



TENNESSEE

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 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. 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.TDOT STID Programs
- Since its inception in 2010, STID has developed safety focused projects through various programs and initiatives. These projects fall under various programs that have unique data driven qualification criteria based on a specific condition to address a specific safety concern. A brief synopsis of each program currently active within STID is provided below. A summary of the projects either let to construction from the program's inception to present day or currently under development for each program is provided below.

Program	Safety Concern Addressed by Program
STID Programs Using HSIP Funding	
Road Safety Audits (RSA)	Addresses a variety of safety concerns for locations experiencing crash rates higher than statewide averages.
Local Road Safety Initiative	Addresses a variety of safety concerns for non-interstate and state route segments located outside an urban and MPO boundary experiencing crash rates higher than statewide averages.
Wrong Way Safety Initiative	Addresses the potential of wrong way movements at interchange intersections at various interchanges
Ramp Queue Program	Addresses queueing concerns of ramps spilling back onto the main travel lanes of the access control facilities
Pedestrian Road Safety Initiative	Addresses safety concerns specific to pedestrian related severe crashes
Resurfacing Program	A portion of HSIP funds are utilized in resurfacing for safety countermeasures.
STID Programs Using State, STP, or HSIP Funding	
Spot Safety Program	Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee

STID Safety Projects Under Active Programs by Region and Funding Source

Program	# Projects Let (2020)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects

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STID Programs Using HSIP Funding			
Region 1	22	46	\$20,110,477.99
Region 2	21	62	\$6,172,793.80
Region 3	17	59	\$7,282,460.36
Region 4	21	52	\$5,138,622.89
1Statewide	0	2	N/A
Subtotal	81	218	\$38,704,355.04
STID Programs Using State, STP, or HSIP Funding			
Region 1	4	6	\$6,170,212.50
Region 2	1	3	\$219,357.89
Region 3	1	1	\$542,034.75
Program	# Projects Let (2020)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
Region 4	2	2	\$1,045,491.45
Statewide	0	0	N/A
Subtotal	2	16	\$7,977,096.59
All STID Programs			
Total	117		\$46,681,451.63

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

STID Safety Projects by Active Program and Funding Source

Program	# Projects Let (2020)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using HSIP Funding			
Road Safety Audits (RSA)	30	130	\$22,182,499.39
Roadway Departure Action Plan	0	4	\$0.00
High-Friction Surface Safety Initiative	1	1	\$217,217.00
Local Road Safety Initiative	44	55	\$7,971,020.57
Wrong Way Safety Initiative	0	1	N/A
Ramp Queue Program	1	8	\$160,916.80

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Pedestrian Road Safety Initiative	0	8	N/A
Spot Safety Program	5	14	\$8,172,701.28
Subtotal	81	221	\$38,704,355.04
Program	# Projects Let (2020)	# Projects Currently Under Some Phase of Development	Construction Cost of Let Projects
STID Programs Using State, STP, or HSIP Funding			
Spot Safety Program	6	8	\$7,228,568.86
RSA	2	4	\$748,527.73
Subtotal	8	12	\$7,977,096.59
All STID Programs			
Total	89	233	\$46,681,451.63

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

HSIP Resurfacing \$8,797,914.35

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Strategic Transportation Investments Division

Programs and Initiatives

Road Safety Audits (RSA)

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

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

Segments - Spot, Section, or Corridor

Analysis Period: three (3) years

Length: less than 5 miles

Minimum number of crashes: five(5)

All functionally classified public roads

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

Intersections

Non-signalized (rural or urban)

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

Signalized (rural or urban)

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

Non-signalized Rural Collector or Rural Local Only

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

Three (3) or more crashes, or

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

Non-signalized (Urban only)

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

Signalized

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

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Local Road Safety Initiative

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

Qualifying criteria:

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

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

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

Wrong Way Safety Initiative

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

Qualifying Criteria:

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

Ramp Queue Program

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

Qualifying criteria:

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

Pedestrian Road Safety Initiative

Addresses safety concerns specific to pedestrian related severe crashes

Qualifying criteria:

Qualification of a location for this program was based on historic crash data from 2013 to 2015. For inclusion into the program, a location must meet one (1) of the two (2) criteria provided below:

Ten (10) or more identified severe pedestrian crashes within a one (1) mile segment.

Three (3) or more identified severe pedestrian crashes occurring at an intersection.

Spot Safety Program

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

Qualifying Criteria:

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

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

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

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

The Local Road Safety Initiative was developed in 2010 to identify and address safety concerns on local roads. This program is focused on local non-state route segments located outside of an urban boundary and not represented by a MPO. Routes considered under this program are classified as rural major collectors, rural minor collectors, or rural local routes. All candidate locations for this program are selected using a data driven process with set qualification criteria. The LRSI was originally initiated by TDOT Traffic Operations Division. STID assumed oversight of the program in 2015, including projects currently under development. 83 counties are eligible for LRSI. All routes are identified by the TDOT Project Safety Office and are presented to local stakeholders based on severity. Each county receives up to \$300,000 for the construction of safety improvements.

Criteria used for LRSI:

Most current 6 years of crash data

1 Fatal or 1 Incapacitating minimum

Total Crashes > 5

Severe crash rate > statewide average severe crash rate

Crash rate > statewide average crash rate

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

- Design

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

Describe coordination with internal partners.

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

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

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

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

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

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

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

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

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Safety Office coordinates safety projects with these organizations when a project location falls within their jurisdiction.

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

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

Tennessee has several noteworthy practices:

1. The Road Safety Audit report is written with enough detail that the report itself is used as the construction plans when the project is bid out for contract. These are called "no plans contracts".
2. Several safety projects are bundled together and let as one safety project. This allows TDOT to award several projects for construction at one time and receive better bid prices on the safety projects.
3. The Local Roads Safety Initiative targets safety projects on local roads in rural counties that have limited access to resources, only counties, or sections of counties, not represented by a MPO. The entire project, from road safety audit review to construction, is completed by TDOT.
4. Since 2008, HSIP funds have been used on safety improvements for resurfacing projects. Safety improvements include rumble strips/stripes, guardrail, shoulder widening, and the use of the Safety Edge.
5. In order to identify crash data on local roads, TDOT updated the Tennessee Roadway Identification Management System (TRIMS) to include local roadway data elements. This project was completed in April 2012.
6. The Tennessee Department of Safety and Homeland Security and the Tennessee Department of Transportation opened the first of its kind training facility in October 2014. The Tennessee Traffic Incident Management (TIM) Training Facility will be used to teach best practices for safe, quick clearance of major highway incidents.
7. In June 2013, the Protect the Queue campaign was started. This campaign stresses to all TDOT employees and partnering agencies the importance of protecting drivers caught in a traffic queue. A training program on the most effective queue management techniques was launched. Since the campaign started, from July 2013 to December 2013 showed a 19% reduction in secondary incidents over the same period in 2012. This equates into 20 fewer secondary incidents, and could possibly represent up to four (4) lives saved. TDOT's 12 districts dispatch specially equipped "Protect the Queue" (PTQ) trucks when advised of non-recurring traffic queues caused by construction, maintenance, special events, or roadway incidents.
8. The Highway Safety Improvement Program Evaluation Project received a 2017 National Roadway Safety Award.
9. Software enhancements have been made or are in the process for improving the quality of crash data. TDOT is also in the process of implementing Numetric Software (now available through AASHTOWare) for much improved data analysis.
10. TDOT received a 2014 National Roadway Safety Award for "The J-Turn Experiment".

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

- Local Safety
- Pedestrian Safety
- Wrong Way Driving
- Other-Ramp Queue

Program: Local Safety

Date of Program Methodology:3/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1

Other-Based on severity:2

Program: Pedestrian Safety

Date of Program Methodology:2/6/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Other-pedestrian crashes

Exposure

- Traffic
- Volume

Roadway

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Wrong Way Driving

Date of Program Methodology:7/21/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- Other-Wrong way crashes

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1

Other-Ranked based on severity.:2

Program: Other-Ramp Queue

Date of Program Methodology:11/1/2008

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

Roadway

- 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?

- Level of service of safety (LOSS)

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1

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

What percentage of HSIP funds address systemic improvements?

40

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

- High friction surface treatment
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Retroreflectivity
- Rumble Strips

What process is used to identify potential countermeasures?

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

TDOT is currently in the process of implementing Numetric software due to the partnership with AASHTOWare. This software will enable TDOT to utilize HSM methods for data-driven safety analysis.

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

For the past 4 years TDOT has been working to understand and adopt Highway Safety Manual processes. TDOT has attended peer exchanges in an effort to understand how other states are implementing the HSM.

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

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

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

The goals set forth in the plan are:

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

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

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

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

TDOT is currently implementing Numetric software to help with implementation of Highway Safety Manual methods. The software should be available to use in the first quarter 2021.

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TDOT has been working with Tennessee State University and the University of Tennessee to develop CMF's and SPF's for implementation of HSM. In the first or second quarter of 2021 TDOT will implement Numetric software to utilize this research in our HSM implementation.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$73,685,890	\$45,713,944	62.04%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$7,369,025	\$5,560,477	75.46%
Penalty Funds (23 U.S.C. 164)	\$139,164	\$132,535	95.24%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$5,709,427	\$5,709,427	100%
State and Local Funds	\$6,402,002	\$6,402,002	100%
Totals	\$93,305,508	\$63,518,385	68.08%

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

\$14,778,409

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

\$14,778,409

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

\$209,184

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

\$209,184

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

\$0

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

\$0

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

None

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREATYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HRRR/HSIP-353(10)	Alignment	Alignment - other		Miles	\$42848.82	\$47609.91	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP/HRRR-2700(54)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$36198.39	\$36020.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	0	0	County Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP/PHSI P-2(228)	Intersection traffic control	Intersection traffic control - other	0.00999999999999801	Miles	\$0	\$1917096	HSIP (23 U.S.C. 148)	Rural	Minor Collector	12,020	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP/PHSI P-2500(27)	Non-infrastructure			Miles	\$47028.27	\$47028.27	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Minor Collector	0	0	City or Municipal Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP/PHSI P-263(10)	Roadway	Pavement surface - high friction surface	5.12	Miles	\$107000	\$107000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	2,075	35	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP/PHSI P-34(105)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$1883000	\$1883000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	23,220	50	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															intersection-related crashes
HSIP-1(380)	Roadway	Pavement surface - miscellaneous	6.06	Miles	\$37686.81	\$41874.23	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,750	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1(391)	Non-infrastructure	Road safety audits	3.5	Miles	\$13950	\$15500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,255	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1(392)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,575	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1(393)	Non-infrastructure	Road safety audits	1.35	Miles	\$118350	\$131500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,415	65	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1(394)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.72	Miles	\$73500	\$74000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,745	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1(397)	Roadway	Pavement surface - miscellaneous	3.26	Miles	\$93150	\$103500	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,200	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-1(414)	Pedestrians and bicyclists	Pedestrian signal - install new at intersection	4.058	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,955	45	State Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-1(420)	Non-infrastructure	Road safety audits	0.0999999999999996	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,875	30	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-10(84)	Intersection geometry	Intersection geometry - other	0.38	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	24,500	65	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-100(79)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$8550	\$9500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1000(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$196200	\$196200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1000(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

2020 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-102(16)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$34153.91	\$35432.17	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-104(43)	Roadway	Pavement surface - miscellaneous	7.73	Miles	\$83750	\$83750	HSIP (23 U.S.C. 148)	Rural	Major Collector	320	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-108(102)	Non-infrastructure	Road safety audits	2.495	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,040	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-11(111)	Intersection traffic control	Systemic improvements - signal-controlled	0.35	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,910	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-11(71)	Intersection traffic control	Systemic improvements - signal-controlled	0.5500000000000001	Miles	\$205974	\$228861	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,270	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-1100(32)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$161327	\$162227	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-1100(34)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-111(104)	Non-infrastructure	Road safety audits		Miles	\$6645.65	\$6266.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-111(110)	Non-infrastructure	Road safety audits	0.5	Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,275	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-111(98)	Non-infrastructure	Road safety audits	0.09000000000000003	Miles	\$272250	\$302500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,770	65	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-112(34)	Intersection traffic control	Systemic improvements - signal-controlled	0.22000000000000001	Miles	\$377568	\$419520	HSIP (23 U.S.C. 148)	Urban	Minor Collector	25,870	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-116(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.57	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,055	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-118(11)	Roadway	Pavement surface - miscellaneous	0.3	Miles	\$23868.07	\$26520.08	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,000	30	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1200(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$18415.72	\$18213.9	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1200(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$8550	\$9500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1216(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.5489999999999999	Miles	\$14000	\$14000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	4,410	45	County Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1275(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.776	Miles	\$121700	\$124000	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,530	45	County Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-13(58)	Interchange design	Improve intersection radius at ramp terminus	0.5	Miles	\$3461803	\$4788389	HSIP (23 U.S.C. 148)	Urban	Minor Collector	22,720	45	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-13(75)	Roadway	Pavement surface - miscellaneous	6.41	Miles	\$42947.96	\$42947.96	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,820	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-13(84)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.815	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	355	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1300(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$9450	\$10500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-131(37)	Roadway	Pavement surface - miscellaneous		Miles	\$25000	\$25000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1341(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.51	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,710	30	City or Municipal Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-135(28)	Roadway	Roadway - other	8.43	Miles	\$43097	\$43097	HSIP (23 U.S.C. 148)	Rural	Major Collector	565	45	State Highway Agency	Spot	Pedestrians	Improve safety of vulnerable road users on existing routes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-135(29)	Roadway	Pavement surface - miscellaneous	2.37	Miles	\$415853	\$462058	HSIP (23 U.S.C. 148)	Urban	Major Collector	17,910	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
HSIP-136(19)	Roadway	Pavement surface - miscellaneous	2.85	Miles	\$96824	\$107583	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,480	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
HSIP-136(25)	Non-infrastructure	Road safety audits	0.319999999999999	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,315	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-14(66)	Roadway	Pavement surface - miscellaneous	2.92	Miles	\$64350	\$71500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,565	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1400(27)	Non-infrastructure	Road safety audits		Miles	\$192724	\$193324	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-142(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.502	Miles	\$452700	\$503000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,025	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1450(5)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.00999999999999979	Miles	\$272197	\$288768	HSIP (23 U.S.C. 148)	Urban	Minor Collector	14,120	40	City or Municipal	Spot	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
												Highway Agency			of crashes involving roadway and lane departures
HSIP-147(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.6	Miles	\$155500	\$156000	HSIP (23 U.S.C. 148)	Rural	Major Collector	550	70	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-15(190)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$30709.19	\$29070.68	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1500(55)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$7200	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-151(6)	Roadway	Roadway - other	3.86	Miles	\$22575	\$22575	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	240	55	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
HSIP-155(31)	Interchange design	Interchange design - other	0.4699999999999999	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	44,065	55	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-156(20)	Roadway	Pavement surface - miscellaneous	5.2	Miles	\$145939	\$162156	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,320	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-1588(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$13127.95	\$12336.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-159(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.305	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,580	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1600(20)	Non-infrastructure	Road safety audits		Miles	\$6750	\$7500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-162(11)	Interchange design	Interchange design - other	0.6	Miles	\$5526900	\$6141000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	59,770	55	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-163(9)	Non-infrastructure	Road safety audits	1.6	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,900	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-170(15)	Roadway	Pavement surface - miscellaneous	8.15	Miles	\$80300	\$80300	HSIP (23 U.S.C. 148)	Rural	Major Collector	8,065	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-1700(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$146120	\$146800	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-18(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$21073.17	\$20066.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-180(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.288	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	600	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-1800(39)	Non-infrastructure	Road safety audits		Miles	\$248320	\$248320	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-193(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.5	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,025	50	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-194(14)	Roadway	Pavement surface - miscellaneous	6	Miles	\$58055.2	\$64506.44	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,010	40	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-2(262)	Non-infrastructure	Road safety audits	1.6	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,935	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2(272)	Non-infrastructure	Road safety audits	5.289	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	930	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2(276)	Non-infrastructure	Road safety audits	2.74	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	10,385	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2(277)	Non-infrastructure	Road safety audits	0.02	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,670	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-20(70)	Roadway	Pavement surface - miscellaneous	7.78	Miles	\$45571.01	\$45571.01	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,930	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-20(74)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.4	Miles	\$150500	\$151000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,805	65	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-200(38)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$217565	\$218565	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2000(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$225550	\$225550	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2000(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Miles	\$105500	\$106000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	120	0	County Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-205(32)	Roadway	Pavement surface - miscellaneous	2.2	Miles	\$86200	\$86200	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,190	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2100(27)	Non-infrastructure	Road safety audits		Miles	\$311311	\$318819	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-214(8)	Roadway	Pavement surface - miscellaneous	0.86	Miles	\$518.73	\$518.73	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,650	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-22(90)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.52	Miles	\$365500	\$366000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,245	70	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2200(17)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$149818	\$149818	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2200(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-23(13)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	2.1	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,090	35	State Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-2300(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-236(7)	Intersection traffic control	Systemic improvements - signal-controlled	2.93	Miles	\$78300	\$87000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	30,830	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-2400(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$246100	\$247000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
HSIP-247(16)	Roadway	Pavement surface - miscellaneous	2.2	Miles	\$16453.82	\$16453.82	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,160	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-249(88)	Roadway	Pavement surface - miscellaneous	9.49	Miles	\$180000	\$180000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,130	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-25(56)	Intersection geometry	Auxiliary lanes - modify turn lane storage	0.09999999999999996	Miles	\$240843	\$267605	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,780	30	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-2500(29)	Non-infrastructure	Road safety audits		Miles	\$194155	\$194655	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-252(13)	Intersection traffic control	Systemic improvements - signal-controlled	1.82	Miles	\$427796	\$475331	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,400	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-254(11)	Roadway	Pavement surface - miscellaneous	1.69	Miles	\$30298.52	\$33665.25	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	47,800	40	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-26(59)	Interchange design	Interchange design - other		Miles	\$142955.95	\$158840.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-2600(45)	Non-infrastructure	Road safety audits		Miles	\$354402	\$359022	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-262(12)	Roadway	Pavement surface - miscellaneous	4.7	Miles	\$290.3	\$290.3	HSIP (23 U.S.C. 148)	Rural	Major Collector	695	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2700(61)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$225600	\$227000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-273(15)	Roadway	Pavement surface - miscellaneous	7.84	Miles	\$16385.08	\$16385.08	HSIP (23 U.S.C. 148)	Rural	Major Collector	360	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-28(56)	Non-infrastructure	Road safety audits		Miles	\$19509.49	\$21677.54	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-28(57)	Non-infrastructure	Road safety audits		Miles	\$35624.2	\$35606.77	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2800(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$10350	\$11500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-2803(10)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	2.02	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	18,160	40	City or Municipal Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-2810(10)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	0.01	Miles	\$330300	\$367000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,720	40	City or Municipal Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-2826(10)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1.194	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	19,840	35	City or Municipal Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-2828(4)	Intersection traffic control	Modify traffic signal - modify signal mounting (spanwire to mast arm)	1.01	Miles	\$1030800	\$1101000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,080	45	City or Municipal Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-2900(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3(141)	Roadway	Pavement surface - miscellaneous	6.59	Miles	\$14937.23	\$14937.23	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,370	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3(146)	Roadway	Pavement surface - miscellaneous	3.38	Miles	\$162000	\$180000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	24,875	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3(154)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0.5300000000000001	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Major Collector	16,995	35	State Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-3(159)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.3999999999999999	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,735	60	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-30(73)	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	0.009999999999999979	Miles	\$47911	\$53233	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,565	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-3000(56)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$6300	\$7000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
HSIP-3000(57)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.515	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-308(7)	Non-infrastructure	Non-infrastructure - other		Miles	\$1745.63	\$546.56	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-308(8)	Non-infrastructure	Non-infrastructure - other	0.07000000000000003	Miles	\$57722	\$57722	HSIP (23 U.S.C. 148)	Rural	Major Collector	7,440	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-31(16)	Roadway	Pavement surface - miscellaneous	1.62	Miles	\$4667.16	\$4667.16	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,745	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3100(22)	Non-infrastructure	Road safety audits		Miles	\$279989	\$280489	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3100(24)	Non-infrastructure	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-32(83)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$1717.27	\$1641.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-32(85)	Intersection traffic control	Systemic improvements - signal-controlled	0.43	Miles	\$227500	\$227500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,935	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-32(92)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$4159.38	\$4621.53	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-32(96)	Roadway	Pavement surface miscellaneous	5.82	Miles	\$100000	\$100000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,890	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-32(97)	Roadway	Pavement surface miscellaneous	3.47	Miles	\$34290	\$34290	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,150	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-32(99)	Roadway	Pavement surface miscellaneous	1.94	Miles	\$99000	\$110000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,065	40	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-326(3)	Roadway	Pavement surface - miscellaneous	1.32	Miles	\$15900	\$15900	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,940	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-33(122)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$32197.42	\$35774.91	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-33(96)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$103500	\$115000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-330(4)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.11	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,545	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-34(103)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.52	Miles	\$25380	\$28200	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,560	65	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-34(104)	Roadway	Roadway - other	0.5	Miles	\$1251450	\$1390500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,460	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-34(109)	Intersection traffic control	Systemic improvements - signal-controlled	0.399999999999999	Miles	\$264598	\$294000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,485	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-34(90)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$42976.19	\$56527.05	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-34(91)	Alignment	Alignment - other	0.11	Miles	\$83700	\$93000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,560	65	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3400(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$9900	\$11000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3500(40)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$10261.31	\$9572.7	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	0	0	County Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3500(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$227300	\$228000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															roadway and lane departures
HSIP-357(3)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$138572.2	\$153969.11	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-36(54)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$4405.71	\$2697.63	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-36(59)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$105314.89	\$105482.52	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-36(62)	Lighting	Site lighting - pedestrian crosswalk		Miles	\$5242.58	\$5826.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Improve safety of vulnerable road users on existing routes
HSIP-36(65)	Intersection traffic control	Systemic improvements - signal-controlled	0.12	Miles	\$801000	\$890000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,795	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-3600(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$16200	\$18000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-362(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.055	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	4,135	50	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3700(36)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$200080	\$200900	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-372(11)	Roadway	Pavement surface - miscellaneous	3.96	Miles	\$4218.96	\$4687.96	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,490	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-374(19)	Roadway	Pavement surface - miscellaneous	6.42	Miles	\$46971	\$46971	HSIP (23 U.S.C. 148)	Urban	Minor Collector	28,790	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-3800(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$152778	\$154178	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-39(18)	Roadway	Pavement surface - miscellaneous	4.43	Miles	\$18564	\$18564	HSIP (23 U.S.C. 148)	Rural	Major Collector	540	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-3900(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$152115	\$153115	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-400(31)	Non-infrastructure	Road safety audits		Miles	\$281809	\$282309	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4000(47)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4200(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$237891	\$238691	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4200(15)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-421(10)	Roadway	Pavement surface miscellaneous - 2		Miles	\$48720	\$48720	HSIP (23 U.S.C. 148)	Rural	Major Collector	285	30	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-43(47)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.0400000000000009	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,990	30	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4300(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$26100	\$29000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-44(9)	Roadway	Pavement surface - miscellaneous	3.1	Miles	\$2771.07	\$3078.97	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,615	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4400(54)	Non-infrastructure	Road safety audits		Miles	\$205392	\$205892	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-448(2)	Roadway	Pavement surface - miscellaneous	0.63	Miles	\$48663	\$54070	HSIP (23 U.S.C. 148)	Urban	Minor Collector	16,030	35	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-45(28)	Intersection traffic control	Systemic improvements - signal-controlled	0.0599999999999997	Miles	\$236470	\$591177	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	46,760	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-4500(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$216890	\$220600	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4500(32)	Roadway signs and traffic control	Roadway signs and traffic control - other		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4567(10)	Non-infrastructure	Road safety audits	1.27	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Major Collector	845	30	City or Municipal Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4600(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$9990	\$11100	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-474(10)	Roadway	Pavement surface - miscellaneous	0.97	Miles	\$47800	\$47800	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,270	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-48(52)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$63446.99	\$70496.65	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-48(57)	Roadway	Pavement surface - miscellaneous	3.55	Miles	\$4023.6	\$4023.6	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,850	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4800(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$2044.55	\$1953.14	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	0	0	County Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4800(15)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$155800	\$158000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4900(65)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$300720	\$300720	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-4965(10)	Pedestrians and bicyclists	Crosswalk	0.5	Miles	\$106200	\$118000	HSIP (23 U.S.C. 148)	Urban	Major Collector	12,170	45	City or Municipal Highway Agency	Project area has a high concentration of pedestrian fatalities due to lack of crosswalk.	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-5(111)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.75	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,825	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-50(73)	Roadway	Pavement surface - miscellaneous	6	Miles	\$49315	\$49315	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,020	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-500(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$202850	\$202900	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-500(52)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5000(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$18900	\$21000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5100(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$15300	\$17000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5135(10)	Intersection traffic control	Modify traffic signal - add additional signal heads		Miles	\$4952.81	\$5503.35	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-52(81)	Intersection geometry	Auxiliary lanes - add left-turn lane	0.300000000000001	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,090	50	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-5300(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$204400	\$205000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-54(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.8	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,560	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5400(42)	Non-infrastructure	Road safety audits		Miles	\$222407	\$222907	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5400(44)	Non-infrastructure	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5500(55)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$23955.14	\$23684.29	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Collector	0	0	County Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-5500(58)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$241736	\$242336	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-56(91)	Non-infrastructure	Road safety audits	1.678	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,985	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5600(50)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$8100	\$9000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-57(67)	Roadway	Pavement surface - miscellaneous	6.85	Miles	\$7237.13	\$7237.13	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,140	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-57(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.1	Miles	\$177500	\$178000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,740	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-57(82)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.3	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,210	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-58(46)	Non-infrastructure	Road safety audits		Miles	\$11505.26	\$11126.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-58(55)	Roadway	Pavement surface - miscellaneous	6.67	Miles	\$147150	\$163500	HSIP (23 U.S.C. 148)	Urban	Minor Collector	9,540	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5800(45)	Non-infrastructure	Road safety audits		Miles	\$280054	\$280554	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5800(47)	Non-infrastructure	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-59(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.79	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,710	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-5900(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$9450	\$10500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-6(108)	Intersection traffic control	Systemic improvements - signal-controlled	0.16	Miles	\$139544	\$155050	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,650	35	State Highway Agency	Systemic	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-6(136)	Roadway	Pavement surface - miscellaneous	4.63	Miles	\$30530	\$30530	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,750	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-60(37)	Non-infrastructure	Road safety audits	0.3000000000000001	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,820	45	State Highway Agency	Spot	Lane Departure	Improve safety of vulnerable road users on existing routes
HSIP-600(35)	Non-infrastructure	Road safety audits		Miles	\$261480	\$262180	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-600(36)	Non-infrastructure	Road safety audits		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-61(33)	Roadway	Roadway - other	4.52	Miles	\$327600	\$364000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,480	50	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-61(37)	Roadway	Roadway - other	2.235	Miles	\$360000	\$400000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,750	40	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-6100(23)	Non-infrastructure	Road safety audits		Miles	\$219101	\$219601	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-62(41)	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified		Miles	\$4862.9	\$5403.22	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-6200(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$257300	\$258000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-64(25)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.25	Miles	\$139271	\$139771	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,790	40	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of conflict between trains and vehicles at railroad crossings with improvements to geometry, traffic control, and visibility

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-6400(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$12600	\$14000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-65(22)	Pedestrians and bicyclists	Pedestrian signal - modify existing	0.69	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,595	40	State Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-65(23)	Pedestrians and bicyclists	Pedestrian signal - install new at intersection	0.4	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,595	40	State Highway Agency	Spot	Pedestrians	Improve infrastructure for bicyclists and pedestrians
HSIP-6500(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$9900	\$11000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-6600(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$181148	\$181298	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-67(32)	Intersection geometry	Intersection geometry - other		Miles	\$375228	\$431000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-67(35)	Roadway	Pavement surface - miscellaneous	10.16	Miles	\$105000	\$105000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,060	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
HSIP-6700(34)	Non-infrastructure	Road safety audits		Miles	\$207809	\$208309	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-68(48)	Roadway	Pavement surface - miscellaneous	6.83	Miles	\$15036.71	\$15036.71	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,390	40	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
HSIP-6800(28)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$153519	\$154819	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-69(102)	Roadway	Pavement surface - miscellaneous	10.57	Miles	\$56700	\$56700	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,660	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-69(103)	Roadway	Pavement surface - miscellaneous	3.714	Miles	\$31224	\$31224	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	985	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-69(99)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$165500	\$166000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,460	50	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
HSIP-6900(9)	Non-infrastructure	Road safety audits		Miles	\$5400	\$6000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-7(38)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.145	Miles	\$41400	\$46000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,860	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-70(23)	Roadway	Pavement surface - miscellaneous	6.42	Miles	\$371.22	\$371.22	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,950	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-70(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.46	Miles	\$6300	\$7000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	9,165	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-70(31)	Intersection geometry	Intersection geometry - other	2.36	Miles	\$73800	\$82000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	6,950	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-700(38)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$10350	\$11500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
HSIP-7100(54)	Non-infrastructure	Road safety audits		Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-7200(31)	Non-infrastructure	Road safety audits		Miles	\$306585	\$306585	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-73(78)	Roadway	Pavement surface miscellaneous	- 3.1	Miles	\$20360	\$20360	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,080	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-73(79)	Roadway	Pavement surface miscellaneous	- 2.26	Miles	\$22890	\$22890	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,390	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-7300(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$5400	\$6000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-76(94)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.1	Miles	\$152566	\$169520	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,940	50	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															roadway and lane departures
HSIP-76(97)	Intersection traffic control	Systemic improvements - signal-controlled	0.00999999999999979	Miles	\$559563	\$621739	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,090	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-77(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,180	55	State Highway Agency	Spot	Roadway Departure	Reduce the severity and number of crashes occurring in work zones
HSIP-7700(22)	Non-infrastructure	Road safety audits		Miles	\$203109	\$203609	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-78(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.3	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,575	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-78(25)	Roadway	Pavement surface - miscellaneous	4.06	Miles	\$59300	\$59300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,935	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-78(26)	Roadway	Pavement surface - miscellaneous	1.01	Miles	\$24300	\$24300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,560	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
HSIP-7800(63)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$177470	\$178200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8(56)	Roadway	Pavement surface - miscellaneous	2.68	Miles	\$352918	\$392132	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,640	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
HSIP-800(35)	Non-infrastructure	Road safety audits		Miles	\$9900	\$11000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8000(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$8100	\$9000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-806(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.44	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	40	City or Municipal Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8100(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$240338	\$242338	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
HSIP-82(7)	Roadway	Pavement surface - miscellaneous	10.7	Miles	\$41132	\$45703	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,340	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8200(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$6300	\$7000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8200(31)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.9	Miles	\$69200	\$70100	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,990	35	City or Municipal Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8300(78)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$12672.01	\$11737.32	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8400(85)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8500(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$18450	\$20500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															roadway and lane departures
HSIP-8600(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$201500	\$202000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8600(36)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8700(18)	Roadway signs and traffic control	Roadway signs and traffic control - other		Miles	\$180300	\$181300	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-88(19)	Roadway	Pavement surface - miscellaneous	9.36	Miles	\$412440	\$412440	HSIP (23 U.S.C. 148)	Rural	Major Collector	510	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-8800(12)	Non-infrastructure	Road safety audits		Miles	\$96724	\$96724	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-89(22)	Roadway	Pavement surface - miscellaneous	10.4	Miles	\$276200	\$276200	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,155	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-9(80)	Intersection traffic control	Modify traffic signal timing - signal coordination	0.01	Miles	\$650880	\$723200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,280	50	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-9(82)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified		Miles	\$93025.59	\$103361.76	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-9(96)	Roadway	Pavement surface - miscellaneous	3.08	Miles	\$5669.88	\$5669.88	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,200	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9100(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$120154	\$121654	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9100(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-92(23)	Roadway signs and traffic control	Roadway signs and traffic control - other	5.473	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,975	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															roadway and lane departures
HSIP-92(24)	Roadway	Pavement surface - miscellaneous	7.99	Miles	\$113800	\$113800	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,280	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9200(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$333060	\$333060	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9200(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9300(42)	Non-infrastructure	Road safety audits		Miles	\$218430	\$219030	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-970(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$34913.27	\$35408.26	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-99(56)	Roadway	Pavement surface - miscellaneous	2.91	Miles	\$1815.74	\$2017.6	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,250	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
HSIP-990(2)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.56	Miles	\$363724	\$363724	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,940	40	City or Municipal Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-9900(37)	Non-infrastructure	Data/traffic records		software	\$189488.13	\$210542.37	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	N/A	Data	Improve traffic data collection systems, hardware, and technology to provide data in a more timely and efficient manner
HSIP-9900(82)	Non-infrastructure	Data/traffic records		software	\$577.35	\$641.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	N/A	Data	Improve traffic data collection systems, hardware, and technology to provide data in a more timely and efficient manner
HSIP-I-24-1(105)	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths		Miles	\$180005	\$200006	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-I-24-1(110)	Interchange design	Interchange design - other	1.05	Miles	\$205408	\$228231	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	163,830	70	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															exit ramp queues
HSIP-I-24-1(111)	Interchange design	Interchange design - other		Miles	\$95853.26	\$106503.62	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-I-24-1(118)	Interchange design	Interchange design - other	0.6	Miles	\$257940	\$286600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	134,930	70	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-I-24-2(159)	Non-infrastructure	Road safety audits		Miles	\$24749.48	\$23827.35	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-I-24-3(93)	Non-infrastructure	Road safety audits		Miles	\$44865.26	\$49850.29	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-I-40-7(172)	Interchange design	Interchange design - other	0.3800000000000003	Miles	\$169740	\$188600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	90,890	65	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-I-40-8(168)	Interchange design	Interchange design - other	0.7	Miles	\$3011400	\$3346000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	10,725	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-I-75-1(151)	Non-infrastructure	Road safety audits	0.6	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	48,540	70	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-I-75-3(169)	Interchange design	Interchange design - other		Miles	\$13905.45	\$15450.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
HSIP-I-75-3(177)	Interchange design	Installation of new lane on ramp	0.270000000000001	Miles	\$760320	\$844800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	41,950	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-I-840(16)	Interchange design	Installation of new lane on ramp	0.79	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	46,165	70	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
HSIP-NH-20(75)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.15	Miles	\$154500	\$155000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,780	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-REG4(129)	Roadway signs and traffic control	Roadway signs and traffic control - other		Miles	\$17507.23	\$17025.73	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-REG4(133)	Roadway signs and traffic control	Roadway signs and traffic control - other		Miles	\$2200	\$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
HSIP-REG4(160)	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Miles	\$16149.43	\$15596.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
NH/HSIP-1(365)	Roadway	Pavement surface miscellaneous	- 3.01	Miles	\$5517.77	\$6130.86	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-1(384)	Roadway	Pavement surface miscellaneous	- 6.42	Miles	\$21446.29	\$23829.1	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,740	40	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-1(400)	Roadway	Pavement surface miscellaneous	- 5.06	Miles	\$255510	\$283900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,710	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-10(65)	Roadway	Pavement surface miscellaneous	- 6.24	Miles	\$34023.41	\$34023.41	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,275	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-10(70)	Roadway	Pavement surface miscellaneous	- 7.07	Miles	\$57185.11	\$63540.34	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,620	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-10(82)	Roadway	Pavement surface miscellaneous	- 1.83	Miles	\$32628	\$35144	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,385	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-111(113)	Roadway	Pavement surface miscellaneous	- 2.41	Miles	\$43321	\$43321	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,110	60	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-111(114)	Roadway	Pavement surface miscellaneous	- 6.04	Miles	\$33705	\$33705	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,690	65	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-114(16)	Roadway	Pavement surface miscellaneous	- 2.03	Miles	\$816.15	\$816.15	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,535	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-12(58)	Roadway	Pavement surface miscellaneous	- 4.25	Miles	\$13500	\$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,580	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-14(64)	Roadway	Pavement surface miscellaneous	- 2.85	Miles	\$753.78	\$753.78	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,910	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-15(200)	Roadway	Pavement surface miscellaneous	- 1.86	Miles	\$3262.35	\$3262.35	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,970	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
NH/HSIP-15(204)	Roadway	Pavement surface - miscellaneous	4.77	Miles	\$673.86	\$673.86	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,595	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-153(17)	Roadway	Pavement surface - miscellaneous	1.98	Miles	\$12905	\$12905	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	60,795	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-160(16)	Roadway	Pavement surface - miscellaneous	4.76	Miles	\$83300	\$83300	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,600	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-177(38)	Roadway	Pavement surface - miscellaneous	2.98	Miles	\$180000	\$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	44,230	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-186(18)	Roadway	Pavement surface - miscellaneous	3.78	Miles	\$224400	\$224400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,410	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-20(76)	Roadway	Pavement surface - miscellaneous	6.64	Miles	\$243612	\$270680	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,780	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															involving roadway and lane departures
NH/HSIP-204(8)	Roadway	Pavement surface - miscellaneous	2.97	Miles	\$4018.34	\$4018.34	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,190	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-215(10)	Roadway	Pavement surface - miscellaneous	2.07	Miles	\$18814.11	\$18814.11	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,960	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-24(78)	Roadway	Pavement surface - miscellaneous	0.329999999999998	Miles	\$57166	\$63520	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,010	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-28(76)	Roadway	Pavement surface - miscellaneous	2.48	Miles	\$46081	\$46081	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,220	40	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-28(77)	Roadway	Pavement surface - miscellaneous	2.95	Miles	\$82014	\$91128	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,905	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-29(101)	Roadway	Pavement surface - miscellaneous	4.76	Miles	\$19586.59	\$19586.59	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,380	55	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															on existing routes
NH/HSIP-3(152)	Roadway	Pavement surface miscellaneous	- 3.39	Miles	\$71394	\$79327	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,695	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-3(158)	Roadway	Pavement surface miscellaneous	- 24.68	Miles	\$338000	\$338000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,135	70	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-32(98)	Roadway	Pavement surface miscellaneous	- 6.48	Miles	\$56100	\$56100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,235	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-33(131)	Roadway	Pavement surface miscellaneous	- 5.58	Miles	\$44100	\$44100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,870	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-386(16)	Roadway	Pavement surface miscellaneous	- 0.59	Miles	\$4660.28	\$4660.28	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	42,120	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-386(21)	Roadway	Pavement surface miscellaneous	- 1.89	Miles	\$281.11	\$281.11	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	71,670	65	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															roadway and lane departures
NH/HSIP-40(36)	Roadway	Pavement surface - miscellaneous	4	Miles	\$440.08	\$440.08	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,250	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-48(61)	Roadway	Pavement surface - miscellaneous	7.44	Miles	\$30708	\$34120	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,480	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-55(25)	Roadway	Pavement surface - miscellaneous	3.67	Miles	\$15997.72	\$15997.72	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,080	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-55(28)	Roadway	Pavement surface - miscellaneous	3.8	Miles	\$32156	\$32156	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,080	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
NH/HSIP-6(139)	Roadway	Pavement surface - miscellaneous	5.68	Miles	\$35442	\$39380	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,195	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-65(24)	Roadway	Pavement surface - miscellaneous	2.41	Miles	\$18358	\$20399	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,330	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-67(33)	Roadway	Pavement surface - miscellaneous	2.02	Miles	\$17755.42	\$19728.24	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	26,460	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-69(95)	Roadway	Pavement surface - miscellaneous	5	Miles	\$30208.3	\$33564.78	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,630	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-7(35)	Roadway	Pavement surface - miscellaneous	3.62	Miles	\$77380.18	\$85979.2	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,735	35	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-71(37)	Roadway	Pavement surface - miscellaneous	0.8000000000000001	Miles	\$10964.81	\$12183.12	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	32,720	25	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-76(105)	Roadway	Pavement surface - miscellaneous	3.41	Miles	\$4044.88	\$4044.88	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,950	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
NH/HSIP-9(95)	Roadway	Pavement surface - miscellaneous	4.62	Miles	\$144000	\$160000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,030	40	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-99(61)	Roadway	Pavement surface - miscellaneous	5.92	Miles	\$12728	\$12728	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,785	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
PHSIP-1053(3)	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified		Miles	\$1253735	\$201735	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
PHSIP-1247(2)	Roadway delineation	Roadway delineation - other	0.01	Miles	\$82000	\$82000	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	7,570	30	City or Municipal Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
PHSIP-2(243)	Intersection traffic control	Intersection traffic control - other	0.009999999999999979	Miles	\$511654	\$511654	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	20,110	40	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
PHSIP-6(105)	Roadway	Pavement surface - high friction surface		Miles	\$12063.92	\$12063.92	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
R-HSIP-304(12)	Non-infrastructure	Road safety audits		Miles	\$3939.48	\$3448.7	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
R-HSIP-I-40-1(344)	Intersection traffic control	Modify traffic signal modernization/replacement -	0.240000000000002	Miles	\$1006200	\$1118000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	138,050	65	State Highway Agency	Spot	Intersections	Reduce the lengths of interchange exit ramp queues
R-NH/HSIP-15(192)	Roadway	Pavement surface miscellaneous -	2.6	Miles	\$121139.15	\$151424.83	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,890	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
R-NH/HSIP-153(10)	Roadway	Pavement surface miscellaneous -	1.96	Miles	\$14956.56	\$14956.56	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,630	45	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
R-NH/HSIP-2(247)	Non-infrastructure	Road safety audits	1.86	Miles	\$113802.14	\$142253.42	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,500	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
R-NH/HSIP-28(59)	Roadway	Pavement surface miscellaneous -	3.49	Miles	\$6599.34	\$8248.67	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,680	30	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
R-NH/HSIP-28(60)	Roadway	Pavement surface miscellaneous -	4.8	Miles	\$3453.34	\$4316.43	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,640	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
R-NH/HSIP-29(99)	Roadway	Pavement surface miscellaneous -	3.05	Miles	\$14231.97	\$17790.46	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	24,750	65	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
R-NH/HSIP-60(31)	Roadway	Pavement surface - miscellaneous	0.98	Miles	\$519.13	\$648.67	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,060	40	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
R-PHSIP/HSIP-11(72)	Intersection traffic control	Systemic improvements - signal-controlled	0.01999999999999996	Miles	\$486000	\$540000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,910	35	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP/HSIP-131(40)	Lighting	Site lighting - pedestrian crosswalk		Miles	\$113202.5	\$141503.17	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Pedestrians	Improve safety of vulnerable road users on existing routes
R-PHSIP/HSIP-169(15)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$178915.69	\$198795.77	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP/HSIP-71(31)	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	0.75	Miles	\$2593039.48	\$3241299.95	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	16,810	50	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP-13(62)	Intersection geometry	Auxiliary lanes - add right-turn lane	0.010000000000000016	Miles	\$382974.84	\$382974.84	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	37,980	45	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP-155(25)	Intersection geometry	Auxiliary lanes - add right-turn lane		Miles	\$4682.39	\$5852.49	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
R-PHSIP-2(238)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$11627.81	\$4450.77	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP-26(63)	Intersection traffic control	Systemic improvements - signal-controlled		Miles	\$10964.24	\$10964.24	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP-338(7)	Intersection geometry	Intersection geometry - other		Miles	\$513699.89	\$642124.87	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
R-PHSIP-76(91)	Intersection geometry	Auxiliary lanes - extend existing left-turn lane	0.6	Miles	\$316184	\$316184	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	13,095	40	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of intersection-related crashes
R-STP/HSIP-12(55)	Roadway	Pavement surface - miscellaneous	6.65	Miles	\$19726.17	\$24657.21	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,170	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
R-STP/HSIP-25(53)	Roadway	Pavement surface - miscellaneous	8	Miles	\$3478.16	\$4346.45	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,780	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
R-STP/HSIP-27(51)	Roadway	Pavement surface - miscellaneous	5.7	Miles	\$3388.05	\$4233.81	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,460	45	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															road users on existing routes
R-STP/HSIP-60(30)	Roadway	Pavement surface - miscellaneous	1.99	Miles	\$20000	\$25000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
R-STP/HSIP-9(87)	Roadway	Pavement surface - miscellaneous	5.63	Miles	\$2613.81	\$2613.81	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,030	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-1(370)	Roadway	Pavement surface - miscellaneous	11.71	Miles	\$10877.93	\$10877.93	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,830	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-1(371)	Roadway	Pavement surface - miscellaneous	2.92	Miles	\$120665.78	\$134073.64	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,340	55	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-1(404)	Roadway	Pavement surface - miscellaneous	7.85	Miles	\$31246	\$34720	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-100(85)	Roadway	Pavement surface - miscellaneous	7.78	Miles	\$2930	\$2930	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,405	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-108(100)	Roadway	Pavement surface - miscellaneous	3.34	Miles	\$14142.87	\$14142.87	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,180	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-11(94)	Roadway	Pavement surface - miscellaneous	5.49	Miles	\$24146.75	\$26829.39	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,970	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-122(11)	Roadway	Pavement surface - miscellaneous	2.7	Miles	\$4910.79	\$4910.79	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,190	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-13(72)	Roadway	Pavement surface - miscellaneous	5.8	Miles	\$127218.78	\$127218.78	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,390	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-13(74)	Roadway	Pavement surface - miscellaneous	6.2	Miles	\$11879.51	\$13200.23	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,340	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-135(24)	Roadway	Pavement surface - miscellaneous	1.89	Miles	\$24621.1	\$27357.45	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,230	35	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-137(4)	Roadway	Pavement surface - miscellaneous	3.03	Miles	\$9500	\$9500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	8,660	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
STP/HSIP-139(10)	Roadway	Pavement surface miscellaneous	- 5.45	Miles	\$7310.31	\$7310.31	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,560	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-147(4)	Roadway	Pavement surface miscellaneous	- 6.16	Miles	\$9076.29	\$9076.29	HSIP (23 U.S.C. 148)	Rural	Major Collector	740	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-15(196)	Roadway	Pavement surface miscellaneous	- 2.06	Miles	\$6708.04	\$6708.04	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,940	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-15(199)	Roadway	Pavement surface miscellaneous	- 4.59	Miles	\$125500.8	\$139446.11	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,690	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-150(10)	Roadway	Pavement surface miscellaneous	- 0.925	Miles	\$56445	\$62717	HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,400	30	City or Municipal Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-154(6)	Roadway	Pavement surface miscellaneous	- 1.38	Miles	\$1767.34	\$1767.34	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,000	35	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
STP/HSIP-16(64)	Roadway	Pavement surface miscellaneous	- 10.41	Miles	\$6023	\$6023	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	395	55	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-160(13)	Roadway	Pavement surface miscellaneous	- 3.36	Miles	\$11551.77	\$11551.77	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,300	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-166(23)	Roadway	Pavement surface miscellaneous	- 6.49	Miles	\$76641	\$76641	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,475	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-168(14)	Roadway	Pavement surface miscellaneous	- 9.06	Miles	\$110800	\$110800	HSIP (23 U.S.C. 148)	Urban	Minor Collector	14,920	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-174(29)	Roadway	Pavement surface miscellaneous	- 3.84	Miles	\$97902	\$97902	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,000	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-19(57)	Roadway	Pavement surface miscellaneous	- 4.15	Miles	\$37800	\$37800	HSIP (23 U.S.C. 148)	Urban	Minor Collector	1,435	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
STP/HSIP-2(252)	Non-infrastructure	Road safety audits	3.86	Miles	\$8319.49	\$9242.54	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,340	40	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-209(15)	Roadway	Pavement surface miscellaneous	2.85	Miles	\$7429.29	\$8255.32	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,450	50	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-227(8)	Roadway	Pavement surface miscellaneous	7.51	Miles	\$75986.02	\$75986.02	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,120	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-25(62)	Roadway	Pavement surface miscellaneous	9.278	Miles	\$53748	\$59720	HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,170	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-256(6)	Roadway	Pavement surface miscellaneous	3.71	Miles	\$24031	\$24031	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,170	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-262(13)	Roadway	Pavement surface miscellaneous	7.54	Miles	\$35152	\$35152	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,260	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															on existing routes
STP/HSIP-266(28)	Roadway	Pavement surface miscellaneous	- 3.33	Miles	\$942.22	\$942.22	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	23,770	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-269(33)	Roadway	Pavement surface miscellaneous	- 4.45	Miles	\$111132	\$123480	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,390	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-269(34)	Roadway	Pavement surface miscellaneous	- 6.52	Miles	\$17131	\$17131	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,105	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-272(12)	Roadway	Pavement surface miscellaneous	- 5.32	Miles	\$52154	\$52154	HSIP (23 U.S.C. 148)	Rural	Major Collector	725	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-273(16)	Roadway	Pavement surface miscellaneous	- 8	Miles	\$227857	\$227857	HSIP (23 U.S.C. 148)	Rural	Major Collector	700	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-284(12)	Roadway	Pavement surface miscellaneous	- 8.24	Miles	\$5816.84	\$5816.84	HSIP (23 U.S.C. 148)	Rural	Major Collector	170	40	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															on existing routes
STP/HSIP-286(5)	Roadway	Pavement surface - miscellaneous	2.79	Miles	\$75201	\$83557	HSIP (23 U.S.C. 148)	Urban	Minor Collector	3,180	45	State Highway Agency	Spot	Roadway Departure	improve safety of vulnerable road users on existing routes
STP/HSIP-294(6)	Roadway	Pavement surface - miscellaneous	7.55	Miles	\$6334	\$6334	HSIP (23 U.S.C. 148)	Rural	Major Collector	725	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-297(10)	Roadway	Pavement surface - miscellaneous	5.02	Miles	\$21701.59	\$21701.59	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,660	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-3(157)	Roadway	Pavement surface - miscellaneous	1.76	Miles	\$357570	\$397300	HSIP (23 U.S.C. 148)	Urban	Minor Collector	23,705	35	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-30(83)	Roadway	Pavement surface - miscellaneous	2.94	Miles	\$4045	\$4045	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,070	50	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-30(86)	Roadway	Pavement surface - miscellaneous	4.07	Miles	\$37357	\$37357	HSIP (23 U.S.C. 148)	Rural	Major Collector	320	40	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-302(8)	Roadway	Pavement surface miscellaneous	- 8.87	Miles	\$92273	\$92273	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,325	55	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-310(4)	Roadway	Pavement surface miscellaneous	- 6.28	Miles	\$112619	\$112619	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,150	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-322(17)	Roadway	Pavement surface miscellaneous	- 3.1	Miles	\$15462.6	\$17180.67	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,145	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-33(129)	Roadway	Pavement surface miscellaneous	- 12.47	Miles	\$100730	\$100730	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,350	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-340(10)	Roadway	Pavement surface miscellaneous	- 7.89	Miles	\$12670	\$12670	HSIP (23 U.S.C. 148)	Rural	Major Collector	805	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-341(51)	Roadway	Pavement surface miscellaneous	- 0.9	Miles	\$65300	\$65300	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,115	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-35(69)	Roadway	Pavement surface miscellaneous	- 3.8	Miles	\$190.39	\$190.39	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,590	35	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
STP/HSIP-367(9)	Roadway	Pavement surface - miscellaneous	4.73	Miles	\$24933	\$27703	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,880	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-377(1)	Roadway	Pavement surface - miscellaneous	1.19	Miles	\$3500.14	\$3500.14	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,290	40	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-399(11)	Roadway	Pavement surface - miscellaneous	5.89	Miles	\$58668	\$58668	HSIP (23 U.S.C. 148)	Rural	Major Collector	750	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-46(34)	Roadway	Pavement surface - miscellaneous	6.54	Miles	\$9975.97	\$9975.97	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,710	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-49(53)	Roadway	Pavement surface - miscellaneous	4.6	Miles	\$46958	\$52178	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,445	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-49(54)	Roadway	Pavement surface - miscellaneous	7.4	Miles	\$34614	\$38460	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,930	40	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
STP/HSIP-49(55)	Roadway	Pavement surface miscellaneous	- 6.8	Miles	\$23751	\$23751	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,275	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-50(61)	Roadway	Pavement surface miscellaneous	- 7.43	Miles	\$5901.01	\$5901.01	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,060	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-50(63)	Roadway	Pavement surface miscellaneous	- 4.2	Miles	\$991	\$991	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,330	50	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-50(69)	Roadway	Pavement surface miscellaneous	- 6.26	Miles	\$27073	\$27073	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,110	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-52(83)	Roadway	Pavement surface miscellaneous	- 2.6	Miles	\$2665.22	\$2183.36	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,710	45	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-53(50)	Non-infrastructure	Road safety audits	2.28	Miles	\$501.68	\$501.68	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,400	55	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-53(53)	Roadway	Pavement surface miscellaneous	- 9.58	Miles	\$963	\$963	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,050	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-53(56)	Roadway	Pavement surface miscellaneous	- 4.62	Miles	\$3403	\$3403	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,680	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-57(81)	Roadway	Pavement surface miscellaneous	- 12.67	Miles	\$101300	\$101300	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,460	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-62(45)	Roadway	Pavement surface miscellaneous	- 5.8	Miles	\$30034.17	\$30034.17	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,510	40	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-63(64)	Roadway	Pavement surface miscellaneous	- 2.63	Miles	\$1446.15	\$1606.83	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,960	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-68(58)	Roadway	Pavement surface miscellaneous	- 7.55	Miles	\$129960	\$129960	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,675	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-75(18)	Roadway	Pavement surface miscellaneous	- 2.42	Miles	\$13157.61	\$14620.01	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,460	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															of crashes involving roadway and lane departures
STP/HSIP-82(6)	Roadway	Pavement surface - miscellaneous	5.59	Miles	\$84843	\$94270	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,685	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-83(11)	Roadway	Pavement surface - miscellaneous	7.83	Miles	\$8984.85	\$8984.85	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,650	40	State Highway Agency	Spot	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-85(46)	Roadway	Pavement surface - miscellaneous	15.3	Miles	\$16181	\$16181	HSIP (23 U.S.C. 148)	Rural	Major Collector	660	55	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP/HSIP-87(8)	Roadway	Pavement surface - miscellaneous	7.66	Miles	\$6111.91	\$6111.91	HSIP (23 U.S.C. 148)	Rural	Major Collector	310	55	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-9(91)	Shoulder treatments	Shoulder treatments - other	1.79	Miles	\$121426.57	\$134918.41	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,250	45	State Highway Agency	Spot	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-91(40)	Roadway	Pavement surface - miscellaneous	4.13	Miles	\$22300	\$22300	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
STP/HSIP-93(23)	Roadway	Pavement surface miscellaneous	- 1.99	Miles	\$12000	\$12000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,160	50	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-96(54)	Roadway	Pavement surface miscellaneous	- 4.01	Miles	\$963.32	\$1069.8	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,625	55	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP/HSIP-NH-73(77)	Roadway	Pavement surface miscellaneous	- 2.92	Miles	\$349200	\$388000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,490	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-H/PHSIP-160(9)	Intersection geometry	Auxiliary lanes miscellaneous/other/unspecified	- 0.009999999999999979	Miles	\$1018000	\$1018000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	11,550	55	State Highway Agency	Spot	Intersections	Reduce the likelihood and severity of intersection-related crashes
STP-NH/HSIP-10(75)	Roadway	Pavement surface miscellaneous	- 0.77	Miles	\$31724	\$35250	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,730	30	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-NH/HSIP-106(41)	Roadway	Pavement surface miscellaneous	- 2.38	Miles	\$10025.19	\$11139.43	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,185	35	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures
STP-NH/HSIP-15(212)	Roadway	Pavement surface miscellaneous	- 5.79	Miles	\$315000	\$315000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,010	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-NH/HSIP-15(213)	Roadway	Pavement surface miscellaneous	- 2.61	Miles	\$145500	\$145500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,970	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-NH/HSIP-20(77)	Roadway	Pavement surface miscellaneous	- 7.18	Miles	\$330030	\$366700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,705	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-NH/HSIP-22(93)	Roadway	Pavement surface miscellaneous	- 4.89	Miles	\$142700	\$142700	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,040	65	State Highway Agency	Spot	Lane Departure	Reduce the likelihood and severity of crashes involving roadway and lane departures
STP-NH/HSIP-40(41)	Roadway	Pavement surface miscellaneous	- 3.22	Miles	\$14999.65	\$16666.72	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,250	45	State Highway Agency	Systemic	Roadway Departure	Improve safety of vulnerable road users on existing routes
STP-NH/HSIP-6(131)	Roadway	Pavement surface miscellaneous	- 4.91	Miles	\$7252.91	\$7252.91	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,890	45	State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood and severity of crashes involving roadway and

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															lane departures

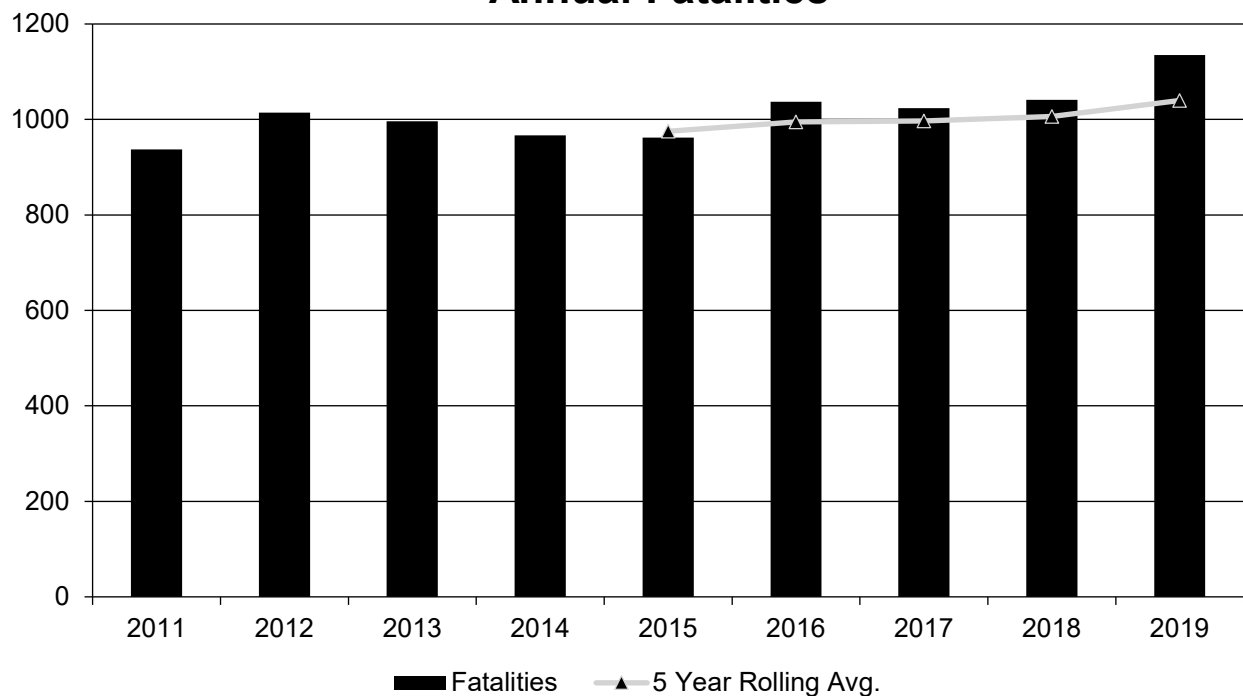
Safety Performance

General Highway Safety Trends

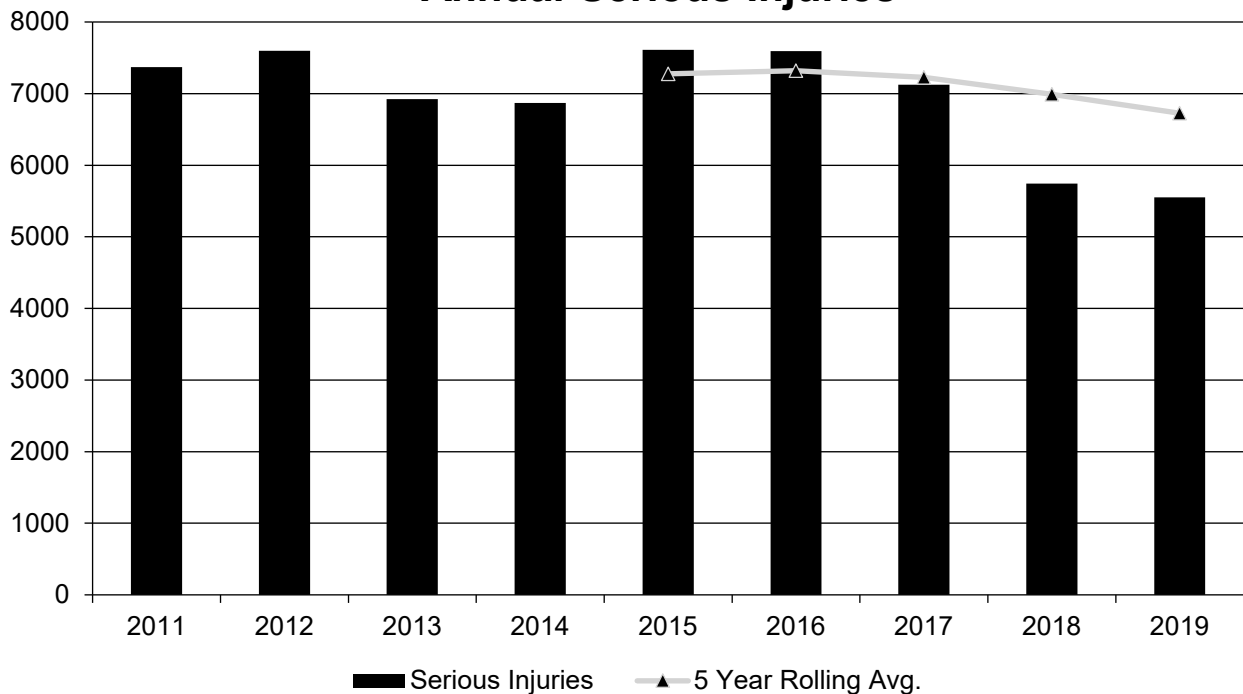
Present data showing the general highway safety trends in the State for the past five years.

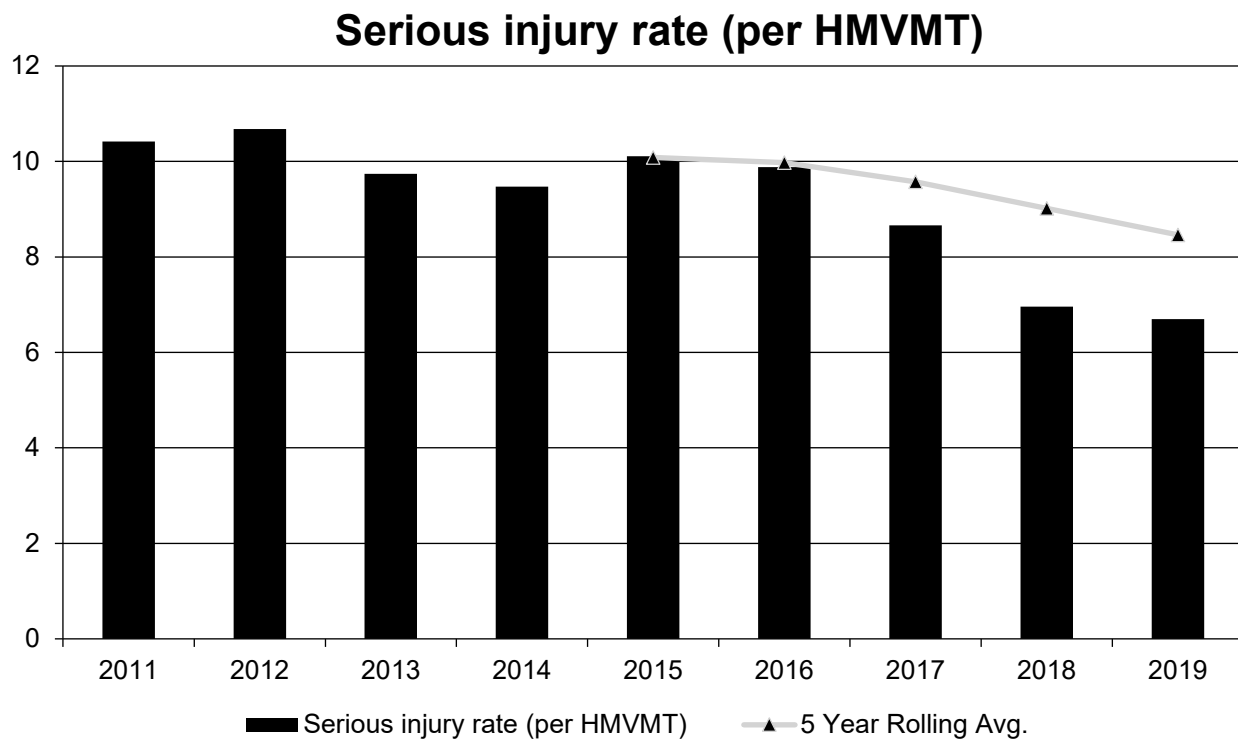
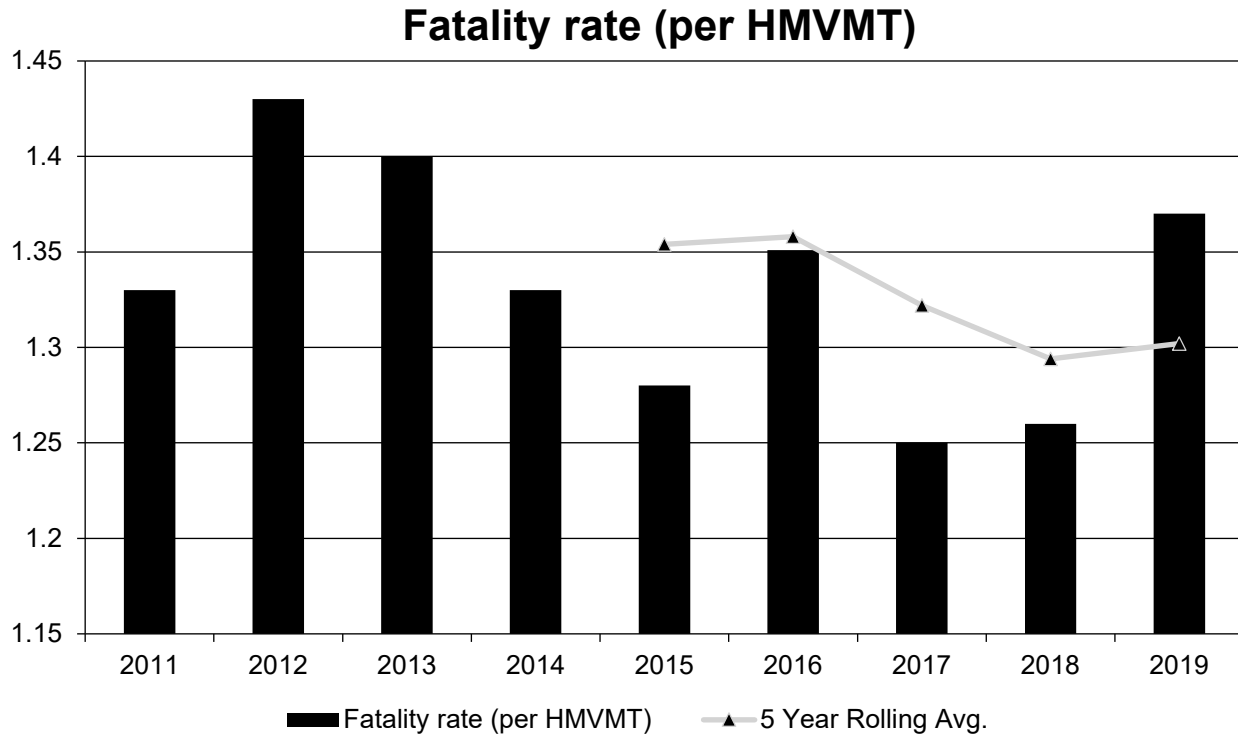
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	937	1,014	996	967	962	1,037	1,024	1,041	1,135
Serious Injuries	7,371	7,596	6,925	6,868	7,613	7,595	7,126	5,742	5,553
Fatality rate (per HMVMT)	1.330	1.430	1.400	1.330	1.280	1.351	1.250	1.260	1.370
Serious injury rate (per HMVMT)	10.420	10.680	9.740	9.470	10.110	9.880	8.660	6.960	6.700
Number non-motorized fatalities	88	76	94	95	120	114	137	149	158
Number of non-motorized serious injuries	327	303	256	346	385	382	415	352	345

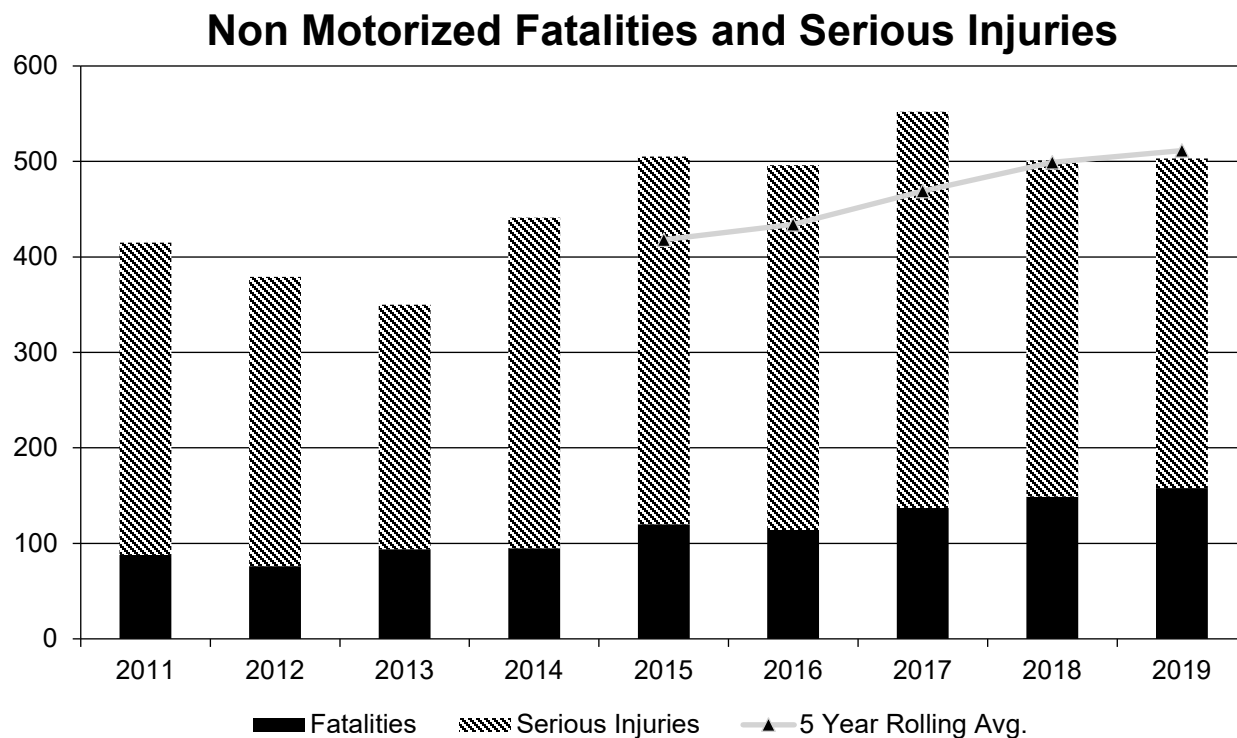
Annual Fatalities



Annual Serious Injuries







Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	56	289.4		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.2	0.2		
Rural Principal Arterial (RPA) - Other	91.4	376.4		
Rural Minor Arterial	96	541		
Rural Minor Collector	80.8	458.6		
Rural Major Collector	78.6	480		

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Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	71	518.8		
Urban Principal Arterial (UPA) - Interstate	93	471		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	11.4	67.6		
Urban Principal Arterial (UPA) - Other	200.4	1,497.6		
Urban Minor Arterial	106.2	737.8		
Urban Minor Collector	45.2	259.2		
Urban Major Collector	53.8	453.6		
Urban Local Road or Street	54.8	572		

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Year 2019

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	687	4,267.6		
County Highway Agency	191.6	1,323.2		
Town or Township Highway Agency				
City or Municipal Highway Agency	161	1,410		
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

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

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:1078.8

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

The number of traffic fatalities in Tennessee for 2019 remained high marking the 4th consecutive year of 1,000 fatalities or more. Current YTD fatalities as of May 20, 2020 show no change over the same date in 2019.(1) This stable performance occurred despite drastic reductions in traffic volumes caused by school closures, workforce closures and shifts, and a Safer at Home order issued by the governor to combat the COVID-19 pandemic. This order was in effect from March 31, 2020 to April 30, 2020 though many businesses chose to close or have employees work from home prior to that date and many have elected to extend those conditions beyond the expiration of the order. Generally, as travel increases, so do the chances of drivers being involved in crashes. Factors contributing to increased travel typically include population increases, travel related to tourist activities, low fuel prices, and a good economy. While Tennessee's population continued to rise (0.85% from 2018 to 2019)(2) and fuel prices are low, the abrupt shutdown of Tennessee's economy has significantly impacted traffic volumes in the Volunteer state with volumes reduced as much as 60% in some areas after the Safer at Home order was put into effect. A state funding increase (IMPROVE Act) occurred in 2017 and requires TDOT to complete 962 projects over an unspecified period of time. However, declines in fuel tax revenue may slow the ability for the state to complete projects. Bloomberg(3) reports that state transportation departments are expecting a 30% decline in fuel tax revenues over the next 18 months. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. One year of low fatalities (962 in 2015) will drop from the target period but will remain in the baseline period, keeping the baseline lower than the projected moving average. As previously stated, the number of fatalities has been over 1,000 during each of the 3 years of available data included in this target setting cycle (2017-2019)(4).Additional factors provided by the Tennessee Department of Safety and Homeland Security and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. While tourism is Tennessee's 2nd largest industry, it is theorized that travel to the Volunteer State will be impacted by the COVID-19 pandemic as evidenced by Nashville having cancelled 835 conventions and approximately 26M people cancelling trips to Music City through the end of 2020(5).Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee's Calendar Year 2019 seatbelt usage rate (91.75%) was higher than the national average (90.7%)6. This marks the second year Tennessee's usage rate surpassed 90 percent. TDOT has also been updating the state's Strategic Highway Safety Plan during the current performance cycle. Once implemented, strategies identified in the update plan should help to reduce traffic fatalities and serious injuries. The Data as defined by Final Safety Performance Measure Rule Subpart A, General Information 490.101 Definitions: Target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period by the Federal Highway Administration (FHWA).Driven Safety Analysis implementation plan was developed to quantify the

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effectiveness of safety countermeasures used in TDOT processes using the Highway Safety Manual. Targeted enforcement campaigns, such as Operation Hands Free, are being conducted around the state. Some Metropolitan Planning Organizations (MPOs) are using crash and speed data to identify areas for increased enforcement activities. TDOT and TN's MPOs are consistently working to improve safety through projects. These projects include intersection improvements, retro-reflective sign projects, and bicycle/pedestrian safety improvements. The Chattanooga – Hamilton Regional Planning Agency is working develop a methodology for analyzing 2016- 2020 crash data by contributing factors that may be related to infrastructure. Development of this methodology should help to identify projects that will improve safety. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, Bristol Urban Area MPO, and the Memphis Metropolitan Planning Organization was included in the target decision making process. Leadership approved a target of 1,078.8 for the 2017-2021 target setting performance cycle. This target is consistent with the 3-year linear trend line and assumes that the number of fatalities for both 2020 and 2021 will decrease by approximately 37 from the 2019 total. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

- 1 Tennessee Department of Safety and Homeland Security, TITAN Division, (2020). "Tennessee Traffic Fatalities Daily Report." [Data set]. Available: https://www.tn.gov/content/dam/tn/safety/documents/daily_05202020.pdf
- 2 Boyd Center for Business and Economic Research, Tennessee State Data Center. "2019 Population Estimates Show Continued Growth in Tennessee, Southeastern States," [Online]. Available: <https://tnsdc.utk.edu/2019/12/31/2019-population-estimates-show-continued-growth-in-tennessee-southeastern-states/3>
- 3 Beene, Ryan. (April 15, 2020). America's Empty Roads: Fewer Deaths but a Blow to State Budgets. Bloomberg. [Online]. Available: <https://www.bloomberg.com/news/articles/2020-04-15/america-s-empty-roads-fewer-deaths-but-a-blow-to-state-budgets>
- 4 Tennessee Department of Safety and Homeland Security, TITAN Division, (2020). "Tennessee Traffic Fatalities Historical Report 2015-2019." [Data set]. Available: <https://www.tn.gov/content/dam/tn/safety/documents/dailyfatality2019.pdf>
- 5 Abell, AJ. May 1, 2020. Nashville Tourism Hit Hard: 4th of July Likely Off, 835 Conventions Canceled. WZTV [Online]. Available: <https://fox17.com/news/local/nashville-tourism-hit-hard-4th-of-july-likely-off-835-conventions-canceled>
- 6 Tennessee Highway Safety Office (January 21, 2020). Tennessee's Seat Belt Usage Rate Reached 81.75 Percent in 2019. [Online]. Available: <https://tntrafficsafety.org/tennessee%E2%80%99s-seat-belt-usage-rate-reached-9175-percent-2019>

Number of Serious Injuries:6227.1

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

Tennessee has been experiencing a decrease in serious injuries since 2015. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. While it is thought that the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement, the number of serious injuries continued to decrease from 2018 to 2019 by 3%. Generally, as travel increases, so do the chances of drivers being involved in crashes. Factors contributing to increased travel typically include population increases, travel related to tourist activities, low fuel prices, and a good economy. While Tennessee's population continued to rise (0.85% from 2018 to 2019) (1) and fuel prices are low, the abrupt shutdown of Tennessee's economy has significantly impacted traffic volumes in the Volunteer state with volumes reduced as much as 60% in some areas after the Safer at Home order was put into effect. A state funding increase (IMPROVE Act) occurred in 2017 and requires TDOT to complete 962 projects over an unspecified period of time. However, declines in fuel tax revenue may slow the ability for the state to complete projects. Bloomberg(2) reports that state transportation departments are expecting a 30% decline in fuel tax

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revenues over the next 18 months. Some of these projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. Additional factors provided by the Tennessee Department of Safety and Homeland Security and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. Tennessee is bordered by 8 other states and has 42 of 95 counties bordering another state. This may draw non-residents from out of state which could contribute to safety issues due to varying laws and traffic operations between states. While tourism is Tennessee's 2nd largest industry, it is theorized that travel to the Volunteer State will be impacted by the COVID-19 pandemic as evidenced by Nashville having cancelled 835 conventions and approximately 26M people cancelling trips to Music City through the end of 2020.⁽³⁾ Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee's Calendar Year 2019 seatbelt usage rate (91.75%) was higher than the national average (90.7%).⁽⁴⁾ This marks the second year Tennessee's usage rate surpassed 90 percent. TDOT has also been updating the state's Strategic Highway Safety Plan during the current performance cycle. Once implemented, strategies identified in the update plan should help to reduce traffic fatalities and serious injuries. The Data Driven Safety Analysis implementation plan was developed to quantify the effectiveness of safety countermeasures used in TDOT processes using the Highway Safety Manual. As defined by Final Safety Performance Measure Rule Subpart A, General Information 490.101 Definitions: Target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period by the Federal Highway Administration (FHWA). Targeted enforcement campaigns, such as Operation Hands Free, are being conducted around the state. Some Metropolitan Planning Organizations (MPOs) are using crash and speed data to identify areas for increased enforcement activities. As Weigh In Motion expands in Tennessee, the number of large trucks entering and exiting traffic near weigh stations will be reduced. TDOT and TN's MPOs are consistently working to improve safety through projects. These projects include intersection improvements, retro-reflective sign projects, and bicycle/pedestrian safety improvements. The Chattanooga – Hamilton Regional Planning Agency is working develop a methodology for analyzing 2016- 2020 crash data by contributing factors that may be related to infrastructure. Development of this methodology should help to identify projects that will improve safety. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, Bristol Urban Area MPO, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The working group selected a target of 6,227.1 for the 2017-2021 target setting performance cycle. This target conforms to the 3-year linear trend line with a coefficient of determination value of 0.9992. The target is lower than the estimated baseline (2015-2019) identified for the current performance period. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce serious injuries on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES¹ Boyd Center for Business and Economic Research, Tennessee State Data Center. "2019 Population Estimates Show Continued Growth in Tennessee, Southeastern States," [Online]. Available: <https://tnsdc.utk.edu/2019/12/31/2019-population-estimates-show-continued-growth-in-tennessee-southeastern-states/>² Beene, Ryan. (April 15, 2020). America's Empty Roads: Fewer Deaths But a Blow to State Budgets. Bloomberg. [Online]. Available: <https://www.bloomberg.com/news/articles/2020-04-15/america-s-empty-roads-fewer-deaths-but-a-blow-to-state-budgets>³ Abell, AJ. May 1, 2020. Nashville Tourism Hit Hard: 4th of July Likely Off, 835 Conventions Canceled. WZTV [Online]. Available: <https://fox17.com/news/local/nashville-tourism-hit-hard-4th-of-july-likely-off-835-conventions-canceled>⁴ Tennessee Highway Safety Office. "Tennessee's Seat Belt Usage Rate Reached 91.75 Percent in 2019," [Online]. Available: <https://tntrafficsafety.org/tennessee%E2%80%99s-seat-belt-usage-rate-reached-9175-percent-2019>

Fatality Rate:1.355

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

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. Factors contributing to increases in VMT include population growth, low fuel prices, and a healthy economy. Since March, Tennessee has seen drastic reductions in traffic volumes caused by school and business closures, shift to remote work, and a Safer at Home order issued by the governor to combat the COVID-19 pandemic. This order was in effect from March 31, 2020 to April 30, 2020 though many businesses chose to close or have employees work from home prior to that date and many have elected to extend those conditions beyond the expiration of the order. While Tennessee's population continued to rise (0.85% from 2018 to 2019) (1) and fuel prices are low, the abrupt shutdown of Tennessee's economy has significantly impacted traffic volumes in the Volunteer state with volumes reduced as much as 60% in some areas after the Safer at Home order was put into effect. It is possible that a long-term reduction in VMT may be experienced as the state encounters an economic downturn. The Safety Working Group theorized that some employers are likely not to return to a normal office setting if telework performance has effectively provided continuity of services. Tennessee's second largest industry is tourism and, according to one report, Nashville has already cancelled 835 conventions with approximately 26M people cancelling trips through the end of 2020 (2). Finally, there are conflicting views that a second wave of the pandemic may occur later in the fall which would likely reduce traffic again. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, Bristol Urban Area MPO, and the Memphis Metropolitan Planning Organization was included in the target decision making process. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2 (3) were used for calendar years 2018 and prior. TDOT's Long Range Planning Division estimates calendar year 2019 VMT at 82,892 million miles. This estimate represents the preliminary VMT amount TDOT submitted to the Highway Performance and Monitoring System as of May 18, 2019. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2015-2019 baseline.) Based upon the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take a conservative approach for identifying the fatality rate target. The team estimates Tennessee will have declines in normal traffic as follows: 40% in March and April 2020, 20% in May, 10% in June, and will hold at 5% below normal traffic for the remainder of 2020 and 2021. (VMT for 2021 was estimated using an average of VMT from 2018, 2019, and projected 2020 values). Once the VMT estimates for calendar years 2020 and 2021 were agreed upon, the rate was then calculated using the 1,078.8 fatality number target to obtain the 1.355 target for the 2017-2021 target setting performance cycle. As defined by Final Safety Performance Measure Rule Subpart A, General Information 490.101 Definitions: Target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period by the Federal Highway Administration (FHWA). It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors. REFERENCES 1 Boyd Center for Business and Economic Research, Tennessee State Data Center. "2019 Population Estimates Show Continued Growth in Tennessee, Southeastern States," [Online]. Available: <https://tnsdc.utk.edu/2019/12/31/2019-population-estimates-show-continued-growth-in-tennessee-southeastern-states/> 2 Abell, AJ. May 1, 2020. Nashville Tourism Hit Hard: 4th of July Likely Off, 835 Conventions Canceled. WZTV [Online]. Available: <https://fox17.com/news/local/nashville-tourism-hit-hard-4th-of-july-likely-off-835-conventions-canceled/> 3 Federal Highway Administration, Office of Highway Policy Information, 2013-2018, State Tables Vehicle-miles of travel, by functional system, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Serious Injury Rate:8.394

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

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. Factors contributing to increases in VMT include population growth, low fuel prices, and a healthy economy. Since March, Tennessee has seen drastic reductions in traffic volumes caused by school and business closures, shift to remote work, and a Safer at Home order issued by the governor to combat the COVID-19 pandemic. This order was in effect from March 31, 2020 to April 30, 2020 though many businesses chose to close or have employees work from home prior to that date and many have elected to extend those conditions beyond the expiration of the order. While Tennessee's population continued to rise (0.85% from 2018 to 2019) (1) and fuel prices are low, the abrupt shutdown of Tennessee's economy has significantly impacted traffic volumes in the Volunteer state with volumes reduced as much as 60% in some areas after the Safer at Home order was put into effect. It is possible that a long-term reduction in VMT may be experienced as the state encounters an economic downturn. The Safety Working Group theorized that some employers are likely not to return to a normal office setting if telework performance has effectively provided continuity of services. Tennessee's second largest industry is tourism and, according to one report, Nashville has already cancelled 835 conventions with approximately 26M people cancelling trips through the end of 2020 (2). Finally, there are conflicting views that a second wave of the pandemic may occur later in the fall which would likely reduce traffic again. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, Bristol Urban Area MPO, and the Memphis Metropolitan Planning Organization was included in the target decision making process. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2 (3) were used for calendar years 2018 and prior. TDOT's Long Range Planning Division estimates calendar year 2019 VMT at 82,892 million miles. This estimate represents the preliminary VMT amount TDOT submitted to the Highway Performance and Monitoring System as of May 18, 2019. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2015-2019 baseline.) Based upon the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take a conservative approach for identifying the serious injury rate target. The team estimates Tennessee will have declines in normal traffic as follows: 40% in March and April 2020, 20% in May, 10% in June, and will hold at 5% below normal traffic for the remainder of 2020 and 2021. (VMT for 2021 was estimated using an average of VMT from 2018, 2019, and projected 2020 values). Once the VMT estimates for calendar years 2020 and 2021 were agreed upon, the rate was then calculated using the 6,227.1 serious injury number target to obtain the 8.394 target for the 2017-2021 target setting performance cycle. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

- 1 Boyd Center for Business and Economic Research, Tennessee State Data Center. "2019 Population Estimates Show Continued Growth in Tennessee, Southeastern States," [Online]. Available: <https://tnsdc.utk.edu/2019/12/31/2019-population-estimates-show-continued-growth-in-tennessee-southeastern-states/>
- 2 Abell, AJ. May 1, 2020. Nashville Tourism Hit Hard: 4th of July Likely Off, 835 Conventions Canceled. WZTV [Online]. Available: <https://fox17.com/news/local/nashville-tourism-hit-hard-4th-of-july-likely-off-835-conventions-canceled>
- 3 Federal Highway Administration, Office of Highway Policy Information, 2013-2018, State Tables Vehicle-miles of travel, by functional system, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Total Number of Non-Motorized Fatalities and Serious Injuries: 521.0

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

Over the past decade (2009-2019), the number of non-motorist serious injuries and fatalities had an average rate of change at 3% from year to year. As of May 1, 2020, there were 9 more non-motorist fatalities compared to the same date in 2019. In addition to the 0.85% population growth experienced in the Volunteer State from 2018 to 2019 (1), there is anecdotal evidence to suggest a higher rate of bicyclist and pedestrian activity

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beginning with the Safer at Home order issued by the governor during March and April 2020. Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects may be necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. Work to increase traffic safety in Tennessee is ongoing. With FHWA technical assistance over five years, seven TDOT divisions are working together to elevate seven pedestrian safety infrastructure designs in our plans: road diets, visibility enhancements, leading pedestrian intervals, pedestrian hybrid beacons, rectangular rapid-flashing beacons, pedestrian refuge islands and raised crosswalks. Additionally, TDOT has identified 17 high pedestrian crash locations and designed safety upgrades for these areas. Further, TDOT's Multimodal Division is preparing to select additional pedestrian crash locations for future upgrades. TDOT has awarded 57 Multimodal Access Grants representing almost \$44 Million in state funds since 2014. Another 18 projects (\$14.5 Million) are anticipated to be awarded in 2020 and 2021 grants have been funded for \$18 Million. Most of these grants cover sidewalk and pedestrian improvements. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will continue to rise. Tennessee's Metropolitan Planning Organizations (MPOs) have completed projects related to bicycle and pedestrian safety improvements with additional projects under construction. TDOT also provides facilitation and technical guidance to local requests for roadway restriping plans such as roadway diets, reduced lane widths, bicycle lanes, and pedestrian crossings. These projects improve pedestrian and bicycle access and safety. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, Bristol Urban Area MPO, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The working group has selected a target of 521.0 for the 2017-2021 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2019 will increase by approximately 3.2% each year despite Tennessee's mitigation efforts. This percentage represents the average rate of change in the 5-year moving average non-motorized serious injury and fatalities from 2015-2019. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES¹ Boyd Center for Business and Economic Research, Tennessee State Data Center. "2019 Population Estimates Show Continued Growth in Tennessee, Southeastern States," [Online]. Available: <https://tnsdc.utk.edu/2019/12/31/2019-population-estimates-show-continued-growth-in-tennessee-southeastern-states/>

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

A cross-functional, cross-agency working group was identified to develop targets for the safety performance measures. This working group includes members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDS&HS), Tennessee Division of Federal Highway Administration, and Tennessee Department of Transportation. MPO's and TPO were invited to participate and some of them have participated. The target setting process consisted of data review, trend analysis, context/consideration of key factors, and consensus on target setting assumptions, and review and consensus on draft targets. The Safety PM Working Group provided recommendations to an Oversight Committee, which included directors from the TDOT, TDOS&HS, and THSO.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1022.0	1039.8
Number of Serious Injuries	7374.6	6725.8
Fatality Rate	1.291	1.302
Serious Injury Rate	9.324	8.462
Non-Motorized Fatalities and Serious Injuries	546.8	511.4

Number of Fatalities – The difference between the target of 1022.0 and actual of 1039.8 is 17.8 (1.7% below actual). In 2018 when the Safety PM1 committee selected the target, the fatality numbers from January 1 to June 5 were showing a decline. The committee took a “optimistic but cautious” approach to setting this target. The trend analysis at the time indicated decreases in fatalities over the next two years. Since that time fatalities have continued to increase each year.

Number of Serious Injuries – The difference between the target of 7374.6 and the actual of 6725.8 is 648.8 (9.6% above actual). The actual serious injury number decreased from 2016-2017. This sudden decrease was attributed to the change in the definition of a suspected serious injury from that of an incapacitating injury. Serious injuries have continued to decrease and may also be attributable to the change in this definition. The target assumed a 1.3% increase in serious injuries based on trend analysis.

Fatality Rate – The difference between the target of 1.291 and actual of 1.302 is .011 (.84% below actual). The Safety PM1 committee anticipated growth in population and travel in the state and assumed a 1% increase in VMT.

Serious Injury Rate – The difference between the target of 9.324 and the actual of 8.462 is .862 (10.18% above actual). The serious injury rate target assumed a 1% increase in VMT for both 2018 and 2019. The unexpected reduction in serious injury crashes led to a lower serious injury rate.

Non-Motorized Fatalities and Serious Injuries – The difference between the target of 546.8 and actual of 511.4 is 35.4 (6.9% above actual). Non-motorized fatalities and serious injuries saw a rise of 10.5% from 2016 – 2017. The target estimated a 2.5% increase per year. Distracted driving and walking along with being under the influence are suspected to be contributing factors.

Applicability of Special Rules

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

No

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	157	157	154	172	183	163	192
Number of Older Driver and Pedestrian Serious Injuries	534	528	664	635	652	523	524

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

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

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

Conclusion

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

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

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

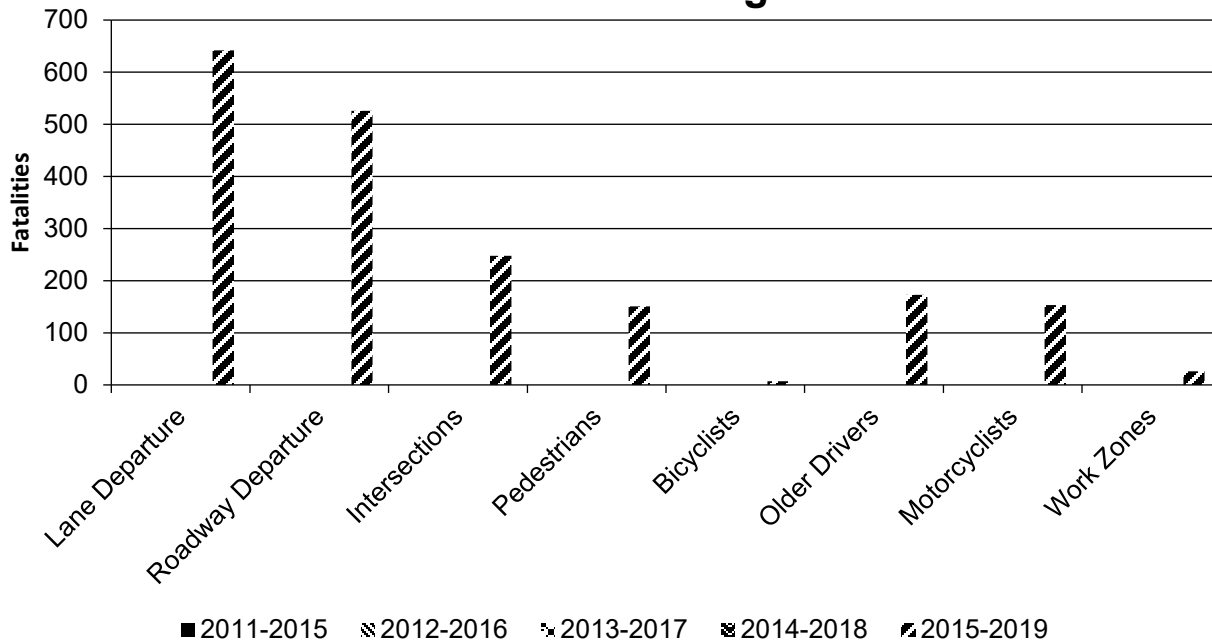
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

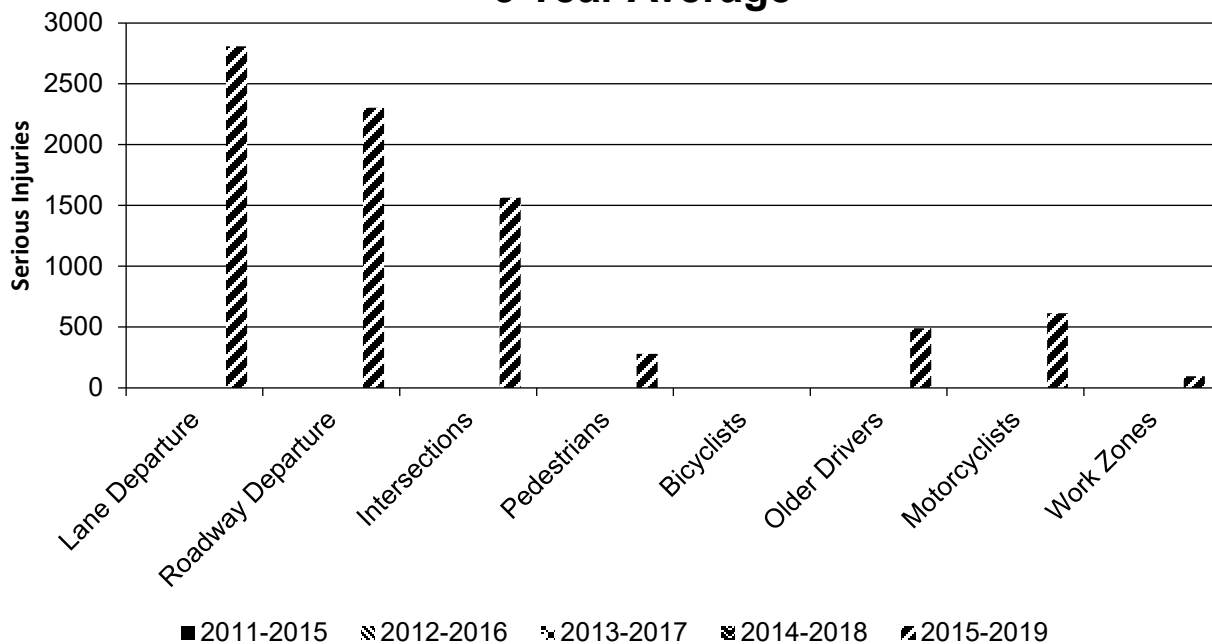
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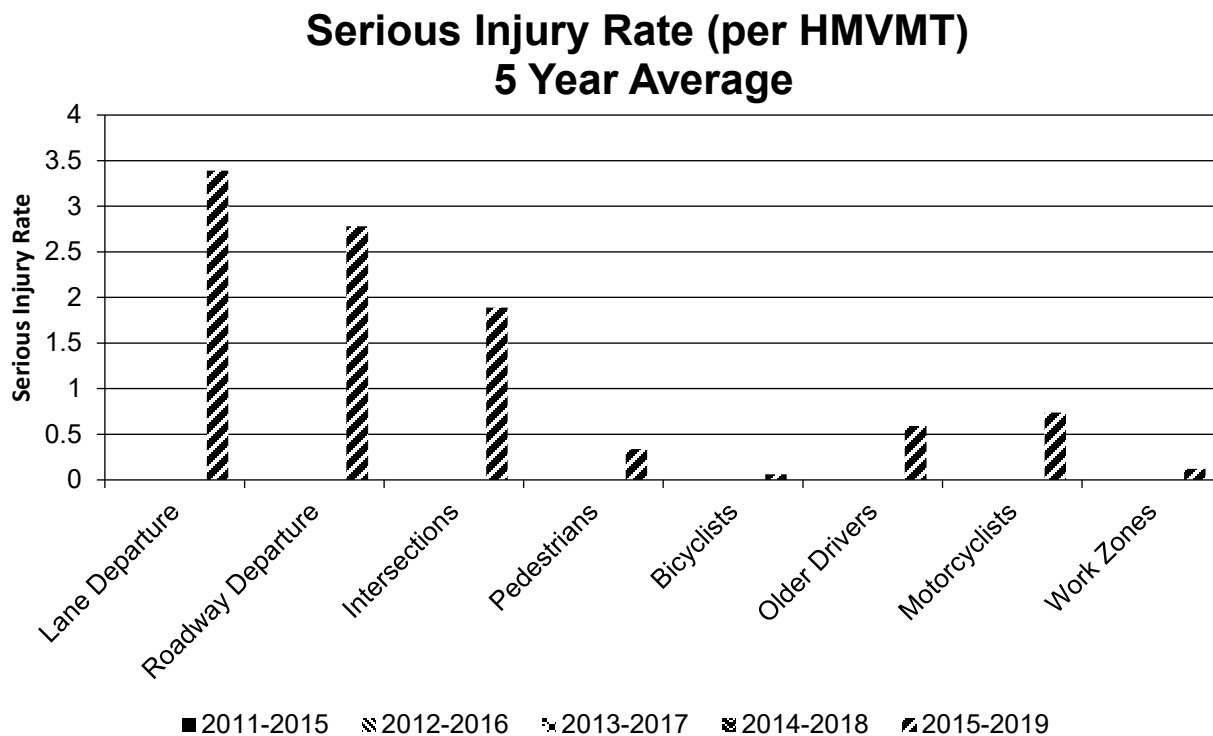
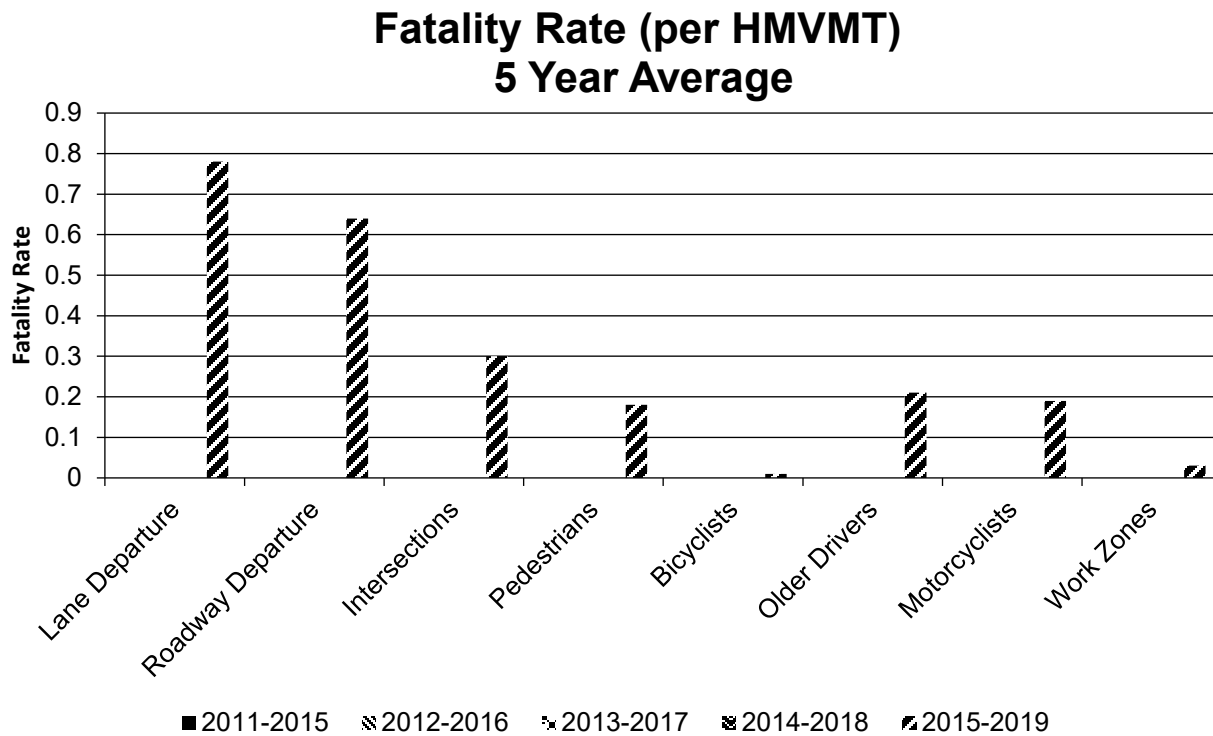
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Angle	642	2,810	0.78	3.39
Roadway Departure	Cross median	526	2,303	0.64	2.78
Intersections	Intersections	248	1,565	0.3	1.89
Pedestrians	Vehicle/pedestrian	151	281	0.18	0.34
Bicyclists	Vehicle/bicycle	7		0.01	0.06
Older Drivers	All	173	492	0.21	0.59
Motorcyclists	All	153	614	0.19	0.74
Work Zones	All	26	96	0.03	0.12

Number of Fatalities 5 Year Average



Number of Serious Injuries 5 Year Average





Project Effectiveness

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

Compliance Assessment

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

09/18/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2025

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

2025

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

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

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

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

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

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

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

The Long Range Planning Division collects all but three of the FDE’s. One data element that has partial collection is (#126 Intersection/Junction Geometry). The other two are #139 Unique Approach Identifier and #182 Interchange Type. Long Range Planning anticipates the ability to collect these remaining elements in the short term (1-2 years). There is a software development project underway at TDOT to implement ESRI Roads and Highways. This project includes the necessary software development required to store this data along with the other roadway data elements. Data collection for these data elements is in the planning stages.

Optional Attachments

Program Structure:

STID Program Description 100617.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.