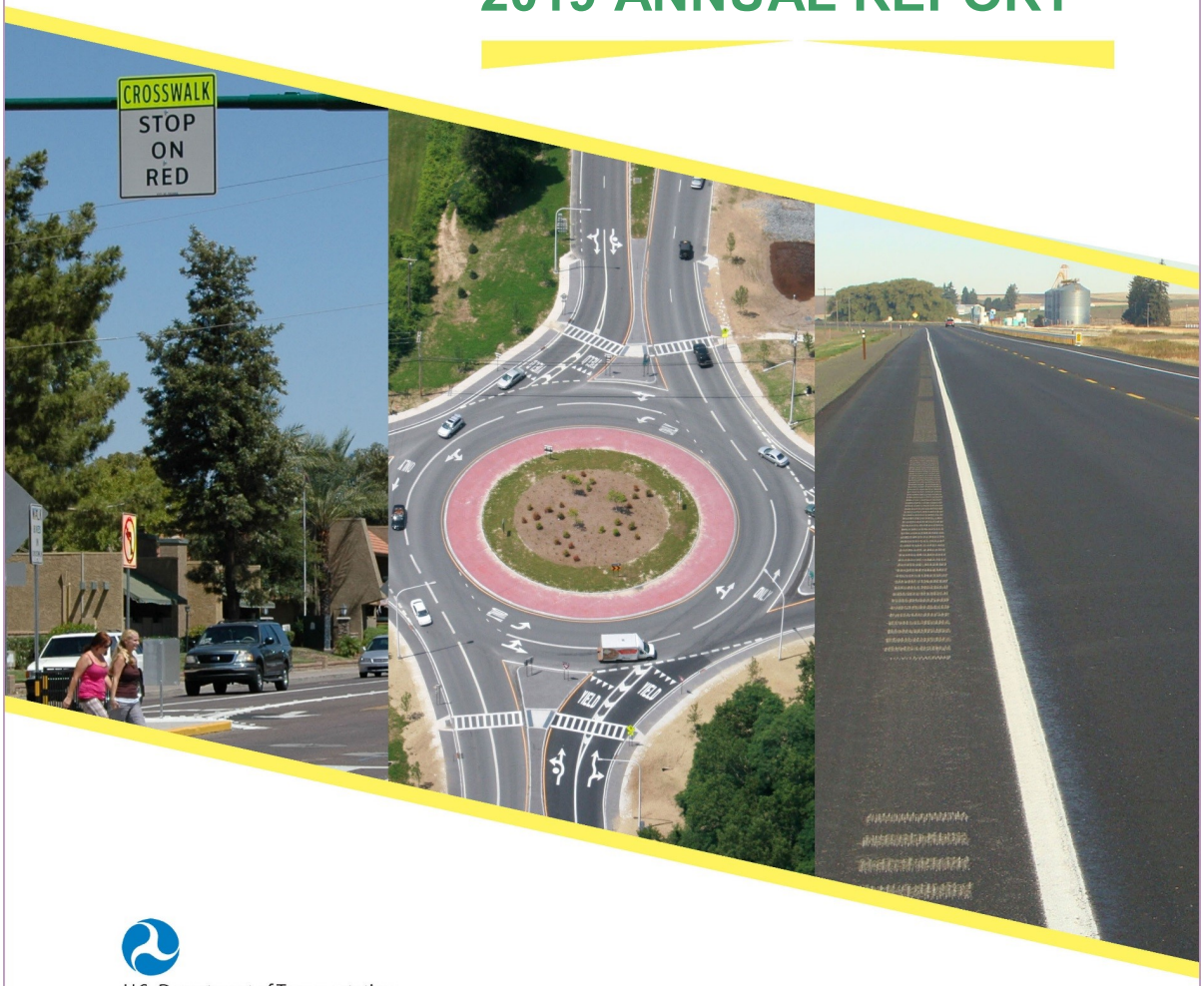
TENNESSEE

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

Executive Summary

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

· Investigation of candidate projects

· Initiation of safety projects and initiatives

· Coordination with various stakeholders and other TDOT divisions during project development

· Provision of construction contracts for letting projects of limited scope that do not require further development.

Since its inception in 2010, STID has developed safety focused projects through various programs and initiatives. These projects fall under various programs that have unique data driven qualification criteria based on a specific condition to address a specific safety concern. A brief synopsis of each program currently active within STID is provided below. A total of 107 projects have been let to construction in 2018 / 2019 with another 523 projects currently in some phase of development. A summary of the projects either let to construction from the program's inception to present day or currently under development for each program is also provided below.

TDOT STID Programs

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

STID Programs Using State, STP, or HSIP Funding	
Spot Safety Program	Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee

STID Safety Projects Under Active Programs by Region and Funding Source

Program	# Projects Let (2018)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using HSIP Funding			
Region 1	8	61	$7,661,221.43
Region 2	13	64	$7,566,989.10
Region 3	13	71	$4,566,493.82
Region 4	17	50	$4,229,983.35
1Statewide	0	1	N/A
Subtotal	51	247	$24,024,687.70
STID Programs Using State, STP, or HSIP Funding			
Region 1	16	80	$27,068,621.74
Region 2	16	77	$10,716,417.95
Region 3	15	84	$8,065,240.60
Program	# Projects Let (2018)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
Region 4 Statewide	19 0	69 7	$4,953,967.55 N/A
Subtotal	66	317	50,804,247.84
All STID Programs			
Total	117	564	$74,828,935.54

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

STID Safety Projects by Active Program and Funding Source

Program	# Projects Let (2018)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects

2019 Tennessee Highway Safety Improvement Program

STID Programs Using HSIP Funding			
Road Safety Audits (RSA)	34	125	$16,874,333.80
Roadway Departure Action Plan	1	1	$2,168,301.00
High-Friction Surface Safety Initiative	0	1	N/A
Local Road Safety Initiative	3	79	$859,897.70
Intersection Action Plan	8	15	$367,529.55
Wrong Way Safety Initiative	0	1	N/A
Ramp Queue Program	1	5	$1,595,082.01
Pedestrian Road Safety Initiative Spot Safety Program	0 4	6 16	N/A $2,159,543.64
Subtotal	51	249	$24,024,687.70
Program	# Projects Let (2018)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using State, STP, or HSIP Funding			
Spot Safety Program RSA	15 41	36 238	$23,470,594.58 $23,202,740.70
Subtotal	56	274	$46,673,335.28
All STID Programs			
Total	107	523	$70,698,022.98

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

- HSIP Resurfacing $9,544,813.22

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 > 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

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

Qualifying criteria:

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

High-Friction Surface Safety Initiative

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

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

Local Road Safety Initiative

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

Qualifying criteria:

The location cannot exist within the area represented by a MPO or an urban boundary.
The location must experience a minimum of five (5) crashes with at least one (1) of the crashes classified as a severe crash (incapacitating injury crash or fatal crash).
The location's calculated severe crash rate must equal or exceed the statewide average severe crash rate for similar facilities.

Intersection Action Plan

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

Qualifying criteria:

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

Wrong Way Safety Initiative

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

Qualifying Criteria:

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

Ramp Queue Program

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

Qualifying criteria:

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

Pedestrian Road Safety Initiative

Addresses safety concerns specific to pedestrian related severe crashes

Qualifying criteria:

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

Spot Safety Program

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

Qualifying Criteria:

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

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

Where is HSIP staff located within the State DOT?

Engineering

The HSIP program at the Tennessee Dept. of Transportation is administered by the Project Safety Office in the

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

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

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

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

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

Criteria used for LRSI:

Most current 6 years of crash data

1 Fatal or 1 Incapacitating minimum

Total Crashes > 5

Severe crash rate > statewide average severe crash rate

Crash rate > statewide average crash rate

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

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

Identify which external partners are involved with HSIP planning.

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

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

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

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

Regional Planning Organizations - 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.

Program Methodology

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

Yes
FileName:
STID Program Description 100617.pdf

Select the programs that are administered under the HSIP.

- Intersection
- Local Safety
- Pedestrian Safety

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

Program: Intersection

Date of Program Methodology:5/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes	Traffic Volume	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?

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1

2019 Tennessee Highway Safety Improvement Program
Other-Ranking 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
Fatal and serious injury crashes only	Traffic Volume Lane miles	Functional classification

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Other-Based on severity:2

Program: Pedestrian Safety

Date of Program Methodology:2/6/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Other-pedestrian crashes	Traffic Volume	

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Program: Roadway Departure

Date of Program Methodology:5/1/2010

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway	
All crashes	Traffic Volume	Functional classification Roadside features	

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 RDAP program.

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

Rank of Priority Consideration

Available funding:1
Other-Ranking based on severity:2

Program: Wrong Way Driving

Date of Program Methodology:7/21/2015

What is the justification for this program?

- 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
Other-Wrong way crashes		

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Other-Ranked based on severity.:2

Program: Other-Ramp Queue

Date of Program Methodology:11/1/2008

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes		Other-The intent of this program is to identiify locations where the queue extends onto the mainline.

What project identification methodology was used for this program?

- Level of service of safety (LOSS)

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

No

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

How are projects under this program advanced for implementation?

- Other-As projects are identified.
- Other-Projects are identified by TDOT Regional Traffic Engineers.

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

Rank of Priority Consideration

Available funding:1
Other-Ramp queue projects are initiated when it is verified by the Regional Traffic Engineer the ramp queue backs up onto the mainline on the interstate.:2

Program: Other-High-friction Surface Safety Initiative

Date of Program Methodology:5/14/2013

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Other-Number of Crashes:2

What percentage of HSIP funds address systemic improvements?

30

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

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

What process is used to identify potential countermeasures?

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

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

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

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

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

The goals set forth in the plan are:

Goal 1: Develop improved analyses in a formal safety management process.
Goal 2: Support, expand, and formalize TDOT’s data governance over safety data.
Goal 3: Develop data driven safety analyses supporting Roadway Design Division activities and design-related STID analysis and reporting.
Goal 4: Incorporate data driven safety analyses in other TDOT business processes.

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)	$62,774,938	$40,813,935	65.02%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$10,293,173	$9,689,339	94.13%
Penalty Funds (23 U.S.C. 164)	$4,822	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$7,310,802	$7,310,802	100%
State and Local Funds	$8,875,060	$8,875,060	100%
Totals	$89,258,795	$66,689,136	74.71%

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

$9,398,550

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

$9,398,550

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

$236,000

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

$236,000

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

0%

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

0%

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

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
NH/HSIP-61(47)	Roadway		2.28	Miles	$53807	$53807	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,026	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-116(26)	Roadway		9	Miles	$80400	$80400	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,890	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-61(43)	Roadway		3.58	Miles	$30416.47	$30416.47	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,095	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-71(41)	Roadway			Miles	$57420	$63800	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-64(25)	Roadway		2.25	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,820	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-64(24)	Roadway		2.51	Miles	$20859	$20859	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,313	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-64(23)	Roadway		0.890000000000001	Miles	$151986	$168875	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,880	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-16(60)	Roadway		2.16	Miles	$106799	$118666	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,760	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(74)	Roadway		8.31	Miles	$65999	$65999	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,400	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-147(10)	Roadway		2.6	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	530	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-30(83)	Roadway		2.94	Miles	$31346	$31346	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,695	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1216(11)	Roadway		0.548999999999999	Miles	$40500	$45000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	4,280	45		Systemic	Roadway Departure	Infrastructure
HSIP-33(102)	Roadway		0.57	Miles	$188550	$209500	HSIP (23 U.S.C. 148)	Urban	Minor Collector	13,600	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-73(70)	Roadway		4.5	Miles	$195129	$216810	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,182	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-500(44)	Roadway			Miles	$7200	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
R-PHSIP-115(53)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	42,470	45	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-73(71)	Roadway		4.8	Miles	$195930	$217700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,066	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-335(7)	Roadway		3.48	Miles	$120700	$120700	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,560	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1275(10)	Roadway		1.776	Miles	$40500	$45000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,700	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-33(115)	Roadway		0.0600000000000005	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	13,600	40	State Highway Agency	Spot	Intersections	Infrastructure
R-NH/HSIP-35(63)	Roadway		2.61	Miles			HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,285	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-33(114)	Roadway		0	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-306(11)	Roadway		8.58	Miles	$71469	$71469	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,227	0	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-312(15)	Roadway		5.27	Miles	$46823	$46823	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-60(34)	Roadway		4.71	Miles	$25275	$28085	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,970	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-311(32)	Roadway		0.0199999999999996	Miles	$13410	$13410	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,290	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-9(95)	Roadway		4.62	Miles	$12357	$13730	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,438	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-146(7)	Roadway		9.51	Miles	$3851.19	$3851.19	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,267	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(379)	Roadway		0.37	Miles	$8049.67	$8945.19	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,480	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-145(4)	Roadway		3.57	Miles	$954.86		HSIP (23 U.S.C. 148)	Rural	Major Collector	1,000	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(393)	Roadway		1.35	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,875	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(92)	Roadway		1.733	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,170	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(91)	Roadway		5.95	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,390	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-76(112)	Roadway		3	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,330	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-900(40)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-91(40)	Roadway		4.13	Miles	$66590	$66590	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,400	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1000(29)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-250(8)	Roadway		7.65	Miles	$22523	$22523	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,535	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-249(89)	Roadway		2.78	Miles	$85995	$95550	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,570	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-249(88)	Roadway		9.49	Miles	$77847	$77847	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,733	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-100(68)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	3,220	55	State Highway Agency	Spot	Intersections	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-100(85)	Roadway		7.78	Miles	$69300	$69300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,325	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-32(94)	Roadway		2.23	Miles	$35335	$35335	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,420	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-32(89)	Roadway		2.09	Miles	$3066.4	$3066.4	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,780	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-53(55)	Roadway		3.42	Miles	$14842	$14842	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,630	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-9(88)	Roadway		4.29	Miles	$5460.61	$5460.61	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,280	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-2(156)	Roadway		3	Miles	$178605	$198450	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	48,510	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(265)	Roadway		7.33	Miles	$5317	$5317	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,705	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(252)	Roadway		3.86	Miles	$246000	$273333	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,256	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1600(20)	Roadway			Miles	$6750	$7500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(266)	Roadway		12.55	Miles	$33045	$33045	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,868	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-16(53)	Roadway		2.32	Miles			HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,920	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-20(74)	Roadway		2.4	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,895	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-54(42)	Roadway		11.36	Miles	$8475	$8475	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,496	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(401)	Roadway		4.11	Miles	$24028	$24028	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,413	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-1800(39)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-101(25)	Roadway		9.12	Miles	$906.6	$906.6	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,825	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-28(72)	Roadway		3.71	Miles	$36087	$36087	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,793	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(391)	Roadway		3.5	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,115	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(403)	Roadway		5.19	Miles	$71872	$71872	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,950	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-65(18)	Roadway		5	Miles	$55764	$61960	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,280	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(110)	Roadway		1.05	Miles	$278100	$309000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	173,090	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-65(22)	Roadway		0.69	Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,676	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-440-4(83)	Roadway		7.66	Miles	$6883.44	$7648.27	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	98,101	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-440-4(81)	Roadway		0.39	Miles	$35788.16	$39764.62	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	103,690	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-2(98)	Roadway		0.0100000000000007	Miles	$869736	$966373	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	131,870	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-11(88)	Roadway		1.99	Miles	$4430.31	$4430.31	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,080	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-11(93)	Roadway		0.0199999999999996	Miles	$143484	$159426	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,310	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-112(41)	Roadway		5.43	Miles	$26770	$26770	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,373	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-440-4(80)	Roadway		0.2	Miles	$13705.45	$15228.28	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	83,050	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-100(88)	Roadway		3.82	Miles	$21903	$21903	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,135	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-2(102)	Roadway		0.78	Miles	$514489	$571654	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,810	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-45(28)	Roadway		0.0599999999999987	Miles	$28600	$71500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,350	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-12(60)	Roadway		1.88	Miles	$33548	$33548	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,910	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(109)	Roadway		0.25	Miles	$102732	$114147	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	167,410	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-65(23)	Roadway		0.4	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,340	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-2000(19)	Roadway		3	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	210	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2000(18)	Roadway			Miles	$7290	$8100	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-NH-20(75)	Roadway		3.15	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,580	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-20(61)	Roadway		0.0100000000000002	Miles	$74160	$82400	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,580	30	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-53(47)	Roadway		5.17	Miles	$707.61	$707.61	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,105	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(72)	Roadway		7.98	Miles	$17950	$17950	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,180	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2100(27)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure

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-146(8)	Roadway		5.47	Miles	$40172	$40172	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,873	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-26(62)	Roadway		6.26	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	5,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-47(11)	Roadway		2.28	Miles	$30046	$33384	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,435	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(385)	Roadway		6.7	Miles	$2764.14	$2764.14	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,142	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(360)	Roadway		3.486	Miles	$5723.66	$6359.29	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,780	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-46(35)	Roadway		9.1	Miles	$50655	$56283	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,132	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP/HRRR-46(22)	Roadway		0.00999999999999979	Miles	$17517.02	$19463.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,570	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(404)	Roadway		7.847	Miles	$114275	$126972	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,880	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2200(17)	Roadway			Miles	$4950	$5500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-2300(43)	Roadway			Miles	$306052	$306752	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-826(5)	Roadway		1	Miles	$76500	$77000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,200	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-20(69)	Roadway		8.1	Miles	$40698	$40698	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,760	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-78(21)	Roadway		0.04	Miles	$74700	$83000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,580	55	State Highway Agency	Spot	Intersections	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-20(73)	Roadway		4.26	Miles	$46825	$46825	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,000	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-196(14)	Roadway		7.19	Miles	$21600.58	$21600.58	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,236	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-57(76)	Roadway		3.1	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,720	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-18(29)	Roadway		0.4	Miles	$35000	$35000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,330	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-16(59)	Roadway		4.38	Miles	$49455	$49455	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,730	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-156(15)	Roadway		4.69	Miles	$28119	$28119	HSIP (23 U.S.C. 148)	Rural	Major Collector	960	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(60)	Roadway		1.74	Miles	$972.39	$1081.99	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,142	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2600(45)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(63)	Roadway		4.2	Miles	$41935	$41935	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,065	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/NH-SIP-15(185)	Roadway		0.579999999999998	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	4,290	35	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-1588(10)	Roadway		3.86	Miles	$465844	$501876	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,050	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-5(113)	Roadway		7.35	Miles	$55701	$61890	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,180	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-76(104)	Roadway		2.19	Miles	$35810	$39788	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,633	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-43(44)	Roadway		6.88	Miles	$80181	$89090	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,185	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-5(114)	Roadway		0.0199999999999996	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,770	65	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-5(115)	Roadway		1.16	Miles	$65100	$65100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,990	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(95)	Roadway		11.28	Miles	$1202.47	$1202.47	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,393	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-273(15)	Roadway		7.84	Miles	$65583	$65583	HSIP (23 U.S.C. 148)	Rural	Major Collector	942	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-245(10)	Roadway		6.67	Miles	$40461	$40461	HSIP (23 U.S.C. 148)	Rural	Major Collector	750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-7(33)	Roadway		1.897	Miles	$3242.9	$3242.9	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,180	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-15(190)	Roadway		6.56	Miles	$77367	$77367	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,630	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7(36)	Roadway		1.537	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,180	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(380)	Roadway		6.06	Miles	$12150	$13500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,950	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-32(95)	Roadway		5.53	Miles	$82293	$91436	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,210	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-70(27)	Roadway		10.07	Miles	$29010	$29010	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,647	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-34(119)	Roadway		4.49	Miles	$130730	$130730	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,037	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-70(31)	Roadway		0.23	Miles	$9000	$10000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-93(21)	Roadway		8.04	Miles	$116.1	$116.1	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,295	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-70(26)	Roadway		6.46	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,916	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-351(21)	Roadway		4.51	Miles	$10372.59	$10372.59	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,520	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(100)	Roadway		0.00999999999999979	Miles	$964044	$1071160	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,120	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3000(57)	Roadway		1.323	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	30	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-56(90)	Roadway		5.5	Miles	$36097	$36097	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,890	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-56(83)	Roadway		6.24	Miles	$10423.05	$10423.05	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,605	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(105)	Roadway		0.01	Miles	$271800	$302000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,830	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-58(53)	Roadway		0.799999999999999	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,700	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-153(11)	Roadway		1.78	Miles	$29316.98	$32575.87	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	48,556	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2207(10)	Roadway		4.3	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,885	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-2(258)	Roadway		1.99	Miles	$24388	$27098	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,674	40	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-2(264)	Roadway		1.69	Miles	$53581	$59534	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-58(52)	Roadway		2.17	Miles	$115787	$128650	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,500	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-58(45)	Roadway		0.520000000000001	Miles	$1630425	$1811583	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,675	55	State Highway Agency	Spot	Intersections	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-2(268)	Roadway		0.45	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,306	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-319(15)	Roadway		0.550000000000001	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,475	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8(57)	Roadway		0.91	Miles	$9000	$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,960	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-18(33)	Roadway		13.59	Miles	$482912	$536570	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,905	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-15(186)	Roadway		4.22	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	10,302	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-57(74)	Roadway		5.62	Miles	$42000	$42000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,265	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3600(37)	Roadway			Miles	$4271.04	$4271.04	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-142(18)	Roadway		4.502	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,625	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-69(96)	Roadway		6.16	Miles	$14985	$16649	HSIP (23 U.S.C. 148)	Rural	Major Collector	575	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-114(14)	Roadway		2.84	Miles	$3687.31	$3687.31	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-66(53)	Roadway		7.36	Miles	$122080	$122080	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,994	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(351)	Roadway		1.3	Miles	$451341	$501490	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,675	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-346(11)	Roadway		10.25	Miles	$32270	$32270	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,160	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(394)	Roadway		4.72	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,473	55	State Highway Agency	Spot	Intersections	Infrastructure

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-1(398)	Roadway		6.28	Miles	$99270	$110300	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,475	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(392)	Roadway		5	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,700	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-22(87)	Roadway		3.63	Miles	$18000	$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,815	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-200(41)	Roadway		5.136	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	696	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-104(42)	Roadway		9.2	Miles	$54100	$54100	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-201(10)	Roadway		4.6	Miles	$41580	$46200	HSIP (23 U.S.C. 148)	Rural	Major Collector	165	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-100(69)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	2,960	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-4000(44)	Roadway			Miles	$348465	$349195	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-54(44)	Roadway		4.8	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,600	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-R-54(40)	Roadway		0.01	Miles	$261900	$291000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	0	City or Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-69(99)	Roadway		5	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,353	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-438(8)	Roadway		7	Miles	$76671	$76671	HSIP (23 U.S.C. 148)	Rural	Major Collector	560	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-232(17)	Roadway		2.35	Miles	$13104	$13104	HSIP (23 U.S.C. 148)	Rural	Major Collector	240	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(44)	Roadway		7.58	Miles	$42792.09	$42792.09	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,475	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-13(71)	Roadway		6.85	Miles	$17880.32	$17880.32	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,130	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(55)	Roadway		6.52	Miles	$676.33	$676.33	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,715	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-1(330)	Roadway		1.59	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	7,830	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-R00S(440)	Roadway			Miles	$9000	$10000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-290(8)	Roadway		10.58	Miles	$1612	$1612	HSIP (23 U.S.C. 148)	Rural	Major Collector	464	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(53)	Roadway		9.58	Miles	$21183	$21183	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,355	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(120)	Roadway		7.72	Miles	$60180	$60180	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,140	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(106)	Roadway		0.5	Miles	$47700	$53000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,550	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-113(24)	Roadway		0.17	Miles	$43200	$48000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,865	30	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-67(32)	Roadway		0.5	Miles	$235497	$439445	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,860	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP/PHSIP-4600(25)	Roadway			Miles			HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-9(76)	Roadway		0.0100000000000002	Miles	$413100	$459000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,150	50	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP-1053(3)	Roadway		0.37	Miles	$0		Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	23,725	30	City or Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP/HSIP-131(40)	Roadway		0.239999999999998	Miles	$2742824	$3279431	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-I-75-3(171)	Roadway		0.1	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Interstate	81,900	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-1(357)	Roadway		1.77	Miles	$182.38	$228.23	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,400	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-62(47)	Roadway		1.15	Miles	$10426.53	$11585.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	40,740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-640-7(171)	Roadway		0.26	Miles	$143100	$159000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	58,500	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-140(17)	Roadway		0.00999999999999979	Miles	$3993480	$4437200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	48,710	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-9(102)	Roadway		0.92	Miles	$23400	$23400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,760	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-71(33)	Roadway		0.98	Miles	$738450	$820500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,020	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-33(111)	Roadway		0.44	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	5,880	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-78(23)	Roadway		4.3	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,445	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-78(24)	Roadway		3.59	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,720	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-88(18)	Roadway		6.67	Miles	$153614	$153614	HSIP (23 U.S.C. 148)	Rural	Major Collector	730	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4900(65)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HRRR-4900(67)	Roadway		1.577	Miles	$36000	$40000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(133)	Roadway		0.00999999999999979	Miles	$176400	$196000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,900	55	State Highway Agency	Spot	Intersections	Infrastructure

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-209(16)	Roadway		4.09	Miles	$91035	$101150	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,290	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-6(131)	Roadway		4.91	Miles	$52618	$52618	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,850	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6(108)	Roadway		0.16	Miles	$51951	$57723	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,125	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-242(173)	Roadway		11.81	Miles	$10280	$10280	HSIP (23 U.S.C. 148)	Rural	Major Collector	535	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(121)	Roadway		4.738	Miles	$793.51	$793.51	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,835	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-20(66)	Roadway		5.67	Miles	$34998.79	$34998.79	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,766	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-48(54)	Roadway		5.56	Miles	$16049.93	$17833.37	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,915	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(78)	Roadway		2.43	Miles	$52888	$58765	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,090	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-110(5)	Roadway		1.15	Miles	$54330	$54830	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-50(65)	Roadway		8.5	Miles	$129590	$129590	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,815	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-444(6)	Roadway		11.02	Miles	$243600	$243600	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,930	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-72(19)	Roadway		5.82	Miles	$49090	$49090	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,140	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-1247(2)	Roadway		0.1	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	7,650	30	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-324(10)	Roadway		2.17	Miles	$64600	$64600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,420	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-73(62)	Roadway		4.86	Miles	$896220	$995800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,890	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(84)	Roadway		0.33	Miles	$279693	$310769	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,980	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(78)	Roadway		0.00999999999999979	Miles	$64800	$72000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,470	35	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-223(12)	Roadway		3.76	Miles	$68891	$86114	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,530	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-5(112)	Roadway		1.9	Miles	$62335	$62335	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	31,220	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP-20(57)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	14,970	40	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-377(1)	Roadway		1.19	Miles	$22966	$22966	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,210	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2(262)	Roadway		1.6	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,120	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-156(14)	Roadway		2.98	Miles	$15440	$15440	HSIP (23 U.S.C. 148)	Rural	Major Collector	570	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(267)	Roadway		10.88	Miles	$82688	$82688	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,605	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-156(13)	Roadway		7.64	Miles	$33876	$33876	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,340	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-50(67)	Roadway		4.4	Miles	$25494	$25494	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-99(50)	Roadway		7.07	Miles	$15307.83	$15307.83	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,655	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9323(3)	Roadway		0.447	Miles	$1978232	$2198036	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-99(58)	Roadway		4.48	Miles	$94780	$105313	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,050	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-246(5)	Roadway		7.99	Miles	$60114	$60114	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,355	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-245(9)	Roadway		6.33	Miles	$26251.03	$26251.03	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,236	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2(270)	Roadway		1.38	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-307(14)	Roadway		3.89	Miles	$63141	$63541	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,943	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-163(9)	Roadway		1.6	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,865	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3674(10)	Roadway		0.1	Miles	$562569	$604351	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,100	30	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-2(232)	Roadway		8.27	Miles	$193884	$194484	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,163	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-39(16)	Roadway		1.78	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,080	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-39(17)	Roadway		2.95	Miles	$12984	$12984	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,055	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(263)	Roadway		2.62	Miles	$24710	$27456	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,856	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5400(42)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-5(111)	Roadway		1.75	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,570	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-60(32)	Roadway		2.1	Miles			HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,610	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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
R-STP-NH/HSIP-33(124)	Roadway		1.87	Miles	$1126.49	$1126.49	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,015	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1202(2)	Roadway		11.2	Miles	$349000	$349000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,430	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-112(34)	Roadway		0.220000000000001	Miles	$404100	$449000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,403	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-112(38)	Roadway		4.44	Miles	$156694.6	$174104.67	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,196	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-76(94)	Roadway		3.1	Miles	$18000	$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,013	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-48(51)	Roadway		0.210000000000001	Miles			HSIP (23 U.S.C. 148)	Urban	Minor Arterial	1,520	40	State Highway Agency	Spot	Intersections	Infrastructure
PHSIP/HSIP-76(89)	Roadway		0.100000000000001	Miles	$620.1	$620.1	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,830	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-13(58)	Roadway		0.5	Miles	$143311	$159235	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,240	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-12(58)	Roadway		4.25	Miles	$55831	$62034	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	37,885	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-NH-374(17)	Roadway		0.6	Miles	$13707.85	$15231.16	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,620	55	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-374(18)	Roadway		4.5	Miles	$79000	$87779	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-48(59)	Roadway		2.7	Miles	$4776	$4776	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,660	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-50(64)	Roadway		3.45	Miles	$45100	$45100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,133	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-299(11)	Roadway		10.14	Miles	$76914.97	$76914.97	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,787	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-3(137)	Roadway		1.81	Miles	$763.48	$763.48	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,636	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-89(20)	Roadway		8.48	Miles	$36574.11	$40637.9	HSIP (23 U.S.C. 148)	Rural	Major Collector	990	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6600(24)	Roadway			Miles	$5400	$6000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-3(153)	Roadway		5.96	Miles	$2765	$2765	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,100	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-184(5)	Roadway		0.880000000000001	Miles	$3698.68	$3698.68	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,980	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-111(98)	Roadway		0.0900000000000003	Miles	$2231654	$2479614	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,660	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-164(5)	Roadway		5	Miles	$1920	$1920	HSIP (23 U.S.C. 148)	Rural	Major Collector	620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-111(110)	Roadway		0.5	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,090	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-85(25)	Roadway		5.63	Miles	$656.56	$656.56	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,136	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(80)	Roadway		5.77	Miles	$29363	$29363	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,950	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-438(7)	Roadway		8.66	Miles	$30030	$30030	HSIP (23 U.S.C. 148)	Rural	Major Collector	630	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-100(86)	Roadway		4.09	Miles	$13535	$13535	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	615	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-40(41)	Roadway		3.22	Miles	$45454	$50504	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,375	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7000(29)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-30(84)	Roadway		5.1	Miles	$84032	$84032	HSIP (23 U.S.C. 148)	Rural	Major Collector	740	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-136(19)	Roadway		2.85	Miles	$595478	$661643	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,428	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-135(18)	Roadway		0.0999999999999996	Miles	$316571	$351746	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,630	45	State Highway Agency	Spot	Intersections	Infrastructure
R-STP/HSIP-24(65)	Roadway		2.5	Miles			HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,280	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-62(48)	Roadway		5.12	Miles	$6184	$6184	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,650	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG4(151)	Roadway			Miles	$19000	$19000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(144)	Roadway			Miles	$26000	$26000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(150)	Roadway			Miles	$2420716	$2436716	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-REG4(149)	Roadway			Miles	$52000	$52000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(146)	Roadway			Miles	$65000	$65000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(145)	Roadway			Miles	$58000	$58000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(143)	Roadway			Miles	$52000	$52000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(133)	Roadway			Miles	$40000	$40000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Spot	Intersections	Infrastructure
HSIP-REG4(142)	Roadway			Miles	$55000	$55000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Spot	Intersections	Infrastructure
NH/HSIP-29(106)	Roadway		2.4	Miles	$22500	$25000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,250	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(113)	Roadway		1.63	Miles	$78865	$87628	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,960	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-30(70)	Roadway		0.41	Miles	$2779774	$3088638	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,690	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-30(66)	Roadway		3.65	Miles	$95699	$95699	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7200(31)	Roadway			Miles	$7200	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
R-PHSIP-1(329)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	14,260	45	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-1(363)	Roadway		2.78	Miles	$10559.77	$10559.77	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-29(110)	Roadway		1.57	Miles	$29898	$33220	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,270	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(399)	Roadway		2.7	Miles	$117250	$117250	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,895	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-6(162)	Roadway		0.71	Miles	$73260	$81400	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	33,840	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(100)	Roadway		4.4	Miles	$8825.92	$8825.92	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-11(105)	Roadway		5.02	Miles	$63096	$70109	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,180	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-25(52)	Roadway		5.82	Miles	$2303.77	$2303.77	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,557	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(51)	Roadway		6.18	Miles	$143617	$159574	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,122	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-76(110)	Roadway		6.55	Miles	$162670	$180744	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	13,754	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-76(91)	Roadway		0.6	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	14,630	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-25(49)	Roadway		0.4	Miles	$72900	$81000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,090	55	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-2(251)	Roadway		7.68	Miles	$17899.41	$17899.41	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,210	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(77)	Roadway		3.41	Miles	$211383	$234870	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,563	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-266(27)	Roadway		0.4	Miles	$20579	$22865	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,900	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-102(16)	Roadway		5	Miles	$32541	$33041	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,366	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-102(17)	Roadway		1.82	Miles	$24518	$24518	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,870	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(369)	Roadway		3.4	Miles	$31667.65	$31667.65	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-96(54)	Roadway		4.01	Miles	$11712	$13014	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,924	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-266(25)	Roadway		4.65	Miles			HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,455	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-16(61)	Roadway		6.52	Miles	$57993	$64437	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,097	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(112)	Roadway		6.1	Miles	$29100	$29100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,320	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-63(64)	Roadway		2.63	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,630	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-28(73)	Roadway		0.41	Miles	$10773	$10773	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8(56)	Roadway		2.68	Miles	$91032	$101147	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,125	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-73(69)	Roadway		6.55	Miles	$56700	$56700	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,070	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-338(8)	Roadway		11.54	Miles	$79074	$87860	HSIP (23 U.S.C. 148)	Rural	Major Collector	7,476	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-338(7)	Roadway		0.05	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	11,760	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-339(8)	Roadway		5.74	Miles	$32040	$35600	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,700	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-71(38)	Roadway		3.57	Miles	$131580	$146200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,363	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(154)	Roadway		0.530000000000001	Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,210	35	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-177(38)	Roadway		2.98	Miles	$114282	$126981	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	51,655	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4188(10)	Roadway		3.27	Miles	$200885	$207172	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,620	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2823(4)	Roadway		0.00999999999999979	Miles	$454000	$454000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,960	50	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-I-40-1(344)	Roadway		0.240000000000002	Miles	$117450	$130500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	152,610	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2814(6)	Roadway		0.1	Miles	$74700	$83000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,210	40	City or Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-803(9)	Roadway		0.220000000000001	Miles	$76669	$78278	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,830	40	City or Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-14(52)	Roadway		3.47	Miles	$41108.36	$45676.29	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,090	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-2875(4)	Roadway		0.41	Miles	$18000	$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,170	45	City or Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-4(10)	Roadway		2.19	Miles	$21990.89	$24434.76	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,355	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(339)	Roadway		0.62	Miles	$636300	$707000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,810	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-175(26)	Roadway		1.97	Miles	$109611	$121790	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,670	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-57(69)	Roadway		2.57	Miles	$325000	$325000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	43,526	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-385(31)	Roadway		6.3	Miles	$150938	$150938	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	47,950	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(368)	Roadway		4.56	Miles	$45000	$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,283	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3(146)	Roadway		3.38	Miles	$414000	$460000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,623	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-385(32)	Roadway		5.82	Miles	$79380	$79380	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,507	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(342)	Roadway		0.99	Miles	$7830	$8700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,235	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(56)	Roadway		4.62	Miles	$80699	$80699	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,585	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-263(11)	Roadway		5.12	Miles	$8239	$9155	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,180	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-263(10)	Roadway		5.12	Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,180	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9900(118)	Roadway			Miles	$140400	$156000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-9900(119)	Roadway			Miles	$45000	$50000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-9900(93)	Roadway			Miles	$27000	$30000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-76(109)	Roadway		5.72	Miles	$48363	$48363	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-76(97)	Roadway		0.0999999999999996	Miles	$127625	$141805	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,820	45	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP-36(55)	Roadway		0.100000000000001	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	31,150	35	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-126(24)	Roadway		6.34	Miles	$46197	$51330	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,773	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-93(18)	Roadway		0.180000000000001	Miles	$69900	$69900	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,390	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8200(31)	Roadway		2.948	Miles	$13500	$15000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,670	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(62)	Roadway		0.559999999999999	Miles	$64476	$71639	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,110	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-93(22)	Roadway		1.91	Miles	$38529	$42810	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,400	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4871(10)	Roadway		0.54	Miles	$69197	$69697	HSIP (23 U.S.C. 148)	Rural	Major Collector	7,070	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-258(13)	Roadway		5.45	Miles	$516.5	$573.44	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,475	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-386(21)	Roadway		1.89	Miles	$13000	$13000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	74,733	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-25(48)	Roadway		4.3	Miles	$86630	$86630	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,810	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-25(60)	Roadway		3.03	Miles	$159372	$177079	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,894	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-174(28)	Roadway		10.02	Miles	$113892	$113892	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,295	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-806(10)	Roadway		4.44	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8400(82)	Roadway			Miles	$265746	$266246	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
PHSIP-3(131)	Roadway		0.0999999999999996	Miles			Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	20,410	55	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-3(152)	Roadway		3.39	Miles	$290700	$323000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,335	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-59(28)	Roadway		8.73	Miles	$48300	$48300	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,715	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(79)	Roadway		4.68	Miles	$34806	$34806	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,995	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-144(4)	Roadway		5.03	Miles	$24390	$24390	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,550	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-131(45)	Roadway		4.68	Miles	$13402.64	$13402.64	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,036	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-111(108)	Roadway		1.74	Miles	$56756	$56756	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,540	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP/PHSIP-8800(10)	Roadway			Miles			HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-8800(12)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-8(51)	Roadway		4.17	Miles	$445.25	$445.25	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,440	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-55(25)	Roadway		3.67	Miles	$1799	$1799	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,745	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-1(375)	Roadway		0.0999999999999979	Miles	$53897	$54897	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,790	65	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-8900(39)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-287(11)	Roadway		4.15	Miles	$2259.11	$2259.11	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,605	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(387)	Roadway		0.0999999999999979	Miles	$54322	$55322	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,790	65	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-287(13)	Roadway		4.85	Miles	$9233	$9233	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,370	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(96)	Roadway		8.64	Miles	$3018.22	$3352.79	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,743	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-34(118)	Roadway		6.85	Miles	$197730	$219700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,157	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9000(49)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-93(11)	Roadway		4.08	Miles	$2622	$2622	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,830	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-228(22)	Roadway		5.03	Miles	$20843	$20843	HSIP (23 U.S.C. 148)	Rural	Major Collector	340	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(79)	Roadway		8.86	Miles	$54858	$60953	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,125	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(78)	Roadway		4.7	Miles	$18375	$18375	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,983	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-118(10)	Roadway		14.48	Miles	$80588.23	$80588.23	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,296	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-431(14)	Roadway		4.05	Miles	$2704.25	$2704.25	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,433	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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-43(43)	Roadway		3.54	Miles	$112770	$112770	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,993	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(90)	Roadway		4.52	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,896	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-43(45)	Roadway		4	Miles	$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,152	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9200(76)	Roadway			Miles	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-190(10)	Roadway		10.33	Miles	$31500	$31500	HSIP (23 U.S.C. 148)	Rural	Major Collector	335	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-84(15)	Roadway		11.62	Miles	$61296	$68106	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,285	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(73)	Roadway		9.82	Miles	$22054	$22054	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP/PHSIP-9300(41)	Roadway			Miles			HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0			Systemic	Roadway Departure	Infrastructure
HSIP-111(104)	Roadway		0.47	Miles	$38866	$38966	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,415	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-135(22)	Roadway		5.62	Miles	$7929.25	$7929.25	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,000	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-46(34)	Roadway		6.54	Miles	$71427	$71427	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,626	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-6(117)	Roadway		2.53	Miles			HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,475	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-2(97)	Roadway		0.0999999999999979	Miles	$21073.21	$23414.68	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	161,050	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-109(37)	Roadway		3.99	Miles	$3141.14	$3141.14	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	28,043	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4450(7)	Roadway		3.47	Miles	$113083	$113583	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,750	35	City or Municipal	Systemic	Roadway Departure	Infrastructure

2019 Tennessee Highway Safety Improvement Program

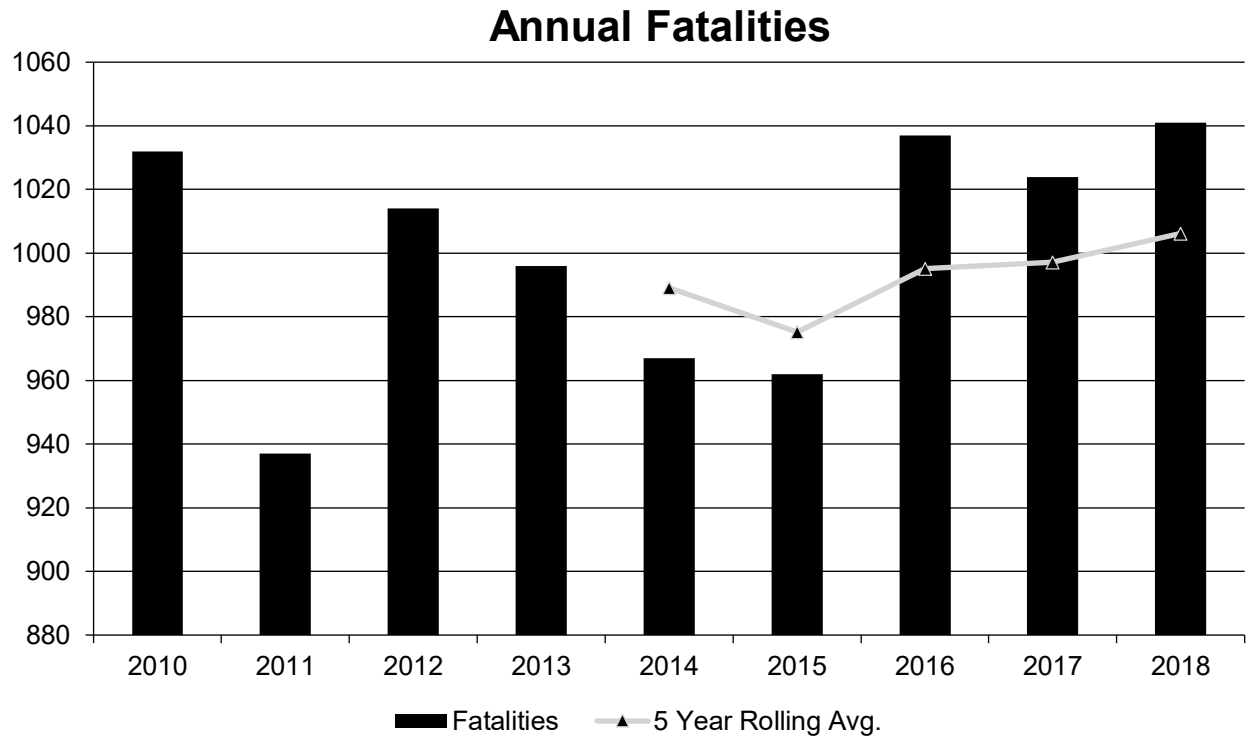
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
												Highway Agency			
HSIP-171(33)	Roadway		0.66	Miles	$39177	$43530	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,110	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-10(75)	Roadway		0.77	Miles	$36995	$41106	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,210	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(70)	Roadway		0.199999999999999	Miles	$56029	$62255	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,220	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP-10(62)	Roadway		0.18	Miles			Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	6,630	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(68)	Roadway		2.89	Miles	$208124	$209824	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

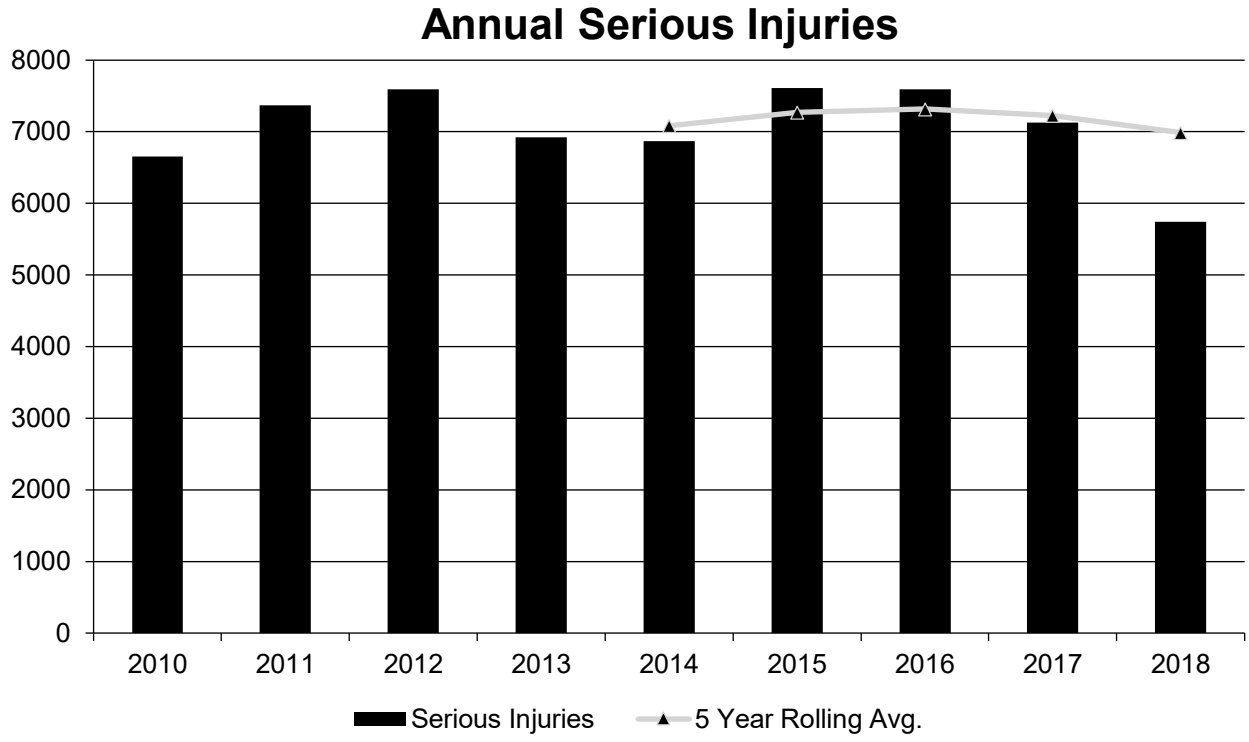
Safety Performance

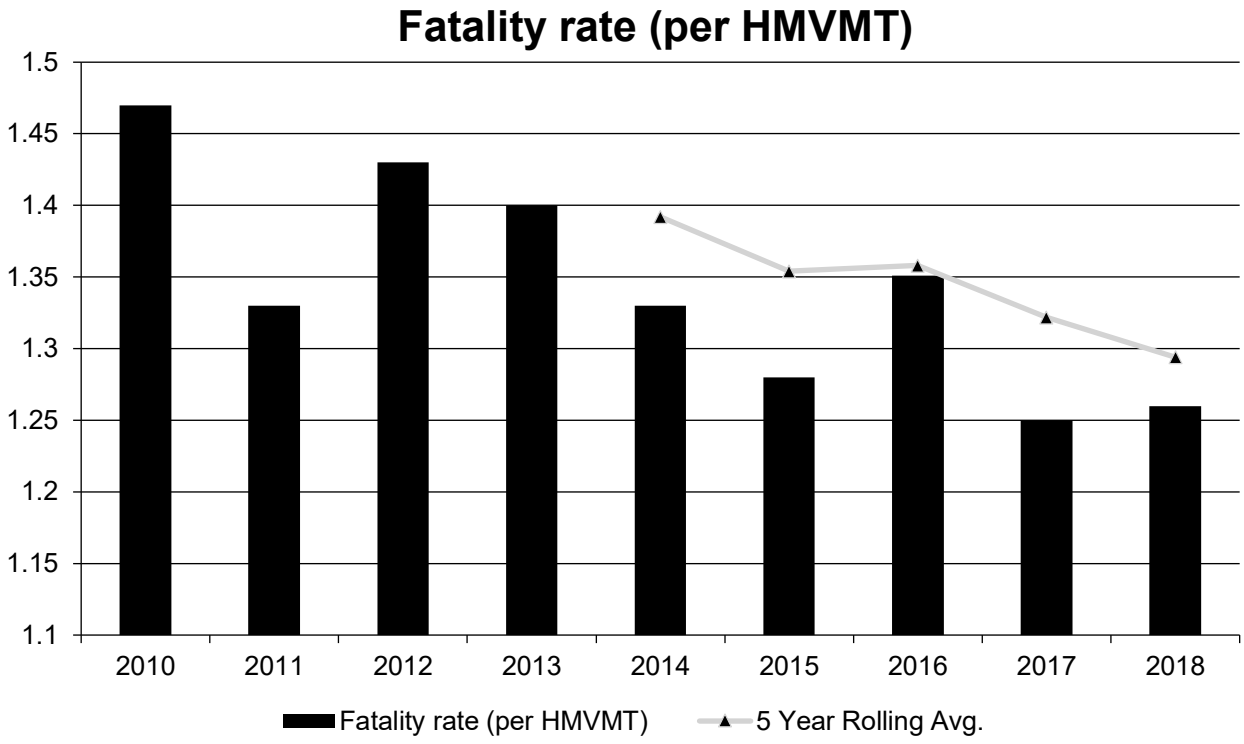
General Highway Safety Trends

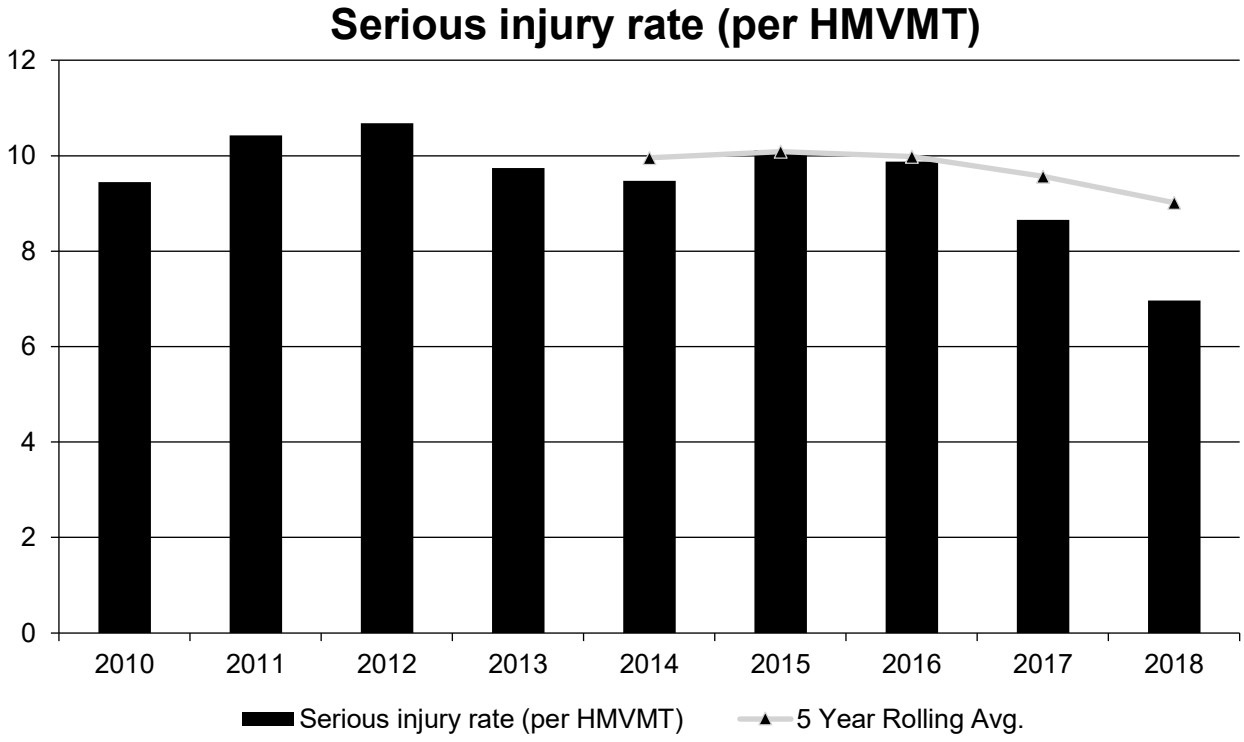
Present data showing the general highway safety trends in the State for the past five years.

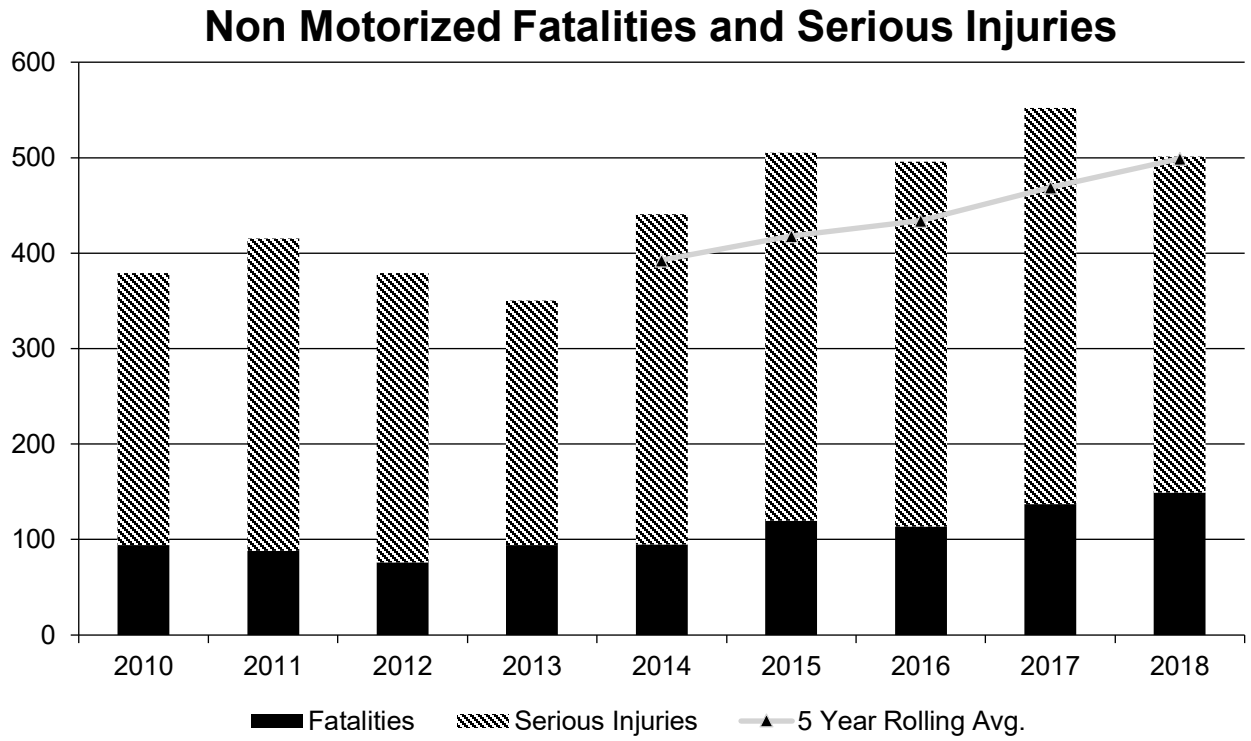
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	1,032	937	1,014	996	967	962	1,037	1,024	1,041
Serious Injuries	6,655	7,371	7,596	6,925	6,868	7,613	7,595	7,126	5,742
Fatality rate (per HMVMT)	1.470	1.330	1.430	1.400	1.330	1.280	1.351	1.250	1.260
Serious injury rate (per HMVMT)	9.450	10.420	10.680	9.740	9.470	10.110	9.880	8.660	6.960
Number non-motorized fatalities	94	88	76	94	95	120	114	137	149
Number of non-motorized serious injuries	285	327	303	256	346	385	382	415	352


Annual Fatalities
1060
1040
1020
1000
980
960
940
920
900
880
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.5
1.45
1.4
1.35
1.3
1.25
1.2
1.15
1.1
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2018

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	55.4	305.6	1.1	6.07
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	90	388.6	1.04	4.5
Rural Minor Arterial	96.4	595.2	0.72	4.46
Rural Minor Collector	72.8	446.2	0.31	1.92
Rural Major Collector	77.8	495.4	0.53	3.37
Rural Local Road or Street	72.8	551.6	0.05	0.43

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)
Urban Principal Arterial (UPA) - Interstate	92.4	497.2	1.18	6.33
Urban Principal Arterial (UPA) - Other Freeways and Expressways	12.8	74.4	3.12	18.5
Urban Principal Arterial (UPA) - Other	191	1,547	0.82	6.67
Urban Minor Arterial	124	913.2	0.53	3.93
Urban Minor Collector	17.4	105.2	2.8	16.22
Urban Major Collector	53.6	463.8	0.59	5.22
Urban Local Road or Street	55	602.8	0.02	0.3

Year 2018

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	662	4,445.8		
County Highway Agency	191	1,377.4		
Town or Township Highway Agency				
City or Municipal Highway Agency	153.2	1,442.8		
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.

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

- The number of highway construction work zones across state is anticipated to increase as IMPROVE Act projects are implemented
- Long-term federal funding for transportation is uncertain
- VMT data is not available by government control therefore there are no crash rates for this data in question 32

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:1043.4

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

The number of traffic fatalities in Tennessee has been over 1,000 since 2016 with current YTD fatalities as of May 1, 2019 showing an increase of 22 fatalities over the same date in 2018. This may be due to factors such as the continued rise in Tennessee's population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. One year of low fatalities (962 in 2015) will drop from the target period but will remain in the baseline period, keeping the baseline lower than the projected moving average. As previously stated, the number of fatalities has been over 1,000 during each of the 3 years of available data included in this target setting cycle (2016-2018). Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Tennessee Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Leadership approved a target of 1043.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of fatalities for 2019 and 2020 will increase by 1% each year. This coincides with the population increase Tennessee has experienced in 2018 as well as the identified increase in VMT expected over the next two years. Additional factors provided by the Tennessee Department of Safety and Homeland Security and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. Tennessee is bordered by 8 other states and has 42 of 95 counties bordering another state. This may draw non-residents from out of state which could contribute to volume and safety due to varying laws and traffic operations between states. Tourism is

Tennessee's 2nd largest industry. Special events such as the NFL draft, Bonnaroo Music Festival, Bristol races, and Memphis in May Barbecue Festival contribute to the number of tourists visiting the state. According to Tennessee Department of Tourism Development, there were a recorded 113.6 Million person stays in 2017. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

Number of Serious Injuries:6352.4

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

A large decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. Though Tennessee has been experiencing a decrease in serious injuries over the past couple of years, the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement. Tennessee continues to experience an increase to population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee's Calendar Year 2018 seatbelt usage rate (90.9%) was higher than the national average (89.6%). This marks the first year Tennessee's usage rate surpassed 90 percent. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 6,352.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of serious injuries for 2019 and 2020 will decrease by 1.1% each year. This percentage represents the average rate of change in serious injury numbers from 2013-2017. Calendar year 2018 was not included in the average rate of change since it was unclear if this large decrease was due primarily to the terminology change or other factors. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce serious injuries on our roadways. As such, these targets are performance projections based on historical data and influencing factors.

Fatality Rate:1.256

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

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase were agreed upon, the rate was then calculated using the 1,043.4 fatality number target to obtain the 1.256 target for the 2016-2020 target setting performance cycle. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

Serious Injury Rate:7.690

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

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon

the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase was agreed upon, the rate was then calculated using the 6352.4 serious injury number target to obtain the 7.690 target for the 2016-2020 target setting performance cycle. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

Total Number of Non-Motorized Fatalities and Serious Injuries:527.2

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

The number of non-motorist serious injuries and fatalities is the fastest increasing trend of all safety performance measures with an average rate of change at 8.3% from year to year over the past 5 years (2014-2018). In addition to the almost 1% population increase Tennessee experienced in 2018, there also appears to be increased use of personal mobility options such as e-scooters and bike share. Three more companies are scheduled to begin providing dockless bicycles in Tennessee's capital, Nashville, this year. Meanwhile, the Tennessee General Assembly recently passed legislation which establishes requirements for the operation of electric scooters similar to those in place for bicycles. TDOT has awarded 16 Multimodal Access Grants, most of which will cover sidewalk and pedestrian improvements, for FY2019. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will continue to rise. As of May 1, 2019, Year to Date (YTD) information shows an increase of 9 non-motorized fatalities against the same date in 2018. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 527.2 for the 2016-2020 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2019 will increase by approximately* 5.5% each year. This percentage represents the average rate of change in the 5-year moving average non-motorized serious injury and fatalities from 2014-2018. After this target was identified, it was noted that 10% of CY 2018 pedestrian fatalities occurred on Tennessee interstates. This may be an area to consider for further investigation. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of our roadways. As such, these targets are performance projections based on historical data and influencing factors. * The original 5.5% projection would indicate partial serious injuries and fatalities year over year. Adjustments have been made to account for this. This adjustment means the projected 2019 target is a 5.6% increase over calendar year 2018.

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 included 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 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 2018 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.

Based on preliminary data currently available, Tennessee's first Safety Performance Targets meet 4 out of the 5 targets.

The number of fatalities (5 yr avg) target was set at 1021.4. The preliminary data shows 1005.4. The state's target is 1.5% above the actual.

The number of serious injuries (5yr avg) target was set at 7319.4. The preliminary data shows 6988.4. The state's target is 4.5% above the actual.

.
The rate of fatalities per 100 million VMT (5 yr avg) target was set at 1.337. The preliminary data shows 1.282. The state's target is 4.1% above the actual.

The rate of serious injuries per 100 million VMT (5 yr avg) target was set at 9.982. The preliminary data shows 8.948. The state's target is 10% above the actual.

The number of non-motorized fatalities and serious injuries (5 yr avg) target was set at 493.2. The preliminary data shows 498. The state's target is less than 1% (.009) below the actual meaning this target was missed (barely).

All of the targets appear to be fairly good targets based on factors considered when making the targets 2 years ago. The rate of serious injuries target has not been missed but is 10% higher than the actual. It would be preferable to meet the target without being this much above. The rate targets are somewhat difficult to predict as they depend on VMT data which can vary due to the difficulty with traffic counting.

TDOT will continue to implement safety projects in areas that present the highest potential for a fatality or serious injury whether it be motorized or non-motorized. The primary guiding strategy used is the Strategic Highway Safety Plan. TDOT is also in the process of adopting and implementing the Highway Safety Manual.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
No

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

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	139	157	157	154	172	183	163
Number of Older Driver and Pedestrian Serious Injuries	566	534	528	664	635	652	523

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

The Tennessee Department of Transportation (TDOT) Strategic Transportation Investments Division (STID) analyzed the effectiveness of constructed safety projects in reducing crash frequency. The analysis was conducted in two stages. The first stage examined 261 sites with crash data from three (3) years before and three (3) years after implementation of safety improvements as recommended in the site's safety report. The sites include Road Safety Audits and Spot Safety Projects.

This Safety Projects Evaluation was initiated to accomplish several goals:

- Measure and evaluate the overall effectiveness of the TDOT safety program in reducing crash frequency
- Assess the effectiveness of specific countermeasures in reducing crashes
- Determine if the safety outcomes that were produced by recommended countermeasures could have been predicted using the HSM methodology
- Identify recommendations that might improve performance of TDOT's safety program.

Conclusion

After conducting a two phase analysis of the effectiveness of constructed safety projects in reducing crash frequency. The Phase One Analysis suggests that the TDOT safety program overall has been successful in reducing crash frequency since sixty percent (60%) of sites had some level of crash reduction. The Phase Two Analysis involved a more detailed review of forty-five (45) sites using the Highway Safety Manual (HSM) procedures for estimating crash frequency with and without implementation of safety countermeasures. Fifty-six (56%) of the sites had a reduction in the observed after crash frequency compared to the expected before crash frequency; this is the measure of safety effectiveness. Thirty-eight (38%) of the sites had fewer observed after crashes than the expected after crashes with the recommended countermeasures.

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

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

Describe significant program changes that have occurred since the last reporting period.

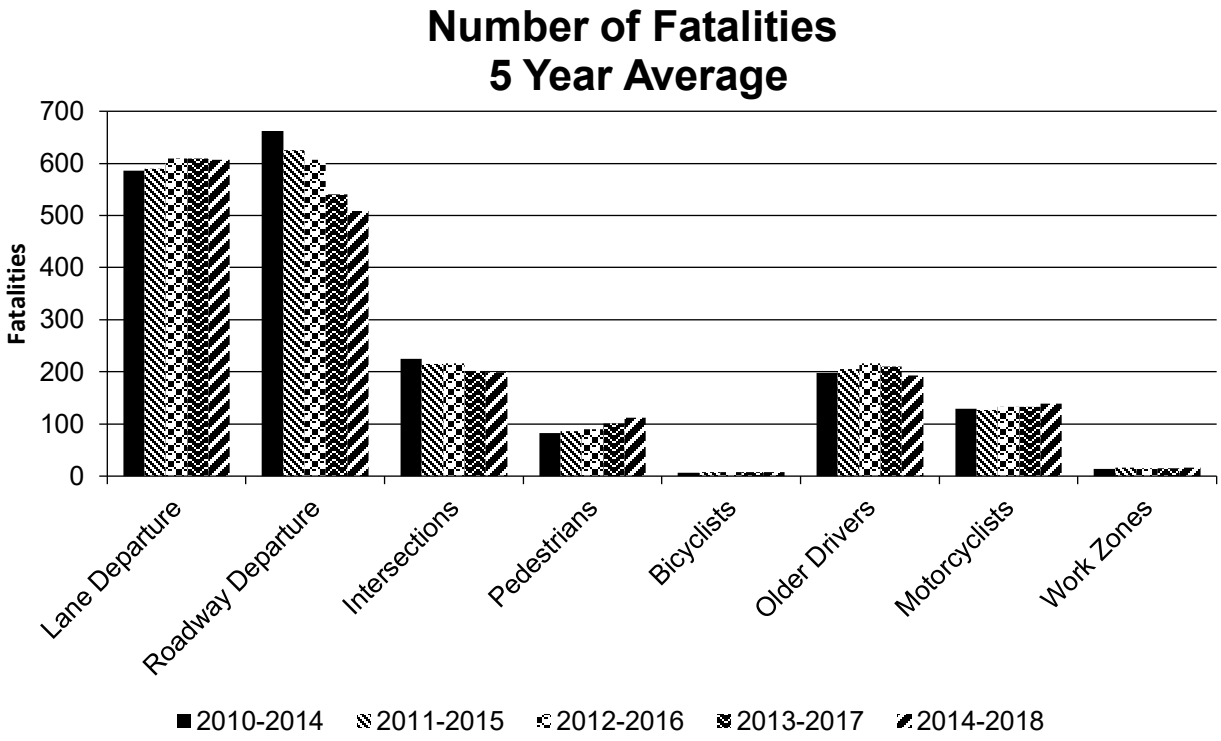
Three systemic programs were eliminated. In lieu of having these programs, the countermeasure for these types of improvements have been incorporated into the RSA program.

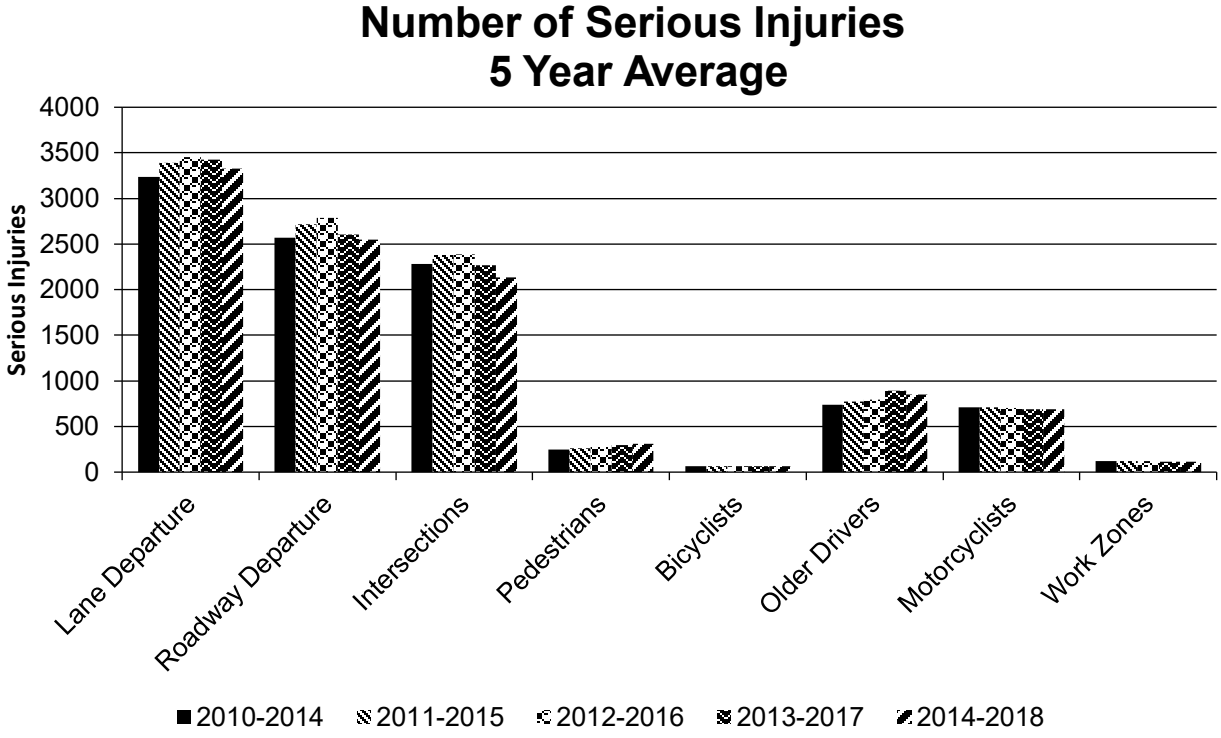
Effectiveness of Groupings or Similar Types of Improvements

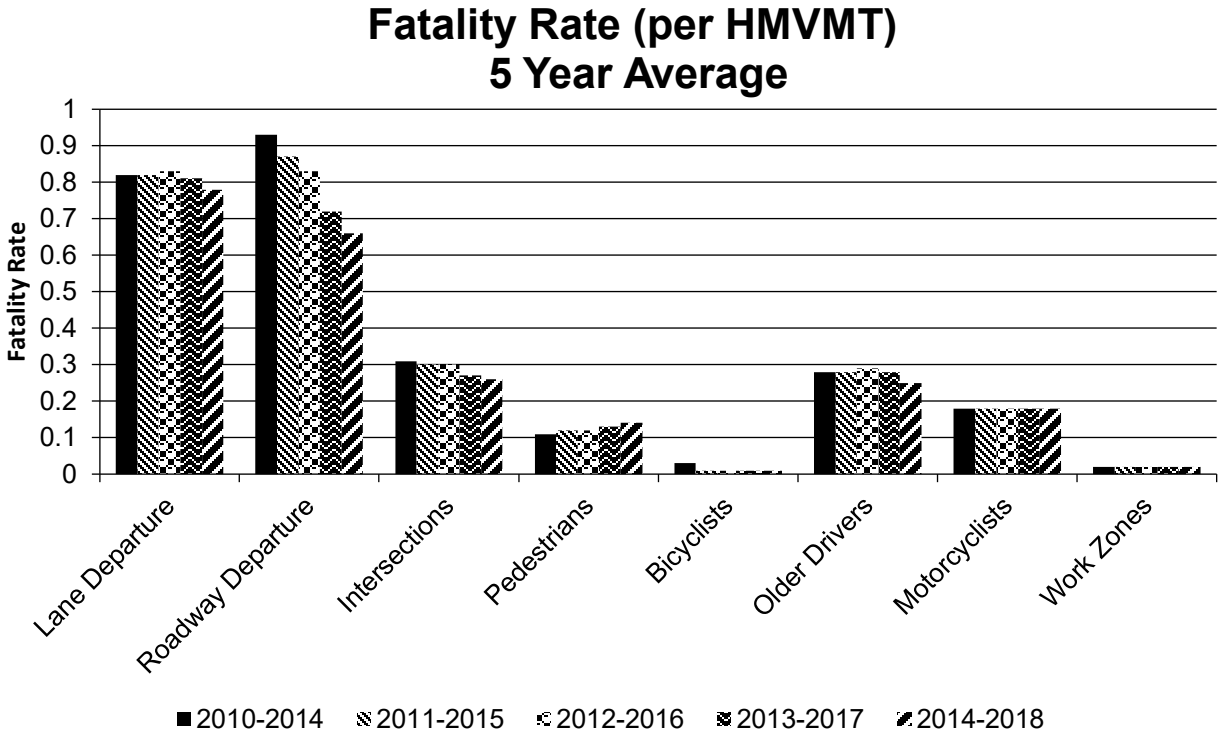
Present and describe trends in SHSP emphasis area performance measures.

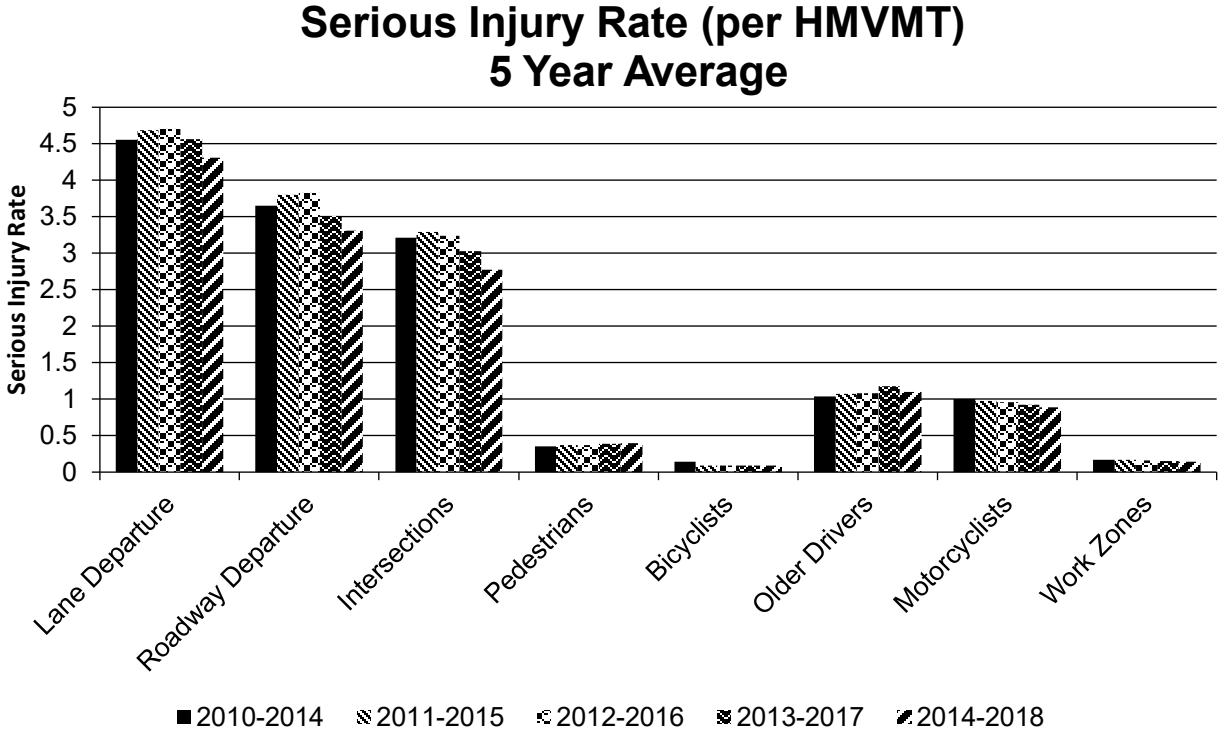
Year 2018

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)
Lane Departure		606.8	3,325.2	0.78	4.31
Roadway Departure		508.6	2,550.2	0.66	3.31
Intersections		198.8	2,132	0.26	2.77
Pedestrians		112.4	312.4	0.14	0.4
Bicyclists		8	68.2	0.01	0.09
Older Drivers		193.6	851	0.25	1.1
Motorcyclists		138.6	690.4	0.18	0.89
Work Zones		16.8	111.4	0.02	0.14


Number of Fatalities
5 Year Average
Fatalities
700
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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

No

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
115671.00 Hamblen SR 113 lm 4.67 Int Chucky River Rd. / Fish Hatchery 12/5/14 3/11/16	Rural Major Collector	Roadway	Roadway - other	2.00						2.00		4.00		
120079.00 Obion SR 21 lm 5.86 to 6.08 at Black oak Elementary School 8/28/15 4/15/16	Rural Major Collector	Roadway signs and traffic control	Roadway signs and traffic control - other		1.00								1.00	
119534.00 Macon SR 56 lm 5.15 to 10.56 from SR 262 to SR 52 6/17/15 5/26/16	Rural Minor Arterial	Roadway signs and traffic control	Roadway signs and traffic control - other	10.00	8.00				1.00	4.00	3.00	14.00	12.00	
117816.00 Wilson SR 24 lm 2.34 Int N Green Hill Rd. 8/28/15 6/7/16	Urban Principal Arterial (UPA) - Other	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.00	6.00					1.00	8.00	9.00	14.00	
117247.00 Anderson SR 61 lm 0.5 to 2.40 Main St. to Poplar Creek 3/27/15 to 5/31/16	Rural Principal Arterial (RPA) - Other	Roadway	Pavement surface - miscellaneous	69.00	61.00	1.00		1.00	2.00	17.00	22.00	88.00	85.00	
120058.00 Monroe SR 68 lm 16.91 to 20.01 Intersections at Happy hollow Rd. and Elezar Rd.	Rural Minor Arterial	Roadway	Roadway widening - add lane(s) along segment	16.00	14.00			2.00	3.00	4.00	7.00	22.00	24.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
10/16/15 4/30/16														
119066.00 Maury SR 99 18.14 to 18.34 Int Patterson Dr. 12/4/15 8/1/16	Urban Principal Arterial (UPA) - Other	Roadway	Roadway widening - add lane(s) along segment	9.00						3.00	1.00	12.00	1.00	
119669.00 Knox SR 168 lm 6.96 Int SR 71 access Rd. 10/16/15 to 6/20/16	Urban Minor Arterial	Roadway signs and traffic control	Roadway signs and traffic control - other	16.00	6.00				1.00	2.00	4.00	18.00	11.00	
119083.00 Williamson SR 6 o.20 to 0.38 Intersection Miles Johnson Pkwy 5/15/15 6/14/16	Urban Principal Arterial (UPA) - Other	Roadway signs and traffic control	Roadway signs and traffic control - other	13.00	39.00			2.00		5.00	7.00	20.00	46.00	
116979.00 Knox I 140 lm 1.01 Northbound exit ramp at SR 1 8/28/15 3/30/16	Ramp	Roadway delineation	Raised pavement markers	1.00	5.00					1.00		2.00	5.00	
120165.00 Henry 00904 lm 0.0 to 5.33 From Oak Grove Rd. to SR 76 4/1/16 9/28 16	Rural Minor Collector	Roadway	Roadway - other	10.00	3.00	1.00				2.00		13.00	3.00	
082905.01 Lawrence SR 227 lm 0.0 to 6.5 From Wayne County to Main St. 2/12/16 8/3/16	Rural Major Collector	Roadway	Pavement surface - miscellaneous	14.00	15.00	1.00		4.00		5.00	4.00	24.00	19.00	
08246.00 Pickett SR 325 lm 0.0 to 4.17 From Vann's Branch Rd. to SR 111	Rural Major Collector	Roadway	Roadway - other	11.00	4.00	1.00				5.00	4.00	17.00	8.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
7/10/ 15 11/4/15														

Compliance Assessment

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

01/06/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2019

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

2020

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

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	100
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	100					100	100		
	Begin Point Segment Descriptor (10)	100	100					100	100	100	100
	End Point Segment Descriptor (11)	100	100					100	100	100	100
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	100	100								
	Access Control (22)	100	100								

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	100		
	Average Annual Daily Traffic (79)	100	100					100			
	AADT Year (80)	100									
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)			100	100						
	Location Identifier for Road 1 Crossing Point (122)			100	100						
	Location Identifier for Road 2 Crossing Point (123)			100	100						
	Intersection/Junction Geometry (126)										
	Intersection/Junction Traffic Control (131)			100	100						
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at					100	100				

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

*Based on Functional Classification

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

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

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

No

When does the State plan to complete its next HSIP program assessment.

2019

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.