



TENNESSEE

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2023 ANNUAL REPORT



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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

The Project Safety Office (PSO) within the Tennessee Department of Transportation (TDOT)-Strategic Transportation Investments Division is responsible for managing the Highway Safety Improvement Program and updating the Strategic Highway Safety Plan (SHSP). The PSO commissions the development of safety reviews, roadway safety audits (RSA) and other assorted safety programs statewide. The PSO collaborates with multiple divisions internal to TDOT as well as external state agencies, local agencies, and numerous safety partners to identify and develop projects to address safety concerns consistent with the Tennessee SHSP. Safety programs utilizing HSIP are 100 percent data-driven and identified using AASHTOWare Safety software along with components of the Highway Safety Manual.

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 greater than 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 full access-controlled 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

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- Intersection control type
- 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 environmental justice score. This score is normalized 1 – 5. Populations include the following:
 - Youth under 18
 - Populations 65 and over
 - 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

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

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. The Roadway Design Resurfacing Checklist can be found at <https://www.tn.gov/tdot/roadway-design/design-standards/design-guidelines.html>

Where is HSIP staff located within the State DOT?

Planning

The HSIP staff was moved from Engineering to Planning as the department reorganizes.

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

HSIP funds are allocated toward emphasis areas identified in the Strategic Highway Safety Plan. Roadway locations are investigated for severity and funding is data driven and based on specific criteria.

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. LRSI is available to 83 counties. 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:

Most current 6 years of crash data

1 Fatal or 1 Incapacitating minimum

Total Crashes greater than 5

Severe crash rate greater than the statewide average severe crash rate

Crash rate greater than the 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

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)

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.

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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.
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.

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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 and Wrong Way Driver.

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. HSIP Implementation Plan for FY 2024 has been submitted

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) 2022. As a result, TDOT is required to assess its HSIP program goals and actions for fiscal year (FY) 2024 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.

- HRRR
- Local Safety
- Median Barrier
- Pedestrian Safety
- Vulnerable Road Users
- Wrong Way Driving

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- Other-Ramp Queue

Program: HRRR

Date of Program Methodology: 1/1/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Functional classification
- Roadside features
- Other-LRSI

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Other-LRSI Routes ranked by severity
- 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-Scheduled for contract letting

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

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Other-Based on severity:2

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"> • All crashes • 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: Median Barrier

Date of Program Methodology: 1/1/2020

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• Fatal and serious injury crashes only	<ul style="list-style-type: none">• Traffic• Volume• Lane miles	<ul style="list-style-type: none">• Median width• Horizontal curvature• Functional classification• Other-Interstate and Controlled Access

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Probability of specific crash types
- Relative severity index

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-Scheduled for contract letting

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• Population	<ul style="list-style-type: none">• Other-PRSI

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Other-Pedestrian Focused Crashes
- 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).

Rank of Priority Consideration

Available funding:1

Other-Based on severity:2

Program: Vulnerable Road Users

Date of Program Methodology: 1/1/2017

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only
- Other-Bike and Pedestrian crashes

Exposure

- Traffic
- Volume
- Population

Roadway

- Functional classification
- Roadside features
- Other-Bike and Pedestrian focus

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Probability of specific crash types
- 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-Scheduled for contract letting

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: Wrong Way Driving

Date of Program Methodology:1/1/2022

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only
- Other-Identified as wrong way crash

Exposure

- Traffic
- Volume

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Interstate and Controlled Access

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?

No

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

How are projects under this program advanced for implementation?

- Other-Scheduled for contract letting

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: 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

- All crashes

Exposure

- Traffic
- Volume

Roadway

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

What project identification methodology was used for this program?

- 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

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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?

TDOT has not utilized HSIP funds for any systemic improvements. Projects are identified based on crash severity and funds availability.

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

TDOT utilizes AASHTOWare Safety software for analysis guided by the Strategic Highway Safety Plan. Road Safety Audits and HSIP program are undertaken based on crash data and stakeholder input.

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 10 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 completed 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 STID analysis and reporting.

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

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TDOT has been working with Tennessee State University and the University of Tennessee to develop CMF's and SPF's for implementation of HSM.

During 2023, TDOT has implemented AASHTOWare Safety software. About 300 users across the State now have access and are learning to utilize HSM methods with the software. The users include personnel from TDOT, TN Dept. of Safety, MPO's, RPO's, Consultants, Local governments, Universities, and FHWA.

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)	\$69,839,139	\$67,927,963	97.26%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$4,236,520	\$4,101,990	96.82%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$9,877,855	\$9,877,855	100%
Penalty Funds (23 U.S.C. 154)	\$17,270,282	\$17,187,843	99.52%
Penalty Funds (23 U.S.C. 164)	\$35,404	\$23,079	65.19%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$6,046,009	\$6,046,009	100%
State and Local Funds	\$42,589,132	\$42,589,132	100%
Totals	\$149,894,341	\$147,753,871	98.57%

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

\$16,779,621

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

\$16,779,621

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

\$200,000

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

\$200,000

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

\$10,000,000

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

0%

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

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-63(59)	Roadway	Roadway - other	3.12	Miles	\$6656454	\$7396060	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,807	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
NH/HSIP-1(469)	Roadway	Roadway - other	0	Miles	\$17380	\$17380	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,006	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-71(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.98	Miles	\$7443718	\$9562254	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,958	50	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-I-640-7(171)	Interchange design	Interchange improvements	0.26	Miles	\$452250	\$502500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	70,244	65	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP/HSIP-33(119)	Intersection geometry	Intersection realignment	0.5	Miles	\$2956642	\$2956642	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	12,422	45	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-37(24)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$10704	\$10704	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,557	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-I-75-3(176)	Roadway	Roadway - other	5.45	Miles	\$12428298	\$13809220	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	23,826	65	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-1500(55)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	0	Miles	\$32448	\$32326	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-7300(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$51251	\$51251	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-8700(18)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	0	Miles	\$7903	\$7851	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-126(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.88	Miles	\$87953	\$87953	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,699	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-32(101)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	2.5	Miles	\$35892	\$35892	HSIP (23 U.S.C. 148)	Multiple/Variations	Principal Arterial-Other	21,778	45	State Highway Agency	Spot	Lane Departure	Infrastructure

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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-170(15)	Roadway delineation	Roadway delineation - other	0	Miles	\$35665	\$35665	HSIP (23 U.S.C. 148)	Multiple/Variations	Minor Arterial	15,748	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-332(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$37494	\$41660	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	24,445	40	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-9(119)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	2.96	Miles	\$66360	\$66360	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,879	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-68(63)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	0	Miles	\$18407	\$18407	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,813	55	State Highway Agency	Spot	Lane Departure	Infrastructure
NH/HSIP-1(468)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.67	Miles	\$153504	\$170560	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,086	55	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-346(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$21654	\$21654	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,129	45	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-107(29)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$1730	\$1730	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	21,232	65	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-70(26)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$84627	\$94029	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,957	55	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-341(51)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$54173	\$54173	HSIP (23 U.S.C. 148)	Rural	Major Collector	11,510	35	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-3000(57)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$31342	\$30967	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-500(52)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$430947	\$430947	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-700(41)	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	4.45	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-1000(31)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.74	Miles	\$390243	\$390243	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure

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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-3700(38)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-4500(32)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.97	Miles	\$388017	\$388017	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-4600(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.39	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-5300(32)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$577300	\$577300	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-6200(27)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.94	Miles	\$471560	\$471560	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-6500(42)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$481800	\$481800	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-7800(68)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.04	Miles	\$441222	\$441222	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-8600(36)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.99	Miles	\$296000	\$296000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-8700(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.87	Miles	\$536000	\$536000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-474(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$28656	\$28656	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,239	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-70(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.49	Miles	\$56060	\$56060	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,242	45	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-63(69)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.96	Miles	\$321462	\$357180	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,749	40	State Highway Agency	Spot	Lane Departure	Infrastructure

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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-359(13)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$104	\$104	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,930	40	State Highway Agency	Spot	Lane Departure	Infrastructure
STP-NH/HSIP-67(38)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$16412	\$16412	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,319	45	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-113(26)	Roadway signs and traffic control	Roadway signs and traffic control - other	6.3	Miles	\$36900	\$425260	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,621	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-34(126)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$37680	\$41867	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,158	40	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-63(70)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.9	Miles	\$28900	\$28900	HSIP (23 U.S.C. 148)	Rural	Major Collector	465	35	State Highway Agency	Spot	Lane Departure	Infrastructure
NH/HSIP-35(80)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.99	Miles	\$127822	\$127822	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	40,625	35	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-383(10)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.68	Miles	\$24003	\$24003	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,872	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-1(437)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$29110	\$29110	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,605	50	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-91(55)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.33	Miles	\$40158	\$40158	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	1,413	30	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-67(40)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.19	Miles	\$108206	\$108206	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,495	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-330(4)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.11	Miles	\$101100	\$101100	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	1,453	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-159(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.305	Miles	\$261600	\$261600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,132	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-362(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.34	Miles	\$137000	\$137000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,507	50	State Highway Agency	Spot	Lane Departure	Infrastructure

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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-93(24)	Roadway signs and traffic control	Roadway signs and traffic control - other	0	Miles	\$22377	\$22377	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	28,891	45	State Highway Agency	Spot	Lane Departure	Infrastructure
NH/HSIP-33(135)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$1412	\$1569	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,358	45	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-450(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$36881	\$36881	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	12,490	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-92(26)	Roadway signs and traffic control	Roadway signs and traffic control - other	5.19	Miles	\$122645	\$122645	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,208	55	State Highway Agency	Spot	Lane Departure	Infrastructure
NH/HSIP-71(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$53329	\$59255	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,291	35	State Highway Agency	Spot	Lane Departure	Infrastructure
NH/HSIP-33(151)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$184309	\$184309	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,871	55	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-70(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.91	Miles	\$31220	\$31220	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,771	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-131(55)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.07	Miles	\$153445	\$153445	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	40,838	40	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-1(436)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$69972	\$69972	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	7,065	45	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-72(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$8452	\$8452	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	5,681	55	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-33(136)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.95	Miles	\$76000	\$76000	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	8,756	55	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-68(60)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$87350	\$87350	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,636	55	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-62(56)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.6	Miles	\$105000	\$105000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,145	55	State Highway Agency	Spot	Lane Departure	Infrastructure

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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
PHSIP-62(57)	Roadway signs and traffic control	Roadway signs and traffic control - other	5	Miles	\$81000	\$81000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,722	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-331(9)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2	Miles	\$72500	\$73000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,639	45	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-329(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.71	Miles	\$21808	\$21808	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,265	40	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-81(26)	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Miles	\$208287	\$208287	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,879	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-168(15)	Intersection traffic control	Intersection traffic control - other	0.508	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,094	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-REG1(211)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	2.02	Miles	\$534213	\$593570	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG1(212)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0.78	Miles	\$1019196	\$1132440	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-29(120)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.336	Miles	\$18990	\$21100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,057	65	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-I-098-1(22)	Miscellaneous	Equipment	0	Miles	\$2425959	\$2695510	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0	0	State Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-33(152)	Roadway	Pavement surface - other	5.32	Miles	\$44998	\$44998	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	8,006	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-REG1(213)	Pedestrians and bicyclists	Pedestrian signal	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG1(214)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0	Miles	\$63000	\$70000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG1(215)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User

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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-71(47)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.699999999999999	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Principal Arterial-Other	25,419	25	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-33(153)	Pedestrians and bicyclists	Pedestrian signal	0.529999999999999	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Minor Arterial	17,740	45	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-I-REG1(221)	Roadway	Pavement surface - other	0.510000000000001	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0	0	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-74(11)	Intersection geometry	Intersection geometry - other	0	Miles	\$11124	\$12360	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	Vulnerable Road User
HSIP-108(98)	Roadway	Roadway - other	11.99	Miles	\$662	\$662	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,076	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-52(99)	Roadway	Roadway - other	1.04	Miles	\$41582	\$46204	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,534	30	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-306(12)	Roadway	Roadway - other	2.5	Miles	\$9060	\$10067	HSIP (23 U.S.C. 148)			0			Spot		
HSIP-7200(31)	Roadway	Roadway - other	20	Miles	\$25961	\$23912	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	
HSIP-8(57)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.91	Miles	\$1227402	\$1363782	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	6,039	30	State Highway Agency	Spot	Pedestrians	
HSIP-312(21)	Roadway	Pavement surface - other	6.85	Miles	\$122039	\$135600	HSIP (23 U.S.C. 148)	Rural	Major Collector	645	45	State Highway Agency	Spot	Roadway Departure	
HSIP-287(13)	Roadway	Pavement surface - other	4.85	Miles	\$19652	\$19652	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,378	30	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-286(5)	Roadway	Pavement surface - other	2.79	Miles	\$9304	\$10338	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,193	45	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-17(16)	Roadway	Pavement surface - other	2.22	Miles	\$196083	\$217871	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,261	35	State Highway Agency	Spot	Resurfacing	Infrastructure

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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-101(26)	Roadway	Roadway - other	9.45	Miles	\$85411	\$85411	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,541	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-156(13)	Roadway	Roadway - other	7.64	Miles	\$2740	\$2740	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,897	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-127(22)	Roadway	Roadway - other	9.73	Miles	\$55246	\$55246	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,009	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-2(290)	Roadway	Roadway - other	2.689	Miles	\$36475	\$40528	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,379	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-321(7)	Roadway	Roadway - other	0	Miles	\$13500	\$15000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,622	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-1(393)	Miscellaneous	Road safety audits	1.35	Miles	\$2166091	\$2406769	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,114	65	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-2(262)	Miscellaneous	Road safety audits	0	Miles	\$320087	\$355654	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-2(270)	Miscellaneous	Road safety audits	2.38	Miles	\$44620	\$44620	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,854	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-400(35)	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	Infrastructure
HSIP/PHSIP-600(36)	Miscellaneous	Road safety audits	20	Miles	\$245354	\$245354	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-800(37)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-1400(29)	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	Infrastructure
HSIP-1600(21)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure

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HSIP-2100(29)	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	Infrastructure
HSIP-2500(30)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-2600(48)	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	Infrastructure
HSIP/PHSIP-3100(24)	Miscellaneous	Road safety audits	20	Miles	\$174313	\$174313	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-5800(47)	Miscellaneous	Road safety audits	20	Miles	\$167437	\$167437	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP/PHSIP-5400(44)	Miscellaneous	Road safety audits	20	Miles	\$344125	\$344125	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-6700(36)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-6900(10)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-7000(31)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-7200(33)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-7700(23)	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	Infrastructure
HSIP-8800(14)	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	Infrastructure

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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-9300(44)	Miscellaneous	Road safety audits	20	Miles	\$4500	\$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-288(11)	Roadway	Pavement surface - other	4.77	Miles	\$14692	\$14692	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,711	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-127(26)	Roadway	Pavement surface - other	5.19	Miles	\$26715	\$26715	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,516	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-298(16)	Roadway	Pavement surface - other	0.0100000000000002	Miles	\$42490	\$47212	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,760	40	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-1(470)	Roadway	Pavement surface - other	0.0100000000000016	Miles	\$40826	\$40826	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,437	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-1(475)	Roadway	Roadway - other	3.27	Miles	\$13583	\$13583	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,693	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-111(124)	Roadway	Pavement surface - other	0.00999999999999979	Miles	\$84234	\$84234	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	23,882	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-290(9)			0	Miles	\$26107	\$29007				0			Spot	Resurfacing	Infrastructure
STP/HSIP-8(65)	Roadway	Pavement surface - other	0	Miles	\$5932	\$5932	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-29(118)	Roadway	Pavement surface - other	0	Miles	\$47186	\$52428	HSIP (23 U.S.C. 148)			0			Spot	Resurfacing	Infrastructure
STP/HSIP-392(7)	Roadway	Roadway - other	1.9	Miles	\$244807	\$272009	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,048	40	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-164(9)	Roadway	Pavement surface - other	0	Miles	\$17048	\$17048	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,493	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-24(87)	Roadway	Pavement surface - other	0	Miles	\$23184	\$23184	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,882	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-27(57)	Roadway	Pavement surface - other	6.05	Miles	\$95468	\$95468	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,690	45	State Highway Agency	Spot	Resurfacing	Infrastructure

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STP/HSIP-2(288)	Roadway	Pavement surface - other	0	Miles	\$14912	\$16570	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,218	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-50(82)	Roadway	Roadway - other	6.54	Miles	\$235519	\$261689	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,488	50	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-58(61)	Roadway	Pavement surface - other	3.01	Miles	\$165502	\$183892	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,578	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-2(277)	Miscellaneous	Road safety audits	0.02	Miles	\$11430	\$12700	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,384	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-27(53)	Roadway	Pavement surface - other	0	Miles	\$57126	\$57126	HSIP (23 U.S.C. 148)			0			Spot	Resurfacing	Infrastructure
STP/HSIP-74(12)	Roadway	Pavement surface - other	1.14	Miles	\$163247	\$181386	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,032	40	State Highway Agency	Spot	Resurfacing	Infrastructure
STP-NH/HSIP-311(33)	Roadway	Pavement surface - other	1.09	Miles	\$16360	\$18179	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,700	35	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-28(89)	Roadway	Pavement surface - other	3.86	Miles	\$41739	\$41739	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,466	40	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-28(88)	Roadway	Pavement surface - other	1.59	Miles	\$23158	\$23158	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,413	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-2(279)	Miscellaneous	Road safety audits	0	Miles	\$30589	\$29363	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,098	35	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-85(47)	Miscellaneous	Road safety audits	0	Miles	\$386706	\$386706	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,150	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
PHSIP-52(93)	Miscellaneous	Road safety audits	0	Miles	\$47303	\$47303	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	3,270	55	State Highway Agency	Spot	Lane Departure	Infrastructure
PHSIP-52(94)	Miscellaneous	Road safety audits	0	Miles	\$116455	\$116455	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	1,761	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-56(98)	Miscellaneous	Road safety audits	0	Miles	\$93360	\$93860	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0	55	State Highway Agency	Spot	Roadway Departure	Infrastructure

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HSIP-56(99)	Miscellaneous	Road safety audits	0	Miles	\$337828	\$375367	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,074	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-52(96)	Roadway	Pavement surface - other	0	Miles	\$2863	\$2863	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,346	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-317(24)	Roadway	Pavement surface - other	3.59	Miles	\$12924	\$12924	HSIP (23 U.S.C. 148)	Rural	Major Collector	998	35	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-313(6)	Roadway	Pavement surface - other	6.01	Miles	\$69620	\$77357	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,457	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-313(7)	Roadway	Pavement surface - other	1.78	Miles	\$46825	\$52028	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,090	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-319(16)	Miscellaneous	Road safety audits	1.06	Miles	\$30600	\$34000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,913	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
NH/HSIP-I-24-2(189)	Roadway	Pavement surface - other	6.37	Miles	\$2415762	\$2684183	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	48,936	70	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-4553(11)	Miscellaneous	Road safety audits	1	Miles	\$18900	\$21000	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	1,254	35	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-30(95)	Miscellaneous	Road safety audits	6.442	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	678	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-285(10)	Miscellaneous	Road safety audits	5.87	Miles	\$11700	\$13000	HSIP (23 U.S.C. 148)	Rural	Major Collector	601	40	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-I-098-2(20)	Miscellaneous	Miscellaneous - other	0.24	Miles	\$3144646	\$3494053	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	44,829	70	State Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-96(70)	Roadway	Pavement surface - other	2.96	Miles	\$36006	\$36006	HSIP (23 U.S.C. 148)	Rural	Major Collector	534	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-53(62)	Roadway	Pavement surface - other	3.72	Miles	\$47748	\$53055	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,380	55	State Highway Agency	Spot	Resurfacing	Infrastructure

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STP/HSIP-83(12)	Roadway	Pavement surface - other	4.84	Miles	\$37689	\$37689	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,864	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-56(101)	Roadway	Pavement surface - other	1.942	Miles	\$9454	\$9454	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,969	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-111(126)	Roadway	Roadway - other	2.54	Miles	\$26696	\$26696	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,039	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-52(100)	Roadway	Roadway - other	2.76	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,225	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-REG2(211)	Pedestrians and bicyclists	Modify existing crosswalk	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	Vulnerable Road User
HSIP-REG2(212)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	Vulnerable Road User
HSIP-REG2(213)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0	Miles	\$63000	\$70000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	Vulnerable Road User
HSIP-27(58)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.33	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	29,130	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-4418(10)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP/PHSIP-1122(3)	Miscellaneous	Road safety audits	0.72	Miles	\$40000	\$40000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,097	35	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-27(59)	Miscellaneous	Road safety audits	3.44	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,166	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
PHSIP/HSIP-53(64)	Miscellaneous	Road safety audits	0.2000000000000001	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,730	55	State Highway Agency	Spot	Roadway Departure	Infrastructure

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HSIP-REG3(217)	Interchange design	Interchange improvements	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-4960(10)	Roadway	Rumble strips – edge or shoulder	1.49	Miles	\$19165	\$21294	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,175	35	City or Municipal Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-I-24-1(109)	Intersection geometry	Intersection geometry - other	0.25	Miles	\$384300	\$427000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	148,802	70	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP/NH-SIP-6(101)	Intersection traffic control	Modify traffic signal timing – general retiming	0	Miles	\$19614	\$19614	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	11,736	40	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-1(330)	Intersection traffic control	Modify traffic signal timing – general retiming	1.59	Miles	\$3362	\$3362	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	7,207	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-45(28)	Intersection geometry	Intersection geometry - other	0.0599999999999987	Miles	\$229305	\$458612	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	51,890	40	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-155(34)	Roadway	Pavement surface - other	4.7	Miles	\$28665	\$28665	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	85,760	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-4200(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$15243	\$14702	HSIP (23 U.S.C. 148)	Rural	Minor Collector	442	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-5900(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$30034	\$29479	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,080	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-5100(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$8451	\$7885	HSIP (23 U.S.C. 148)	Rural	Minor Collector	150	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-6800(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$31649	\$31054	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	369	40	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-2800(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$1613	\$1069	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,366	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-5200(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20	Miles	\$18705	\$18163	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	1,840	35	County Highway Agency	Spot	Roadway Departure	Infrastructure

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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-24-1(118)	Interchange design	Interchange improvements	0.6	Miles	\$123915	\$137684	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	138,023	70	State Highway Agency	Spot	Intersections	Infrastructure
HSIP/PHSIP-24(67)	Roadway	Pavement surface - other	0.592000000000001	Miles	\$867584	\$867584	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	16,644	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-236(7)	Intersection traffic control	Systemic improvements – signal-controlled	2.93	Miles	\$473186	\$525765	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	33,362	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-65(22)	Pedestrians and bicyclists	Pedestrian signal - other	0.69	Miles	\$557940	\$619937	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,348	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-6(145)	Pedestrians and bicyclists	Pedestrian signal - other	2.26	Miles	\$216900	\$241000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,335	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-3252(10)	Pedestrians and bicyclists	Pedestrian signal - other	1.13	Miles	\$166293	\$184770	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,773	35	City or Municipal Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-1(441)	Pedestrians and bicyclists	Pedestrian signal - other	1.43	Miles	\$91170	\$101300	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,849	30	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-255(17)	Pedestrians and bicyclists	Pedestrian signal - other	1.03	Miles	\$122400	\$136000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,368	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-106(44)	Pedestrians and bicyclists	Pedestrian signal - other	0.680000000000001	Miles	\$96904	\$107672	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,073	30	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-11(113)	Pedestrians and bicyclists	Pedestrian signal - other	2.06	Miles	\$191700	\$213000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	42,240	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-1(467)	Pedestrians and bicyclists	Pedestrian signal - other	2.08	Miles	\$608585	\$676205	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,652	30	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
STP/HSIP-85(49)	Roadway	Pavement surface - other	9.85	Miles	\$126228	\$25680	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,047	40	State Highway Agency	Spot	Resurfacing	Vulnerable Road User
HSIP/PHSIP-200(42)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	21.55	Miles	\$281833	\$281833	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	1,863	45	County Highway Agency	Spot	Roadway Departure	Infrastructure

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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-1100(34)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.07	Miles	\$322090	\$335416	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,717	40	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-2200(20)	Miscellaneous	Road safety audits	11.44	Miles	\$275207	\$275207	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,127	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP/PHSIP-4300(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	19.62	Miles	\$251597	\$251597	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	1,149	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-5100(34)	Miscellaneous	Road safety audits	2.886	Miles	\$331432	\$368259	HSIP (23 U.S.C. 148)	Rural	Minor Collector	853	20	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP/PHSIP-6800(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.207	Miles	\$248160	\$248160	Penalty Funds (23 U.S.C. 154)	Rural	Minor Collector	1,006	55	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-8100(15)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	20.04	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	560	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-269(34)	Roadway	Pavement surface - other	6.52	Miles	\$5402	\$5402	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	2,647	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-1(415)	Roadway	Pavement surface - other	6.18	Miles	\$75642	\$75642	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,631	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-50(73)	Roadway	Pavement surface - other	6	Miles	\$25654	\$25654	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,982	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-6(139)	Roadway	Pavement surface - other	5.68	Miles	\$71252	\$79168	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,002	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-7(42)	Roadway	Pavement surface - other	6.85	Miles	\$25525	\$25525	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,300	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-24(80)	Roadway	Pavement surface - other	1.93	Miles	\$57364	\$57364	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,427	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-374(19)	Roadway	Pavement surface - other	6.43	Miles	\$23811	\$23811	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	44,590	55	State Highway Agency	Spot	Resurfacing	Infrastructure

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NH/HSIP-76(115)	Roadway	Pavement surface - other	7.41	Miles	\$21307	\$23675	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,306	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-266(34)	Roadway	Pavement surface - other	3.02	Miles	\$10367	\$10367	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,532	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-252(16)	Roadway	Pavement surface - other	5.56	Miles	\$23823	\$23823	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,560	40	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-13(86)	Roadway	Pavement surface - other	4.29	Miles	\$18914	\$21016	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,512	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-50(76)	Roadway	Pavement surface - other	5.64	Miles	\$2194	\$2194	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	5,140	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-129(16)	Roadway	Pavement surface - other	7.07	Miles	\$731	\$731	HSIP (23 U.S.C. 148)	Rural	Major Collector	298	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP-NH/HSIP-6(148)	Roadway	Roadway - other	4.91	Miles	\$7591	\$7591	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,694	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-7(46)	Roadway	Pavement surface - other	11.64	Miles	\$23955	\$23955	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	9,442	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-24(84)	Roadway	Pavement surface - other	5.79	Miles	\$2222	\$2222	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,092	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-76(117)	Roadway	Pavement surface - other	4.09	Miles	\$41108	\$41108	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,515	65	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-6(149)	Roadway	Pavement surface - other	4.96	Miles	\$4155	\$4155	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	20,749	65	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-I-840(16)	Interchange design	Interchange improvements	0.79	Miles	\$1508339	\$1675934	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	48,128	70	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-99(69)	Intersection traffic control	Modify traffic signal – modernization/replacement	0.04	Miles	\$158585	\$160585	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,551	55	State Highway Agency	Spot	Intersections	Infrastructure

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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-13(87)	Roadway	Pavement surface - other	2.29	Miles	\$47105	\$52339	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,228	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-48(63)	Roadway	Pavement surface - other	0.59	Miles	\$85806	\$95340	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,515	30	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-48(64)	Roadway	Pavement surface - other	0.59	Miles	\$122317	\$135908	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,569	30	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-46(39)	Roadway	Pavement surface - other	0.48	Miles	\$23990	\$26655	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,903	35	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-100(91)	Roadway	Pavement surface - other	6.39	Miles	\$11479	\$11479	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,838	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-149(15)	Intersection geometry	Add/modify auxiliary lanes	0.419	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,564	55	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-251(18)	Intersection traffic control	Modify traffic signal timing – signal coordination	0.2900000000000001	Miles	\$51000	\$51000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	27,180	40	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-13(88)	Roadway delineation	Roadway delineation - other	3.22	Miles	\$271309	\$271309	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	863	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
NH/HSIP-1(454)	Roadway	Pavement surface - other	4.8	Miles	\$19314	\$5926	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	15,368	65	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-100(95)	Roadway	Pavement surface - other	3.85	Miles	\$290	\$323	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,773	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-96(67)	Roadway	Pavement surface - other	3.055	Miles	\$233154	\$259061	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,894	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-1(455)	Roadway	Pavement surface - other	9.36	Miles	\$1500	\$1500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,129	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-65(26)	Roadway	Pavement surface - other	8.24	Miles	\$21067	\$23408	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	4,461	40	State Highway Agency	Spot	Resurfacing	Infrastructure

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PHSIP-2006(10)	Roadway	Pavement surface - other	2.684	Miles	\$25000	\$152793	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	3,427	45	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-9900(148)	Miscellaneous	Miscellaneous - other	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)			0				Yellow DOT Program	Operational Improvements
NH/HSIP-52(98)	Roadway	Pavement surface - other	4.72	Miles	\$186312	\$19404	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,360	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP-NH/HSIP-24(91)	Roadway	Pavement surface - other	1.8	Miles	\$46634	\$46634	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,515	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-235(15)	Roadway	Pavement surface - other	6.18	Miles	\$35070	\$35070	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,244	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-110(8)	Roadway	Pavement surface - other	0.32	Miles	\$30273	\$30273	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,706	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-76(121)	Roadway	Pavement surface - other	4.72	Miles	\$25290	\$25290	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	19,181	65	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-149(17)	Roadway	Pavement surface - other	7.33	Miles	\$14780	\$14780	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,399	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-235(16)	Roadway	Pavement surface - other	4.46	Miles	\$18060	\$18060	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,117	45	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-11(116)	Roadway	Pavement surface - other	2.24	Miles	\$23132	\$274	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	5,108	50	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-1(474)	Roadway	Pavement surface - other	4.86	Miles	\$80892	\$80892	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	16,592	65	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-96(71)	Roadway	Pavement surface - other	0.00999999999999801	Miles	\$44489	\$44489	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	10,332	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP-NH/HSIP-6(157)	Roadway	Pavement surface - other	2.83	Miles	\$393447	\$437164	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,143	45	State Highway Agency	Spot	Resurfacing	Infrastructure

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STP-NH/HSIP-11(118)	Roadway	Pavement surface - other	7.41	Miles	\$23100	\$23100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,559	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-46(42)	Roadway	Pavement surface - other	7.32	Miles	\$28818	\$28818	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,788	50	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-6(151)	Intersection traffic control	Intersection traffic control - other	4.157	Miles	\$45900	\$51000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,505	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-10(86)	Intersection traffic control	Systemic improvements – signal-controlled	0.199999999999999	Miles	\$36900	\$41000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,477	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-I-24-2(187)	Roadside	Barrier – cable	0.209999999999997	Miles	\$257562	\$286180	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	45,739	70	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-I-098-3(34)	Roadside	Barrier – cable	0.4	Miles	\$2543829	\$2826479	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	33,414	70	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-REG3(214)	Interchange design	Interchange improvements	0	Miles	\$385388	\$428210	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-REG3(215)	Interchange design	Interchange improvements	0	Miles	\$236086	\$262319	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-REG3(216)	Interchange design	Interchange improvements	0	Miles	\$368235	\$409151	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-11(120)	Roadway	Pavement surface - other	7.08	Miles	\$152952	\$152952	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,347	55	State Highway Agency	Spot	Resurfacing	Infrastructure
PHSIP-11(117)	Intersection traffic control	Modify traffic signal –other	0.17	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	13,559	55	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-155(35)	Roadway	Pavement surface - other	1.58	Miles	\$20122	\$20122	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	54,199	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-I-40-5(158)	Interchange design	Interchange improvements	0.610000000000001	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	85,822	70	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-11(121)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.709	Miles	\$270000	\$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,016	40	State Highway Agency	Spot	Bicyclists	Vulnerable Road User

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HSIP-REG3(218)	Interchange design	Interchange improvements	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-REG3(219)	Interchange design	Interchange improvements	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)			0			Spot	Pedestrians	Vulnerable Road User
HSIP-45(37)	Pedestrians and bicyclists	Pedestrian signal - other	0.389999999999997	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,480	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-3252(11)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0.4	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	25,110	40	City or Municipal Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-10(93)	Interchange design	Interchange improvements	0.630000000000001	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,338	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-257(13)	Roadway	Pavement surface - other	1.738	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	1,747	35	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-9900(157)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)			0			Spot	Bicyclists	Vulnerable Road User
HSIP/PHSIP-3(133)	Intersection geometry	Intersection geometry - other	0.0099999999999979	Miles	\$3099100	\$3099100	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other Freeways & Expressways	10,644	65	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-2810(10)	Alignment	Horizontal and vertical alignment	0.01	Miles	\$3675505	\$3952850	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,523	40	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP/PHSIP-57(61)	Intersection geometry	Intersection geometry - other	0.0100000000000007	Miles	\$362135	\$875135	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	38,809	40	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-2863(10)	Intersection traffic control	Intersection traffic control - other	0	Miles	\$65468	\$72742	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,010	40	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP/PHSIP-78(21)	Alignment	Alignment - other	0.04	Miles	\$887740	\$887740	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	0			Spot	Roadway Departure	Infrastructure
PHSIP-3(131)	Intersection geometry	Intersection geometry - other	0.0099999999999979	Miles	\$2707895	\$2707895	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,044	55	State Highway Agency	Spot	Intersections	Infrastructure

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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-57(88)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$381762	\$424180	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,638	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-140(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$6323	\$6323	HSIP (23 U.S.C. 148)	Rural	Major Collector	619	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-78(28)	Roadway	Roadway - other	0	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,437	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-1(450)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.27	Miles	\$57800	\$57800	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,983	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-22(98)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.58	Miles	\$160750	\$160750	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,796	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-77(47)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.981	Miles	\$94190	\$94190	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,128	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-88(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.06	Miles	\$56017	\$56017	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,567	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-76(120)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.06	Miles	\$28872	\$28872	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,438	45	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-4(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.00999999999999979	Miles	\$566213	\$629126	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,637	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-2803(10)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	2.02	Miles	\$316350	\$351500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,628	40	City or Municipal Highway Agency	Spot	Pedestrians	Infrastructure
STP/HSIP-3(155)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.1400000000000001	Miles	\$26340	\$26340	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,685	40	City or Municipal Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-69(102)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$4685	\$4685	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,090	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-224(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.64	Miles	\$24833	\$24833	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,017	50	State Highway Agency	Spot	Resurfacing	Infrastructure

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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-54(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.69	Miles	\$55151	\$55151	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,564	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-125(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.0099999999999979	Miles	\$291150	\$323500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,936	50	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-15(221)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$214179	\$10179	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,342	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-431(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.97	Miles	\$5330	\$5922	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,661	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-69(110)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.33	Miles	\$273222	\$303580	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,852	40	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-125(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.0099999999999979	Miles	\$159300	\$177000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,242	50	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-125(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	11.23	Miles	\$534560	\$534560	HSIP (23 U.S.C. 148)	Rural	Major Collector	585	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-206(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.2	Miles	\$15697	\$13699	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,460	30	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-57(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.1	Miles	\$11087	\$9172	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,120	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-300(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.4	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-900(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.2	Miles	\$194321	\$194321	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-1200(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$146583	\$146583	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-1700(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$326000	\$326000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure

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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-2000(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.04	Miles	\$171793	\$171793	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-2300(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$217904	\$217904	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-2400(37)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.984	Miles	\$4500	\$5000		Rural	Major Collector	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-2700(62)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$302380	\$302380	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-3500(47)	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	Infrastructure
HSIP-3600(40)	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	Infrastructure
HSIP-3800(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.82	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-3900(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-4800(16)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.716	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-4900(70)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$220873	\$220873	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-5500(59)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$236280	\$236280	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-8400(85)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$238431	\$264922	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-9200(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$202230	\$202230	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	County Highway Agency	Spot	Lane Departure	Infrastructure

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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-57(80)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	12	Miles	\$231660	\$257400	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-77(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$46804	\$52004	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,960	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-59(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.79	Miles	\$196770	\$196770	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,639	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-43(47)	Intersection traffic control	Modify control – new traffic signal	0.0400000000000009	Miles	\$339696	\$377440	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,944	30	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-1(426)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.25	Miles	\$234000	\$260000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,402	45	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-87(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.3	Miles	\$423	\$423	HSIP (23 U.S.C. 148)	Rural	Major Collector	267	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-175(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.77	Miles	\$623700	\$693000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,632	45	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-3(160)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.95	Miles	\$128040	\$142267	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,871	40	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-104(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.16	Miles	\$18638	\$18638	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,606	45	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-104(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0	Miles	\$3948	\$3948	HSIP (23 U.S.C. 148)	Rural	Major Collector	334	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-193(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.5	Miles	\$6300	\$842000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,984	40	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP/PHSIP-180(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6	Miles	\$543000	\$543000	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	798	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
NH/HSIP-128(34)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.2	Miles	\$163929	\$163929	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,445	55	State Highway Agency	Spot	Resurfacing	Infrastructure

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HSIP-178(12)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.62	Miles	\$189000	\$189000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,140	45	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP/PHSIP-43(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.3	Miles	\$65000	\$65000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	6,781	65	State Highway Agency	Spot	Resurfacing	Infrastructure
PHSIP-206(13)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.11	Miles	\$1086990	\$1086990	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	3,861	50	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-54(53)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.74	Miles	\$28271	\$28271	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,526	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-I-40-1(365)	Roadway delineation	Roadway delineation - other	5.6	Miles	\$430113	\$477904	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	42,570	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-3(162)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2.56	Miles	\$34200	\$38000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,622	65	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-3(163)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.8	Miles	\$4500	\$537000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,840	65	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-1(459)	Intersection geometry	Intersection realignment	0.0800000000000001	Miles	\$25200	\$28000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,571	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1(460)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.62	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,456	55	State Highway Agency	Spot	Lane Departure	Infrastructure
STP/HSIP-69(106)	Roadway signs and traffic control	Roadway signs and traffic control - other	7.42	Miles	\$266107	\$266107	HSIP (23 U.S.C. 148)	Rural	Major Collector	490	55	State Highway Agency	Spot	Resurfacing	Infrastructure
STP/HSIP-22(99)	Roadway signs and traffic control	Roadway signs and traffic control - other	5.88	Miles	\$229780	\$229780	HSIP (23 U.S.C. 148)	Rural	Major Collector	63	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-57(89)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.62	Miles	\$427059	\$474510	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,114	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-177(40)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.99	Miles	\$571662	\$635180	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	57,563	45	State Highway Agency	Spot	Resurfacing	Infrastructure

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HSIP-5732(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.69	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,978	45	City Municipal Highway Agency or	Spot	Lane Departure	Infrastructure
HSIP-431(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.21	Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,770	35	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-431(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.47	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,597	35	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-20(81)	Intersection geometry	Intersection geometry - other	0.100000000000001	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,970	65	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-87(12)	Roadway signs and traffic control	Roadway signs and traffic control - other	9	Miles	\$382180	\$382180	HSIP (23 U.S.C. 148)	Rural	Major Collector	339	55	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-3(170)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.2	Miles	\$49400	\$49400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,795	55	State Highway Agency	Spot	Resurfacing	Infrastructure
NH/HSIP-20(83)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.5	Miles	\$92610	\$92610	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,203	40	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-445(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.99	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	658	55	State Highway Agency	Spot	Lane Departure	Infrastructure
HSIP-15(224)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0.492999999999999	Miles	\$25380	\$28200	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	5,449	30	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
NH/HSIP-20(85)	Roadway signs and traffic control	Roadway signs and traffic control - other	8.23	Miles	\$50320	\$50320	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,395	65	State Highway Agency	Spot	Resurfacing	Infrastructure
HSIP-I-REG4(219)	Miscellaneous	Miscellaneous - other	0.927	Miles	\$3551040	\$3945600	HSIP (23 U.S.C. 148)	Multiple/Varies	N/A	0	0	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-REG4(217)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0	Miles	\$615400	\$683777	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG4(218)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0	Miles	\$555858	\$617620	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	N/A	N/A	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User

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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-124(10)	Roadway signs and traffic control	Roadway signs and traffic control - other	5.66	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,379	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-152(24)	Intersection geometry	Intersection realignment	1.71	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,291	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-69(111)	Intersection geometry	Intersection realignment	0.2000000000000003	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,038	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-REG4(220)	Pedestrians and bicyclists	Pedestrian warning signs	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG4(221)	Pedestrians and bicyclists	Pedestrian warning signs	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-REG4(222)	Pedestrians and bicyclists	Pedestrian warning signs	0	Miles	\$90000	\$100000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0	0	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-9409(237)	Pedestrians and bicyclists	Pedestrian signal - other	0.15	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	9,531	35	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-4(15)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0.4	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	28,497	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-4(16)	Pedestrians and bicyclists	Pedestrian warning signs	0.3699999999999999	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	28,497	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
HSIP-57(90)	Pedestrians and bicyclists	Pedestrians and bicyclists - other	0.44	Miles	\$54000	\$60000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	33,170	40	State Highway Agency	Spot	Pedestrians	Vulnerable Road User
PHSIP-76(122)	Intersection geometry	Intersection geometry - other	0.01999999999999996	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	14,861	45	State Highway Agency	Spot	Intersections	Infrastructure

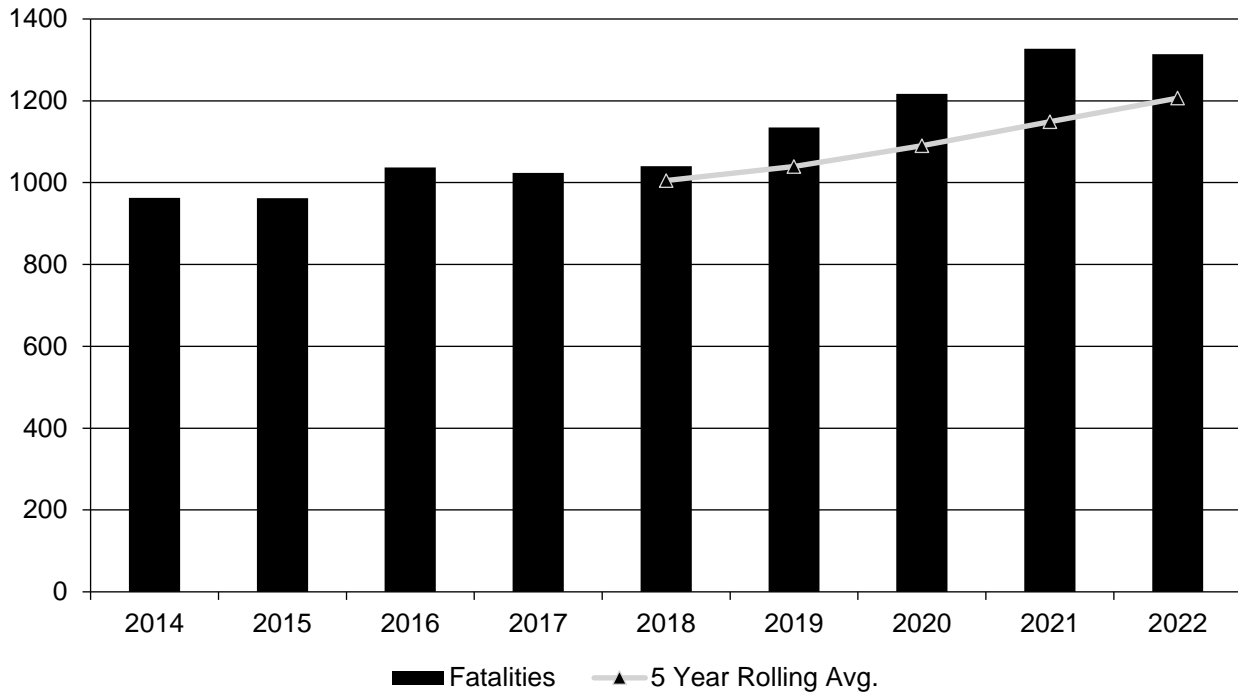
Safety Performance

General Highway Safety Trends

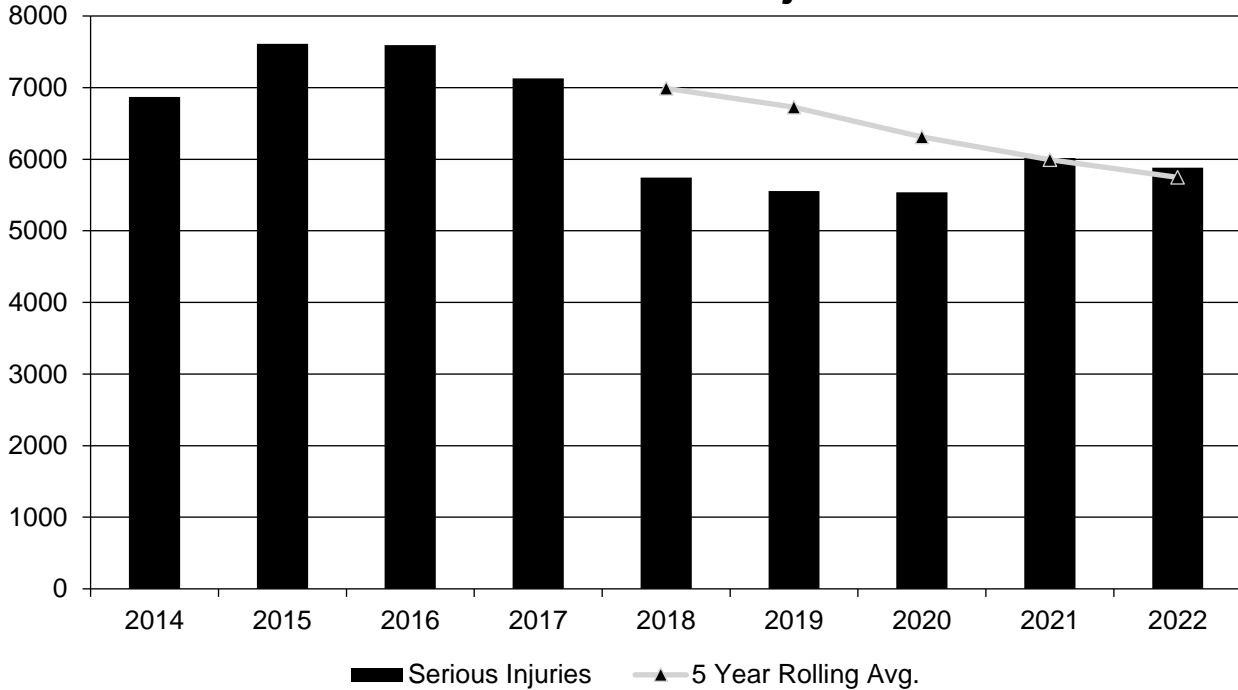
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	963	962	1,037	1,024	1,040	1,135	1,217	1,327	1,314
Serious Injuries	6,868	7,613	7,595	7,129	5,742	5,555	5,537	6,015	5,882
Fatality rate (per HMVMT)	1.330	1.250	1.350	1.240	1.280	1.370	1.594	1.600	1.580
Serious injury rate (per HMVMT)	9.470	10.110	9.878	8.911	6.960	6.701	7.248	7.260	7.070
Number non-motorized fatalities	94	118	110	132	147	157	189	192	225
Number of non-serious motorized injuries	346	385	388	417	362	345	368	423	466

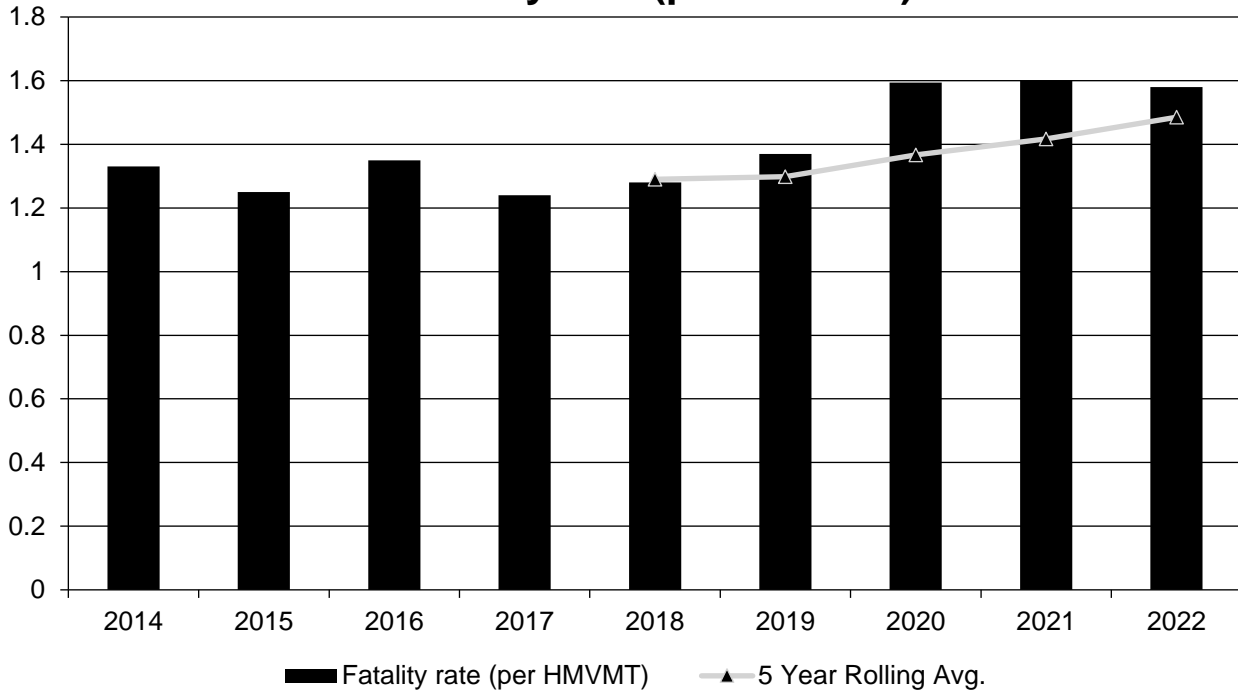
Annual Fatalities



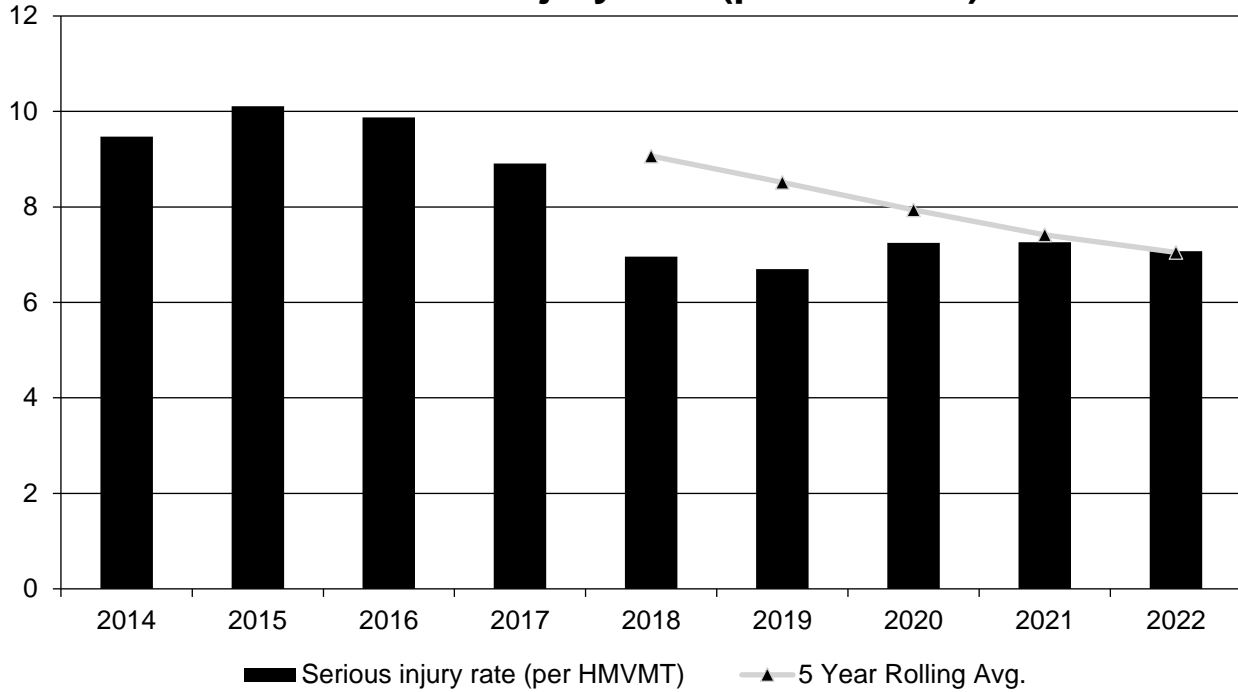
Annual Serious Injuries



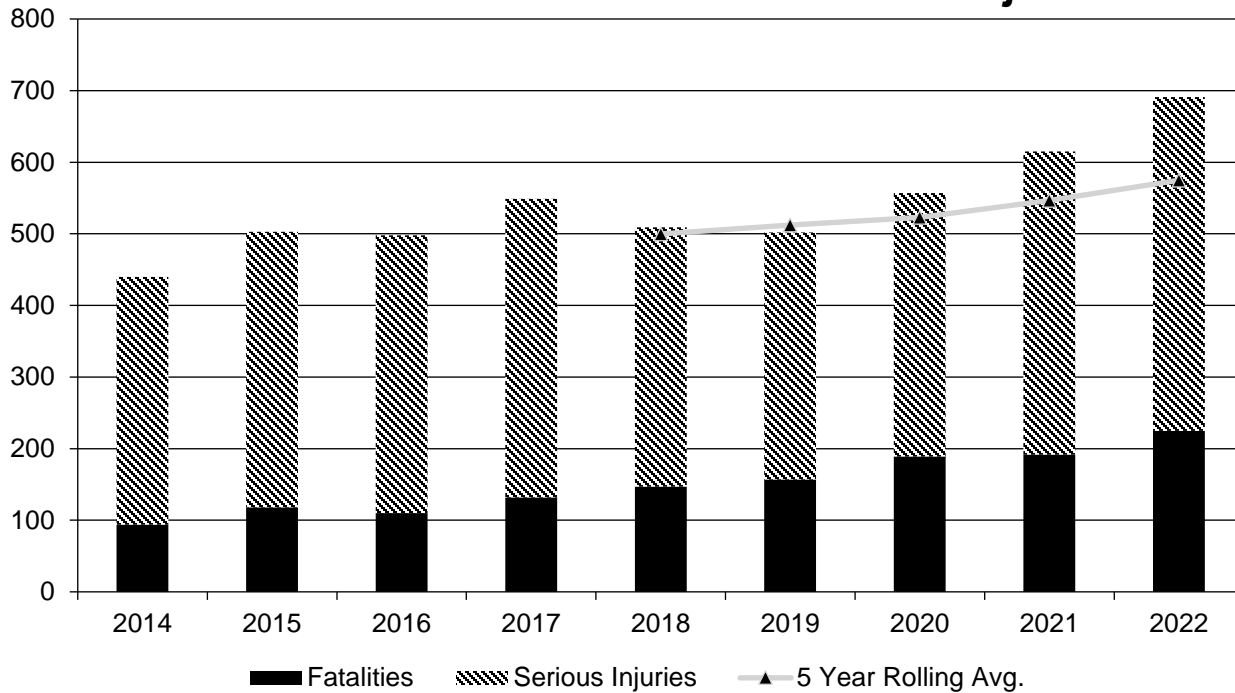
Fatality rate (per HMVMT)



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 2022

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	64.4	256.8		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.8	4.2		
Rural Principal Arterial (RPA) - Other	88	324.4		
Rural Minor Arterial	104	429.8		
Rural Minor Collector	89.8	409		
Rural Major Collector	84.6	431.2		

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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	73.2	462.6		
Urban Principal Arterial (UPA) - Interstate	128.8	379.4		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	16	59.4		
Urban Principal Arterial (UPA) - Other	261.6	1,244.8		
Urban Minor Arterial	113.8	543.4		
Urban Minor Collector	78.6	384		
Urban Major Collector	54.2	363.2		
Urban Local Road or Street	68.8	456.2		

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Year 2022

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	783.8	3,663		
County Highway Agency	197.4	1,112		
Town or Township Highway Agency				
City or Municipal Highway Agency	225	1,246.6		
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 2022 increased marking the 7th consecutive year of 1,000 or more fatalities.
- Non-motorized fatalities and serious injuries are increasing 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.
- 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.

2023 Tennessee Highway Safety Improvement Program

- AASHTOWare Safety software implementation started in December 2022 and is now complete with 300 plus users. Transportation professionals from TDOT, TN Dept. of Safety, MPO's, RPO's, local government, consultants, and academia are being trained and utilizing the software. The AASHTOWare Safety software provides data-driven safety analysis consistent with the Highway Safety Manual (HSM).

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:1346.2

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

Target Setting Context

Final Rule National Performance Management Measures: Highway Safety Improvement Program (23 CFR Part 490) established that State Departments of Transportation targets shall be identical to the targets established by the State Highway Safety Office for common performance measures reported in the state's Highway Safety Plan (HSP), subject to the requirements of 23 U.S.C. 402(k)(4) and National Highway Traffic Safety Administration's (NHTSA's) regulations in 23 CFR part 13001. The three common performance measures are: Number of Fatalities, Fatality Rate per Vehicle Miles Traveled (VMT), and Number of Serious injuries. The Infrastructure Investment and Jobs Act (IIJA) updated funding requirements for the Highway Safety Programs by requiring the 3 common performance measure targets to demonstrate constant or improving performance. To ease the transition to this new target setting requirement, Federal Highway Administration (FHWA) amended 23 CFR 490 through development of a new rule (Uniform Procedures for State Highway Safety Grant Programs) to waive the requirement for Fiscal Year 2024.

- The population percent change from 2020 to 2022 was 2.0% according to the U.S. Census Bureau.
- The projected percent change from 2022 to 2024 is 1.5% according to the Tennessee Department of Health.
- Fatalities have been increasing in Tennessee since the 2014-2018 performance cycle. The percent change between the 2014-2018 performance cycle and the 2017-2021 performance cycle for fatalities is 20.0%.

Target Selection

Analysis of historical trends and influencing factors suggests that TDOT will not meet or improve from past performance; therefore, the Tennessee Highway State Office (THSO) target was not supported. The target was determined by averaging the performance of each year in the target performance cycle. TDOT forecasted the number of fatalities in 2023 and 2024 by calculating the percent change in the Number of Fatalities year over year from 2019-2022 and then averaging the percent changes for a projected increase of 6.1%. The target was approved by TDOT leadership.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways.

References

2023 Tennessee Highway Safety Improvement Program

1. Federal Highway Administration, Department of Transportation. "National Performance Management Measures: Highway Safety Improvement Program." Federal Register 81, 13881 (April 14, 2016): Pages 13881-13916. <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>.
2. Congress.gov. "Text - H.R.3684 - 117th Congress (2021-2022): Infrastructure Investment and Jobs Act." November 15, 2021. <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.
3. National Highway Traffic Safety Administration, Department of Transportation. "Uniform Procedures for State Highway Safety Grant Programs." Federal Register 88, 7780 (February 6, 2023): Pages 7780-7832 <https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs>.
4. Census.gov. "QuickFacts Tennessee." July 1, 2022. <https://www.census.gov/quickfacts/fact/table/TN/POP010220#POP010220>.
5. Tn.gov. "General Health Data: Population." Accessed. August 15, 2023. <https://www.tn.gov/health/health-program-areas/statistics/health-data/population.html>

Number of Serious Injuries:5995.5

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

Target Setting Context

Final Rule National Performance Management Measures: Highway Safety Improvement Program (23 CFR Part 490) established that State Departments of Transportation targets shall be identical to the targets established by the State Highway Safety Office for common performance measures reported in the state's Highway Safety Plan (HSP), subject to the requirements of 23 U.S.C. 402(k)(4) and National Highway Traffic Safety Administration's (NHTSA's) regulations in 23 CFR part 13001. The three common performance measures are: Number of Fatalities, Fatality Rate per Vehicle Miles Traveled (VMT), and Number of Serious injuries. The Infrastructure Investment and Jobs Act (IIJA) updated funding requirements for the Highway Safety Programs by requiring the 3 common performance measure targets to demonstrate constant or improving performance. To ease the transition to this new target setting requirement, Federal Highway Administration (FHWA) amended 23 CFR 490 through development of a new rule (Uniform Procedures for State Highway Safety Grant Programs) to waive the requirement for Fiscal Year 2024. In compliance with FHWA's Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised crash reports 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" element¹. The change from this rule impacted the number of serious injuries as seen by the percent change of -19.4% in serious injuries from 2017 to 2018. A 3-year decline in serious injuries (2018-2020) ended in 2021 with an 8.65% change from 2020. As of April 2023, the number of serious injuries is higher than it was in April 2021. Based on historical analysis, the baseline performance cycle (2018-2022) is anticipated to be low in comparison to the actual performance for the 2020-2024 performance cycle due to the baseline moving average primarily being composed of consecutively declining years, while the target performance cycle will have a moving average mixed with years of high numbers and low numbers.

Tennessee Department of Transportation (TDOT) has a history of setting Targets with a realistic perspective and projections based on past data trends. Influencing factors that TDOT considered for this performance cycle include:

- The population percent change from 2020 to 2022 was 2.0% according to the U.S. Census Bureau.
- The projected percent change from 2022 to 2024 is 1.5% according to the Tennessee Department of Health.
- The baseline performance cycle (2018-2022) is the first performance cycle when each year had the new language based on the MMUCC 4th ed.

Target Selection

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Analysis of historical trends and influencing factors suggests that TDOT will meet or improve from past performance; therefore, the Tennessee Highway State Office (THSO) target of 5995.5 number of serious injuries for the 2020-2024 performance cycle was supported by TDOT leadership.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce serious injuries from traffic incidents on Tennessee roadways.

References

1. Federal Highway Administration, Department of Transportation. "National Performance Management Measures: Highway Safety Improvement Program." Federal Register 81, 13881 (April 14, 2016): Pages 13881-13916. <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>.
2. Congress.gov. "Text - H.R.3684 - 117th Congress (2021-2022): Infrastructure Investment and Jobs Act." November 15, 2021. <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.
3. National Highway Traffic Safety Administration, Department of Transportation. "Uniform Procedures for State Highway Safety Grant Programs." Federal Register 88, 7780 (February 6, 2023): Pages 7780-7832 <https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs>.
4. Census.gov. "QuickFacts Tennessee." July 1, 2022. <https://www.census.gov/quickfacts/fact/table/TN/POP010220#POP010220>.

Fatality Rate:1.642

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

Target Setting Context

Final Rule National Performance Management Measures: Highway Safety Improvement Program (23 CFR Part 490) established that State Departments of Transportation targets shall be identical to the targets established by the State Highway Safety Office for common performance measures reported in the state's Highway Safety Plan (HSP), subject to the requirements of 23 U.S.C. 402(k)(4) and National Highway Traffic Safety Administration's (NHTSA's) regulations in 23 CFR part 13001. The three common performance measures are: Number of Fatalities, Fatality Rate per Vehicle Miles Traveled (VMT), and Number of Serious injuries. The Infrastructure Investment and Jobs Act (IIJA) updated funding requirements for the Highway Safety Programs by requiring the 3 common performance measure targets to demonstrate constant or improving performance. To ease the transition to this new target setting requirement, Federal Highway Administration (FHWA) amended 23 CFR 490 through development of a new rule (Uniform Procedures for State Highway Safety Grant Programs) to waive the requirement for Fiscal Year 2024. Tennessee Department of Transportation (TDOT) has a history of setting Targets with a realistic perspective and projections based on past data trends. Influencing factors that TDOT considered for this performance cycle include:

- The population percent change from 2020 to 2022 was 2.0% according to the U.S. Census Bureau.
- The projected percent change from 2022 to 2024 is 1.5% according to the Tennessee Department of Health.
- TDOT's Research Office projects a 0.42% growth in VMT in 2023 and 2024.
- Fatalities have been increasing in Tennessee since the 2014-2018 performance cycle. The percent change between the 2014-2018 performance cycle and the 2017-2021 performance cycle for fatalities is 20.0%.

2023 Tennessee Highway Safety Improvement Program

Target Selection

Analysis of historical trends and influencing factors suggests that TDOT will not meet or improve from past performance; therefore, the Tennessee Highway State Office (THSO) target was not supported. The target was determined by calculating and averaging the fatality rate per 100 million VMT each year during the 5-year performance cycle. For the years 2023 and 2024, a projected 0.42% increase in VMT and the same projected numbers used to calculate the Number of Fatalities target for the 2020-2024 performance cycle were used to calculate the individual rates for those years. The target was approved by TDOT leadership.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways.

References

1. Federal Highway Administration, Department of Transportation. "National Performance Management Measures: Highway Safety Improvement Program." Federal Register 81, 13881 (April 14, 2016): Pages 13881-13916. <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>.
2. Congress.gov. "Text - H.R.3684 - 117th Congress (2021-2022): Infrastructure Investment and Jobs Act." November 15, 2021. <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.
3. National Highway Traffic Safety Administration, Department of Transportation. "Uniform Procedures for State Highway Safety Grant Programs." Federal Register 88, 7780 (February 6, 2023): Pages 7780-7832 <https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs>.
4. Census.gov. "QuickFacts Tennessee." July 1, 2022. <https://www.census.gov/quickfacts/fact/table/TN/POP010220#POP010220>.
5. Tn.gov. "General Health Data: Population." Accessed. August 15, 2023. <https://www.tn.gov/health/health-program-areas/statistics/health-data/population.html>

Serious Injury Rate:7.315

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

Target Setting Context

In compliance with Federal Highway Administration's (FHWA's) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised crash reports 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" element¹. The change from this rule impacted the number of serious injuries as seen by the percent change of -19.4% in serious injuries from 2017 to 2018. The baseline performance cycle (2018-2022) contains data from years that were impacted by this change and the target performance cycle (2020-2024) no longer contains that data. As a result, the baseline is anticipated to be low in comparison to the actual performance for the 2020-2024 performance cycle. Tennessee Department of Transportation (TDOT) has a history of setting Targets with a realistic perspective and projections based on past data trends. Influencing factors that TDOT considered for this performance cycle include:

- The population percent change from 2020 to 2022 was 2.0% according to the U.S. Census Bureau².
- The projected percent change from 2022 to 2024 is 1.5% according to the Tennessee Department of Health³.
- TDOT's Research Office projects a 0.42% growth in Vehicle Miles Traveled (VMT) in 2023 and 2024.
- Before the change to the MMUCC 4th ed., serious injuries in Tennessee were on a slow rise from 2007 to

2023 Tennessee Highway Safety Improvement Program

2016.

- The baseline performance cycle (2018-2022) is the first performance cycle when each year had the new language based on the MMUCC 4th ed.

Target Selection

The target was determined by calculating and averaging the serious injuries rate per 100 million VMT each year during the 5-year performance cycle. For the years 2023 and 2024, a projected 0.42% increase in VMT and the projected numbers used to calculate the Number of Serious Injuries target for the 2020-2024 performance cycle were used to calculate the individual rates for those years. The target was approved by TDOT leadership.

References

1. Federal Highway Administration, Department of Transportation. "National Performance Management Measures: Highway Safety Improvement Program." Federal Register 81, 13881 (April 14, 2016): Pages 13881-13916. <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>
2. Census.gov. "QuickFacts Tennessee." July 1, 2022. <https://www.census.gov/quickfacts/fact/table/TN/POP010220#POP010220>.
3. TN.gov. "General Health Data: Population." Accessed. August 15, 2023. <https://www.tn.gov/health/health-program-areas/statistics/health-data/population.html>

Total Number of Non-Motorized Fatalities and Serious Injuries:704.2

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

Target Setting Context

In compliance with Federal Highway Administration's (FHWA's) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised crash reports 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" element¹. This change may have impacted the number of non-motorist serious injuries with a greater decrease in numbers than anticipated, like the decrease seen in the Number of Serious Injuries performance measure. The baseline performance cycle (2018-2022) contains data from years that were impacted by this change and the target performance cycle (2020-2024) no longer contains that data. As a result, the baseline is anticipated to be low in comparison to the actual performance for the 2020-2024 performance cycle.

Tennessee Department of Transportation (TDOT) has a history of setting Targets with a realistic perspective and projections based on past data trends. Influencing factors that TDOT considered for this performance cycle include:

- The population percent change from 2020 to 2022 was 2.0% according to U.S. Census Bureau.
- The projected percent change from 2022 to 2024 is 1.5% according to the Tennessee Department of Health.

Target Selection

The target was determined by averaging the performance of each year in the target performance cycle. TDOT forecasted the number of non-motorist fatalities and serious injuries in 2023 and 2024 by calculating the percent change in number of non-motorist injuries and Fatalities year over year from 2020-2022 and then

2023 Tennessee Highway Safety Improvement Program

averaging the percent changes for a projected increase of 11.6%. The target was approved by TDOT leadership.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce non-motorist serious injuries and fatalities from traffic incidents on Tennessee roadways.

References

1. Federal Highway Administration, Department of Transportation. "National Performance Management Measures: Highway Safety Improvement Program." Federal Register 81, 13881 (April 14, 2016): Pages 13881-13916. <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>
2. Census.gov. "QuickFacts Tennessee." July 1, 2022. <https://www.census.gov/quickfacts/fact/table/TN/POP010220#POP010220>.
3. TN.gov. "General Health Data: Population." Accessed. August 15, 2023. <https://www.tn.gov/health/health-program-areas/statistics/health-data/population.html>

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	1201.4	1206.6
Number of Serious Injuries	5588.6	5746.2
Fatality Rate	1.476	1.485
Serious Injury Rate	6.869	7.048

2023 Tennessee Highway Safety Improvement Program

Non-Motorized Fatalities and Serious Injuries	534.8	574.8
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Tennessee missed all of the targets. All of the targets were very close to the actual except for the Non-motorists target which was 7% below actual. Tennessee Department of Transportation (TDOT) has a history of setting Targets with a realistic perspective and projections based on past data trends. Tennessee is experiencing phenomenal growth mostly in urban areas and as a result continues to see a rise in non-motorized fatalities and serious injuries to the extent we underestimated the target. TDOT has prepared an HSIP Implementation Plan for FY24.

	2021 Targets	Actuals	Percent Difference (+ or -)
Number of Fatalities	1201.4	1206.6	-0.43%
Number of Serious Injuries	5588.6	5746.2	-2.74%
Fatality Rate	1.476	1.485	-0.61%
Serious Injury Rate	6.869	7.048	-2.54%
Non-Motorized Fatalities and Serious Injuries	534.5	574.8	-7.01%

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

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

Yes

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

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	172	176	157	187	159	184	222
Number of Older Driver and Pedestrian Serious Injuries	414	456	362	349	294	366	376

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Lives saved
- Other-Countermeasure Effectiveness

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

TDOT has just implemented AASHTOWare Safety software and will utilize the software to do comparisons of pre-project and post-project crash activity. The software produces a comparison summary report identifying either improving or worsening crash activity after a project is implemented. This is applicable to all HSIP program projects including HRRR and Vulnerable Road User programs.

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
- Organizational change
- Other-Improved data collection, transfer, access
- Other-There have been more systemic measures added to the RSA program
- Other-AASHTOWare Safety

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

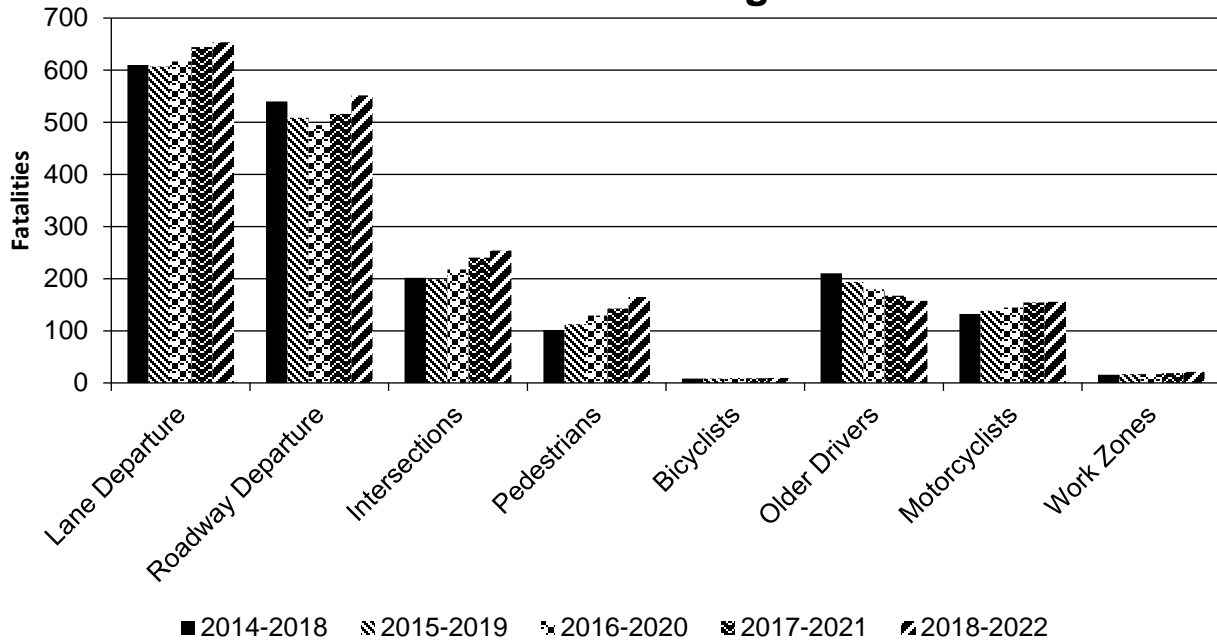
Year 2022

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	653.4		2,893.6		0.81	3.59
Roadway Departure	Cross median	551.4		2,454.6		0.68	3.03
Intersections	Intersections	254		1,566.4		0.31	1.94
Pedestrians	Vehicle/pedestrian	164.6		224.2		0.2	0.27
Bicyclists	Vehicle/bicycle	9.8		38		0.01	0.04
Older Drivers	All	157.2		607.4		0.19	0.75
Motorcyclists	All	155.8		613.8		0.19	0.76

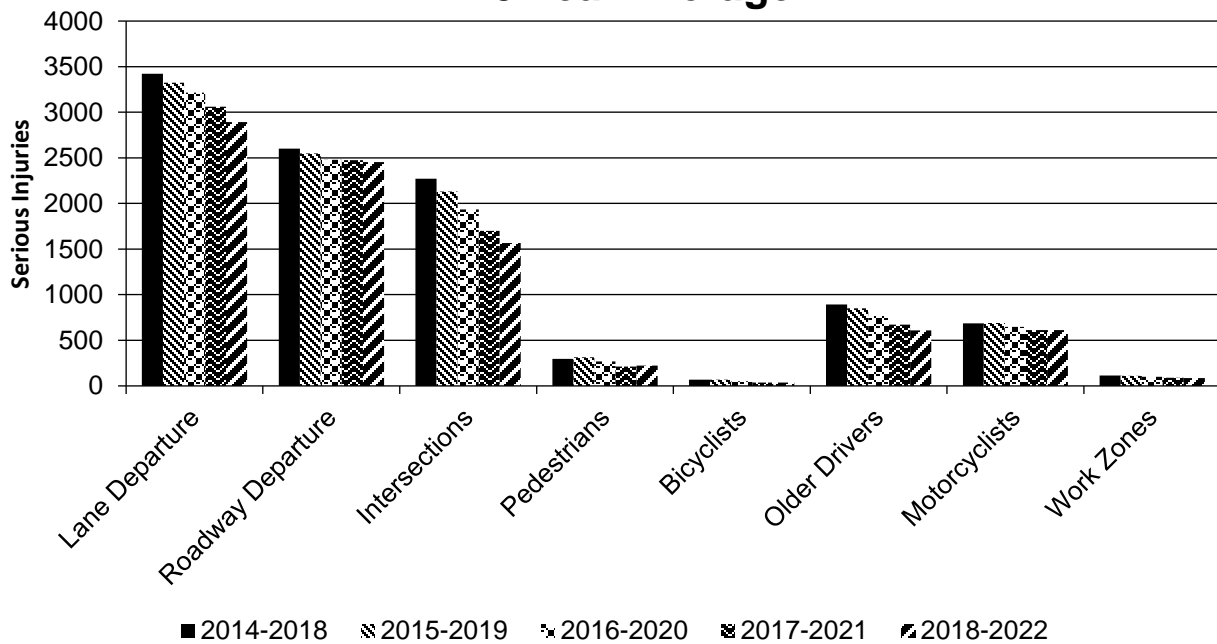
2023 Tennessee Highway Safety Improvement Program

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)
Work Zones	All	21	87.4	0.02	0.11

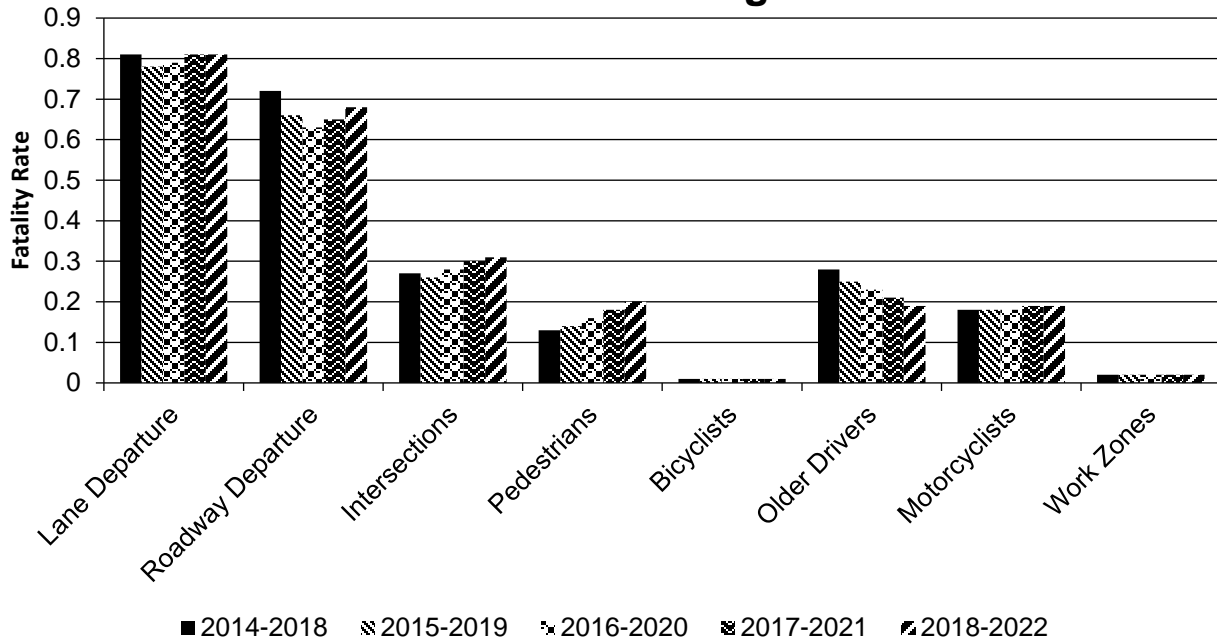
Number of Fatalities 5 Year Average



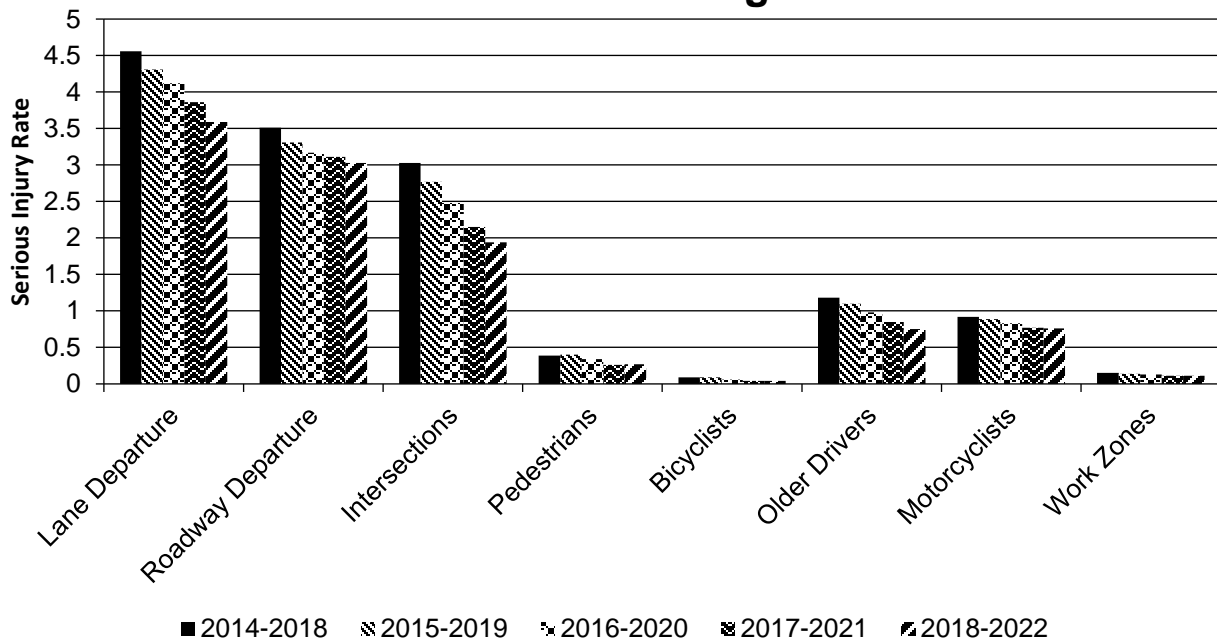
Number of Serious Injuries 5 Year Average



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	

2023 Tennessee Highway Safety Improvement Program

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				

2023 Tennessee Highway Safety Improvement Program

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. ESRI Roads and Highways is currently being implemented 08-24-2023.

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.