$104239	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,656	40	State Highway Agency	Spot	Resurfacing	
NH/HSIP-99(61)	Roadway	Pavement surface - other	5.92	Miles	\$560	\$560	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,405	55	State Highway Agency	Spot	Resurfacing	
PHSIP/HSIP-257(10)	Miscellaneous	Road safety audits	0.01	Miles	\$18195	\$20216	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,293	55	State Highway Agency	Spot	Intersections	
PHSIP/HSIP-257(10)	Miscellaneous	Road safety audits	0.01	Miles	\$50386	\$50386	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	5,293	55	State Highway Agency	Spot	Intersections	
PHSIP/HSIP-33(119)	Intersection geometry	Intersection realignment	0.5	Miles	\$110000	\$110000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	12,422	45	State Highway Agency	Spot	Intersections	
PHSIP/HSIP-3602(5)	Miscellaneous	Road safety audits	0.35	Miles	\$32440	\$62860	HSIP (23 U.S.C. 148)	Urban	Major Collector	12,167	45	City or Municipal Highway Agency	Spot	Roadway Departure	
PHSIP/NH-SIP-I-24-2(148)	Miscellaneous	Road safety audits	0.42	Miles	\$76481	\$76481	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Interstate	43,653	55	State Highway Agency	Spot	Lane Departure	
PHSIP-1(436)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.08	Miles	\$11000	\$11000	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	7,065	45	State Highway Agency	Spot	Lane Departure	

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PHSIP-100(68)	Intersection geometry	Intersection realignment	0.1	Miles	\$255700	\$255700	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,218	55	State Highway Agency	Spot	Intersections	
PHSIP-100(69)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$974100	\$974100	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,646	55	State Highway Agency	Spot	Intersections	
PHSIP-1247(2)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$38500	\$38500	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	6,893	30	County Highway Agency	Spot	Intersections	
PHSIP-13(88)	Roadway delineation	Roadway delineation - other	3.227	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	863	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-179(13)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.76	Miles	\$157000	\$157000	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	1,560	55	State Highway Agency	Spot	Lane Departure	
PHSIP-2(243)	Miscellaneous	Road safety audits	0.1	Miles	\$223800	\$223800	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	19,376	40	State Highway Agency	Spot	Intersections	
PHSIP-20(57)	Intersection traffic control	Modify control – new traffic signal	0.01	Miles	\$95000	\$95000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,522	40	State Highway Agency	Spot	Intersections	
PHSIP-22(94)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.48	Miles	\$20000	\$20000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	8,620	45	State Highway Agency	Spot	Lane Departure	
PHSIP-3(131)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$64000	\$64000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,419	55	State Highway Agency	Spot	Intersections	
PHSIP-52(93)	Miscellaneous	Road safety audits	1	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	3,270	55	State Highway Agency	Spot	Lane Departure	
PHSIP-52(94)	Miscellaneous	Road safety audits	2.4	Miles	\$7000	\$7000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	1,761	55	State Highway Agency	Spot	Lane Departure	
PHSIP-62(56)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.6	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,145	55	State Highway Agency	Spot	Lane Departure	
PHSIP-62(57)	Roadway signs and traffic control	Roadway signs and traffic control - other	5	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,722	55	State Highway Agency	Spot	Lane Departure	
PHSIP-68(60)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.125	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,636	55	State Highway Agency	Spot	Lane Departure	

2022 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PHSIP-72(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.24	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	5,681	55	State Highway Agency	Spot	Lane Departure	
PHSIP-85(47)	Miscellaneous	Road safety audits	3.49	Miles	\$5000	\$5000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,150	45	State Highway Agency	Spot	Roadway Departure	
PHSIP-I-75-3(171)	Intersection traffic control	Modify control – new traffic signal	0.1	Miles	\$94601	\$94601	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Interstate	94,386	65	State Highway Agency	Spot	Intersections	
R-HSIP-135(18)	Miscellaneous	Road safety audits	0.01	Miles	\$540000	\$600000	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	9,708	45	State Highway Agency	Spot	Intersections	
R-HSIP-58(47)	Miscellaneous	Road safety audits	7.03	Miles	\$56303	\$62558	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	33,091	40	State Highway Agency	Spot	Intersections	
R-HSIP-I-40-1(344)	Roadside	Roadside - other	0.24	Miles	\$315000	\$350000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	119,133	65	State Highway Agency	Spot	Roadway Departure	
R-PHSIP-13(62)	Intersection geometry	Add/modify auxiliary lanes	0.01	Miles	\$81326	\$81326	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	33,109	45	State Highway Agency	Spot	Intersections	
STP/HSIP-1(455)	Roadway	Pavement surface - other	9.36	Miles	\$84399	\$84399	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,129	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-100(85)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.78	Miles	\$5280	\$5280	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,908	55	State Highway Agency		Resurfacing	
STP/HSIP-105(16)	Roadway	Pavement surface - other	3.62	Miles	\$1008	\$1120	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	834	30	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-110(7)	Roadway	Pavement surface - other	6.16	Miles	\$86656	\$86656	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,528	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-113(27)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.91	Miles	\$61840	\$61840	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,221	35	State Highway Agency	Spot	Lane Departure	
STP/HSIP-129(16)	Roadway	Pavement surface - other	7.07	Miles	\$44613	\$44613	HSIP (23 U.S.C. 148)	Rural	Major Collector	298	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-13(86)	Roadway	Pavement surface - other	4.3	Miles	\$70776	\$78640	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,512	55	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-130(28)	Roadway	Pavement surface - other	1.115	Miles	\$79620	\$88466	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,706	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-131(51)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.92	Miles	\$31260	\$31260	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,226	45	State Highway Agency		Lane Departure	
STP/HSIP-131(52)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.23	Miles	\$20850	\$20850	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,185	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-137(4)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.03	Miles	\$16707	\$16707	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	12,904	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-140(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.84	Miles	\$378000	\$378000	HSIP (23 U.S.C. 148)	Rural	Major Collector	798	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-149(16)	Roadway	Pavement surface - other	5.77	Miles	\$13041	\$13041	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,656	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-16(64)	Roadway	Pavement surface - other	10.41	Miles	\$13919	\$13919	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	923	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-163(12)	Roadway	Pavement surface - other	6.49	Miles	\$575512	\$575512	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,965	35	State Highway Agency	Spot	Lane Departure	
STP/HSIP-164(5)	Roadway	Pavement surface - other	5	Miles	\$428	\$428	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,493	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-164(9)	Roadway	Pavement surface - other	5.5	Miles	\$30694	\$30694	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,493	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-165(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20.68	Miles	\$99170	\$99170	HSIP (23 U.S.C. 148)	Rural	Major Collector	511	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-166(23)	Roadway	Pavement surface - other	6.49	Miles	\$30505	\$30505	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,722	50	State Highway Agency	Spot	Resurfacing	
STP/HSIP-169(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.86	Miles	\$164970	\$183300	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,947	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-170(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.715	Miles	\$24855	\$24855	HSIP (23 U.S.C. 148)	Rural	Major Collector	920	45	State Highway Agency	Spot	Lane Departure	

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STP/HSIP-180(13)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.62	Miles	\$86945	\$86945	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,531	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-194(15)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8	Miles	\$30573	\$33970	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,161	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-195(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.61	Miles	\$8130	\$8130	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,135	50	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-2(265)	Roadway	Pavement surface - other	7.33	Miles	\$344	\$344	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,034	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-2(286)	Roadway	Pavement surface - other	3.84	Miles	\$103119	\$114579	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	34,697	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-2(288)	Roadway	Pavement surface - other	3.33	Miles	\$22939	\$25489	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,218	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-22(96)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.82	Miles	\$317100	\$317100	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,981	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-224(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.64	Miles	\$277200	\$277200	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,017	50	State Highway Agency	Spot	Resurfacing	
STP/HSIP-236(9)	Roadway	Pavement surface - other	6.835	Miles	\$59850	\$59850	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	33,362	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-24(87)	Roadway	Pavement surface - other	3.32	Miles	\$30676	\$30676	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,882	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-282(2)	Roadway	Pavement surface - other	3.74	Miles	\$18468	\$18468	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,859	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-295(3)	Roadway	Pavement surface - other	5.03	Miles	\$25953	\$25953	HSIP (23 U.S.C. 148)	Rural	Major Collector	885	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-297(13)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.76	Miles	\$80685	\$89650	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,009	30	State Highway Agency	Spot	Lane Departure	
STP/HSIP-3(157)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.76	Miles	\$130005	\$144450	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,135	35	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-310(4)	Roadway	Pavement surface - other	6.28	Miles	\$15499	\$15499	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,604	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-312(18)	Roadway	Pavement surface - other	7.31	Miles	\$4883	\$4883	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,344	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-312(20)	Roadway	Pavement surface - other	4.77	Miles	\$17228	\$17228	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,831	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-325(12)	Roadway	Pavement surface - other	2.91	Miles	\$6278	\$6278	HSIP (23 U.S.C. 148)	Rural	Major Collector	645	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-325(13)	Roadway	Pavement surface - other	4.54	Miles	\$28260	\$28260	HSIP (23 U.S.C. 148)	Rural	Major Collector	790	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-327(8)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.73	Miles	\$840	\$840	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,358	35	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-335(7)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.48	Miles	\$4989	\$4989	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,274	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-346(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.62	Miles	\$31660	\$31660	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,129	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-35(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.54	Miles	\$6907	\$6907	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,636	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-35(78)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.6	Miles	\$23880	\$23880	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,548	45	State Highway Agency	Spot	Lane Departure	
STP/HSIP-350(5)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.26	Miles	\$72198	\$80220	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,414	30	State Highway Agency	Spot	Lane Departure	
STP/HSIP-36(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.521	Miles	\$137470	\$137470	HSIP (23 U.S.C. 148)	Rural	Major Collector	339	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-419(11)	Roadway	Pavement surface - other	4.03	Miles	\$19957	\$19957	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	1,794	25	State Highway Agency	Spot	Lane Departure	
STP/HSIP-431(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.97	Miles	\$56880	\$63200	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,661	45	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-450(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.26	Miles	\$3875	\$3875	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	12,490	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-452(4)	Roadway	Pavement surface - other	4.5	Miles	\$146812	\$146812	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,147	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-456(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.8	Miles	\$8062	\$8062	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,188	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-48(68)	Roadway	Pavement surface - other	1.68	Miles	\$34303	\$38115	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,482	40	State Highway Agency	Spot	Resurfacing	
STP/HSIP-49(51)	Roadway	Pavement surface - other	6.18	Miles	\$172597	\$191774	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	7,871	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-49(54)	Roadway	Pavement surface - other	7.4	Miles	\$5473	\$6081	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,420	30	State Highway Agency	Spot	Resurfacing	
STP/HSIP-54(53)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.74	Miles	\$246200	\$246200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,526	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-57(81)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	12.67	Miles	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,482	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-57(87)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.49	Miles	\$39834	\$44260	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	34,675	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-59(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.24	Miles	\$180600	\$180600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,474	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-68(58)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.55	Miles	\$13324	\$13324	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,021	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-7(42)	Roadway	Pavement surface - other	6.85	Miles	\$59105	\$59105	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,300	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-76(120)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.06	Miles	\$176100	\$176100	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,438	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-78(27)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.18	Miles	\$5900	\$5900	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,437	40	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-78(28)	Roadway	Roadway - other	4.11	Miles	\$5931	\$6590	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,437	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-8(65)	Roadway	Pavement surface - other	3.37	Miles	\$74009	\$74009	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-84(18)	Roadway	Pavement surface - other	3.6	Miles	\$18449	\$18449	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,012	30	State Highway Agency	Spot	Lane Departure	
STP/HSIP-84(19)	Roadway	Pavement surface - other	14.74	Miles	\$36032	\$36032	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,002	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-85(29)	Roadway	Pavement surface - other	8		\$13208	\$13208	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,981	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-85(49)	Roadway	Pavement surface - other	9.85	Miles	\$0	\$100548	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,047	40	State Highway Agency	Spot	Resurfacing	
STP/HSIP-88(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.09	Miles	\$203100	\$203100	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,567	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-9(114)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.29	Miles	\$60420	\$60420	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,157	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-9(115)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.59	Miles	\$15750	\$15750	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,073	40	State Highway Agency	Spot	Lane Departure	
STP/HSIP-9(116)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.12	Miles	\$28400	\$28400	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,829	55	State Highway Agency	Spot	Lane Departure	
STP/HSIP-91(54)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.36	Miles	\$45780	\$45780	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,112	45	State Highway Agency	Spot	Lane Departure	
STP-NH/HSIP-20(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.18	Miles	\$196020	\$217800	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,897	65	State Highway Agency	Spot	Resurfacing	
STP-NH/HSIP-35(72)	Miscellaneous	Miscellaneous - other	13.12	Miles	\$15009	\$16677	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,306	40	State Highway Agency	Spot	Lane Departure	
STP-NH/HSIP-447(6)	Miscellaneous	Miscellaneous - other	0.16	Miles	\$6698	\$7442	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,042	30	State Highway Agency	Spot	Lane Departure	

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STP-NH/HSIP-57(79)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.37	Miles	\$192078	\$213420	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,761	40	State Highway Agency	Spot	Roadway Departure	

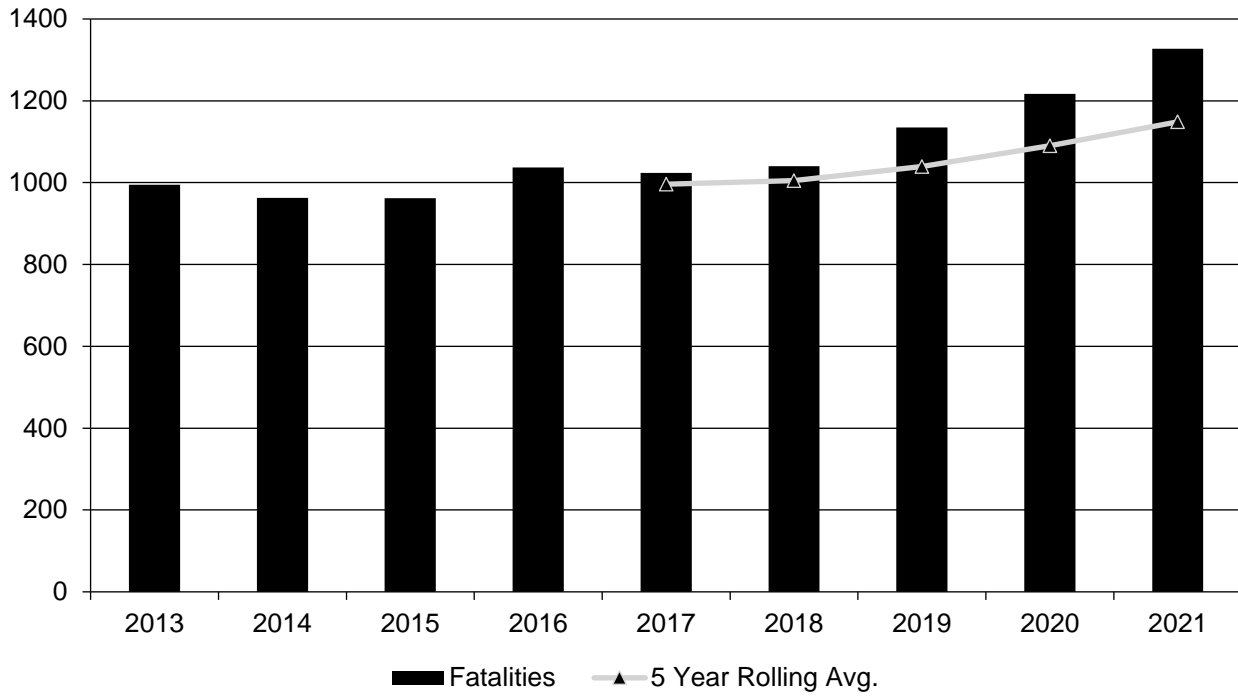
Safety Performance

General Highway Safety Trends

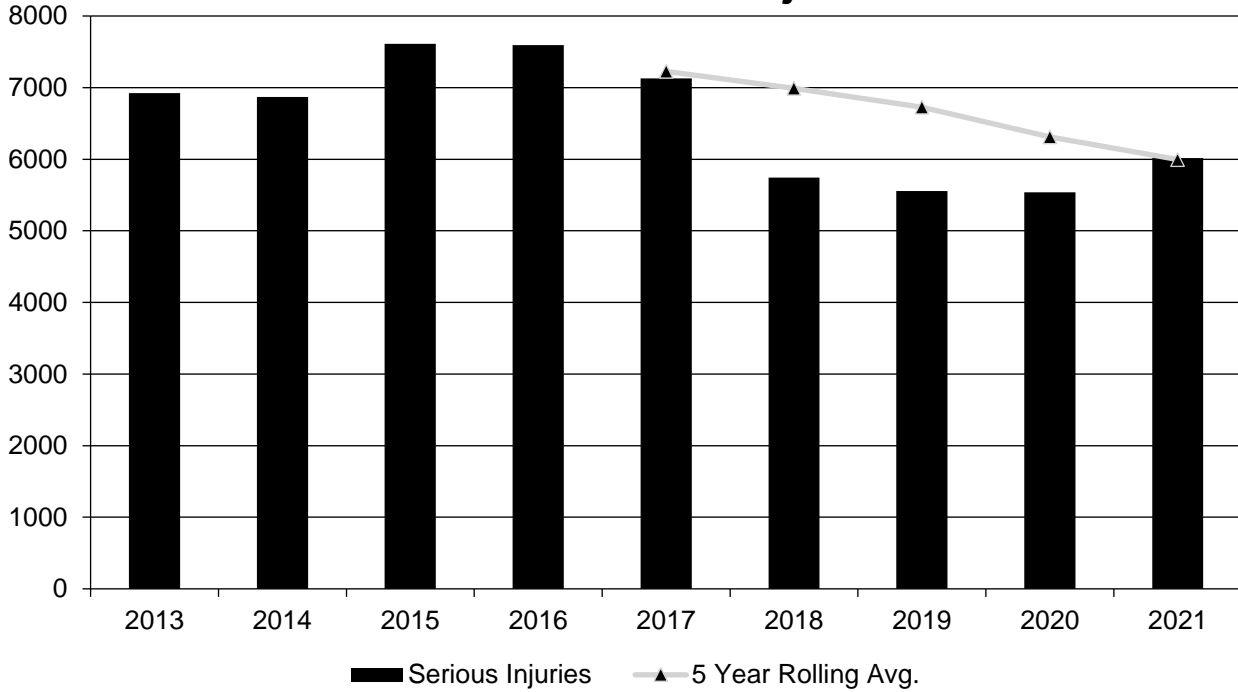
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	995	963	962	1,037	1,024	1,040	1,135	1,217	1,327
Serious Injuries	6,925	6,868	7,613	7,595	7,129	5,742	5,555	5,537	6,015
Fatality rate (per HMVMT)	1.400	1.330	1.250	1.350	1.240	1.280	1.370	1.594	1.600
Serious injury rate (per HMVMT)	9.740	9.470	10.110	9.878	8.911	6.960	6.701	7.248	7.260
Number non-motorized fatalities	95	94	118	110	132	147	157	189	192
Number of non-serious motorized injuries	256	346	385	388	417	362	345	368	423

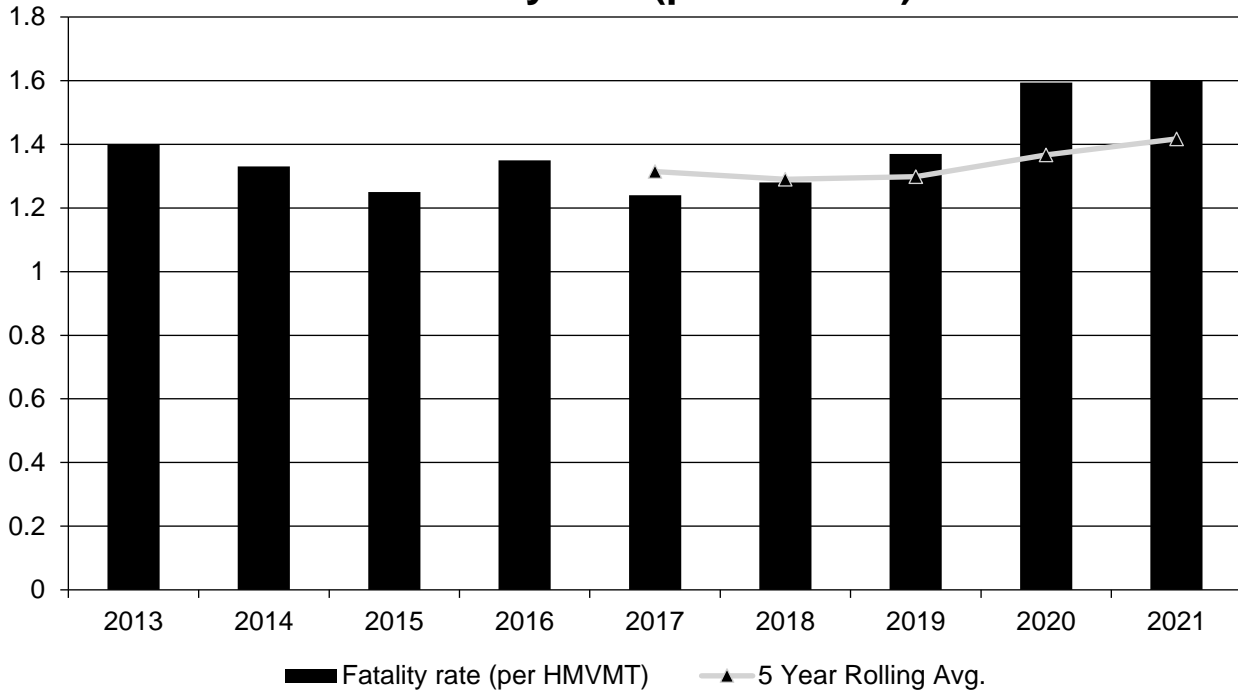
Annual Fatalities



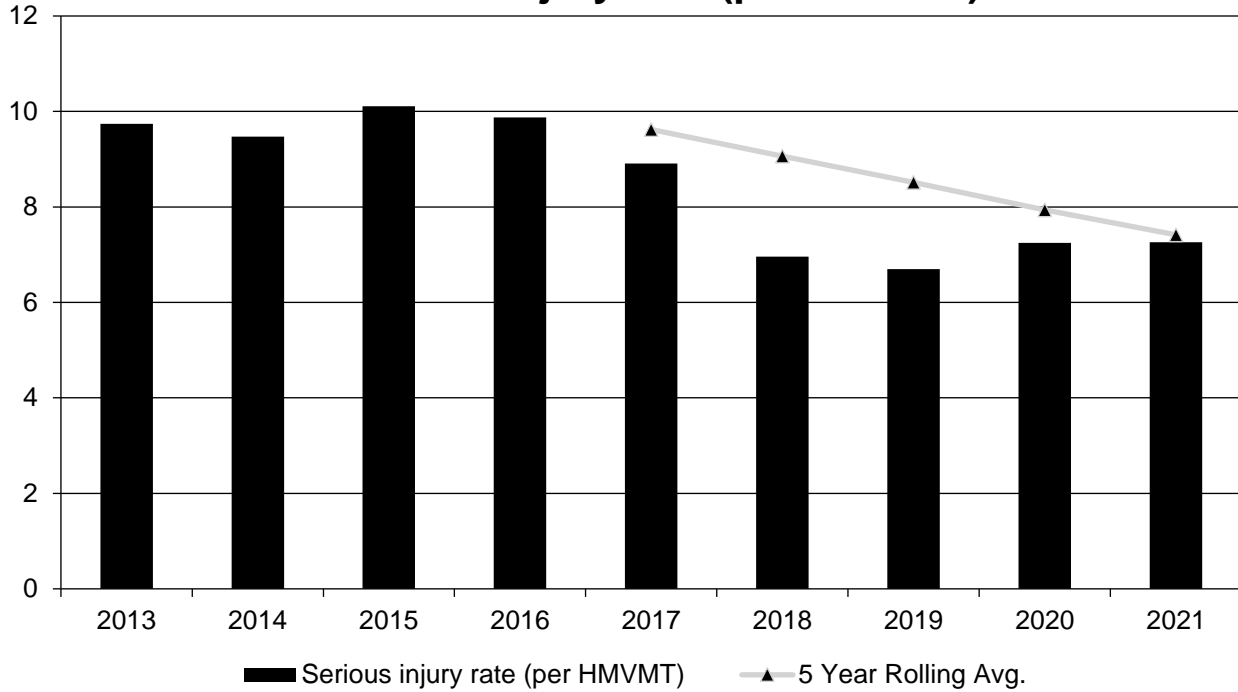
Annual Serious Injuries



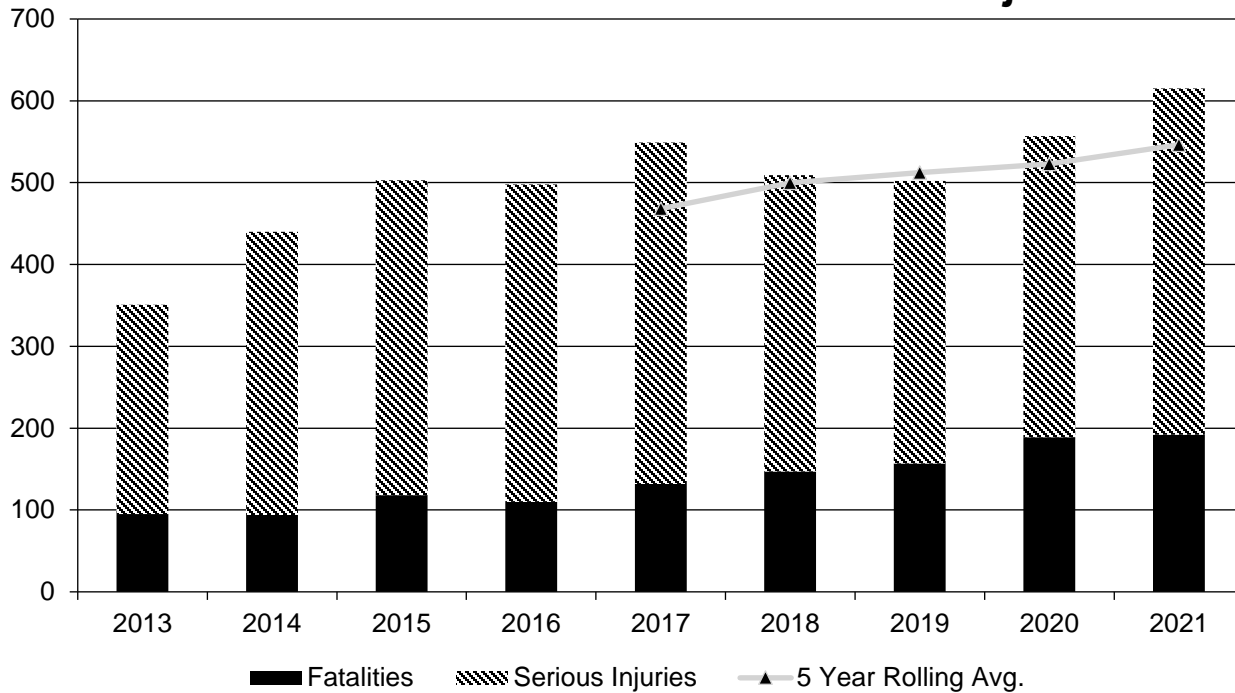
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2021

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	61.4	267.8		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.6	3.4		
Rural Principal Arterial (RPA) - Other	87.6	334		
Rural Minor Arterial	103	442.6		
Rural Minor Collector	88	424.6		
Rural Major Collector	81	449.8		

2022 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	75	485		
Urban Principal Arterial (UPA) - Interstate	124.4	405.8		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	13.2	59.4		
Urban Principal Arterial (UPA) - Other	241	1,274		
Urban Minor Arterial	101	577.4		
Urban Minor Collector	77.4	388.6		
Urban Major Collector	50	389.6		
Urban Local Road or Street	64.4	495.2		

2022 Tennessee Highway Safety Improvement Program

Year 2021

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	751.6	3,816.2		
County Highway Agency	192.2	1,178.6		
Town or Township Highway Agency				
City or Municipal Highway Agency	204.4	1,275.4		
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				

Provide additional discussion related to general highway safety trends.

- The number of traffic fatalities in Tennessee for 2021 increased marking the 6th consecutive year of 1,000 or more fatalities.
- 2021 fatalities increased 9% over the number of fatalities in 2020.
- Traffic volume has seen an increase in 2021 similar to the volumes experienced in 2019.
- Continue to see Non-motorized fatalities and serious injuries are seeing an increase nationally as well as in Tennessee.
- Pedestrian focused programs and initiatives are increasing due to the significant increase in non-motorized fatalities and serious injuries. Tennessee’s population grew by 8.9% between 2010 and 2020 according to Census 2020. The Nashville Metropolitan area showed an increase of 20.9%. National trends show the fastest growth occurred in the nation’s largest cities.

2022 Tennessee Highway Safety Improvement Program

- The number of highway construction work zones across state is anticipated to increase as IMPROVE Act projects are implemented.
- Enforcement efforts by police and state troopers are increasing as the effects from COVID-19 are diminishing.
- Progress was made on implementing AASHTOWare Safety software - Implementation has been ongoing for the past year and will be complete in the 1st quarter of 2023. The AASHTOWare Safety software will provide data-driven safety analysis consistent with the Highway Safety Manual (HSM).

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:1308.2

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

Historical Data and Trends

The number of traffic fatalities in Tennessee for 2021 increased marking the 6th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand three hundred twenty-seven (1,327) fatalities occurred during Calendar Year 2021. This marked a 9% increase in fatalities over 2020. Current YTD fatalities as of June 1, 2022, show 31 fewer fatalities over the same date in 2021.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. These increases continued into 2021 with 7 months of fatalities being greater than the corresponding month in 2020.

Current Environment and Target Considerations

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling¹ found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, 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 traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from Tennessee's Strategic Highway Safety Plan² are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

2022 Tennessee Highway Safety Improvement Program

Targeted safety and enforcement campaigns are being conducted around the state.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1,308.2 for the 2019-2023 target setting performance cycle. This target assumes a 5.1% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

Number of Serious Injuries:6069.4

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

Historical Data and Trends

The decrease Tennessee has been experiencing in serious injuries since 2015 has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018 and continued to decrease until 2020. From 2020 to 2021 there was an increase of 8.7%. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. The decrease in serious injuries was likely an effect of updating the crash report to meet FHWA's requirement. Additional information about serious injures can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.¹

Current Environment and Target Considerations

2022 Tennessee Highway Safety Improvement Program

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling² found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, 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 traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from Tennessee's Strategic Highway Safety Plan³ are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 6,069.4 for the 2019-2023 target setting performance cycle. This target was based on modeling conducted by the Tennessee Department of Safety and Homeland Security.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

¹Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available: <https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

²American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

2022 Tennessee Highway Safety Improvement Program

3Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

Fatality Rate:1.601

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

Historical Data and Trends

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. There was a 7% increase in fatalities from 2019 to 2020 and another 9% increase from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-21 were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

Current Environment and Target Considerations

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling² found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 1,308.2 fatality number target to obtain the 1.601 target for the 2019-2023 target setting performance cycle.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1.601 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

2022 Tennessee Highway Safety Improvement Program

REFERENCES

1Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

2American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

Serious Injury Rate:7.424

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

Historical Data and Trends

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. Serious injuries remained fairly stable, decreasing just 0.3% from 2019 to 2020, but increased by almost 9% from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-21 were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

Current Environment and Target Considerations

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling² found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 6,069.4 serious injury number target to obtain the 7.424 target for the 2019-2023 target setting performance cycle.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

2022 Tennessee Highway Safety Improvement Program

Leadership approved a target of 7.424 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

2American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

Total Number of Non-Motorized Fatalities and Serious Injuries:600.9

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

Historical Data and Trends

The number of non-motorist fatalities and serious injuries has been increasing since 2018 with the percent change from 2019-2020 and 2020-2021 both averaging 11%. A total of 617 fatalities and serious injuries occurred in 2021 marking the highest number in recent years. As of June 1, 2022, there was 1 more bicyclist fatality compared to the same date in 2021 while pedestrian fatalities increased by 15.

Current Environment and Target Considerations

Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects are necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. To assist with this, TDOT is taking steps to improve bicyclist and pedestrian facilities through enhancements to identifying the existing inventory and continuing to implement multimodal policies. Additionally, the Pedestrian Road Safety Initiative is advancing with 2 projects to be available for bid in fall 2022, with 4 more projects in the design phase, 4 projects to be available for bid in 2023, 6 more projects moving into the design phase and 10 new projects scheduled to enter the planning phase in 2022. Unfortunately, results from these projects will not be evident during the current target setting cycle but it is hoped these projects will decrease non-motorist fatalities and serious injuries in the future.

TDOT has also been working to implement the Statewide Active Transportation Plan¹ developed in 2021. This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. Implementation is currently focused on evaluation of the state bicycle route system and updating public engagement techniques to increase participation in underserved communities.

2022 Tennessee Highway Safety Improvement Program

Currently, University of Tennessee Knoxville is conducting a research project: Addressing Traffic Safety to Reduce Pedestrian Injuries and Fatalities in Tennessee. This research is expected to analyze pedestrian crashes in order to develop a risk-based assessment framework that can aid in evaluating multi-criteria decision making. This research project is expected to be completed in fall 2022. While implementation of survey findings may not impact pedestrian fatalities this performance cycle, it is hoped that this research will help decrease future pedestrian injuries and fatalities.

TDOT has awarded 124 Multimodal Access Grants² representing over \$101 million in state funds from 2014 to 2021. Most of these grants cover sidewalk and pedestrian improvements. Addressing safety issues is included in the scoring to award applicants.

In 2021, the Tennessee Highway Safety Office partnered with the National Highway Traffic Safety Administration to conduct a Highway Safety Program Assessment focused on Tennessee's pedestrian and bicyclist safety program. The resulting recommendations have led to a multi-agency task force devoted to improving conditions for non-motorists and implementation of the Strategic Highway Safety Plan³ vulnerable users emphasis area.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 600.9 for the 2019-2023 target setting performance cycle. This target assumes a 5% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "Statewide Active Transportation Plan," [Online]. Available: <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/statewide-active-transportation-plan.html#:~:text=Active%20transportation%20includes%20walking%2C%20bicycling%2C%20and%20traveling%20by,Tennessee%20for%20people%20of%20all>

2Tennessee Department of Transportation, Multimodal Transportation Division, (2022). "List of Previous Awards," [Online]. Available: https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/2021%20MMAG_Award%20Summary%20for%20website.pdf

3Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

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 safety performance measures. This working group includes members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDS&HS), Tennessee Division of Federal Highway Administration, and Tennessee Department of Transportation. MPO's and TPO were invited to participate and some of them have participated. The target setting process consisted of data review, trend analysis, context/consideration of key factors, and 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 the TDOT, TDOS&HS, and THSO.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1078.8	1148.6
Number of Serious Injuries	6227.1	5995.6
Fatality Rate	1.355	1.417
Serious Injury Rate	8.394	7.416
Non-Motorized Fatalities and Serious Injuries	521.0	546.4

Number of Fatalities – The difference between the target of 1078.8 and the actual of 1148.5 is 69.7 (6% below actual). In 2020 when the Safety PM1 committee selected the target the pandemic caused traffic volumes to decrease significantly. The committee saw this as an indication that fatalities would decrease as a result. The outcome saw fatalities increasing possibly because less traffic resulted in increased speeds.

Number of Serious Injuries – The difference between the target of 6227.1 and the actual of 5995.6 is 231.5 (3.8% above actual). This target resulted in serious injuries coming in below our target as anticipated because of significant reductions in traffic volume due to the pandemic.

Fatality Rate – The difference between the target of 1.355 and actual of 1.417 is .011 (4.3% below actual). The significant increase in fatalities even with a reduction in traffic volume caused this target to fall below actual.

Serious Injury Rate – The difference between the target of 8.394 and the actual of 7.416 is .978 (13.18% above actual). The higher serious injury target resulted in a higher rate. VMT is difficult to forecast especially during the time of the pandemic.

Non-Motorized Fatalities and Serious Injuries – The difference between the target of 521.0 and actual of 546.4 is 25.4 (4.6% below actual). Non-motorized fatalities and serious injuries are of great concern as more and more people reside and visit urban areas. Significant efforts are underway to curb the increase of non-motorized fatalities and serious injuries.

2022 Tennessee Highway Safety Improvement Program

In summary, only 2 of the 5 targets are met.

Applicability of Special Rules

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

No

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	154	172	176	157	187	159	184
Number of Older Driver and Pedestrian Serious Injuries	453	414	456	362	349	294	366

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

The Strategic Transportation Investments Division is developing an investigation and project tracking system to systematize the investigation and project creation. The system will provide the data needed to actively track the performance of each project. The project data will be uploaded to the crash analysis system where tools are available to create reports and dashboards for viewing project performance. The performance of the project will be measured by comparing the crash activity for the project location prior to the project being implemented and after project implementation. The planned system will allow for identifying the best performing projects versus the worst performing related to crash activity. AASHTOWare Safety software, being implemented now, will be used to evaluate the project locations. This project is taking longer than anticipated due to establishing a contract with a software developer.

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

- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Other-Improved data collection, transfer, access
- Other-There have been more systemic measures added to the RSA program

Snow plowable pavement markers, rumble strips, spray thermo, and stop controlled intersection countermeasures have been added to the RSA program.

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

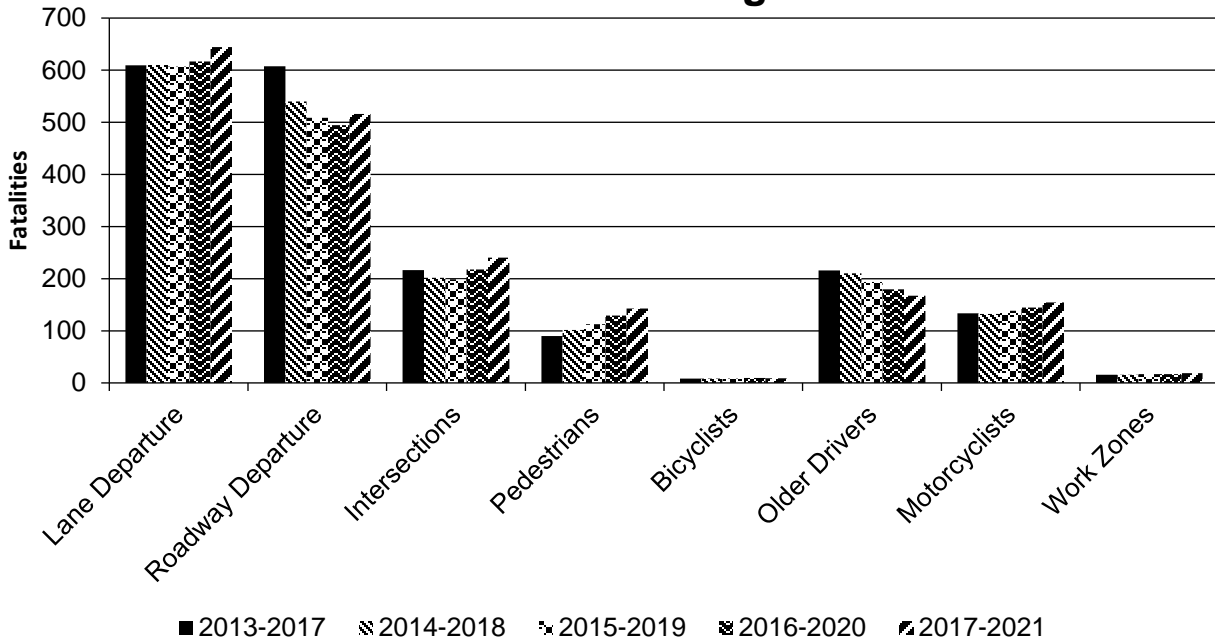
Year 2021

SHSP Emphasis Area	Targeted Crash Type	Number Fatalities (5-yr avg)	of	Number Serious Injuries (5-yr avg)	of	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Angle	644.2		3,061		0.81	3.86
Roadway Departure	Cross median	516.2		2,475.2		0.65	3.11
Intersections	Intersections	240.2		1,699		0.3	2.15

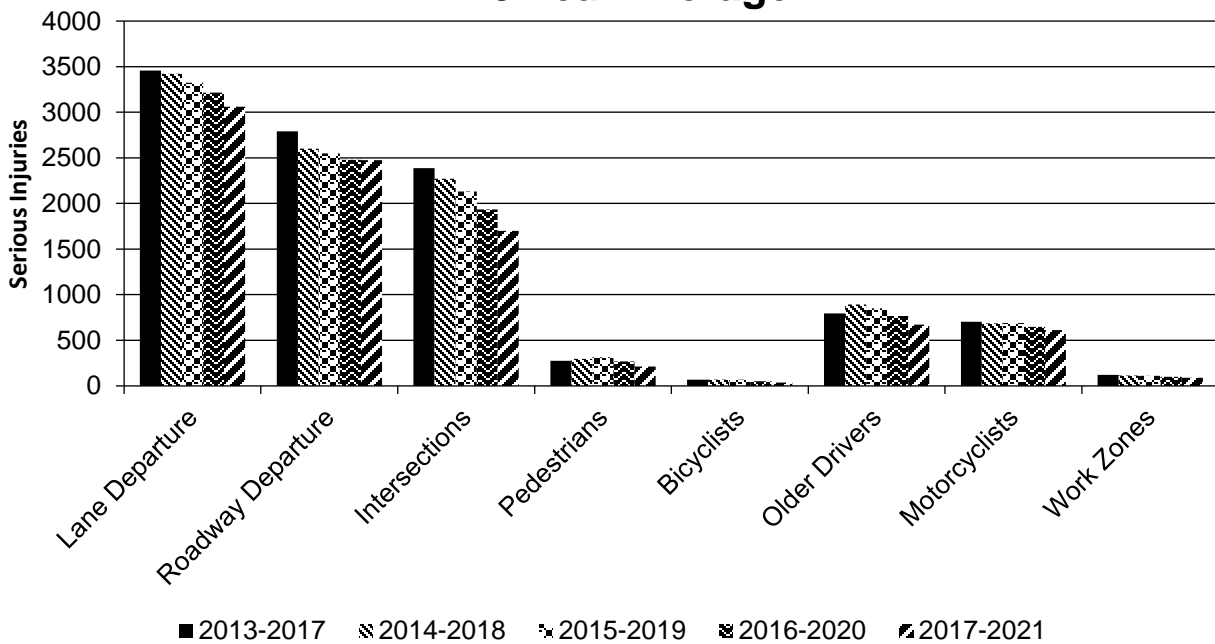
2022 Tennessee Highway Safety Improvement Program

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)
Pedestrians	Vehicle/pedestrian	142.8	210.6	0.18	0.26
Bicyclists	Vehicle/bicycle	8.8	36.6	0.01	0.04
Older Drivers	All	167.2	671.4	0.21	0.85
Motorcyclists	All	154.4	610.8	0.19	0.77
Work Zones	All	18.8	91	0.02	0.11

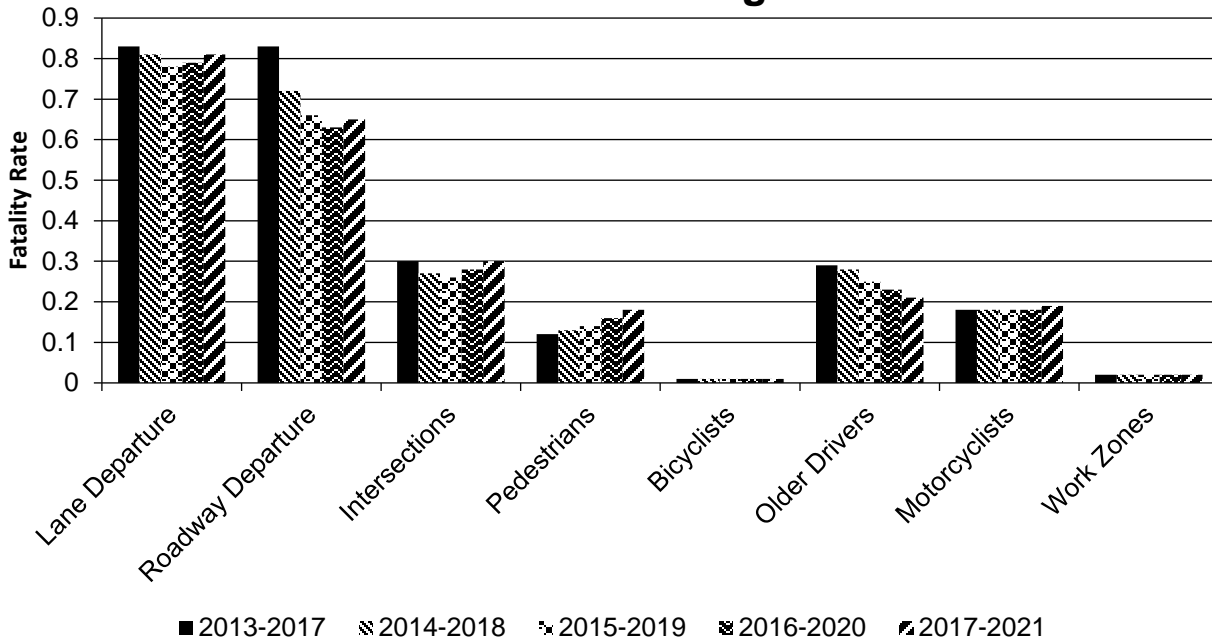
Number of Fatalities 5 Year Average



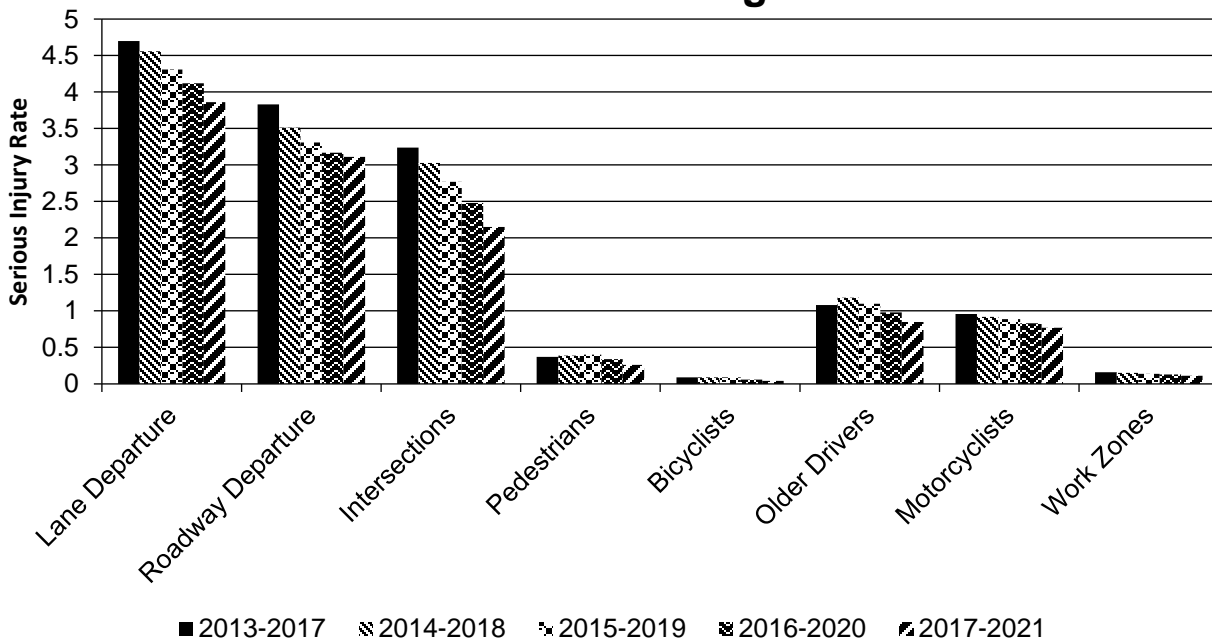
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Project Effectiveness

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

Compliance Assessment

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

09/18/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2025

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

2025

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

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

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

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

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ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		100.00	94.44	75.00	75.00	90.91	90.91	100.00	88.89	100.00	100.00

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

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

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 (1-2 years). There is a software development project underway at TDOT to implement ESRI Roads and Highways. This project includes the necessary software development required to store this data along with the other roadway data elements. Data collection for these data elements is in the planning stages.

Optional Attachments

Program Structure:

STID Program Description 100617.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.