



TENNESSEE

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2017 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

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

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

Since its inception in 2010, STID has developed safety focused projects through various programs and initiatives. These projects fall under various programs that have unique data driven qualification criteria based on a specific condition to address a specific safety concern. A brief synopsis of each program currently active within STID is provided below. A total of 128 projects have been let to construction in 2016 with another 411 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

<u>Program</u>	<u>Safety Concern Addressed by Program</u>
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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

2017 Tennessee Highway Safety Improvement Program

<u>Program</u>	<u>Safety Concern Addressed by Program</u>
Wrong Way Safety Initiative	Addresses the potential of wrong way movements at interchange intersections at various interchanges
Ramp Queue Program	Addresses queuing 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
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STID Safety Projects Under Active Programs by Region and Funding Source

<u>Program</u>	<u># Projects Let (2016)</u>	<u># Projects Currently Under Some Phase of Development</u>	<u>Construction Cost of Let Projects</u>
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STID Programs Using HSIP Funding

Region 1	18	82	\$9,170,061.47
Region 2	21	89	\$3,696,724.50
Region 3	34	109	\$22,388,073.94
Region 4	33	67	\$7,241,811.08
¹ Statewide	0	2	N/A
Subtotal	106	347	\$42,496,670.99

STID Programs Using State, STP, or HSIP Funding

Region 1	5	40	\$2,406,528.27
Region 2	4	2	\$1,245,147.52
Region 3	10	7	\$6,863,618.63

2017 Tennessee Highway Safety Improvement Program

<u>Program</u>	<u># Projects Let (2016)</u>	<u># Projects Currently Under Some Phase of Development</u>	<u>Construction Cost of Let Projects</u>
Region 4	3	15	\$1,272,998.60
Subtotal	22	64	\$11,788,293.02
All STID Programs			
Total	128	411	\$54,284,964.01

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

<u>Program</u>	<u># Projects Let (2016)</u>	<u># Projects Currently Under Some Phase of Development</u>	<u>Construction Cost of Let Projects</u>
STID Programs Using HSIP Funding			
Road Safety Audits (RSA)	62	215	\$24,359,237.62
Roadway Departure Action Plan	2	5	\$1,974,369.95
High-Friction Surface Safety Initiative	1	1	\$3,477,477.00
Local Road Safety Initiative	38	82	\$7,861,682.21
Intersection Action Plan	1	24	\$110,365.15
Wrong Way Safety Initiative	0	1	N/A
Ramp Queue Program	2	20	\$4,713,539.06
Pedestrian Road Safety Initiative	0	1	N/A
Subtotal	106	347	\$42,496,670.99

2017 Tennessee Highway Safety Improvement Program

<u>Program</u>	<u># Projects Let (2016)</u>	<u># Projects Currently Under Some Phase of Development</u>	<u>Construction Cost of Let Projects</u>
STID Programs Using State, STP, or HSIP Funding			
Spot Safety Program	22	64	\$11,788,293.02
Subtotal	22	64	\$11,788,293.02
All STID Programs			
Total	128	411	\$54,284,964.01

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

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Strategic Transportation Investments Division

Programs and Initiatives

Road Safety Audits (RSA)

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

Qualifying criteria for RSA's applies to:

All functionally classified public roads

Segments - Spot, Section, or Corridor

Analysis Period: three (3) years

Length: \leq 5 miles

Minimum number of crashes: five(5)

All functionally classified public roads

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

Intersections

Non-signalized (rural or urban)

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

Signalized (rural or urban)

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

Non-signalized Rural Collector or Rural Local Only

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

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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

Roadway Departure Action Plan

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

Qualifying criteria:

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

High-Friction Surface Safety Initiative

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

Qualifying criteria:

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

Local Road Safety Initiative

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

Qualifying criteria:

The location cannot exist within the area represented by a MPO or an urban boundary. The location must experience a minimum of five (5) crashes with at least one (1) of the crashes classified as a severe crash (incapacitating injury crash or fatal crash).

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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

2017 Tennessee Highway Safety Improvement Program

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 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

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

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

How are HSIP funds allocated in a State?

SHSP Emphasis Area Data

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

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

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

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

Criteria used for LRSI:

- Most current 6 years of crash data
- 1 Fatal or 1 Incapacitating minimum
- Total Crashes \geq 5
- Severe crash rate \geq statewide average severe crash rate
- Crash rate \geq statewide average crash rate

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

Traffic Engineering/Safety
Design
Planning
Operations
Districts/Regions

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

Describe coordination with internal partners.

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

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

Identify which external partners are involved with HSIP planning.

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

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

Describe coordination with external partners.

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

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

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

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).

2017 Tennessee Highway Safety Improvement Program

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

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

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

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

No

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

Yes

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

Tennessee has several noteworthy practices:

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

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5. In order to identify crash data on local roads, TDOT updated the Tennessee Roadway Identification Management System (TRIMS) to include local roadway data elements. This project was completed in April 2012.

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

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

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

Program Methodology

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

Yes

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

File Name:

[STID Program Description 082417.pdf](#)

Select the programs that are administered under the HSIP.

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

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

2017 Tennessee Highway Safety Improvement Program

Program: Intersection

Date of Program Methodology: 5/1/2015

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

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

Crash frequency
Relative severity index
Crash rate
Critical rate

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

No

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

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

How are projects under this program advanced for implementation?

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

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

2017 Tennessee Highway Safety Improvement Program
Rank of Priority Consideration

Available funding : 1

Other-Ranking based on severity. : 2

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

Program: Local Safety

Date of Program Methodology: 3/1/2016

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic Volume Lane miles	Functional classification

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

Crash frequency
Relative severity index
Crash rate
Critical rate

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

Yes

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

Yes

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

2017 Tennessee Highway Safety Improvement Program

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding : 1

Other-Based on severity : 2

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

Program: Pedestrian Safety

Date of Program Methodology: 2/6/2017

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes	Exposure	Roadway
Other-pedestrian crashes	Traffic Volume	

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

Crash frequency
Relative severity index
Crash rate
Critical rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

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

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

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

Program: Roadway Departure

Date of Program Methodology: 5/1/2010

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification Roadside features

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

Crash frequency
Relative severity index
Crash rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

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

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical 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

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

Program: Wrong Way Driving

Date of Program Methodology: 7/21/2015

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes

Exposure

Roadway

2017 Tennessee Highway Safety Improvement Program

Other-Wrong way crashes

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

Probability of specific crash types

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

No

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

Yes

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

How are projects under this program advanced for implementation?

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

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

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

Program: Other-Ramp Queue

Date of Program Methodology: 11/1/2008

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

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

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

Crashes

Exposure

Roadway

All crashes

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

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

Level of service of safety (LOSS)

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

No

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

Yes

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

How are projects under this program advanced for implementation?

Other-As projects are identified.

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

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

Program:

Other-High-friction Surface Safety Initiative

Date of Program Methodology:

5/14/2013

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

2017 Tennessee Highway Safety Improvement Program
Addresses SHSP priority or emphasis area
FHWA focused approach to safety
Other-EDC 2 Initiative

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

Competes with all projects

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

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

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

Crash frequency

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

No

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

Yes

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding : 1

Other-Number of Crashes : 2

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

What percentage of HSIP funds address systemic improvements?

40

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

- Rumble Strips
- Install/Improve Signing
- Install/Improve Pavement Marking and/or Delineation
- Safety Edge
- High friction surface treatment
- Wrong way driving treatments

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

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

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Other-Road Safety audit Review

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

TDOT currently has research underway with UT Knoxville and Tennessee State University to develop Tennessee specific crash modification factors and safety performance factors.

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

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

2017 Tennessee Highway Safety Improvement Program

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

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

TDOT plans to develop an HSM Implementation Plan.

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

No

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

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

July 1, 2016 - June 30, 2017

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$71,954,485	\$69,407,270	96.46%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$11,735,565	\$7,749,203	66.03%
Penalty Funds (23 U.S.C. 164)	\$56,501	\$16,100	28.5%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$16,208,804	\$9,626,506	59.39%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$20,419,976	\$20,419,976	100%
State and Local Funds	\$10,760,821	\$10,760,821	100%
Totals	\$131,136,152	\$117,979,876	89.97%

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

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

\$22,280,183

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

\$22,280,183

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

2017 Tennessee Highway Safety Improvement Program

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

\$0

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

\$0

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

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

0%

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

0%

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

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

None

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

No

2017 Tennessee Highway Safety Improvement Program

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-100(79)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-61(34)	Roadway		1.9	Miles	\$270000	\$300000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	21,660	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-71(35)	Roadway		4.91	Miles	\$117000	\$117000	HSIP (23 U.S.C. 148)	Rural Major Collector	4,510	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(177)	Roadway		0.27	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	40,470	65	State Highway Agency	Spot	Intersections	Infrastructure
NH/HSIP-61(43)	Roadway		3.58	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,820	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-2005(10)	Roadway		5.16	Miles	\$3294.59	\$3294.59	HSIP (23 U.S.C. 148)	Urban Major Collector	2,440	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-269(25)	Roadway		3.63	Miles	\$21640.23	\$21640.23	HSIP (23 U.S.C. 148)	Rural Major Collector	2,340	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-130(25)	Roadway		3.89	Miles	\$69000	\$69000	HSIP (23 U.S.C. 148)	Rural Major Collector	790	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-16(55)	Roadway		5.68	Miles	\$141000	\$141000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,450	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-200(38)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-269(30)	Roadway		6.1	Miles	\$149318	\$165909	HSIP (23 U.S.C. 148)	Rural Major Collector	550	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-269(31)	Roadway		0.4	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,340	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-270(13)	Roadway		6.4	Miles	\$181000	\$181000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,310	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-64(19)	Roadway		6.9	Miles	\$-27985.61	\$-31095.12	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-64(21)	Roadway		6.04	Miles	\$191425	\$191425	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,100	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-69(83)	Roadway		6.27	Miles	\$12277	\$12277	HSIP (23 U.S.C. 148)	Rural Major Collector	1,140	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-191(13)	Roadway		5	Miles	\$212049	\$235610	HSIP (23 U.S.C. 148)	Rural Major Collector	450	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-300(31)	Roadway		24.49	Miles	\$198858	\$198858	HSIP (23 U.S.C. 148)	Rural Minor Collector	540	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-300(34)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-IE-40-2(91)	Roadway		1	Miles	\$631.79	\$702.65	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	32,330	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(367)	Roadway		4.28	Miles	\$91236	\$91236	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,170	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-69(94)	Roadway		10.92	Miles	\$484080	\$484080	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-101(24)	Roadway		4.91	Miles	-\$729.58	-\$729.58	HSIP (23 U.S.C. 148)	Rural Major Collector	1,620	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-28(62)	Roadway		7.45	Miles	\$0	\$223053	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,280	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-30(64)	Roadway		8.81	Miles	-\$7433.15	-\$7748.56	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,210	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-400(30)	Roadway		60.12	Miles	-\$22191.56	-\$22824.37	HSIP (23 U.S.C. 148)	Rural Minor Collector	530	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-400(31)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-28(52)	Roadway		6.04	Miles	\$5204.23	\$5204.23	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,510	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-333(28)	Roadway		1.02	Miles	\$38250	\$42500	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-334(10)	Roadway		2.49	Miles	\$71000	\$71000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-336(13)	Roadway		2.46	Miles	\$7267.76	\$5899.5	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,480	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-336(15)	Roadway		7.7	Miles	\$0	\$209000	HSIP (23 U.S.C. 148)	Rural Major Collector	630	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-35(56)	Roadway		7.57	Miles	-\$0.2	-\$0.1	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,060	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-500(44)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
R-NH/HSIP-35(63)	Roadway		2.61	Miles	\$0	-\$190100	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	23,860	35	State Highway Agency	Spot	Roadway Departure	Infrastructure
STP/HSIP-115(44)	Roadway		10.45	Miles	-\$20276.44	-\$20276.44	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,190	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-600(34)	Roadway				-\$17512.57	-\$17512.57	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-2(222)	Roadway		6.29	Miles	-\$26365.54	-\$26365.54	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-306(10)	Roadway		5.53	Miles	-\$15186.47	-\$15186.47	HSIP (23 U.S.C. 148)	Urban Major Collector	4,300	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-306(11)	Roadway		8.58	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,180	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-312(16)	Roadway		4.77	Miles	\$-30919.16	\$-30919.16	HSIP (23 U.S.C. 148)	Urban Major Collector	2,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-312(17)	Roadway		3.73	Miles	\$86446	\$96051	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,370	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-600(35)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-74(11)	Roadway		0.02	Miles	\$1800	\$2000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,990	30	State Highway Agency	Systemic	Intersections	Infrastructure
NH/HSIP-2(248)	Roadway		2.07	Miles	\$265000	\$265000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	22,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-311(31)	Roadway		1.77	Miles	\$110610	\$110610	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	21,710	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-2(247)	Roadway		1.86	Miles	\$0	\$-107000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,500	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-40(26)	Roadway		1.3	Miles	\$-4174.05	\$-4637.83	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,340	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-700(36)	Roadway		5.33	Miles	\$188000	\$188000	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,980	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-700(38)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-9(82)	Roadway		2.78	Miles	\$541440	\$601600	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	30,500	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(170)	Roadway		3.38	Miles	\$-34966.31	\$-38851.46	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	47,230	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-75-3(176)	Roadway		5.45	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	31,170	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-9(84)	Roadway		3.64	Miles	\$98233.91	\$109148.68	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,660	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-9(87)	Roadway		5.63	Miles	\$0	\$-25200	HSIP (23 U.S.C. 148)	Rural Major Collector	1,510	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-297(10)	Roadway		5.02	Miles	\$78000	\$78000	HSIP (23 U.S.C. 148)	Rural Major Collector	870	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-9(91)	Roadway		1.79	Miles	\$165600	\$184000	HSIP (23 U.S.C. 148)	Rural Major Collector	6,390	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-90(5)	Roadway		7.04	Miles	\$114500	\$114500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,050	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-146(7)	Roadway		9.51	Miles	\$136682	\$136682	HSIP (23 U.S.C. 148)	Rural Major Collector	1,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-64(20)	Roadway		6.25	Miles	\$-45632.75	\$-45632.75	HSIP (23 U.S.C. 148)	Rural Major Collector	1,010	0	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-800(33)	Roadway				\$-45332.24	\$-46144.37	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-800(35)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-99(45)	Roadway		1.37	Miles	\$-12846.73	\$-12846.73	HSIP (23 U.S.C. 148)	Rural Major Collector	470	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-145(4)	Roadway		3.57	Miles	\$-58000	\$-58000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,250	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-281(4)	Roadway		1.89	Miles	\$0	\$-29000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,760	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(41)	Roadway		5.23	Miles	\$-3219.88	\$-3219.88	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,240	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-105(13)	Roadway		5.28	Miles	\$-353.5	\$-353.5	HSIP (23 U.S.C. 148)	Rural Major Collector	360	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-424(10)	Roadway		4.69	Miles	\$-2516.61	\$-2516.61	HSIP (23 U.S.C. 148)	Rural Major Collector	690	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-436(4)	Roadway		9.75	Miles	\$102000	\$102000	HSIP (23 U.S.C. 148)	Rural Major Collector	290	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-900(40)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-1(366)	Roadway		9.47	Miles	\$305258	\$305258	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,990	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-1000(27)	Roadway				\$13018.73	\$13018.73	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-1000(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP-NH/HSIP-41(23)	Roadway		8.44	Miles	\$156789	\$156789	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,470	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-NHE-159(8)	Roadway		4.73	Miles	\$706.91	\$706.91	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,010	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1100(32)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-112(35)	Roadway		3.12	Miles	\$95500	\$95500	HSIP (23 U.S.C. 148)	Rural Major Collector	3,530	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-112(37)	Roadway		2.13	Miles	\$37559	\$37559	HSIP (23 U.S.C. 148)	Rural Major Collector	5,300	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-12(55)	Roadway		6.65	Miles	\$0	\$-128782	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,410	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-256(5)	Roadway		6.91	Miles	\$-21397.7	\$-21397.7	HSIP (23 U.S.C. 148)	Rural Major Collector	3,650	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1200(25)	Roadway		26.395	Miles	\$189134	\$189134	HSIP (23 U.S.C. 148)	Rural Minor Collector	340	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-1200(26)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-1300(25)	Roadway				\$22123.14	\$21448.9	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-1300(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-1400(26)	Roadway		45.81	Miles	\$-46000	\$-46000	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	40	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-1400(27)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-51(7)	Roadway		0.17	Miles	\$18000	\$18000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,970	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(70)	Roadway		4.9	Miles	\$-8718.12	\$-8718.12	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,180	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-52(73)	Roadway		12.43	Miles	\$24736.31	\$24736.31	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,970	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(50)	Roadway		2.28	Miles	\$0	\$110928	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,280	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-292(10)	Roadway		9.88	Miles	\$10552.78	\$10552.78	HSIP (23 U.S.C. 148)	Rural Major Collector	390	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-1500(54)	Roadway		31.18	Miles	\$-14150.21	\$-14160.28	HSIP (23 U.S.C. 148)	Urban Minor Collector	2,180	25	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-1500(55)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-160(12)	Roadway		6.64	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,040	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-32(83)	Roadway		2.98	Miles	\$188000	\$188000	HSIP (23 U.S.C. 148)	Rural Major Collector	870	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-73(63)	Roadway		9.12	Miles	\$64675.26	\$64675.26	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,220	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-9(88)	Roadway		4.29	Miles	\$0	\$-38200	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,300	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-160(11)	Roadway		5.22	Miles	\$-3732.31	\$-3732.31	HSIP (23 U.S.C. 148)	Rural Major Collector	2,650	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-32(88)	Roadway		6.81	Miles	\$0	\$143000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-339(12)	Roadway		1.03	Miles	\$0	\$30350	HSIP (23 U.S.C. 148)	Rural Major Collector	1,850	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1600(20)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-280(11)	Roadway		10.6	Miles	\$0	\$232269	HSIP (23 U.S.C. 148)	Rural Major Collector	1,360	45	State Highway Agency	Spot	Local Road Safety Initiative	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-918(10)	Roadway		1	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban Minor Collector	1,710	55	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-2(156)	Roadway		3	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	44,880	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-16(47)	Roadway		1.04	Miles	\$-4285.27	\$-4285.27	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,790	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-55(19)	Roadway		2.59	Miles	\$-29675.98	\$-29675.98	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,300	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-16(53)	Roadway		2.32	Miles	\$0	\$-217000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,290	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(252)	Roadway		3.86	Miles	\$0	\$387935	HSIP (23 U.S.C. 148)	Urban Minor Arterial	21,510	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1700(21)	Roadway		37.204	Miles	\$185576	\$185966	HSIP (23 U.S.C. 148)	Rural Minor Collector	930	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-1700(25)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-20(51)	Roadway		8.31	Miles	\$-16573.45	\$-16573.45	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,320	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-20(68)	Roadway		4.66	Miles	\$0	\$172521	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	14,100	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-1170(11)	Roadway		2.78	Miles	\$1706.79	\$1706.79	HSIP (23 U.S.C. 148)	Urban Minor Collector	2,270	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-101(23)	Roadway		3.3	Miles	\$-18540.59	\$-18540.59	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,930	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-101(25)	Roadway		9.12	Miles	\$0	\$149482	HSIP (23 U.S.C. 148)	Rural Major Collector	1,570	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1800(38)	Roadway		43.38	Miles	\$-14483.5	\$-15497.95	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-1800(39)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-419(10)	Roadway		0.99	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban Major Collector	1,620	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(337)	Roadway		6.13	Miles	\$-13808.83	\$-13808.83	HSIP (23 U.S.C. 148)	Rural Major Collector	1,800	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(370)	Roadway		11.71	Miles	\$209515	\$209515	HSIP (23 U.S.C. 148)	Rural Major Collector	1,790	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG2(132)	Roadway		187.31	Miles	\$1484038	\$1484038	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,630	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-112(40)	Roadway		0.05	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1900(32)	Roadway		10.499	Miles	\$198350	\$198350	HSIP (23 U.S.C. 148)	Urban Major Collector	14,220	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-3258(2)	Roadway		0	Miles	\$-8326.1	\$-9251.22	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,350	30	City of Municipal Highway Agency	Systemic	Intersections	Infrastructure
HSIP-I-24-1(105)	Roadway		1.421	Miles	\$2534850	\$2816500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	151,450	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(111)	Roadway		0.1	Miles	\$136800	\$152000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	167,430	55	State Highway Agency	Spot	Ramp Queue	Infrastructure
HSIP-I-40-4(82)	Roadway		0.01	Miles	\$65310.55	\$72567.27	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	133,910	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-4(84)	Roadway		1.09	Miles	\$91000	\$91000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	153,670	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-4(87)	Roadway		0.5	Miles	\$-33894.22	\$-37660.24	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	100,100	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-5(147)	Roadway		0.22	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	94,610	65	State Highway Agency	Spot	Ramp Queue	Infrastructure
HSIP-I-440-4(80)	Roadway		0.2	Miles	\$45000	\$50000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	77,740	55	State Highway Agency	Spot	Ramp Queue	Infrastructure
HSIP-I-65-2(105)	Roadway		0.42	Miles	\$-34987.73	\$-38875.25	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	181,300	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-2(98)	Roadway		0.01	Miles	\$25290	\$28100	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	124,760	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-IE-440-4(76)	Roadway		0.1	Miles	\$-4889.48	\$-5432.75	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	102,990	55	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-NH-6(91)	Roadway		0.73	Miles	\$-42103.57	\$-46782.07	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	25,060	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(344)	Roadway		4.58	Miles	\$-132300	\$-147000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	22,380	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-155(27)	Roadway		2.103	Miles	\$241427	\$241427	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	86,470	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-24(53)	Roadway		0.92	Miles	\$-40239.75	\$-44710.28	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,260	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-45(26)	Roadway		2.51	Miles	\$-22500	\$-25000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	33,290	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(104)	Roadway		1.35	Miles	\$-6344.61	\$-7049.57	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	25,060	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(124)	Roadway		2.08	Miles	\$666242	\$666242	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,270	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-65(20)	Roadway		2.53	Miles	\$84000	\$84000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,000	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-45(29)	Roadway		1.77	Miles	\$0	\$-37290	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	30,030	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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STP/HSIP-24(58)	Roadway		4.49	Miles	\$-85092.41	\$-85092.41	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,220	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-65(21)	Roadway		1.33	Miles	\$48000	\$48000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	4,890	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-11(88)	Roadway		1.99	Miles	\$94368	\$94368	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,860	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2000(15)	Roadway		17.05	Miles	\$-19046.58	\$-19351.44	HSIP (23 U.S.C. 148)	Rural Minor Collector	140	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2000(16)	Roadway		30.452	Miles	\$187221	\$187221	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-2000(18)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-202(17)	Roadway		4.88	Miles	\$3849.84	\$3849.84	HSIP (23 U.S.C. 148)	Rural Major Collector	410	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-114(16)	Roadway		2.03	Miles	\$122883	\$122883	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,560	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-69(84)	Roadway		3.03	Miles	\$24171.52	\$26856.47	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	9,200	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-NH-69(92)	Roadway		8.25	Miles	\$11000	\$11000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,170	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2100(25)	Roadway				\$-13676.14	\$-14458.08	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-2100(27)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-83(10)	Roadway		3.315	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,190	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-26(68)	Roadway		4.78	Miles	\$166429	\$184922	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,370	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-96(50)	Roadway		12.66	Miles	\$177295	\$177295	HSIP (23 U.S.C. 148)	Rural Major Collector	890	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-2200(16)	Roadway				\$-1418.55	\$-1566.88	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-2200(17)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-235(11)	Roadway		8.14	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,590	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-250(7)	Roadway		6.21	Miles	\$29119.83	\$29119.83	HSIP (23 U.S.C. 148)	Rural Major Collector	870	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-48(55)	Roadway		3.03	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,990	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-3(157)	Roadway		0.2	Miles	\$1290978	\$1434419	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	48,350	70	State Highway Agency	Spot	Ramp Queue	Infrastructure

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STP/HSIP-46(28)	Roadway		3.57	Miles	\$-2735.77	\$-2735.77	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-47(10)	Roadway		7.29	Miles	\$-446.1	\$-446.1	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,850	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-104(37)	Roadway		7.73	Miles	\$136672	\$136892	HSIP (23 U.S.C. 148)	Rural Major Collector	510	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2300(43)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-2914(10)	Roadway		0.01	Miles	\$1500	\$0	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,670	25	City of Municipal Highway Agency	Systemic	Intersections	Infrastructure
HSIP-3(144)	Roadway		5.87	Miles	\$324905	\$324905	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	12,890	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-77(44)	Roadway		7.085	Miles	\$148960	\$148960	HSIP (23 U.S.C. 148)	Rural Major Collector	4,910	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2400(33)	Roadway		27.661	Miles	\$197252	\$197312	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,520	45	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-2400(35)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
R-NH/HSIP-15(192)	Roadway		2.6	Miles	\$0	\$-223000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	17,010	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-196(14)	Roadway		7.19	Miles	\$212974	\$212974	HSIP (23 U.S.C. 148)	Rural Major Collector	2,260	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-222(10)	Roadway		7.48	Miles	\$160045	\$160045	HSIP (23 U.S.C. 148)	Rural Major Collector	540	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-59(26)	Roadway		8.24	Miles	\$11834.1	\$11834.1	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,880	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-154(5)	Roadway		5	Miles	\$111060	\$111060	HSIP (23 U.S.C. 148)	Rural Major Collector	970	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2500(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-28(56)	Roadway		12.58	Miles	\$306900	\$341000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,480	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-296(10)	Roadway		3.02	Miles	\$12808.17	\$12808.17	HSIP (23 U.S.C. 148)	Rural Major Collector	2,720	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(69)	Roadway		4.78	Miles	\$1004.31	\$1115.9	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,600	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-154(6)	Roadway		1.38	Miles	\$0	\$21979	HSIP (23 U.S.C. 148)	Rural Major Collector	580	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-52(83)	Roadway		2.6	Miles	\$0	\$74088	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,930	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-16(42)	Roadway		0.01	Miles	\$19115.37	\$21239.3	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,870	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-16(52)	Roadway		3.65	Miles	\$-26000	\$-26000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,120	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2600(44)	Roadway		39.24	Miles	\$2182.39	\$1649.72	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-2600(45)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-15(198)	Roadway		8.65	Miles	\$227562	\$227562	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,800	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(60)	Roadway		1.74	Miles	\$0	\$112084	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,240	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP/HRRR-2700(54)	Roadway		30.045	Miles	\$197849	\$197849	HSIP (23 U.S.C. 148)	Rural Minor Collector	510	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1588(10)	Roadway		3.86	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Collector	800	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-186(16)	Roadway		4.02	Miles	\$-3141.9	\$-3141.9	HSIP (23 U.S.C. 148)	Rural Major Collector	1,100	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2700(61)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-420(10)	Roadway		2.45	Miles	\$139891	\$155434	HSIP (23 U.S.C. 148)	Rural Major Collector	820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-NH-104(36)	Roadway		4.76	Miles	\$-16101.91	\$-16101.91	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,850	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-11(76)	Roadway		3.72	Miles	\$-6014.95	\$-6683.95	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-129(13)	Roadway		6.65	Miles	\$220354	\$244838	HSIP (23 U.S.C. 148)	Rural Major Collector	1,110	25	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-15(182)	Roadway		5.66	Miles	\$7285.22	\$6950.39	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,130	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-166(16)	Roadway		6.3	Miles	\$-12502.29	\$-12502.29	HSIP (23 U.S.C. 148)	Rural Major Collector	1,500	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2800(36)	Roadway		32.147	Miles	\$219445	\$219445	HSIP (23 U.S.C. 148)	Rural Minor Collector	920	40	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-2800(39)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-7(30)	Roadway		1.01	Miles	\$2353500	\$2615000	HSIP (23 U.S.C. 148)	Rural Major Collector	6,830	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7(31)	Roadway		0.26	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Major Collector	9,110	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-1(74)	Roadway		0.74	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	19,810	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-7(32)	Roadway		1.51	Miles	\$50887	\$56541	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,190	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STP/HSIP-11(86)	Roadway		0.78	Miles	\$795	\$795	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,010	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(89)	Roadway		5.3	Miles	\$0	\$190317	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,300	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-166(15)	Roadway		7.1	Miles	\$-13000.29	\$-13000.29	HSIP (23 U.S.C. 148)	Rural Major Collector	2,430	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-7(33)	Roadway		1.897	Miles	\$12543	\$12543	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,540	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-131(46)	Roadway		7.53	Miles	\$0	\$225000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2900(17)	Roadway		37.13	Miles	\$-29875.83	\$-30761.66	HSIP (23 U.S.C. 148)	Rural Minor Collector	600	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-2900(19)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-3000(56)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-34(101)	Roadway		2.73	Miles	\$471780	\$524200	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	17,760	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(109)	Roadway		0.4	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	23,720	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-349(10)	Roadway		13.25	Miles	\$284000	\$284000	HSIP (23 U.S.C. 148)	Rural Major Collector	920	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-351(18)	Roadway		6.72	Miles	\$-17675.69	\$-19639.66	HSIP (23 U.S.C. 148)	Rural Major Collector	1,490	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-351(19)	Roadway		5.106	Miles	\$17921.77	\$19913.08	HSIP (23 U.S.C. 148)	Rural Major Collector	2,270	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-93(19)	Roadway		10.14	Miles	\$5301.6	\$5301.6	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,670	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-107(26)	Roadway		2.63	Miles	\$81810	\$90900	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,980	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-172(12)	Roadway		11.68	Miles	\$-7308.04	\$-7308.04	HSIP (23 U.S.C. 148)	Rural Major Collector	5,760	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-351(20)	Roadway		6.74	Miles	\$0	\$116500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,490	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-93(21)	Roadway		8.04	Miles	\$0	\$147300	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,790	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(94)	Roadway		4.08	Miles	\$4472.86	\$4472.86	HSIP (23 U.S.C. 148)	Rural Major Collector	1,850	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3100(22)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-56(75)	Roadway		4.21	Miles	\$61000	\$61000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,620	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STP/HSIP-56(83)	Roadway		6.24	Miles	\$67853	\$67853	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,620	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-32(86)	Roadway		0.45	Miles	\$179550	\$199500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	22,490	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-32(87)	Roadway		5.34	Miles	\$-15096.14	\$-15096.14	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-34(110)	Roadway		4.04	Miles	\$194400	\$216000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,450	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-344(9)	Roadway		5	Miles	\$17960.83	\$17960.83	HSIP (23 U.S.C. 148)	Rural Major Collector	3,630	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-148(3)	Roadway		3.98	Miles	\$35518.1	\$35518.1	HSIP (23 U.S.C. 148)	Urban Minor Arterial	2,080	25	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-153(12)	Roadway		0.48	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	73,240	55	State Highway Agency	Spot	Ramp Queue	Infrastructure
HSIP-2(249)	Roadway		0.17	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,970	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-318(5)	Roadway		1.05	Miles	\$-1186.75	\$-1186.75	HSIP (23 U.S.C. 148)	Urban Minor Collector	1,240	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3300(53)	Roadway				\$245280	\$246200	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-3553(5)	Roadway		0.54	Miles	\$-14728.07	\$-16364.52	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,120	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-58(45)	Roadway		0.52	Miles	\$184500	\$205000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,500	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-58(46)	Roadway		13.33	Miles	\$76594	\$76594	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,940	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8(44)	Roadway		0.01	Miles	\$1935.63	\$2151.03	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,360	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-3(93)	Roadway		0.34	Miles	\$598320	\$664800	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	116,220	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-111(101)	Roadway		3.65	Miles	\$195208	\$195208	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	8,730	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-153(11)	Roadway		1.78	Miles	\$126787	\$140873	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	46,490	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-2(250)	Roadway		2.02	Miles	\$375416	\$417129	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	27,000	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(103)	Roadway		2.59	Miles	\$135897	\$135897	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	12,950	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-317(18)	Roadway		4.47	Miles	\$-35812.18	\$-39791.87	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	22,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
PHSIP/HSIP-3602(5)	Roadway		0.9	Miles	\$211500	\$235000	HSIP (23 U.S.C. 148)	Urban Major Collector	0	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-153(10)	Roadway		1.96	Miles	\$51605	\$-74395	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	28,620	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-29(99)	Roadway		3.05	Miles	\$0	\$-191000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	31,770	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-60(30)	Roadway		1.99	Miles	\$0	\$-31000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,080	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(214)	Roadway		3.49	Miles	\$-16665.39	\$-16665.39	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,490	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3400(10)	Roadway		24.18	Miles	\$-33480	\$-33400	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-3400(11)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-63(61)	Roadway		5.23	Miles	\$197000	\$197000	HSIP (23 U.S.C. 148)	Rural Major Collector	900	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-66(51)	Roadway		6.47	Miles	\$396000	\$396000	HSIP (23 U.S.C. 148)	Rural Major Collector	220	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-18(31)	Roadway		4.75	Miles	\$101273	\$112526	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3500(40)	Roadway		28.184	Miles	\$195556	\$195616	HSIP (23 U.S.C. 148)	Rural Minor Collector	430	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-3500(45)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-57(67)	Roadway		6.85	Miles	\$114529	\$114529	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,450	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3600(37)	Roadway		26.27	Miles	\$144840	\$144840	HSIP (23 U.S.C. 148)	Rural Minor Collector	850	45	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-3600(39)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-114(14)	Roadway		2.84	Miles	\$131222	\$131222	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-15(196)	Roadway		2.06	Miles	\$73500	\$73500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,890	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-3700(32)	Roadway		41.58	Miles	\$-11104.23	\$-11104.23	HSIP (23 U.S.C. 148)	Rural Minor Collector	140	35	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-1(332)	Roadway		0	Miles	\$133386.11	\$148206.79	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	28,390	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-31(14)	Roadway		4.52	Miles	\$223.71	\$223.71	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,250	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-347(11)	Roadway		10.99	Miles	\$0	\$591000	HSIP (23 U.S.C. 148)	Rural Major Collector	320	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3700(36)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
HSIP-66(48)	Roadway		5.32	Miles	\$-1083.63	\$-1083.63	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,770	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(341)	Roadway		5.5	Miles	\$-1340.89	\$-1340.89	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	11,440	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-34(97)	Roadway		4.47	Miles	\$-8932.33	\$-8932.33	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,500	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-179(9)	Roadway		12.36	Miles	\$118823	\$132026	HSIP (23 U.S.C. 148)	Rural Major Collector	560	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-180(10)	Roadway		9.89	Miles	\$-17247.41	\$-17247.41	HSIP (23 U.S.C. 148)	Rural Major Collector	490	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-369(8)	Roadway		1.1	Miles	\$30739	\$30739	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,830	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3800(15)	Roadway		31.819	Miles	\$175436	\$175436	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-3800(17)	Roadway		4.88	Miles	\$63738	\$63738	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3800(19)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-R-179(8)	Roadway		0	Miles	\$-50341.22	\$-55934.69	HSIP (23 U.S.C. 148)	Rural Major Collector	560	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-104(34)	Roadway		7.93	Miles	\$7689.02	\$7689.02	HSIP (23 U.S.C. 148)	Rural Major Collector	1,390	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-114(17)	Roadway		4.03	Miles	\$209409	\$209409	HSIP (23 U.S.C. 148)	Rural Major Collector	1,320	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(78)	Roadway		2.183	Miles	\$3787.03	\$4208.38	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	8,380	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-22(79)	Roadway		1.17	Miles	\$-2575.19	\$-2861.32	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	12,530	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3900(25)	Roadway		24.674	Miles	\$182222	\$182222	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-3900(28)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-20(59)	Roadway		1.86	Miles	\$3557.89	\$3952.66	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	18,050	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4000(44)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-R-54(40)	Roadway				\$22500	\$25000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-100(78)	Roadway		6.16	Miles	\$148000	\$148000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	13,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-230(15)	Roadway		7.17	Miles	\$-15174.7	\$-15174.7	HSIP (23 U.S.C. 148)	Rural Major Collector	410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-230(16)	Roadway		6.38	Miles	\$130000	\$130000	HSIP (23 U.S.C. 148)	Rural Major Collector	410	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4100(18)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-46(30)	Roadway		2.76	Miles	\$88000	\$88000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	11,610	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-4200(13)	Roadway				\$-1030.61	\$-1136.78	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-4200(14)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-46(24)	Roadway		5.77	Miles	\$4508.1	\$4508.1	HSIP (23 U.S.C. 148)	Rural Major Collector	530	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(67)	Roadway		6.856	Miles	\$16775.93	\$16775.93	HSIP (23 U.S.C. 148)	Rural Major Collector	1,650	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(71)	Roadway		6.85	Miles	\$138000	\$138000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,310	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(44)	Roadway		7.58	Miles	\$152000	\$152000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,800	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(324)	Roadway		5.8	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(374)	Roadway		2.749	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(61)	Roadway		5.42	Miles	\$-5719.7	\$-5719.7	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,950	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-231(6)	Roadway		7.54	Miles	\$153900	\$171000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,930	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4300(30)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
PHSIP/HSIP-I-40-3(160)	Roadway				\$1748564	\$1942849	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(69)	Roadway		8.3	Miles	\$181750	\$181750	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-135(17)	Roadway		7.69	Miles	\$3303.22	\$3303.22	HSIP (23 U.S.C. 148)	Rural Major Collector	430	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-135(19)	Roadway		3.79	Miles	\$60036	\$60036	HSIP (23 U.S.C. 148)	Rural Major Collector	2,160	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1410(2)	Roadway		5.37	Miles	\$-7059.99	\$-7844.43	HSIP (23 U.S.C. 148)	Rural Major Collector	1,640	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-4400(53)	Roadway		16.65	Miles	\$-42579	\$-42579	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	30	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-4400(54)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-477(10)	Roadway		5.37	Miles	\$33277.72	\$32777.72	HSIP (23 U.S.C. 148)	Rural Major Collector	1,640	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-135(23)	Roadway		8.07	Miles	\$0	\$-182000	HSIP (23 U.S.C. 148)	Rural Major Collector	430	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-53(44)	Roadway		1.5	Miles	\$9041.37	\$9041.37	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,020	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-56(72)	Roadway		0.92	Miles	\$6252.76	\$6252.76	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,960	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-85(27)	Roadway		4.85	Miles	\$0	\$123647	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,250	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(96)	Roadway		4.97	Miles	\$-42949.76	\$-47721.96	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	18,970	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4500(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-9(77)	Roadway		0.01	Miles	\$-10294.65	\$-11438.5	HSIP (23 U.S.C. 148)	Rural Major Collector	2,670	50	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-92(18)	Roadway		0.01	Miles	\$-16690.66	\$-17024.64	HSIP (23 U.S.C. 148)	Rural Minor Arterial	13,120	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-92(21)	Roadway		9.14	Miles	\$-52500	\$-52500	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,340	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-9(89)	Roadway		9	Miles	\$208000	\$208000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,670	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-9(90)	Roadway		2.23	Miles	\$45000	\$45000	HSIP (23 U.S.C. 148)	Rural Major Collector	5,930	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4600(26)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-34(111)	Roadway		12.9	Miles	\$388000	\$388000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,330	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1254(10)	Roadway		1.23	Miles	\$28500	\$29000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,440	40	City of Municipal Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-131(33)	Roadway		0.03	Miles	\$135000	\$150000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,990	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-131(42)	Roadway		1.8	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,630	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-168(13)	Roadway		4.33	Miles	\$167000	\$167000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,950	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-169(13)	Roadway		0.1	Miles	\$14720.18	\$16355.76	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,020	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-170(9)	Roadway		8.95	Miles	\$-28290.03	\$-28680.21	HSIP (23 U.S.C. 148)	Rural Major Collector	3,390	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4174(10)	Roadway		0.01	Miles	\$-9480.27	\$-10506.85	HSIP (23 U.S.C. 148)	Urban Minor Collector	4,470	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4700(56)	Roadway				\$236800	\$237800	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-I-640-7(171)	Roadway		0.26	Miles	\$85500	\$95000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	54,790	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-IE-140(13)	Roadway		0.01	Miles	\$-34056.88	\$-37841.88	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,120	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(365)	Roadway		3.01	Miles	\$147150	\$163500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	31,090	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-168(11)	Roadway		2.11	Miles	\$-3159.99	\$-3511.55	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	9,760	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-1(357)	Roadway		1.77	Miles	\$0	\$-11600	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	24,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-62(43)	Roadway		2.62	Miles	\$0	\$-48300	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	18,980	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-PHSIP/HSIP-169(15)	Roadway		0.01	Miles	\$544397	\$604885	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,020	45	State Highway Agency	Systemic	Intersections	Infrastructure
STP/HSIP-168(12)	Roadway		2.52	Miles	\$-4943.56	\$-4943.56	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,950	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-332(12)	Roadway		5.5	Miles	\$16000	\$16000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	13,650	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-332(13)	Roadway		5.55	Miles	\$174000	\$174000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,120	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4800(14)	Roadway		29.8	Miles	\$205000	\$205000	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-4800(15)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-180(11)	Roadway		2.63	Miles	\$-2211.81	\$-2211.81	HSIP (23 U.S.C. 148)	Rural Major Collector	950	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4900(58)	Roadway		7.21	Miles	\$-17330.63	\$-17594.74	HSIP (23 U.S.C. 148)	Rural Minor Collector	610	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-4900(65)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
HSIP-88(15)	Roadway		1.67	Miles	\$-14209.7	\$-15788	HSIP (23 U.S.C. 148)	Rural Major Collector	4,460	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-209(15)	Roadway		2.85	Miles	\$69930	\$77700	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,800	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-87(8)	Roadway		7.66	Miles	\$184800	\$184800	HSIP (23 U.S.C. 148)	Rural Major Collector	290	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-242(160)	Roadway		0.78	Miles	\$14458	\$14458	HSIP (23 U.S.C. 148)	Rural Major Collector	310	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-242(162)	Roadway		4.403	Miles	\$34314	\$34314	HSIP (23 U.S.C. 148)	Rural Major Collector	310	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5000(18)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-5000(19)	Roadway		1.25	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-930(11)	Roadway		4.97	Miles	\$-62764	\$-68873	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,020	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-930(12)	Roadway		4.97	Miles	\$53268	\$57804	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,020	45	County Highway Agency	Systemic	High Friction Surface Treatment	Infrastructure
HSIP-98(9)	Roadway		5.67	Miles	\$117023	\$117023	HSIP (23 U.S.C. 148)	Rural Major Collector	1,140	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(121)	Roadway		4.738	Miles	\$170205	\$170205	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	9,620	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-242(157)	Roadway		6	Miles	\$-1336.89	\$-1336.89	HSIP (23 U.S.C. 148)	Rural Major Collector	550	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-242(163)	Roadway		5.3	Miles	\$116226	\$129140	HSIP (23 U.S.C. 148)	Urban Major Collector	4,290	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-20(60)	Roadway		5.43	Miles	\$-280.76	\$-280.76	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,610	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-48(54)	Roadway		5.56	Miles	\$115705	\$128561	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,270	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5100(33)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-99(44)	Roadway		12.07	Miles	\$183946	\$183946	HSIP (23 U.S.C. 148)	Rural Major Collector	490	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(50)	Roadway		0.01	Miles	\$-25135.31	\$-27928.46	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	13,070	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(56)	Roadway		1.48	Miles	\$64569	\$64569	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,230	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(60)	Roadway		8.35	Miles	\$159681	\$159681	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,070	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(67)	Roadway		0.05	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,070	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-275(10)	Roadway		7.03	Miles	\$138000	\$138000	HSIP (23 U.S.C. 148)	Rural Major Collector	560	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-50(55)	Roadway		0.355	Miles	\$-34134.47	\$-37927.19	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,370	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5200(28)	Roadway		24.905	Miles	\$-15522.38	\$-15956.2	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,000	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure

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HSIP-5200(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-10(58)	Roadway		2.33	Miles	\$-1323.67	\$-1323.67	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	11,830	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-15(194)	Roadway		3.74	Miles	\$0	\$-50096	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,490	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-50(59)	Roadway		1.04	Miles	\$0	\$-91679	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,860	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2(245)	Roadway		10.1	Miles	\$5218.87	\$5218.87	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,300	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5300(26)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-72(15)	Roadway		4.91	Miles	\$100100	\$100100	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,980	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-72(18)	Roadway		0.01	Miles	\$-31765.09	\$-35294.55	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,780	55	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-73(62)	Roadway		9.08	Miles	\$16200	\$18000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,160	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-95(13)	Roadway		9.88	Miles	\$0	\$-88200	HSIP (23 U.S.C. 148)	Rural Major Collector	1,190	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1082(10)	Roadway		6.67	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,060	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-141(33)	Roadway		5.57	Miles	\$-7106.15	\$-7106.15	HSIP (23 U.S.C. 148)	Rural Major Collector	1,040	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-261(3)	Roadway		6.53	Miles	\$3281.43	\$3281.43	HSIP (23 U.S.C. 148)	Rural Major Collector	740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(84)	Roadway		0.33	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	8,910	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5600(50)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-52(82)	Roadway		4.76	Miles	\$0	\$203096	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	12,120	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/PHSIP/HSIP-10(24)	Roadway		1.76	Miles	\$3330000	\$3700000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,420	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1629(10)	Roadway		8.9	Miles	\$-57867	\$-57867	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,740	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5700(67)	Roadway		23.446	Miles	\$179056	\$179866	HSIP (23 U.S.C. 148)	Rural Minor Collector	520	30	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-872(11)	Roadway		8.63	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,710	55	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-20(67)	Roadway		7.34	Miles	\$315733	\$315733	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	12,300	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-108(95)	Roadway		6.43	Miles	\$303421	\$303421	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,060	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(99)	Roadway		4.3	Miles	\$0	\$103903	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,060	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2(233)	Roadway		5.62	Miles	\$19686.91	\$19686.91	HSIP (23 U.S.C. 148)	Rural Major Collector	1,400	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5800(45)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-I-24-2(159)	Roadway		5.63	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	47,930	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-27(51)	Roadway		5.7	Miles	\$0	\$-99000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,200	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-272(11)	Roadway		4.63	Miles	\$-2237.37	\$-2237.37	HSIP (23 U.S.C. 148)	Rural Major Collector	1,770	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-129(12)	Roadway		5.75	Miles	\$252325	\$252325	HSIP (23 U.S.C. 148)	Rural Major Collector	660	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-130(24)	Roadway		3.51	Miles	\$66043	\$66043	HSIP (23 U.S.C. 148)	Rural Major Collector	790	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-417(11)	Roadway		0.03	Miles	\$-112984	\$-125537	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,300	45	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-5900(24)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-99(53)	Roadway		0.35	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,360	55	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-106(39)	Roadway		2.29	Miles	\$64090	\$64090	HSIP (23 U.S.C. 148)	Rural Major Collector	1,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(87)	Roadway		7.17	Miles	\$251842	\$279824	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,110	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(56)	Roadway		8.28	Miles	\$-19435.23	\$-19435.23	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,810	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-64(22)	Roadway		3.03	Miles	\$87602	\$87602	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,020	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1036(10)	Roadway		6.8	Miles	\$-34680.92	\$-38534.35	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,040	45	County Highway Agency	Spot	Roadway Departure	Infrastructure
HRRR/HSIP-99(41)	Roadway		6.48	Miles	\$19531.67	\$19531.67	HSIP (23 U.S.C. 148)	Rural Major Collector	1,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-247(10)	Roadway		1.38	Miles	\$-6081.91	\$-6581.91	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,470	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-246(5)	Roadway		7.99	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,390	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3203(3)	Roadway		1.38	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,070	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-396(2)	Roadway		0.1	Miles	\$-24203.24	\$-25892.32	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	22,820	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6000(33)	Roadway		1.82	Miles	\$99000	\$110000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0	25	City of Municipal Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-99(47)	Roadway		7.1	Miles	\$-19034.35	\$-21149.28	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,360	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-R-166(13)	Roadway		0.31	Miles	\$12000	\$12000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	1,900	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-99(55)	Roadway		6	Miles	\$139355	\$139355	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-106(40)	Roadway		0.51	Miles	\$16301	\$16301	HSIP (23 U.S.C. 148)	Rural Major Collector	1,660	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-245(9)	Roadway		6.33	Miles	\$145628	\$145628	HSIP (23 U.S.C. 148)	Rural Major Collector	1,110	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-50(51)	Roadway		4.28	Miles	\$-45548.53	\$-50609.92	HSIP (23 U.S.C. 148)	Urban Minor Arterial	30,250	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-1914(10)	Roadway		7	Miles	\$-30109.47	\$-30609.47	HSIP (23 U.S.C. 148)	Rural Minor Collector	380	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-307(14)	Roadway		3.89	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,500	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5400(42)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-858(10)	Roadway		5.49	Miles	\$112000	\$112000	HSIP (23 U.S.C. 148)	Urban Minor Collector	660	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-30(77)	Roadway		4.5	Miles	\$731538	\$812820	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	21,790	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-HSIP-305(12)	Roadway		2.85	Miles	\$0	\$-113000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,490	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-163(8)	Roadway		5.61	Miles	\$6251.26	\$6251.26	HSIP (23 U.S.C. 148)	Rural Major Collector	2,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(220)	Roadway		7.3	Miles	\$-37764.92	\$-37764.92	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-30(62)	Roadway		4.61	Miles	\$-9112.38	\$-9112.38	HSIP (23 U.S.C. 148)	Rural Minor Arterial	10,090	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-30(63)	Roadway		1.85	Miles	\$-34856.22	\$-38730.03	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	13,870	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-5500(55)	Roadway		27.638	Miles	\$203230	\$203230	HSIP (23 U.S.C. 148)	Rural Minor Collector	280	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-5500(58)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
NH/HSIP-5(108)	Roadway		5.73	Miles	\$281149	\$281149	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	10,600	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-306(12)	Roadway		2.5	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,650	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-58(43)	Roadway		4.52	Miles	\$4993.27	\$4993.27	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,050	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6100(23)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
R-HSIP-304(12)	Roadway		5.25	Miles	\$61000	\$61000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,320	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
R-NH/HSIP-60(31)	Roadway		0.98	Miles	\$0	\$-18000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,170	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-60(32)	Roadway		2.1	Miles	\$0	\$-44000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,080	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-322(16)	Roadway		3.2	Miles	\$-16983.88	\$-18870.98	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,320	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6200(26)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-68(47)	Roadway		2.7	Miles	\$0	\$117600	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,600	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP-NH/HSIP-33(124)	Roadway		1.87	Miles	\$0	\$-4500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	16,740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-322(17)	Roadway		3.1	Miles	\$0	\$125000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,900	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-33(125)	Roadway		2.22	Miles	\$0	\$264000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	14,170	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1888(10)	Roadway		4.188	Miles	\$84000	\$84000	HSIP (23 U.S.C. 148)	Rural Minor Collector	790	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-236(7)	Roadway		2.93	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,380	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-48(53)	Roadway		5.18	Miles	\$-2960.94	\$-2960.94	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,770	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6300(22)	Roadway		14.898	Miles	\$198150	\$198150	HSIP (23 U.S.C. 148)	Urban Major Collector	7,490	45	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-76(100)	Roadway		0.12	Miles	\$52.74	\$58.6	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,560	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
PHSIP/HSIP-48(51)	Roadway		0.21	Miles	\$1135895	\$1722481	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,480	30	State Highway Agency	Systemic	Intersections	Infrastructure
PHSIP/HSIP-76(89)	Roadway		0.01	Miles	\$454464	\$504960	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	25,110	55	State Highway Agency	Spot	Intersections	Infrastructure
R-PHSIP/HSIP-76(92)	Roadway		0.01	Miles	\$508113.35	\$564571	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	25,110	55	State Highway Agency	Systemic	Intersections	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
R-STP/HSIP-76(99)	Roadway		3.73	Miles	\$0	\$-38294	HSIP (23 U.S.C. 148)	Urban Minor Arterial	16,480	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-112(38)	Roadway		4.3	Miles	\$219803	\$244226	HSIP (23 U.S.C. 148)	Urban Minor Arterial	20,020	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-55(21)	Roadway		7.24	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,030	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6400(10)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-6400(9)	Roadway		29.179	Miles	\$-6413.56	\$-7126.17	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-299(11)	Roadway		10.14	Miles	\$123000	\$123000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,060	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-62(44)	Roadway		10.74	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,600	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-6500(38)	Roadway				\$-11590.74	\$-12326.57	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-6500(39)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-NH-29(94)	Roadway		3.61	Miles	\$-1501.73	\$-1501.73	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-21(15)	Roadway		0.01	Miles	\$398.66	\$442.96	HSIP (23 U.S.C. 148)	Rural Major Collector	910	40	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-21(24)	Roadway		7.08	Miles	\$268529	\$298366	HSIP (23 U.S.C. 148)	Rural Major Collector	1,210	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-214(8)	Roadway		0.86	Miles	\$18900	\$18900	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,400	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6600(24)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-22(72)	Roadway		2.79	Miles	\$17200.15	\$19111.39	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,660	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-184(5)	Roadway		0.88	Miles	\$27300	\$27300	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,020	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-21(22)	Roadway		1.95	Miles	\$48300	\$48300	HSIP (23 U.S.C. 148)	Urban Minor Arterial	1,720	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-136(13)	Roadway		10.96	Miles	\$-26336	\$-26336	HSIP (23 U.S.C. 148)	Rural Major Collector	4,860	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-293(12)	Roadway		4.64	Miles	\$-1847.6	\$-1847.6	HSIP (23 U.S.C. 148)	Rural Major Collector	960	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(72)	Roadway		5.55	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	850	55	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-52(75)	Roadway		3.05	Miles	\$-38696.25	\$-38696.25	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-6700(34)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-111(102)	Roadway		3.92	Miles	\$127464	\$127464	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,510	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-111(92)	Roadway		1.98	Miles	\$7296.28	\$7296.28	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,160	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-52(66)	Roadway		3.52	Miles	\$-9003.9	\$-9003.9	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-294(4)	Roadway		0.58	Miles	\$103.7	\$103.7	HSIP (23 U.S.C. 148)	Rural Major Collector	4,310	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-52(68)	Roadway		1.06	Miles	\$-8822.06	\$-9802.84	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,960	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-85(26)	Roadway		7.22	Miles	\$125495	\$125495	HSIP (23 U.S.C. 148)	Rural Major Collector	280	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-128(28)	Roadway		3.657	Miles	\$-34980.51	\$-38867.23	HSIP (23 U.S.C. 148)	Rural Major Collector	660	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-128(30)	Roadway		6.05	Miles	\$-818.23	\$-818.23	HSIP (23 U.S.C. 148)	Rural Major Collector	550	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-128(32)	Roadway		6.08	Miles	\$137076	\$137076	HSIP (23 U.S.C. 148)	Rural Major Collector	660	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-438(5)	Roadway		6	Miles	\$-1546.22	\$-1546.22	HSIP (23 U.S.C. 148)	Rural Major Collector	580	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6800(28)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-20(63)	Roadway		6.13	Miles	\$7334.84	\$7334.84	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,670	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-28(57)	Roadway		3.67	Miles	\$2250	\$2500	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-295(2)	Roadway		5.03	Miles	\$-33540.72	\$-37267.47	HSIP (23 U.S.C. 148)	Rural Major Collector	640	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-325(10)	Roadway		4.17	Miles	\$23182.68	\$23182.68	HSIP (23 U.S.C. 148)	Rural Major Collector	1,150	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-6900(9)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-111(103)	Roadway		2.31	Miles	\$55534	\$55534	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,570	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-28(61)	Roadway		5.59	Miles	\$0	\$-119000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	1,580	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-111(97)	Roadway		2.94	Miles	\$-64309.24	\$-64309.24	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,590	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-123(1)	Roadway		1.25	Miles	\$-2944.03	\$-2944.03	HSIP (23 U.S.C. 148)	Rural Major Collector	800	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-163(7)	Roadway		0.92	Miles	\$-5033.7	\$-5033.7	HSIP (23 U.S.C. 148)	Rural Major Collector	1,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-30(65)	Roadway		1.31	Miles	\$197623	\$219581	HSIP (23 U.S.C. 148)	Rural Major Collector	720	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-68(38)	Roadway		5.02	Miles	\$-1649.41	\$-1649.41	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,050	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7000(29)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-40(32)	Roadway		4.02	Miles	\$-36933.95	\$-41037.5	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,970	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-136(14)	Roadway		5.72	Miles	\$-14326	\$-15917	HSIP (23 U.S.C. 148)	Rural Major Collector	4,860	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-135(21)	Roadway		7.66	Miles	\$-10413.51	\$-11570.57	HSIP (23 U.S.C. 148)	Rural Major Collector	5,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-3529(1)	Roadway		0	Miles	\$-19550.5	\$-20563.24	HSIP (23 U.S.C. 148)	Urban Major Collector	2,930	30	City of Municipal Highway Agency	Systemic	Intersections	Infrastructure
HSIP-62(40)	Roadway		3.98	Miles	\$-7782.13	\$-7782.13	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,200	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7100(54)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-96(51)	Roadway		5.67	Miles	\$0	\$76601	HSIP (23 U.S.C. 148)	Rural Major Collector	650	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-40-6(165)	Roadway		0.76	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	47,150	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-111(93)	Roadway		2.77	Miles	\$-18539.96	\$-18539.96	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	17,600	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-24(64)	Roadway		2.22	Miles	\$0	\$-71000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,870	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-24(65)	Roadway		2.06	Miles	\$0	\$-72000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	8,710	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-135(24)	Roadway		1.89	Miles	\$0	\$710236	HSIP (23 U.S.C. 148)	Urban Minor Arterial	23,390	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-1165(2)	Roadway		9.68	Miles	\$10998.17	\$10998.17	HSIP (23 U.S.C. 148)	Rural Minor Collector	420	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG1(125)	Roadway				\$3333330	\$3703700	HSIP (23 U.S.C. 148)		0			Systemic	High Friction Surface Treatment	Infrastructure
HSIP-REG1(96)	Roadway		4.025	Miles	\$-15185	\$-16872.23	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,920	55	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG1(99)	Roadway		1.97	Miles	\$-65106.89	\$-72340.99	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,640	40	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG2(100)	Roadway		68	Miles	\$-1690.88	\$-1832.97	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,830	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure

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HSIP-REG2(159)	Roadway		126.19	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban Major Collector	2,450	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG2(181)	Roadway		109.1	Miles	\$738680	\$740160	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,380	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG3(86)	Roadway		4.48	Miles	\$-3572.58	\$-3969.19	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,070	55	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG3(92)	Roadway		2.21	Miles	\$17543.95	\$19493.28	HSIP (23 U.S.C. 148)	Rural Major Collector	3,610	45	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG3(93)	Roadway		2.696	Miles	\$-684.74	\$-761.26	HSIP (23 U.S.C. 148)	Rural Major Collector	3,000	45	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG3(94)	Roadway		17.589	Miles	\$-126493.22	\$-140548.03	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,820	40	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG3(95)	Roadway		10.95	Miles	\$2106.93	\$2341.37	HSIP (23 U.S.C. 148)	Urban Minor Arterial	29,060	50	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG4(129)	Roadway		59.25	Miles	\$1005635	\$1013775	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,150	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG4(130)	Roadway		131.44	Miles	\$1149624	\$1150614	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,190	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-REG4(148)	Roadway		1.9	Miles	\$168683	\$174550	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,600	50	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-REG4(149)	Roadway				\$4500	\$5000	HSIP (23 U.S.C. 148)		0			Systemic	Intersections	Infrastructure
HSIP-REG4(160)	Roadway		69.81	Miles	\$68400	\$76000	HSIP (23 U.S.C. 148)	Rural Major Collector	550	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-29(87)	Roadway		5.2	Miles	\$10108.27	\$11231.41	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	9,940	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-30(70)	Roadway		0.41	Miles	\$1109700	\$1233000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,250	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-30(71)	Roadway		8.08	Miles	\$-33724.69	\$-37471.88	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,250	55	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-68(48)	Roadway		6.83	Miles	\$0	\$239214	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,350	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7200(31)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
HSIP-R00S(143)	Roadway		0	Miles	\$-6051.77	\$-6051.77	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(101)	Roadway		4.76	Miles	\$90624	\$90624	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,090	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(102)	Roadway		3.75	Miles	\$84362	\$84362	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,030	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-29(98)	Roadway		2.5	Miles	\$0	\$-114000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,640	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
R-PHSIP/HSIP-29(91)	Roadway		0.27	Miles	\$1099698	\$1221887	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	17,100	45	State Highway Agency	Systemic	Intersections	Infrastructure
STP/HSIP-68(40)	Roadway		1.47	Miles	\$-10178.55	\$-11309.83	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,690	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-NH-29(92)	Roadway		3.57	Miles	\$-3924.24	\$-3924.24	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	12,850	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-61(35)	Roadway		1.65	Miles	\$-25173	\$-27970	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	5,410	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7300(35)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-I-40-6(162)	Roadway		0.703	Miles	\$16650	\$18500	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	32,230	60	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(340)	Roadway		2.64	Miles	\$26194.12	\$29104.58	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,520	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-29(100)	Roadway		4.4	Miles	\$195000	\$195000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,030	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-58(40)	Roadway		6.88	Miles	\$13500	\$13500	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	11,230	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-61(41)	Roadway		9.24	Miles	\$44516	\$44516	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(363)	Roadway		2.78	Miles	\$105202	\$105202	HSIP (23 U.S.C. 148)	Rural Major Collector	2,190	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-382(7)	Roadway		1.24	Miles	\$68328	\$68328	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,020	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-7300(34)	Roadway		3.29	Miles	\$145300	\$150000	HSIP (23 U.S.C. 148)	Urban Minor Collector	490	30	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-112(36)	Roadway		1.47	Miles	\$31941	\$31941	HSIP (23 U.S.C. 148)	Rural Major Collector	3,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-25(47)	Roadway		4	Miles	\$84000	\$84000	HSIP (23 U.S.C. 148)	Rural Major Collector	840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-25(49)	Roadway		0.4	Miles	\$58500	\$65000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,980	55	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-25(51)	Roadway		2.96	Miles	\$877.23	\$877.23	HSIP (23 U.S.C. 148)	Rural Major Collector	1,640	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-257(6)	Roadway		7.93	Miles	\$698.15	\$775.95	HSIP (23 U.S.C. 148)	Urban Major Collector	2,730	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-257(9)	Roadway		8.04	Miles	\$112000	\$112000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,730	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-76(102)	Roadway		6.1	Miles	\$197203	\$197203	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,620	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-11(77)	Roadway		0.79	Miles	\$14702.14	\$14702.14	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,490	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
PHSIP/HSIP-257(10)	Roadway		0.01	Miles	\$752220	\$835800	HSIP (23 U.S.C. 148)	Rural Major Collector	4,030	55	State Highway Agency	Systemic	Intersections	Infrastructure
R-HSIP-161(10)	Roadway		4.7	Miles	\$0	\$-43554	HSIP (23 U.S.C. 148)	Rural Major Collector	1,530	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-11(78)	Roadway		5.76	Miles	\$-7405.58	\$-7405.58	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,340	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-161(11)	Roadway		5.22	Miles	\$120820	\$120820	HSIP (23 U.S.C. 148)	Rural Major Collector	2,440	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-49(43)	Roadway		3.65	Miles	\$1980.49	\$1980.49	HSIP (23 U.S.C. 148)	Rural Major Collector	720	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-65(19)	Roadway		6.79	Miles	\$-4698.39	\$-4698.39	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,410	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-102(16)	Roadway		5	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,130	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1055(10)	Roadway		3.58	Miles	\$90000	\$90000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,270	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-266(27)	Roadway		0.4	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,280	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7500(28)	Roadway		18.53	Miles	\$183652	\$183652	HSIP (23 U.S.C. 148)	Urban Major Collector	4,270	40	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(106)	Roadway		0.01	Miles	\$44692.91	\$50064.34	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	53,260	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(112)	Roadway		0.53	Miles	\$247275	\$247275	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	112,860	70	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-I-24-1(118)	Roadway		0.6	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	113,250	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-24-1(119)	Roadway		0.27	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	101,370	70	State Highway Agency	Spot	Ramp Queue	Infrastructure
NH/HSIP-1(369)	Roadway		3.4	Miles	\$173000	\$173000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	28,810	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-266(24)	Roadway		1.683	Miles	\$0	\$-22672	HSIP (23 U.S.C. 148)	Urban Minor Arterial	26,280	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-266(25)	Roadway		4.65	Miles	\$0	\$-18654	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,800	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-2(251)	Roadway		7.68	Miles	\$119929	\$119929	HSIP (23 U.S.C. 148)	Rural Major Collector	1,820	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-99(46)	Roadway		10.47	Miles	\$-183.95	\$-204.61	HSIP (23 U.S.C. 148)	Rural Major Collector	510	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-29(93)	Roadway		4.13	Miles	\$-7791.34	\$-8657.05	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	14,720	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-63(59)	Roadway		3.12	Miles	\$72000	\$80000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,790	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-7600(18)	Roadway				\$-22261.29	\$-22941.8	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-7600(19)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-456(10)	Roadway		1.71	Miles	\$-11067.99	\$-11067.99	HSIP (23 U.S.C. 148)	Rural Major Collector	3,540	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7700(19)	Roadway		24.22	Miles	\$-11460.35	\$-12055.35	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,400	45	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-7700(22)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-8(48)	Roadway		11.21	Miles	\$150948	\$150448	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-8(49)	Roadway		4.03	Miles	\$-9106.78	\$-9106.78	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,060	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-28(59)	Roadway		3.49	Miles	\$0	\$-147000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,340	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-8(50)	Roadway		9.61	Miles	\$183363	\$183363	HSIP (23 U.S.C. 148)	Rural Major Collector	1,680	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-2480(10)	Roadway		0.1	Miles	\$-2239.23	\$-2488.04	HSIP (23 U.S.C. 148)	Urban Major Collector	2,480	30	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1288(10)	Roadway		0.42	Miles	\$-30587.73	\$-33986.36	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,010	35	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-139(9)	Roadway		10.03	Miles	\$5612.85	\$5612.85	HSIP (23 U.S.C. 148)	Rural Major Collector	2,980	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-338(4)	Roadway		0	Miles	\$1684.99	\$1872.21	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,200	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-449(10)	Roadway		0.01	Miles	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	25,380	25	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-71(30)	Roadway		4.71	Miles	\$23000	\$23000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	49,020	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-73(65)	Roadway		2.78	Miles	\$-5797.24	\$-6441.38	HSIP (23 U.S.C. 148)	Rural Minor Arterial	14,770	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7800(63)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-71(34)	Roadway		1.38	Miles	\$63000	\$63000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	23,010	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-73(66)	Roadway		8.2	Miles	\$0	\$197000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	8,090	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-9(92)	Roadway		2.91	Miles	\$0	\$59600	HSIP (23 U.S.C. 148)	Rural Major Collector	3,690	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(354)	Roadway		0.19	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,810	45	State Highway Agency	Spot	Roadway Departure	Infrastructure

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													EMPHASIS AREA	STRATEGY
HSIP-15(189)	Roadway		0.01	Miles	\$-29113.47	\$-32348.29	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,380	40	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-205(23)	Roadway		2.504	Miles	\$-12852.18	\$-14279.76	HSIP (23 U.S.C. 148)	Rural Major Collector	1,290	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2807(6)	Roadway		0.01	Miles	\$-13398.57	\$-15482.63	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,880	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2807(7)	Roadway		0.01	Miles	\$447082	\$472800	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	12,110	35	City of Municipal Highway Agency	Systemic	Intersections	Infrastructure
HSIP-2823(5)	Roadway		0.01	Miles	\$220500	\$245000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,350	50	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2827(4)	Roadway		0.01	Miles	\$-4906.65	\$-5541.38	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,680	40	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-2875(4)	Roadway		0.41	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	36,820	45	City of Municipal Highway Agency	Spot	Intersections	Infrastructure
HSIP-5208(10)	Roadway		0.03	Miles	\$-14752.53	\$-16391.7	HSIP (23 U.S.C. 148)	Urban Major Collector	2,400	35	City of Municipal Highway Agency	Systemic	Intersections	Infrastructure
HSIP-57(55)	Roadway		0.23	Miles	\$-18000	\$-20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	35,520	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-7900(53)	Roadway		7.378	Miles	\$214531	\$214581	HSIP (23 U.S.C. 148)	Rural Minor Collector	3,670	40	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-801(10)	Roadway		6.44	Miles	\$-76150.05	\$-81461.63	HSIP (23 U.S.C. 148)	Rural Minor Collector	370	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-NH-3(116)	Roadway		0.01	Miles	\$-141.02	\$-156.68	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	1,920	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-1(368)	Roadway		4.56	Miles	\$410487	\$456097	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,030	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(177)	Roadway		2.47	Miles	\$55683.09	\$61870.32	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,380	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-175(24)	Roadway		3.57	Miles	\$424382	\$471535	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	43,730	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-1(258)	Roadway		2.66	Miles	\$-552.08	\$-552.08	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	21,020	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-NHE-3(122)	Roadway		6.8	Miles	\$-247.27	\$-247.27	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,750	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP/STP-SIP-25(45)	Roadway		0.64	Miles	\$-34993.84	\$-38882.16	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,650	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-263(10)	Roadway		5.12	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Major Collector	940	35	State Highway Agency	Systemic	High Friction Surface Treatment	Infrastructure
HSIP-8000(23)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-9900(100)	Roadway		8.976	Miles	\$270000	\$300000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	23,530	70	State Highway Agency	Systemic	Wrong Way Initiative	Infrastructure

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													EMPHASIS AREA	STRATEGY
HSIP-9900(111)	Roadway				\$225000	\$250000	HSIP (23 U.S.C. 148)		0			Spot	Pedestrians	Infrastructure
HSIP-8100(14)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-120(4)	Roadway		12.16	Miles	\$244449	\$244449	HSIP (23 U.S.C. 148)	Rural Major Collector	1,190	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1384(10)	Roadway		5.35	Miles	\$101500	\$101500	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,830	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-357(2)	Roadway		2.34	Miles	\$104040	\$115600	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,480	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-357(3)	Roadway		0.119	Miles	\$58500	\$65000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,480	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(60)	Roadway		2.76	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	9,370	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(65)	Roadway		0.12	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,450	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8200(30)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-8200(31)	Roadway		4.548	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,020	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-81-1(125)	Roadway		0.4	Miles	\$187200	\$208000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	30,860	65	State Highway Agency	Systemic	Intersections	Infrastructure
NH/HSIP-1(364)	Roadway		7.211	Miles	\$783000	\$783000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,440	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-93(17)	Roadway		3.17	Miles	\$-32030.9	\$-32030.9	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	5,090	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-36(58)	Roadway		1.16	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	28,020	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-93(16)	Roadway		0.25	Miles	\$36300	\$36300	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	29,260	50	State Highway Agency	Spot	Roadway Departure	Infrastructure
R-STP/HSIP-126(21)	Roadway		3.11	Miles	\$0	\$-122300	HSIP (23 U.S.C. 148)	Urban Minor Arterial	17,540	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-347(9)	Roadway		10.6	Miles	\$-956.87	\$-956.87	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,350	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-25(56)	Roadway		0.1	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	3,050	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-52(81)	Roadway		0.3	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,440	50	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-76(101)	Roadway		6.43	Miles	\$166184	\$166184	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,010	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

2017 Tennessee Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-8300(78)	Roadway		20.412	Miles	\$183619	\$183619	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-8300(79)	Roadway		2.45	Miles	\$1543805	\$1715339	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	53,110	65	State Highway Agency	Systemic	High Friction Surface Treatment	Infrastructure
NH/HSIP-109(39)	Roadway		3.58	Miles	\$156780	\$156780	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	12,570	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-386(16)	Roadway		0.59	Miles	\$27409	\$27409	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	36,390	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-52(77)	Roadway		3.05	Miles	\$5000	\$5000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,220	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(109)	Roadway		6.16	Miles	\$5000	\$5000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,330	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-6(123)	Roadway		7.32	Miles	\$276294	\$276294	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	12,270	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
PHSIP/HSIP-4869(10)	Roadway		0.13	Miles	\$34217.92	\$38020.25	HSIP (23 U.S.C. 148)	Urban Major Collector	16,550	35	City of Municipal Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-25(53)	Roadway		7.03	Miles	\$0	\$-52395	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,050	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-174(25)	Roadway		1.17	Miles	\$164755	\$183062	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	38,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-NHE-6(76)	Roadway		2.06	Miles	\$-0.31	\$-0.31	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,670	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-179(10)	Roadway		5.8	Miles	\$115500	\$115500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,610	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-59(25)	Roadway		10.33	Miles	\$-1553.2	\$-2021.46	HSIP (23 U.S.C. 148)	Rural Major Collector	2,530	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8400(77)	Roadway		2.13	Miles	\$-17824.37	\$-19093.79	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8400(82)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-NHE-3(120)	Roadway		0	Miles	\$-7964.3	\$-8849.22	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,660	55	State Highway Agency	Spot	Intersections	Infrastructure
STP/HSIP-178(11)	Roadway		4.38	Miles	\$131310	\$145900	HSIP (23 U.S.C. 148)	Urban Minor Arterial	2,900	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-10(59)	Roadway		5.89	Miles	\$-36000	\$-40000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,270	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8500(20)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
NH/HSIP-10(65)	Roadway		6.24	Miles	\$146125	\$146125	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,480	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-107(23)	Roadway		4.05	Miles	\$93000	\$93000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,760	50	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(54)	Roadway		7.6	Miles	\$215000	\$215000	HSIP (23 U.S.C. 148)	Rural Major Collector	370	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-395(10)	Roadway		3.16	Miles	\$519.21	\$519.21	HSIP (23 U.S.C. 148)	Urban Major Collector	750	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-81(22)	Roadway		3.893	Miles	\$434700	\$483000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,990	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8600(35)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-144(3)	Roadway		5.03	Miles	\$-35600	\$-35600	HSIP (23 U.S.C. 148)	Rural Major Collector	3,240	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-61(31)	Roadway		3.88	Miles	\$-9474.31	\$-9969.4	HSIP (23 U.S.C. 148)	Rural Major Collector	1,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-61(32)	Roadway		3.64	Miles	\$-7591.85	\$-8465.99	HSIP (23 U.S.C. 148)	Rural Major Collector	2,300	45	State Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-61(33)	Roadway		4.52	Miles	\$243000	\$270000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,750	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-61(40)	Roadway		5.4	Miles	\$-57500	\$-57500	HSIP (23 U.S.C. 148)	Rural Major Collector	940	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-61(42)	Roadway		2.56	Miles	\$26000	\$26000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,300	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8700(18)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-131(45)	Roadway		4.68	Miles	\$48000	\$48000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,270	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8800(12)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure
STP/HSIP-8(51)	Roadway		4.17	Miles	\$0	\$76432	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,320	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-1(375)	Roadway		0	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,920	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-108(96)	Roadway		8.64	Miles	\$334865	\$372073	HSIP (23 U.S.C. 148)	Rural Major Collector	3,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-287(11)	Roadway		4.85	Miles	\$0	\$55705	HSIP (23 U.S.C. 148)	Rural Major Collector	1,590	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-287(12)	Roadway		6.56	Miles	\$0	\$87085	HSIP (23 U.S.C. 148)	Rural Major Collector	1,220	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8900(36)	Roadway		0.01	Miles	\$-2433.85	\$-2619.8	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0	0	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-8900(39)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIP-107(25)	Roadway		11.34	Miles	\$2250	\$2500	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,040	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-34(102)	Roadway		0.49	Miles	\$927000	\$1030000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,380	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-353(11)	Roadway		13.26	Miles	\$254000	\$254000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,900	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-36(61)	Roadway		0.01	Miles	\$16200	\$18000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,710	30	State Highway Agency	Systemic	Intersections	Infrastructure
HSIP-36(64)	Roadway		0.6	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,370	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-75(16)	Roadway		13.05	Miles	\$-5007.72	\$-5007.72	HSIP (23 U.S.C. 148)	Rural Major Collector	1,780	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9000(49)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-13(60)	Roadway		4.1	Miles	\$-3520.83	\$-3520.83	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,840	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(65)	Roadway		2.16	Miles	\$-4500	\$-5000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,000	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-13(68)	Roadway		6.47	Miles	\$61553	\$61553	HSIP (23 U.S.C. 148)	Rural Minor Arterial	570	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9100(42)	Roadway		48.493	Miles	\$191229	\$191229	HSIP (23 U.S.C. 148)	Rural Minor Collector	170	0	County Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-9100(44)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
HSIP-99(54)	Roadway		4.34	Miles	\$152296	\$152296	HSIP (23 U.S.C. 148)	Rural Major Collector	590	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-15(197)	Roadway		2.47	Miles	\$25715	\$25715	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,150	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-114(15)	Roadway		7.89	Miles	\$-27330.28	\$-27330.28	HSIP (23 U.S.C. 148)	Rural Major Collector	1,260	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-13(72)	Roadway		5.8	Miles	\$110014	\$110014	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,720	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-124(8)	Roadway		6.36	Miles	\$-25250.77	\$-28055.86	HSIP (23 U.S.C. 148)	Rural Major Collector	1,360	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-217(10)	Roadway		2.52	Miles	\$-5609.78	\$-5609.78	HSIP (23 U.S.C. 148)	Rural Major Collector	1,550	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-89(18)	Roadway		4.88	Miles	\$-15127.74	\$-16782.65	HSIP (23 U.S.C. 148)	Rural Major Collector	610	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9200(76)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
NH/HSIP-22(75)	Roadway		5.75	Miles	\$45987.1	\$45987.1	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	5,630	65	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STP/HSIP-43(40)	Roadway		7.01	Miles	\$321425	\$321425	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,910	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-111(104)	Roadway		0.49	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	11,420	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-136(12)	Roadway		8.42	Miles	\$-5651.12	\$-6279.02	HSIP (23 U.S.C. 148)	Rural Major Collector	2,370	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(59)	Roadway		0.01	Miles	\$393300	\$437000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,080	45	State Highway Agency	Spot	Intersections	Infrastructure
HSIP-9300(42)	Roadway				\$54000	\$60000	HSIP (23 U.S.C. 148)		0			Spot	Local Road Safety Initiative	Infrastructure
STP/HSIP-1(371)	Roadway		2.92	Miles	\$0	\$305241	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,190	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-26(69)	Roadway		0.97	Miles	\$0	\$100752	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	13,080	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-84(12)	Roadway		0.12	Miles	\$0	\$22367	HSIP (23 U.S.C. 148)	Urban Minor Arterial	1,880	35	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-106(35)	Roadway		5.08	Miles	\$103500	\$104000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	16,740	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-248(14)	Roadway		2.81	Miles	\$-2896.49	\$-2896.49	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,080	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-252(12)	Roadway		6.23	Miles	\$136800	\$152000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,310	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-46(23)	Roadway		5.64	Miles	\$180000	\$180000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,620	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-46(29)	Roadway		0.108	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,620	40	State Highway Agency	Systemic	High Friction Surface Treatment	Infrastructure
HSIP-6(107)	Roadway		0.7	Miles	\$-26816.71	\$-29796.35	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-9400(59)	Roadway		19.487	Miles	\$158088	\$158088	HSIP (23 U.S.C. 148)	Urban Major Collector	7,380	40	City of Municipal Highway Agency	Spot	Roadway Departure	Infrastructure
HSIP-96(45)	Roadway		1.23	Miles	\$-34775.42	\$-38639.36	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,670	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-65-2(111)	Roadway		1.11	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	63,190	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-I-840(7)	Roadway		5	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	12,810	70	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-397(13)	Roadway		3.2	Miles	\$0	\$-78544	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,430	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-NH/HSIP-6(116)	Roadway		2.479	Miles	\$0	\$-38052	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	16,530	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
R-STP/HSIP-6(117)	Roadway		2.521	Miles	\$0	\$-15708	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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													EMPHASIS AREA	STRATEGY
STP/HSIP-246(4)	Roadway		3.3	Miles	\$4629.47	\$5143.86	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,980	30	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP-NH/HSIP-106(41)	Roadway		2.38	Miles	\$75306	\$83673	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,170	40	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HRRR/HSIP-7500(26)	Roadway		3.21	Miles	\$-332.92	\$-332.92	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0	35	County Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-171(25)	Roadway		0.19	Miles	\$5559.63	\$6177.36	HSIP (23 U.S.C. 148)	Urban Minor Arterial	25,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-24(57)	Roadway		3.85	Miles	\$25555.04	\$25555.04	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,310	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-24(67)	Roadway		0.592	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,310	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure
HSIP-26(70)	Roadway		0.2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,260	45	State Highway Agency	Spot	Local Road Safety Initiative	Infrastructure
HSIP-9500(17)	Roadway		17.592	Miles	\$-2346.79	\$-2607.54	HSIP (23 U.S.C. 148)	Rural Major Collector	1,100	45	County Highway Agency	Systemic	Roadway Departure	Infrastructure
NH/HSIP-109(37)	Roadway		3.985	Miles	\$144969	\$144969	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	18,080	55	State Highway Agency	Systemic	Roadway Departure	Infrastructure
STP/HSIP-171(30)	Roadway		2.11	Miles	\$184105	\$204561	HSIP (23 U.S.C. 148)	Urban Minor Arterial	25,820	45	State Highway Agency	Systemic	Roadway Departure	Infrastructure

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

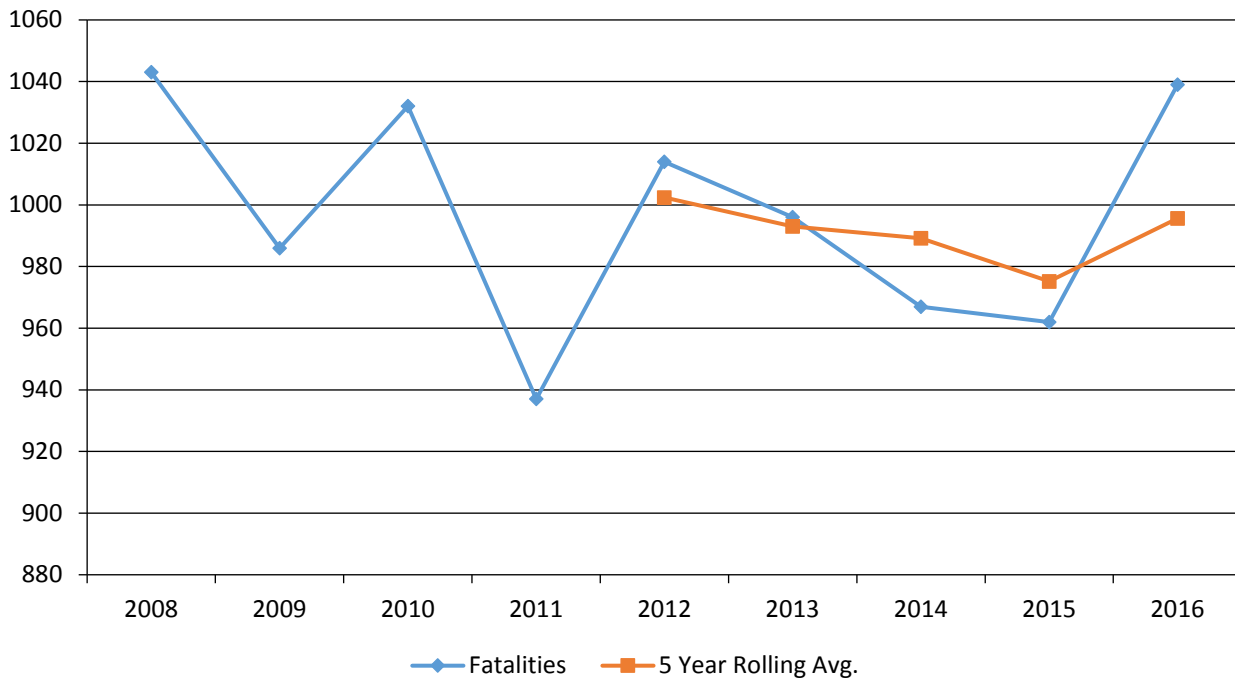
Safety Performance

General Highway Safety Trends

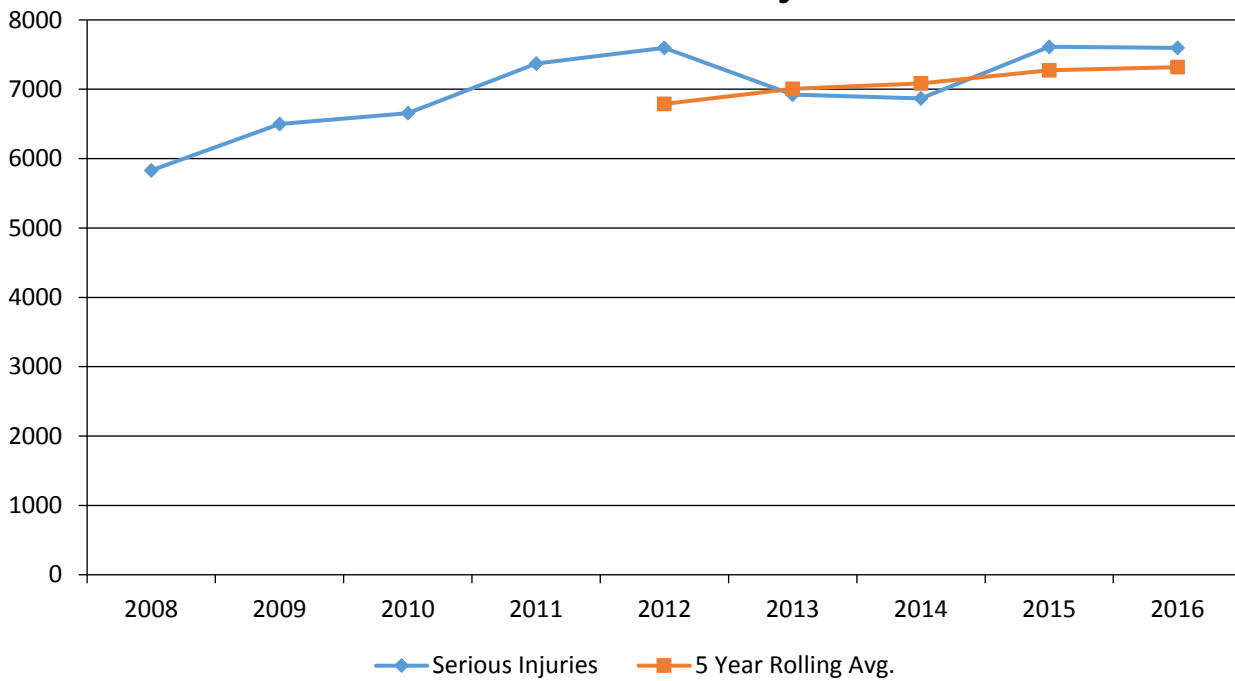
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	1,043	986	1,032	937	1,014	996	967	962	1,039
Serious Injuries	5,831	6,497	6,655	7,371	7,596	6,925	6,868	7,613	7,595
Fatality rate (per HMVMT)	1.500	1.400	1.470	1.330	1.430	1.400	1.330	1.280	1.351
Serious injury rate (per HMVMT)	8.390	9.240	9.450	10.420	10.680	9.740	9.470	10.110	9.878
Number non-motorized fatalities	71	83	94	88	76	94	95	120	110
Number of non-motorized serious injuries	255	319	285	327	303	256	346	385	388

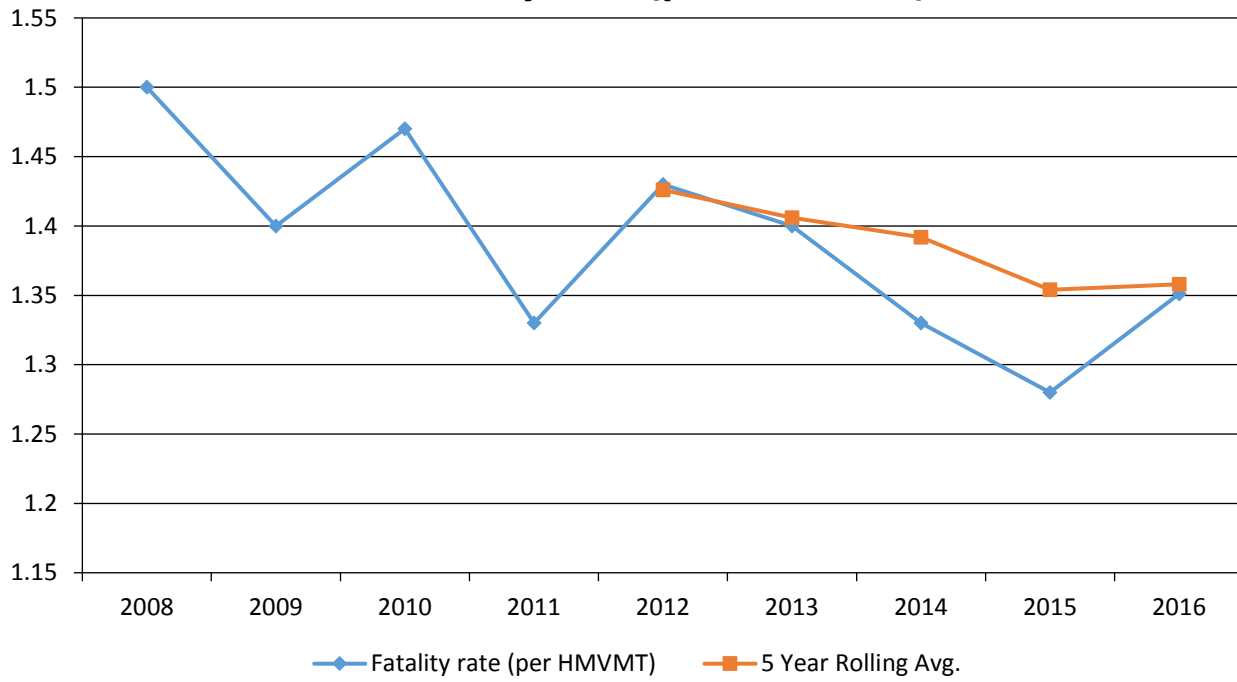
Annual Fatalities



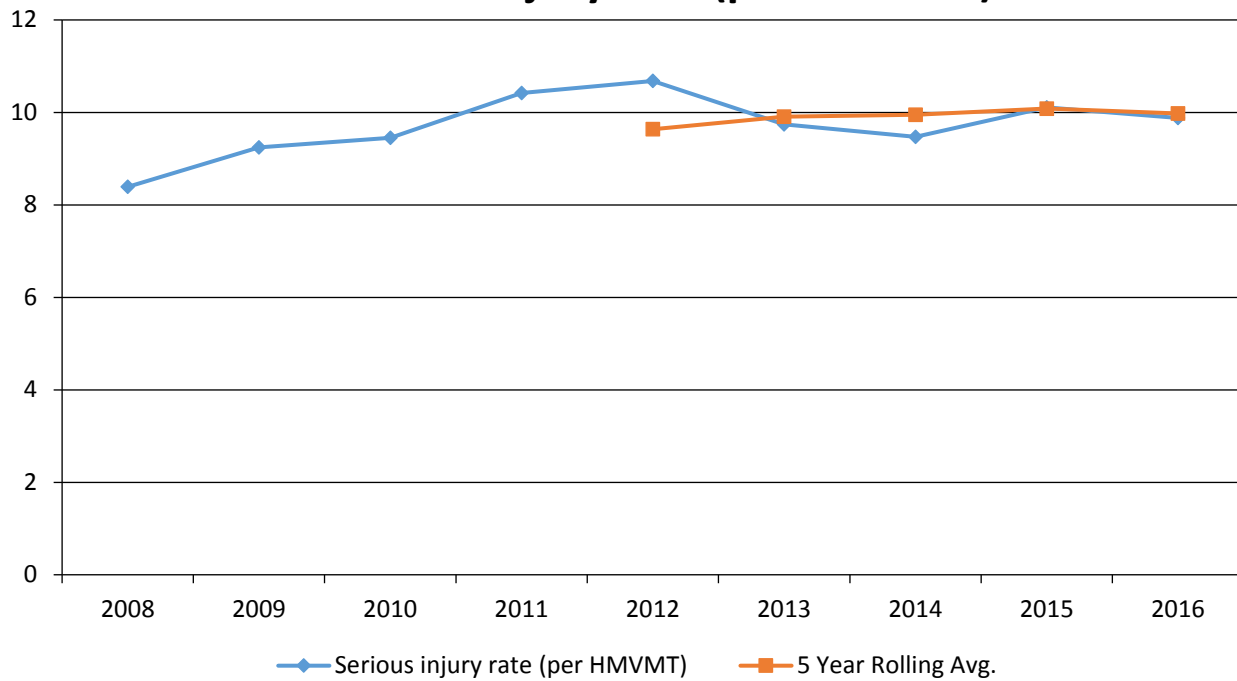
Annual Serious Injuries



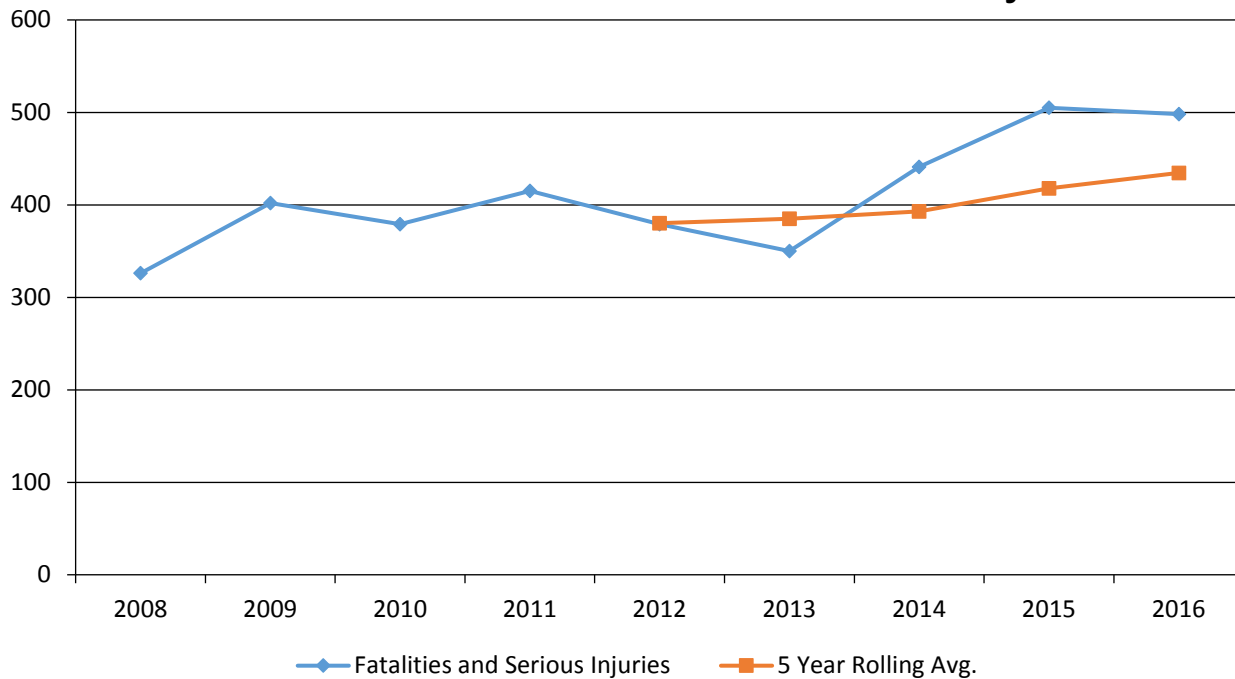
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



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

Sources:

VMT data from TDOT HPMS, <https://www.tn.gov/tdot/article/longrange-travel-data-hpms>, accessed 22 Aug 2017.

2008 - 2015: NHTSA FARS Encyclopedia, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>, accessed 22 Aug 2017.

2015: TDOSHS FARS Fatality Tracking System, 22 Aug 2017.

2015 and 2016 data are preliminary.

Non-motorist is defined per ANSI D16.1, 8th Edition.

TN Dept. of Safety and Homeland Security, TITAN Division, 22 Aug 2017. (TITAN)

Describe fatality data source.

FARS

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

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

2017 Tennessee Highway Safety Improvement Program
Year 2016

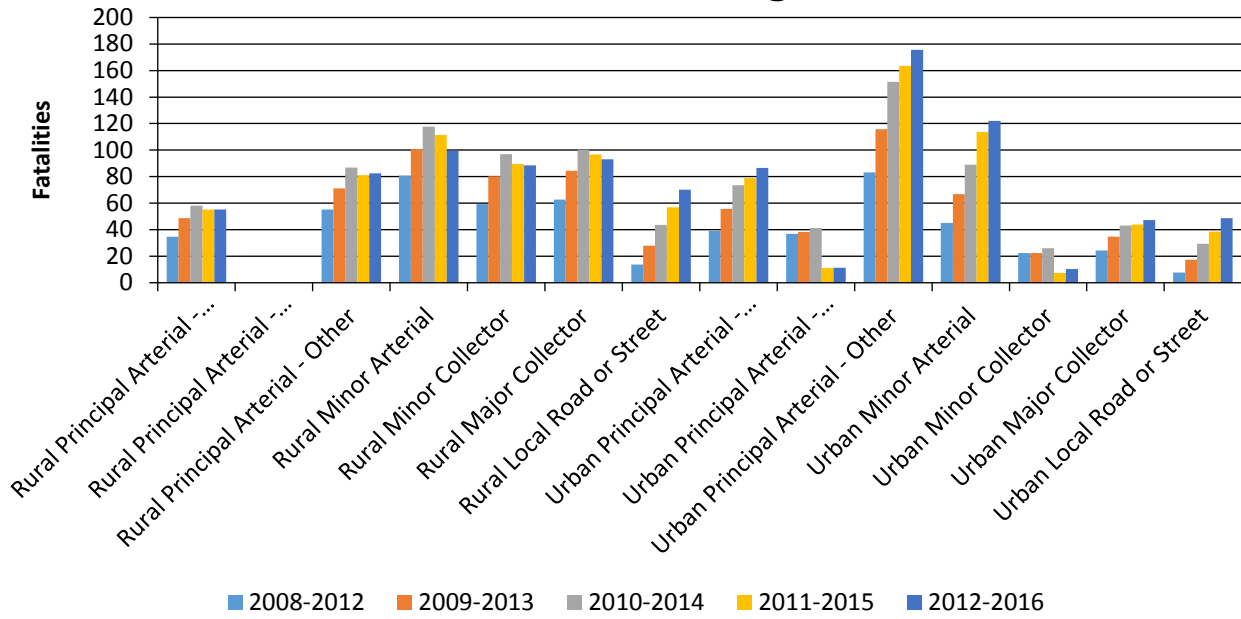
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	55.2	288	0.67	3.51
Rural Principal Arterial - Other Freeways and Expressways	0.2	1.8	0.17	1.26
Rural Principal Arterial - Other	82.4	395.2	1.64	7.8
Rural Minor Arterial	99.4	639	2.17	13.96
Rural Minor Collector	88.6	522.6	2.76	16.75
Rural Major Collector	93.2	533	2.55	12.85
Rural Local Road or Street	70.2	581	2.51	21.01
Urban Principal Arterial - Interstate	86.6	443.4	0.65	3.34
Urban Principal Arterial - Other Freeways and Expressways	11.4	59.2	0.51	2.7
Urban Principal Arterial - Other	175.6	1,560	1.5	13.34
Urban Minor Arterial	122	1,086.2	1.41	12.58
Urban Minor Collector	10.4	72.8	2.22	15.82
Urban Major Collector	47.2	399.8	1.43	11.94
Urban Local Road or Street	48.8	523.2	0.62	6.58

2017 Tennessee Highway Safety Improvement Program

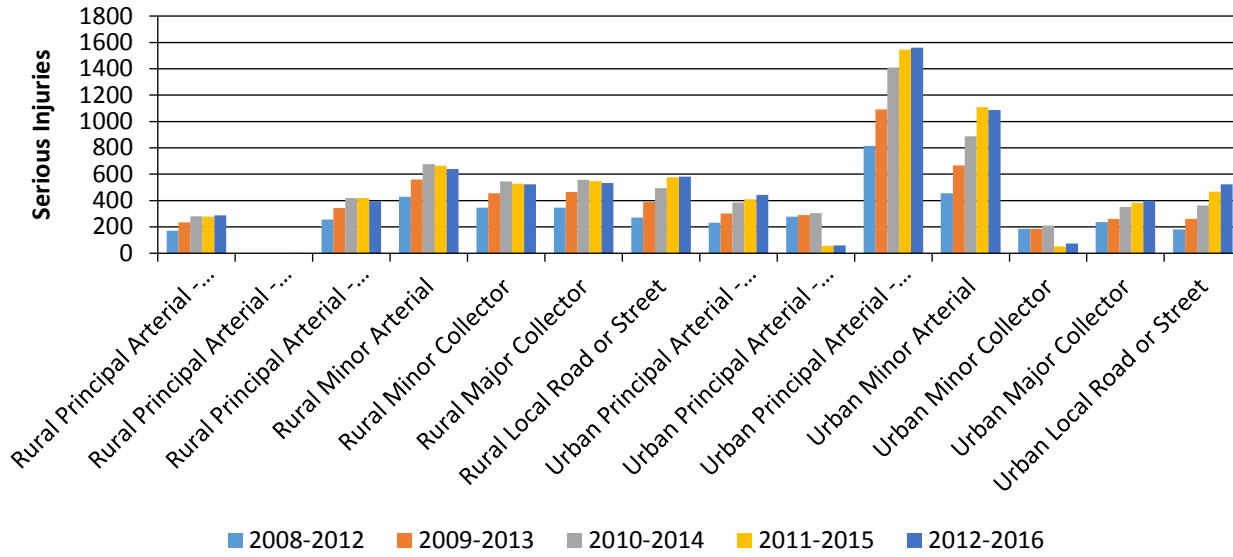
Year 2016

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	473.8	3,660.2	0	0
County Highway Agency	125.4	1,193	0	0
Town or Township Highway Agency				
City of Municipal Highway Agency	89	1,170.6	0	0
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

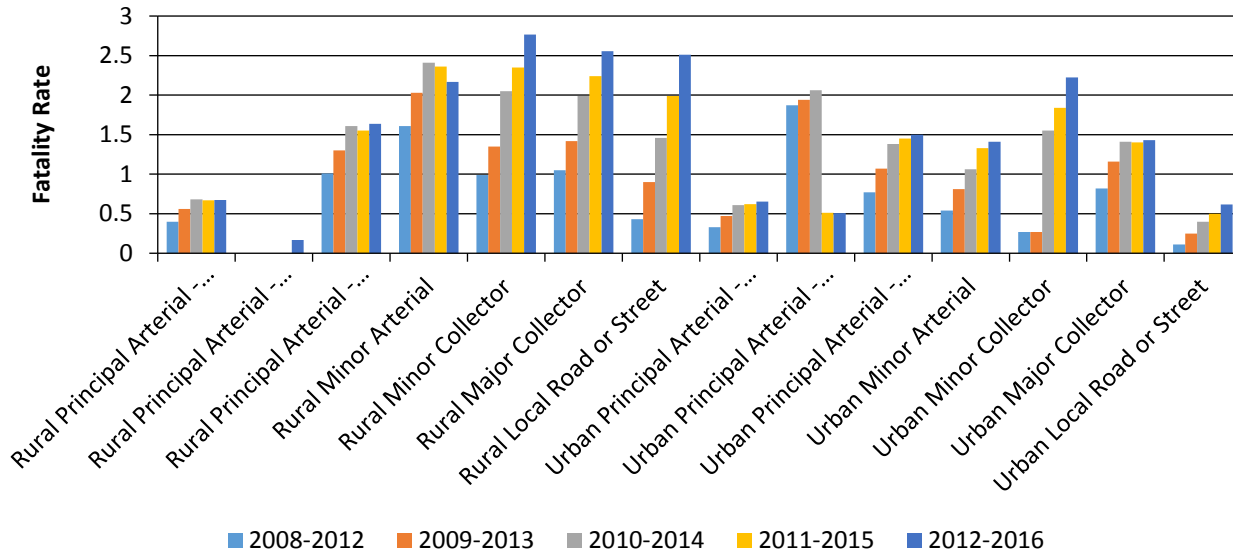
Number of Fatalities by Functional Classification 5 Year Average



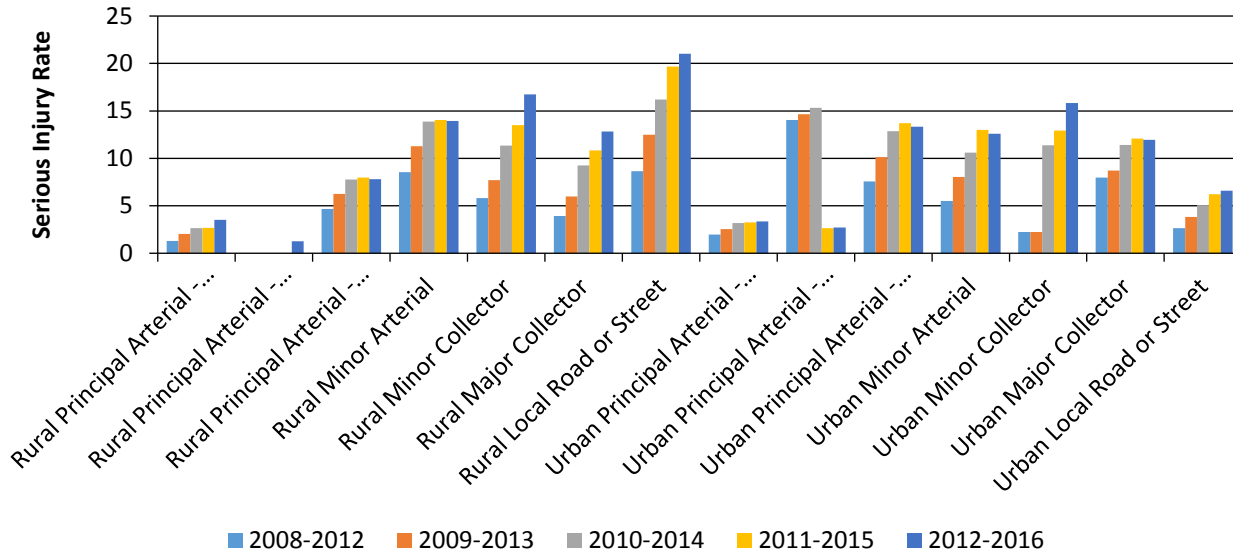
Number of Serious Injuries by Functional Classification 5 Year Average



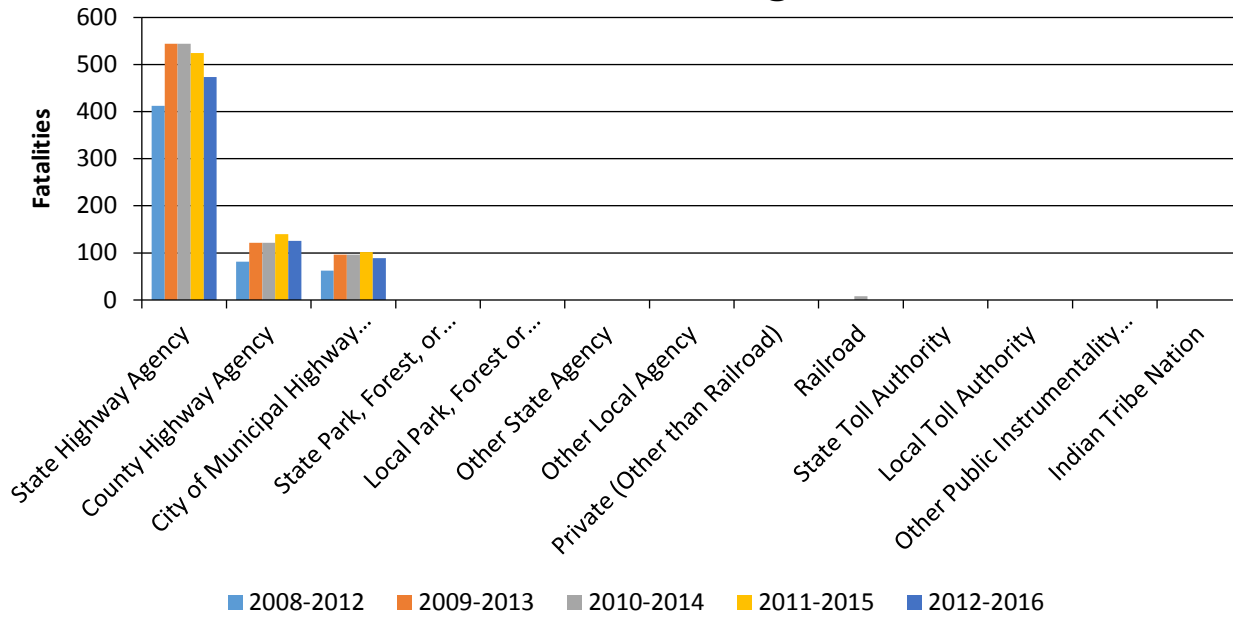
Fatality Rate (per HMVMT) by Functional Classification 5 Year Average



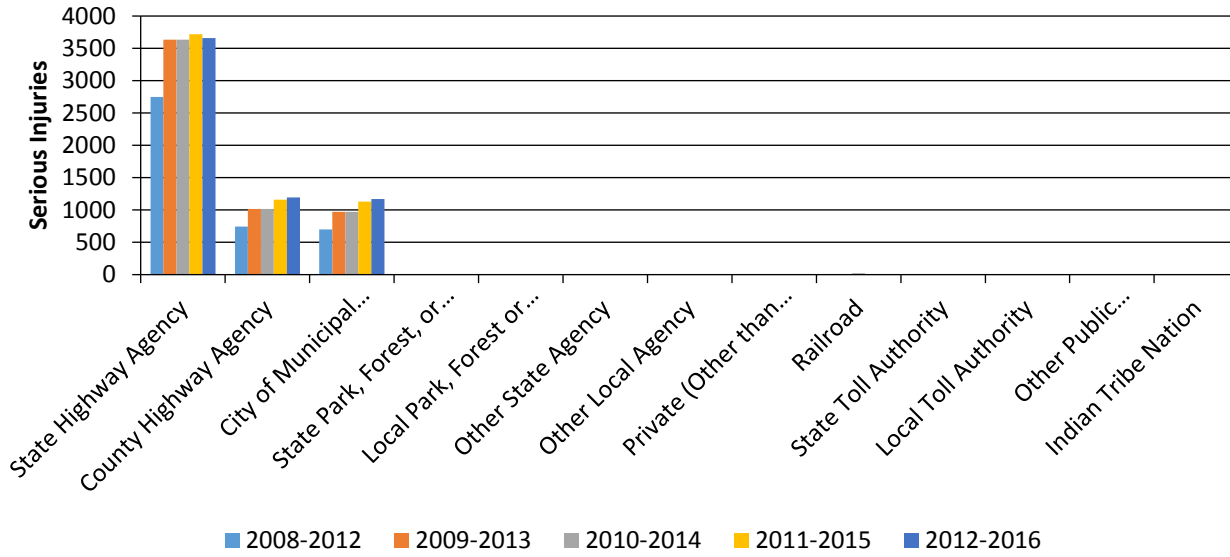
Serious Injury Rate (per HMVMT) by Functional Classification 5 Year Average



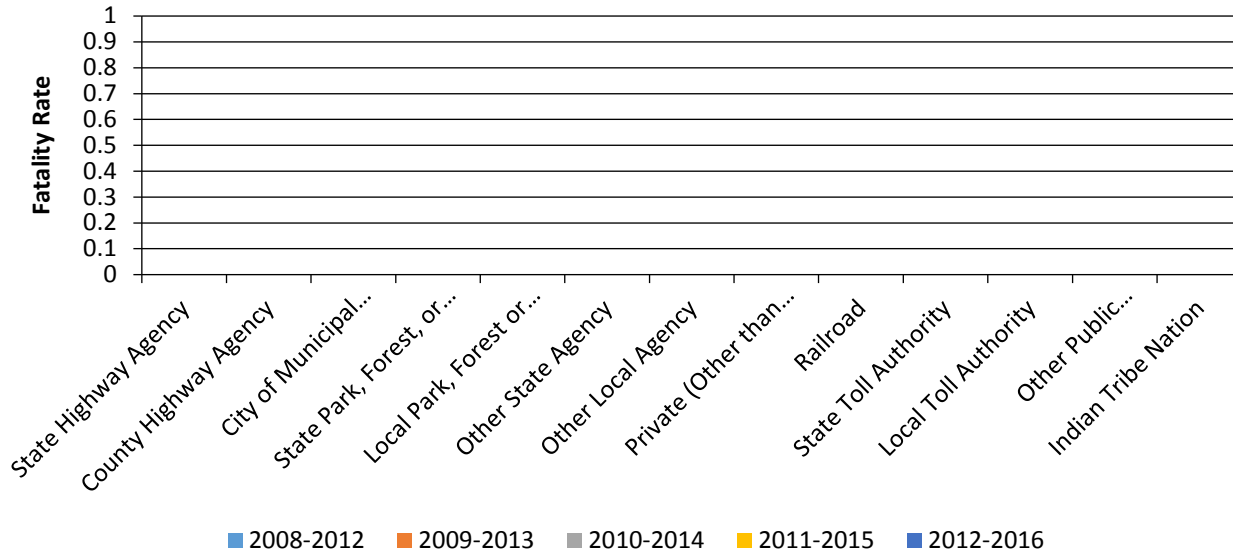
Number of Fatalities by Roadway Ownership 5 Year Average



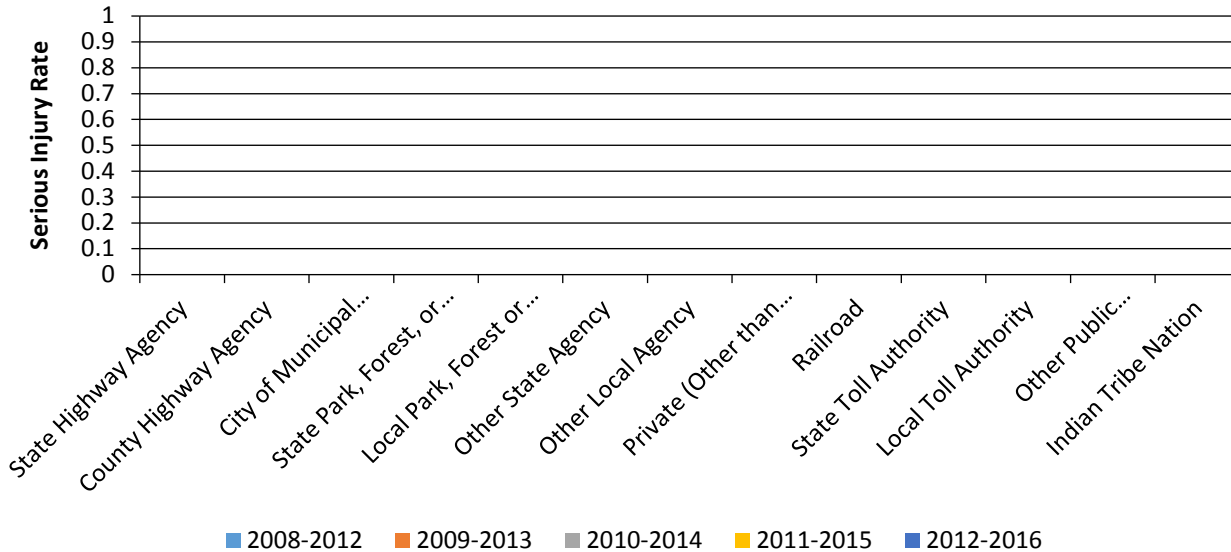
Number of Serious Injuries by Roadway Ownership 5 Year Average



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



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



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

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

Yes

Provide additional discussion related to general highway safety trends.

Fatalities

Fatality numbers are trending upward nationally. Tennessee's preliminary fatality numbers for 2016 indicated an 8% increase in fatalities from 2015. The first quarter 2016 did not indicate any change in this trend.

VMT/Weather

Higher VMT and a higher average monthly temperature made for noticeable increases in fatalities in 2016.

Population and Travel Growth

In 2015, the Dept. of Tourist Development announced a record-setting milestone of more than 100 million person stays in the state. In 2016, this number increased by 3.9% to 105.3 million. Tennessee's network of 8 interstate highways puts most major markets within a day's drive or less. Population is projected to grow at a rate of 1% per year matching national forecast for population growth.

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Distracted Driving

Tennessee distracted driver crashes have more than doubled (234%) over the past 10 years. Preliminary 2016 numbers show an 18% increase in distracted driver crashes over the last 3 year.

Serious Injuries

Better reporting of serious injuries in Tennessee may be a factor in the increase seen in recent years.

DUI

The percentage of fatalities in alcohol impaired driving crashes where driver BAC was equal to .08+ decreased by 6% from 2006 to 2015; while the trend is moving in the right direction, this still means that in 2015 slightly over 1/4 or 26% of fatalities occurred where driver was .08+.

Speeding

The Insurance Institute for Highway Safety (IIHS) reports that in 2015 speeding was a factor in 27% of fatal crashes.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities 1021.4

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

Baseline data includes three years of the highest performing (lowest fatalities) years of the last decade. The average fluctuation in fatalities from year to year is $\pm 2\%$ based on historical data from 2006 through 2016. On April 17, 2017, there were 13 more fatalities for CY 2017 than on the same date in CY 2016, which would make Tennessee unable to obtain a 1% fatality increase target if all else remained equal. Further, oversight committee members believed the fatality number will continue to rise over the next two years as VMT increases. The baseline and target are based on current FARS annual report file (ARF) data for CY2015 of 958 fatalities. Tennessee Department of Safety and Homeland Security's TITAN division reports the final number to be 962, but this has not been published yet. Once final FARS is published, the baseline will likely increase to 995.2, and the target would adjust to 1022.2.

Number of Serious Injuries 7630.8

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

The serious injury number was chosen based on a goodness of fit with the 5-year

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linear regression line (R2 value = 0.9565). Serious injury numbers appear to be more volatile than other performance measures and have increased by more than 9% from the previous year five times since 2007. Tennessee will be adjusting the definition of serious injuries in the upcoming year to be in compliance with federal regulations, and this may impact Tennessee's ability to meet serious injury targets. Oversight committee members believed this target should be adjusted to fit the linear trend line.

Fatality Rate 1.337

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

Though the linear regression analyses conducted for fatality rate show a good fit, they were not used based on the assumption that fatalities will increase over the next two years. The average fluctuation in VMT from year to year is $\pm 0.77\%$, based on historical data from 2005 through 2016. Economic growth is expected to slow over the next two years, which impacts the amount people travel. This rate target assumes a 1% increase in vehicle miles traveled (VMT) for 2017 and again in 2018. Once the VMT estimate was agreed upon, the rate was then calculated using the 1021.4 fatality number target and the estimated VMT to achieve the 1.337 target.

Serious Injury Rate 9.982

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

This rate also assumes a 1% increase in vehicle miles traveled (VMT) for 2017 and again in 2018. The rate was then calculated using the 7630.8 serious injury number target and the estimated VMT to achieve the 9.982 target.

Total Number of Non-Motorized Fatalities and Serious Injuries 493.2

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

Vulnerable users are emphasized in the SHSP. Further, the Tennessee Department of Transportation has several programs in place designed to help with road safety, including pedestrian safety audits. HSIP funds were recently approved to be used for improvements to high pedestrian crash locations.

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

A Safety PM Working Group was established, consisting of staff from the Tennessee Department of Transportation (TDOT), the Tennessee Department of Safety and Homeland Security, and the Federal Highway Administration. The target setting process consisted of data review; trend analysis; context/consideration of key factors; consensus on target setting assumptions; and review and consensus on draft targets. The Safety PM Working Group provided recommendations to an oversight committee, which included directors from both TDOT and the THSO. Finalized targets were presented to the executive leadership at both agencies for review and approval.

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

TDOT formed a Safety Targets Working Group, led by the Division of Strategic Planning. Members included other TDOT Divisions - Long Range Planning, Multimodal, and Strategic Transportation Investments (Project Safety Office) - as well as the TN Department of Safety & Homeland Security, Tennessee Highway Safety Office, and FHWA. The MPO program is housed in the Long Range Planning Division, and the Division's Policy Office and Office of Community Planning served as the liaisons between the Working Group and the MPOs. At the annual MPO Conference, Working Group members presented the results of their efforts over the course of several months, including the quantitative and qualitative factors that went into determining the safety targets. The MPOs were given the opportunity to ask questions and get clarification on key points. Prior to the conference, the MPOs were sent the draft targets so that they could come to the conference prepared with basic information.

After the MPO Conference, a scaled down version of the Conference presentation was prepared and distributed to the Community Planners in each of the four (4) TDOT Region Offices. Using this presentation, the Community Planners are in the process of presenting the safety targets to the MPOs' technical committees and Executive Boards, with the goal of helping them determine whether to support the State's targets or develop their own. The MPOs were informed that technical assistance and data are available through the TN Department of Safety & Homeland Security, Tennessee Highway Safety Office, and TDOT if they choose to develop their own safety targets.

Does the State want to report additional optional targets?

No

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

Applicability of Special Rules

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

No

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

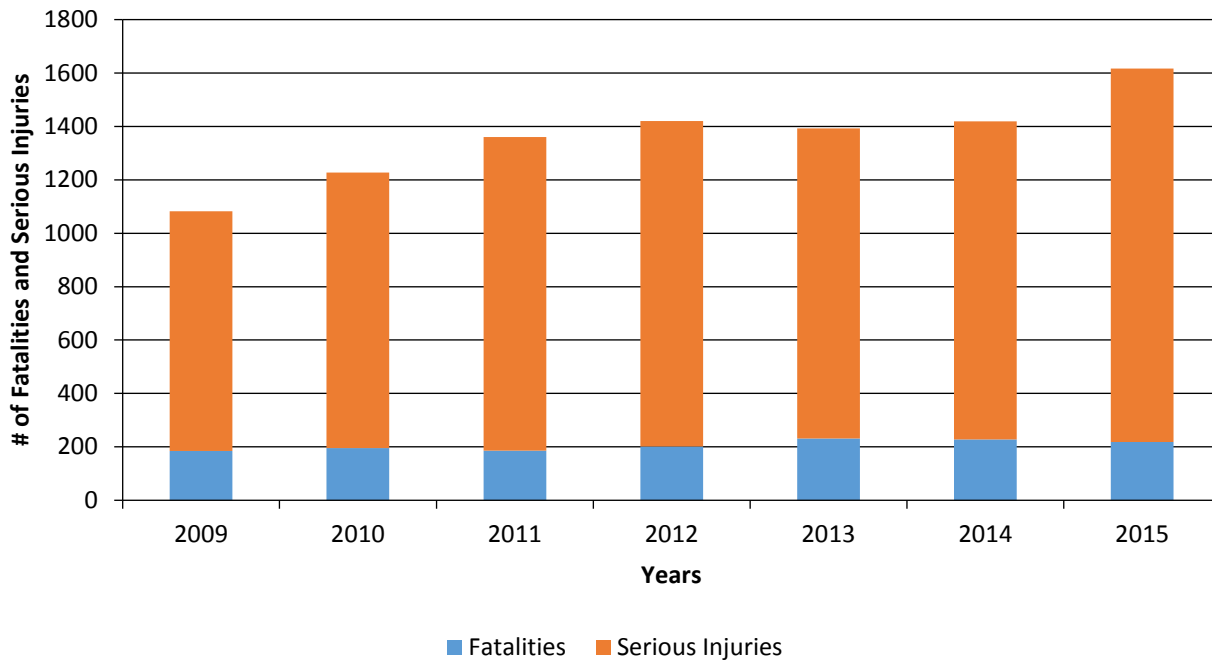
Provide the number of older driver and pedestrian fatalities and serious injuries for the past seven years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	185	196	186	201	232	228	218

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Number of Older Driver and Pedestrian Serious Injuries	897	1,031	1,174	1,219	1,160	1,191	1,399
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Number of Older Driver and Pedestrian Fatalities and Serious Injuries by Year.



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

Year	TN Age 65+ Population (in thousands)	TN Age 65+ Population	TN Age 65+ Driver and Pedestrian Related Fatalities	TN Age 65+ Driver and Pedestrian Related Serious Injuries	TN Age 65+ Driver and Pedestrian Related Fatalities and Serious Injuries
2006	767	767,000	225	788	1,013
2007	790	790,000	202	750	952
2008	816	816,000	206	764	970
2009	836	836,000	185	897	1,082
2010	860	860,000	196	1,031	1,227
2011	879	879,000	186	1,174	1,360
2012	921	921,000	201	1,219	1,415
2013	950	950,000	232	1,160	1,346
2014	987	987,000	228	1,191	1,392
2015	1,015	1,015,000	218	1,399	1,631

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Older Driver
Performance
Measures

2010 (5-yr avg)	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)
-----------------	-----------------	-----------------	-----------------	-----------------

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

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

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

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

More systemic programs

RSAs completed

Organizational change

Increased awareness of safety and data-driven process

Increased focus on local road safety

Other-Improved data collection, transfer, access

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

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

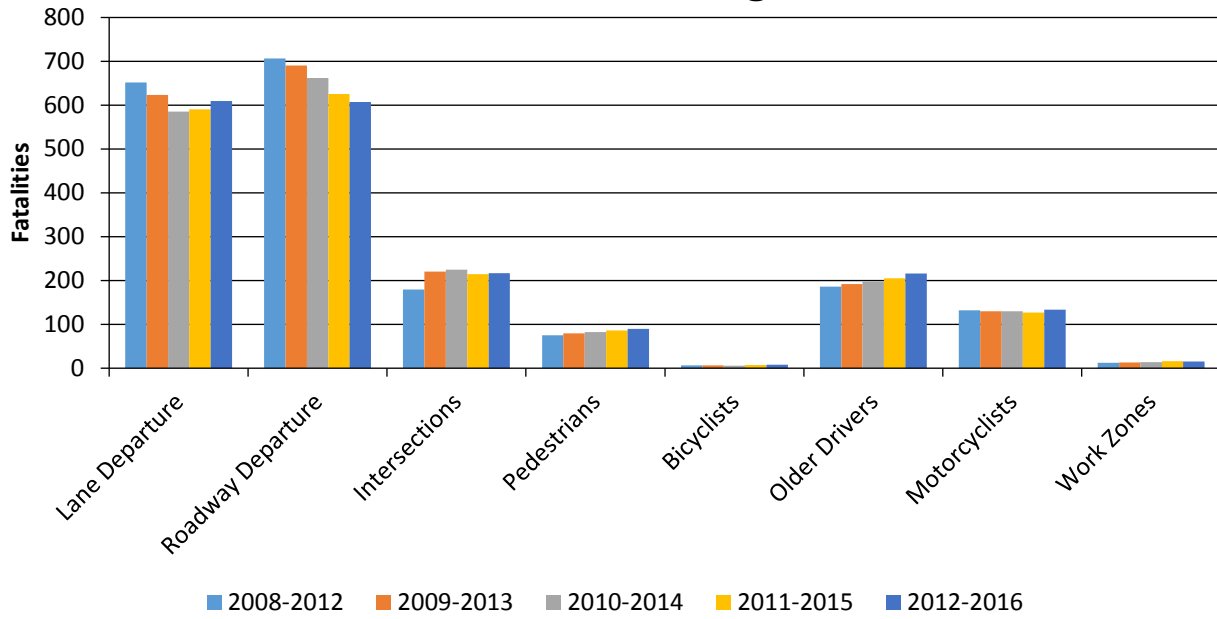
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

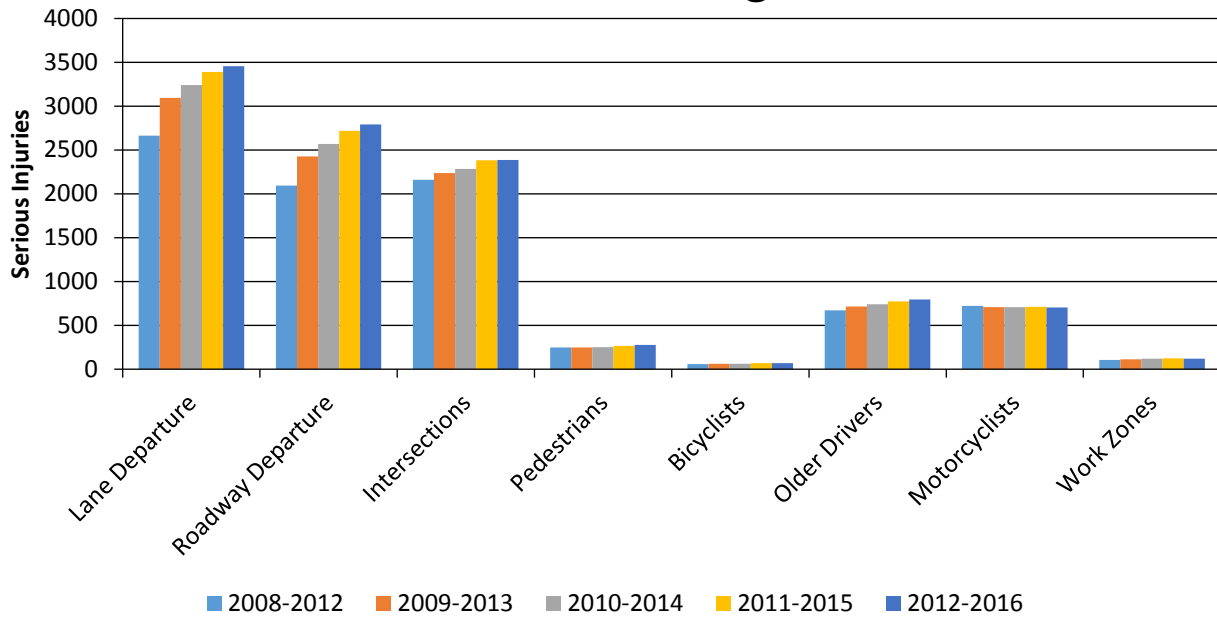
Year 2016

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Lane Departure	Angle	609.6	3,456.2	0.83	4.7			
Roadway Departure	Cross median	607.4	2,790.6	0.83	3.83			
Intersections	Intersections	216.6	2,387.2	0.3	3.24			
Pedestrians	Vehicle/pedestrian	90	275.4	0.12	0.37			
Bicyclists	Vehicle/bicycle	8	67.4	0.01	0.09			
Older Drivers	All	216	793.4	0.29	1.08			
Motorcyclists	All	133.4	702.6	0.18	0.96			
Work Zones	All	15.4	121.6	0.02	0.16			

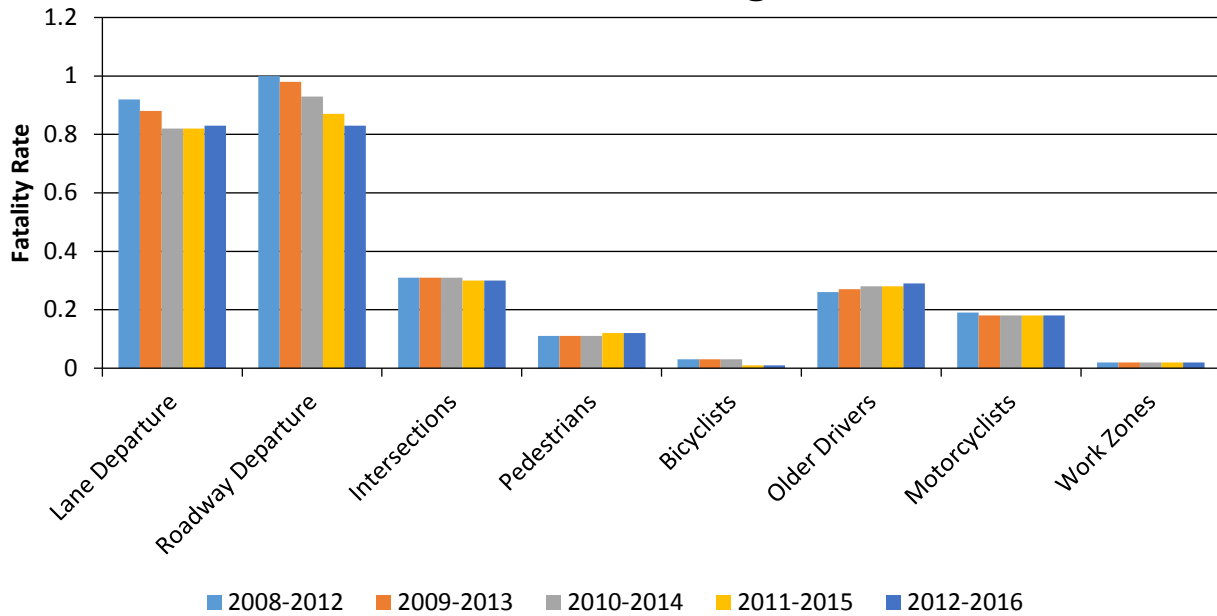
Number of Fatalities 5 Year Average



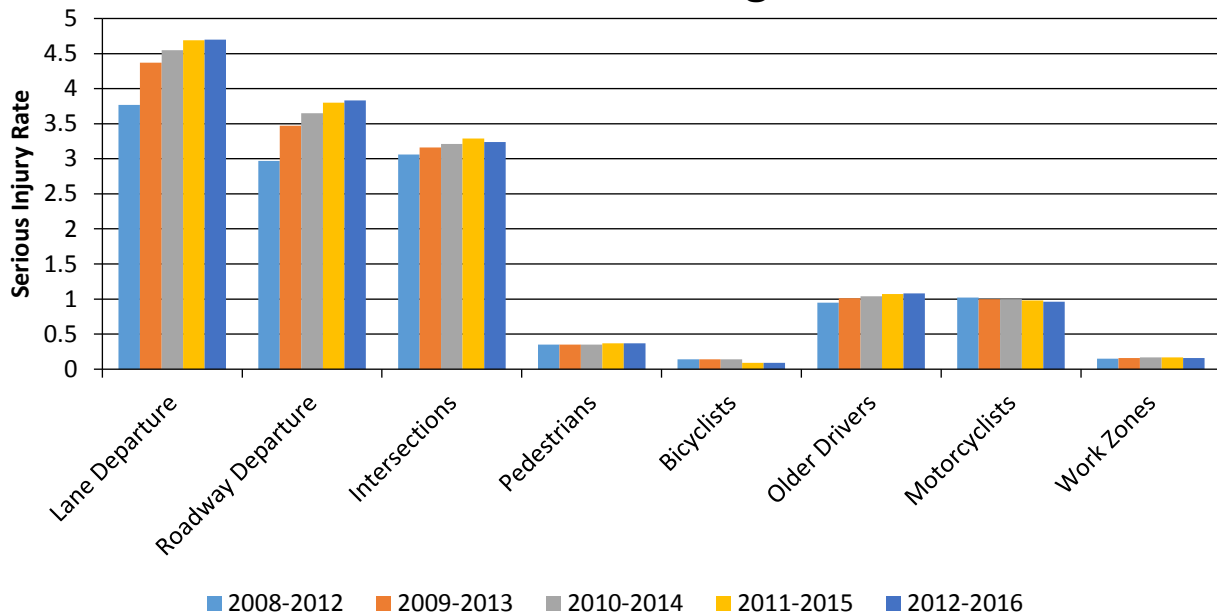
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



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

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

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No

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

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 INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Bedford, LR1043, LM7.29	Urban Minor Collector	Roadway	Roadway - other	5.00	15.00				3.00	2.00	8.00	7.00	26.00	
Cannon, SR64, LM7.36 - 7.45	Rural Major Collector	Roadway signs and traffic control	Roadway signs and traffic control - other	5.00								5.00		
Greene, SR34, LM16.23	Urban Principal Arterial - Other	Roadway signs and traffic control	Roadway signs and traffic control - other	38.00	16.00			2.00		12.00	4.00	52.00	20.00	
Madison, LR0926, LM4.93	Rural Minor Collector	Roadway signs and traffic control	Roadway signs and traffic control - other	10.00	3.00			1.00		6.00		17.00	3.00	
Hickman, SR100, LM29.30 - 31.10	Rural Minor Arterial	Roadway	Roadway widening - add lane(s) along segment	11.00	11.00			4.00	1.00	6.00	2.00	21.00	14.00	

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

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

No

Compliance Assessment

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

01/06/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2019

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

2020

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

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

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								

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MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	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)			0	0						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				

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MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Roadway Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	100.00	100.00	75.00	75.00	90.91	90.91	100.00	100.00	100.00	100.00

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

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

TDOT currently collects all but 3 of the fundamental data elements (#126, #139, #182). We anticipate the ability to collect these remaining elements in the short term (1-3 years.)

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

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Incapacitating Injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Incapacitating Injury	No	The injury severity level for a person Involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries.	Yes	An incapacitating injury is any injury other than fatal which results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest or abdominal injury other than bruises or minor lacerations -Significant burns -Unconsciousness -Paralysis	Yes
Crash Database	Incapacitating Injury	No	N/A	No	N/A	No

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CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Database Data Dictionary	Incapacitating Injury	No	The injury severity level for a person Involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries	Yes	An incapacitating injury is any injury other than fatal which results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest or abdominal injury other than bruises or minor lacerations -Significant burns -Unconsciousness -Paralysis	Yes

Please describe the actions the State is taking to become compliant by April 15, 2019.

The Tennessee Dept of Safety and Homeland Security (TDOS&HS) is not compliant with identifiers/data element "names." The current definition and attributes for "Incapacitating Injury" matches what is contained in the MMUCC 4th edition for Suspected Serious Injury (A). TDOS&HS has already begun documenting where across our Crash system the revisions will need to be made to be MMUCC 4th edition compliant. They will implement the changes long before the 2019 deadline. They anticipate this will be implemented to in production later this year, or early 2018 at the latest. They will have to coordinate and notify all law enforcement regarding the slight changes in classification. The main change for them (the officers) will be the change from Incapacitating to Suspected Serious Injury and from Non-incapacitating to Suspected Minor Injury. The definitions and attributes are essentially the same as what is used today.

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

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

Yes

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

The Tennessee Division conducts a safety program assessment annually. The program assessment establishes a uniform framework and format to evaluate areas within the Tennessee Division’s Safety and Traffic Operations Team and serves as the main mechanism to provide support for the Division’s stewardship and oversight responsibilities for the Federal-aid Highway Program. The Highway Safety Improvement Program is evaluated during this assessment which consists of a SWOT Analysis (Strengths, Weaknesses, Opportunities, and Threats) and program initiatives.

Strengths

- TDOT has a diverse HSIP program with both systemic and project specific programs.
- TDOT continues to evaluate their 9 HSIP sub-programs.
- TDOT is developing crash modification factors to quantify the effectiveness of future safety projects

Weaknesses

- TDOT needs to update and monitor their guardrail repair contracts; have been issues in ensuring prompt repairs are made on the NHS.

Opportunities

- Complete the evaluation of HSIP programs.
- Continue to implement recommendations from the guardrail process review.
- Develop a process for tracking safety improvements on resurfacing projects
- Work with TDOT to develop revised Guardrail Contract Special Provisions to improve timeliness of guardrail repair.

Threats

- TDOT currently does not have a process for tracking safety improvements on resurfacing projects.

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Program Initiatives - Short Term Activities (1-2 yrs)

- Complete the evaluation of TDOT's safety programs
- Implement recommendations from the guardrail process review
- Develop process for tracking safety improvements on resurfacing projects
- Monitor TDOT's management of Guardrail and Guardrail end treatments contracts to ensure timely repairs.

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Optional Attachments

Program Structure:

[STID Program Description 082417.pdf](#)

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State’s SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.