



TENNESSEE

# HIGHWAY SAFETY IMPROVEMENT PROGRAM 2021 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

### Executive Summary

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

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

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

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

### STID Safety Projects Under Active Programs and Funding Source by Region

Program	# Projects Let (2020)	# Projects Currently Under Some Phase of Development	Cost of Let Projects
<b>STID Programs Using HSIP Funding</b>			
Region 1	17	55	\$10,669,331.21
Region 2	10	71	\$3,516,528.45

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Region 3	15	77	\$4,673,561.81
Region 4	15	54	\$5,923,515.64
Statewide	0	2	N/A
<b>Subtotal</b>	<b>57</b>	<b>257</b>	<b>\$24,782,937.11</b>

### **STID Programs Using STP, State, or HSIP Funding**

Region 1	5	11	\$3,405,446.36
Region 2	2	9	\$2,901,220.21
Region 3	2	7	\$4,714,413.87
Region 4	1	11	\$326,058.90
<b>Subtotal</b>	<b>10</b>	<b>38</b>	<b>\$11,347,139.34</b>

### **STID Programs by Active Program and Funding Source**

#### **STID Programs Using HSIP Funding**

Road Safety Audits (RSA)	23	123	\$11,781,120.66
Local Road Safety Initiative	28	89	\$4,768,666.01
Ramp Queue Program	2	8	\$2,924,709.00
Pedestrian Road Safety Initiative	0	15	
Spot Safety Program	4	4	\$5,308,441.44
<b>Subtotal</b>	<b>57</b>	<b>239</b>	<b>\$24,782,937.11</b>

#### **STID Programs Using State, STP, or HSIP Funding**

Spot Safety Program	4	19	\$5,230,992.67
RSA	6	19	\$6,116,146.67
<b>Subtotal</b>	<b>10</b>	<b>70</b>	<b>\$11,347,139.34</b>

#### **All STID Programs**

Total	67	277	\$36,130,076.45
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#### **Additional HSIP Funding**

HSIP Resurfacing			\$17,194,672.54
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## Introduction

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

## Program Structure

### *Program Administration*

**Describe the general structure of the HSIP in the State.**

#### **Strategic Transportation Investments Division**

#### **Programs and Initiatives**

##### **Road Safety Audits (RSA)**

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

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

##### *Segments - Spot, Section, or Corridor*

Analysis Period: three (3) years

Length: less than 5 miles

Minimum number of crashes: five(5)

All functionally classified public roads

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

##### *Intersections*

###### *Non-signalized (rural or urban)*

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

###### *Signalized (rural or urban)*

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

###### *Non-signalized Rural Collector or Rural Local Only*

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

Three (3) or more crashes, or

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

###### *Non-signalized (Urban only)*

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

###### *Signalized*

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

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### Local Road Safety Initiative

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

Qualifying criteria:

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

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

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

### Ramp Queue Program

Addresses 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

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

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

Qualifying criteria:

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

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

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

### **Pedestrian Road Safety Initiative (PRSI) - ADA improvements**

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

### **Spot Safety Program**

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

Qualifying Criteria:

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

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

### **Pedestrian Accessibility Ramps - Resurfacing program**

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



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

### **Resurfacing Program**

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

### **Where is HSIP staff located within the State DOT?**

Engineering

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

## **Describe coordination with internal partners.**

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

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

## **Identify which external partners are involved with HSIP planning.**

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

## **Describe coordination with external partners.**

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

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

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

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

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

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

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

**The Strategic Highway Safety Plan** brings together TDOT, FHWA, TN Dept. of Safety and Homeland Security, TN Highway Patrol, TN Highway Safety Office, Federal Motor Carrier Safety Administration, MPO's, TN Regional Safety Council, TN Transportation Assistance Program, and the American Automobile

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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
- 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: Other-Ramp Queue**

**Date of Program Methodology: 11/1/2008**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Competes with all projects

**What data types were used in the program methodology?**

**Crashes**

- All crashes

**Exposure**

- Traffic
- Volume

**Roadway**

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

**What project identification methodology was used for this program?**

- Other-Queue length

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

No

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

**How are projects under this program advanced for implementation?**

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

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

**Rank of Priority Consideration**

Available funding: 1

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

### **What percentage of HSIP funds address systemic improvements?**

50

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

- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Rumble Strips
- Safety Edge

### **What process is used to identify potential countermeasures?**

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

### **Does the State HSIP consider connected vehicles and ITS technologies?**

No

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

Yes

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

For the past 9 years TDOT has been working to understand and adopt Highway Safety Manual processes. TDOT has attended peer exchanges in an effort to understand how other states are implementing the HSM.

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

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

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

The goals set forth in the plan are:

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

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

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

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methods. The software should be available to use in the first quarter 2022.

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 2022 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)	\$79,319,713	\$48,139,891	60.69%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$8,531,448	\$6,605,284	77.42%
Penalty Funds (23 U.S.C. 164)	\$6,629	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$5,548,724	\$5,548,724	100%
State and Local Funds	\$7,090,270	\$7,090,270	100%
<b>Totals</b>	<b>\$100,496,784</b>	<b>\$67,384,169</b>	<b>67.05%</b>

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

\$14,904,018

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

\$14,904,018

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

\$109,132

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

\$109,132

The non-infrastructure funding is for the Tennessee Senior Drivers - Yellow Dot Program and the QAQC program (ended in 2020).

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

\$0

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

\$0

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

None

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-28(79)	Roadway	Pavement surface - other	7.15	Miles	\$19545	\$19545	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,442	55	State Highway Agency	Spot	Roadway Departure	
HSIP-312(15)	Miscellaneous	Road safety audits	5.27	Miles	\$3110.72	\$3058.19	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,281	55	State Highway Agency	Spot	Roadway Departure	
HSIP-800(35)	Miscellaneous	Road safety audits	7.05	Miles	\$400072	\$403554	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	County Highway Agency	Spot	Roadway Departure	
STP/HSIP-1(428)	Roadway	Pavement surface - other	3.816	Miles	\$16349	\$16349	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,323	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-52(93)	Miscellaneous	Road safety audits	1	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	3,270	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-52(94)	Miscellaneous	Road safety audits	2.4	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	1,761	55	State Highway Agency	Spot	Roadway Departure	
HSIP-1600(20)	Miscellaneous	Road safety audits	8.319	Miles	\$263406	\$263406	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	45	County Highway Agency	Spot	Roadway Departure	
HSIP-I-24-2(156)	Miscellaneous	Road safety audits	3	Miles	\$29922.71	\$33247.46	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	40,535	70	State Highway Agency	Spot	Roadway Departure	
HSIP-1(391)	Miscellaneous	Road safety audits	3.5	Miles	\$437661	\$486292	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,902	55	State Highway Agency	Spot	Roadway Departure	
HSIP-26(80)	Miscellaneous	Road safety audits	2.295	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,332	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-56(96)	Roadway	Pavement surface - other	12.08	Miles	\$20609	\$20609	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,290	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-28(81)	Roadway	Pavement surface - other	3.28	Miles	\$11325	\$11325	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,880	55	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-108(102)	Miscellaneous	Road safety audits	2.495	Miles	\$72697	\$73497	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,615	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2(272)	Miscellaneous	Road safety audits	5.289	Miles	\$127285	\$127785	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,037	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2(279)	Miscellaneous	Road safety audits	0.04	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,098	35	State Highway Agency	Spot	Intersections	
HSIP-56(91)	Miscellaneous	Road safety audits	1.678	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,943	45	State Highway Agency	Spot	Roadway Departure	
HSIP/PHSIP-2(228)	Miscellaneous	Road safety audits	0.01	Miles	\$2161108	\$244012	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,854	45	State Highway Agency	Spot	Intersections	
HSIP-2207(10)	Miscellaneous	Road safety audits	4.3	Miles	\$231326	\$257030	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,852	40	County Highway Agency	Spot	Roadway Departure	
HSIP-319(15)	Miscellaneous	Road safety audits	0.55	Miles	\$50681	\$52431	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,557	40	State Highway Agency	Spot	Roadway Departure	
HSIP-58(52)	Roadway	Pavement surface - other	2.17	Miles	\$360000	\$400000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,111	30	State Highway Agency	Spot	Roadway Departure	
HSIP-58(58)	Roadway	Pavement surface - other	8.56	Miles	\$15225	\$15225	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,746	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-111(101)	Roadway	Pavement surface - other	3.65	Miles	\$31387	\$31387	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	10,700	65	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-153(17)	Roadway	Pavement surface - other	1.98	Miles	\$292	\$292	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	74,023	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-2(281)	Roadway	Pavement surface - other	1.55	Miles	\$523429	\$581589	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,096	35	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-8(62)	Roadway	Pavement surface - other	0.48	Miles	\$33694	\$37439	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,284	35	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-312(18)	Roadway	Pavement surface - other	7.31	Miles	\$41020	\$41020	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,344	45	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-321(7)	Roadway	Pavement surface - other	1.495	Miles	\$94629	\$105145	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,545	35	State Highway Agency	Spot	Roadway Departure	
HSIP-56(98)	Miscellaneous	Road audits safety	1.085	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,719	55	State Highway Agency	Spot	Roadway Departure	
HSIP-56(99)	Miscellaneous	Road audits safety	1.03	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,074	45	State Highway Agency	Spot	Roadway Departure	
PHSIP-85(47)	Miscellaneous	Road audits safety	3.49	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,150	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-56(95)	Roadway	Pavement surface - other	10.19	Miles	\$53604	\$53604	HSIP (23 U.S.C. 148)	Rural	Major Collector	991	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-85(46)	Roadway	Pavement surface - other	15.3	Miles	\$471.94	\$471.94	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,168	45	State Highway Agency	Spot	Roadway Departure	
HSIP-27(53)	Roadway	Pavement surface - other	1.76	Miles	\$32022	\$32022	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,141	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-150(10)	Roadway	Pavement surface - other	0.925	Miles	\$44148	\$49053	HSIP (23 U.S.C. 148)	Urban	Minor Collector	4,412	30	City or Municipal Highway Agency	Spot	Roadway Departure	
STP/HSIP-2(267)	Roadway	Pavement surface - other	10.88	Miles	\$491.2	\$491.2	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,763	35	State Highway Agency	Spot	Roadway Departure	
HSIP-163(9)	Miscellaneous	Road audits safety	1.6	Miles	\$48197	\$48197	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,713	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2(270)	Miscellaneous	Road audits safety	2.38	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,848	55	State Highway Agency	Spot	Roadway Departure	
HSIP-307(14)	Miscellaneous	Road audits safety	3.89	Miles	\$4708.79	\$4476.25	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,578	45	State Highway Agency	Spot	Roadway Departure	
HSIP-3674(10)	Miscellaneous	Road audits safety	0.01	Miles	\$388171	\$431301	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,042	30	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-39(16)	Miscellaneous	Road safety audits	1.78	Miles	\$43253	\$43753	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,754	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-33(132)	Roadway	Pavement surface - other	4.51	Miles	\$129562	\$143959	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,579	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-2(280)	Roadway	Pavement surface - other	7.31	Miles	\$33107	\$33107	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,525	35	State Highway Agency	Spot	Roadway Departure	
HSIP-111(98)	Miscellaneous	Road safety audits	0.09	Miles	\$55261.38	\$61403.08	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,389	65	State Highway Agency	Spot	Intersections	
NH/HSIP-111(121)	Roadway	Pavement surface - other	4.59	Miles	\$32693	\$36328	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,915	40	State Highway Agency	Spot	Roadway Departure	
HSIP-6900(9)	Miscellaneous	Road safety audits	3.76	Miles	\$79543	\$79543	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	45	County Highway Agency	Spot	Roadway Departure	
HSIP-30(84)	Roadway	Pavement surface - other	5.1	Miles	\$34987.33	\$34987.33	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,019	40	State Highway Agency	Spot	Roadway Departure	
HSIP-7100(54)	Miscellaneous	Road safety audits	2.5	Miles	\$447218	\$447218	HSIP (23 U.S.C. 148)	Rural	Major Collector	0	45	County Highway Agency	Spot	Roadway Departure	
R-HSIP-135(18)	Miscellaneous	Road safety audits	0.01	Miles	\$203150	\$253938	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	9,708	45	State Highway Agency	Spot	Intersections	
STP/HSIP-135(31)	Roadway	Pavement surface - other	7.38	Miles	\$21651	\$21651	HSIP (23 U.S.C. 148)	Rural	Major Collector	9,708	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-290(9)	Roadway	Pavement surface - other	4.82	Miles	\$141932	\$157703	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,097	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-56(93)	Roadway	Pavement surface - other	0.56	Miles	\$2972	\$2972	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,081	45	State Highway Agency	Spot	Roadway Departure	
HSIP-30(66)	Miscellaneous	Road safety audits	3.65	Miles	\$17909.37	\$18684.52	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,084	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-29(118)	Roadway	Pavement surface - other	4.13	Miles	\$266601	\$296224	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,066	45	State Highway Agency	Spot	Roadway Departure	

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R-PHSIP/HSIP-29(91)	Intersection traffic control	Intersection traffic control - other	0.27	Miles	\$48954.37	\$54393.41	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	20,066	45	State Highway Agency	Spot	Intersections	
STP/HSIP-30(89)	Roadway	Pavement surface - other	0.45	Miles	\$90634	\$100706	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,114	30	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-302(9)	Roadway	Pavement surface - other	3.33	Miles	\$42137	\$42137	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,599	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-378(8)	Roadway	Pavement surface - other	1.61	Miles	\$339565	\$377297	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,379	30	State Highway Agency	Spot	Roadway Departure	
HSIP-7700(22)	Miscellaneous	Road safety audits	6.68	Miles	\$13570.38	\$11882.88	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	45	County Highway Agency	Spot	Roadway Departure	
HSIP-8(56)	Roadway	Pavement surface - other	2.68	Miles	\$52140.28	\$57932.42	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,517	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-399(11)	Roadway	Pavement surface - other	5.89	Miles	\$8077.14	\$8077.14	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,725	55	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-28(73)	Roadway	Pavement surface - other	0.41	Miles	\$14651	\$14651	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,884	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-1(429)	Roadway	Roadway - other	9.35	Miles	\$59691	\$66325	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,555	65	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-8(60)	Roadway	Pavement surface - other	4.33	Miles	\$69607	\$69607	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,599	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-135(30)	Roadway	Pavement surface - other	3.315	Miles	\$8370	\$8370	HSIP (23 U.S.C. 148)	Urban	Major Collector	570	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-136(26)	Roadway	Pavement surface - other	4.14	Miles	\$11401	\$11401	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,175	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-16(60)	Roadway	Pavement surface - other	2.16	Miles	\$22354.12	\$24837.47	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,973	45	State Highway Agency	Spot	Resurfacing	
PHSIP-2006(10)	Roadway signs and traffic control	Curve-related warning signs and flashers	2.684	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Minor Collector	463	45	City or Municipal	Spot	Roadway Departure	

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												Highway Agency			
STP/HSIP-130(27)	Roadway	Pavement surface - other	6.1	Miles	\$24015	\$24015	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,060	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-387(6)	Roadway	Pavement surface - other	0.85	Miles	\$119008	\$132232	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,936	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-64(23)	Roadway	Pavement surface - other	0.89	Miles	\$6638.26	\$7374.18	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,219	30	State Highway Agency	Spot	Resurfacing	
STP/HSIP-64(24)	Roadway	Pavement surface - other	2.51	Miles	\$1770.36	\$1770.36	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,868	30	State Highway Agency	Spot	Resurfacing	
HSIP-1100(32)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.96	Miles	\$1819.32	\$1305.95	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-249(89)	Roadway	Pavement surface - other	2.78	Miles	\$29299.97	\$32555.52	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,917	35	State Highway Agency	Spot	Resurfacing	
HSIP-250(8)	Roadway	Pavement surface - other	7.65	Miles	\$1381.12	\$1381.12	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,148	45	State Highway Agency	Spot	Resurfacing	
HSIP-1(414)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	4.058	Miles	\$21150	\$23500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,966	40	State Highway Agency	Spot	Pedestrians	
HSIP-1(441)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.43	Miles	\$22230	\$24700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,438	30	State Highway Agency	Spot	Pedestrians	
HSIP-106(44)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.85	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,770	30	State Highway Agency	Spot	Pedestrians	
HSIP-11(113)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.06	Miles	\$63000	\$70000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,192	40	State Highway Agency	Spot	Pedestrians	
HSIP-11(93)	Intersection traffic control	Systemic improvements – signal-controlled	0.02	Miles	\$86723.53	\$96360.92	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,192	40	State Highway Agency	Spot	Intersections	
HSIP-112(41)	Roadway	Pavement surface - other	5.43	Miles	\$3513.58	\$3513.58	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,821	55	State Highway Agency	Spot	Resurfacing	



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HSIP-155(28)	Interchange design	Interchange improvements	0.17	Miles	\$114750	\$127500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	63,375	55	State Highway Agency	Spot	Intersections	
HSIP-155(31)	Interchange design	Interchange improvements	0.47	Miles	\$24300	\$27000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	35,713	55	State Highway Agency	Spot	Intersections	
HSIP-255(17)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.03	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	40,851	40	State Highway Agency	Spot	Pedestrians	
HSIP-3252(10)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.13	Miles	\$9000	\$10000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,934	35	City or Municipal Highway Agency	Spot	Pedestrians	
HSIP-45(33)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.43	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,092	45	State Highway Agency	Spot	Roadway Departure	
HSIP-45(34)	Intersection geometry	Intersection geometry - other	0.1	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,108	50	State Highway Agency	Spot	Intersections	
HSIP-6(145)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.26	Miles	\$63000	\$70000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,894	40	State Highway Agency	Spot	Pedestrians	
HSIP-65(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$4629.97	\$5144.41	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,500	50	State Highway Agency	Spot	Roadway Departure	
HSIP-I-40-3(161)	Interchange design	Extend existing lane on ramp	0.269	Miles	\$54000	\$60000	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	82,120	70	State Highway Agency	Spot	Intersections	
HSIP-I-40-5(147)	Interchange design	Interchange design - other	0.22	Miles	\$57960	\$64400	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	93,992	65	State Highway Agency	Spot	Intersections	
HSIP-I-65-2(100)	Interchange design	Extend existing lane on ramp	0.33	Miles	\$1391682	\$1546311	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	94,378	65	State Highway Agency	Spot	Intersections	
HSIP-I-65-2(98)	Interchange design	Installation of new lane on ramp	0.01	Miles	\$51139	\$56822	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	118,894	55	State Highway Agency	Spot	Intersections	
NH/HSIP-1(434)	Roadway	Pavement surface - other	4.59	Miles	\$293508	\$326120	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,622	30	State Highway Agency	Spot	Resurfacing	

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NH/HSIP-100(88)	Roadway	Pavement surface - other	3.82	Miles	\$4633.49	\$4633.49	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,133	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-106(42)	Roadway	Pavement surface - other	2.5	Miles	\$15742	\$17492	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,374	40	State Highway Agency	Spot	Resurfacing	
NH/HSIP-106(43)	Roadway	Pavement surface - other	2.35	Miles	\$10849	\$12056	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,770	30	State Highway Agency	Spot	Resurfacing	
NH/HSIP-11(114)	Roadway	Pavement surface - other	4.24	Miles	\$66216	\$73573	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,885	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-11(96)	Roadway	Pavement surface - other	3.28	Miles	\$165085.7	\$183428.55	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,113	40	State Highway Agency	Spot	Resurfacing	
NH/HSIP-24(79)	Roadway	Pavement surface - other	2.09	Miles	\$93224	\$103583	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,167	40	State Highway Agency	Spot	Resurfacing	
PHSIP-251(18)	Intersection traffic control	Systemic improvements – signal-controlled	0.29	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	22,993	40	State Highway Agency	Spot	Intersections	
STP/HSIP-1(403)	Roadway	Pavement surface – high friction surface	5.19	Miles	\$6242.34	\$6242.34	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,124	50	State Highway Agency	Spot	Resurfacing	
STP/HSIP-24(82)	Roadway	Pavement surface - other	3.7	Miles	\$13343	\$13343	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	3,557	55	State Highway Agency	Spot	Resurfacing	
HSIP-235(14)	Roadway	Pavement surface - other	2.07	Miles	\$64215	\$71350	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	2,998	30	State Highway Agency	Spot	Resurfacing	
HSIP-46(39)	Roadway	Pavement surface - other	0.48	Miles	\$15651	\$17390	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,284	30	State Highway Agency	Spot	Resurfacing	
HSIP-48(63)	Roadway	Pavement surface - other	0.59	Miles	\$60948	\$67720	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,546	20	State Highway Agency	Spot	Resurfacing	
HSIP-48(64)	Roadway	Pavement surface - other	0.59	Miles	\$58401	\$64890	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,175	30	State Highway Agency	Spot	Resurfacing	
STP/HSIP-1(404)	Roadway	Pavement surface - other	7.847	Miles	\$5691.93	\$6322.37	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,322	45	State Highway Agency	Spot	Resurfacing	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-48(62)	Roadway	Pavement surface - other	9.17	Miles	\$37067	\$41187	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,624	45	State Highway Agency	Spot	Resurfacing	
HSIP-2800(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$160418	\$160668	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
STP/HSIP-7(43)	Roadway	Pavement surface - other	7.11	Miles	\$32584	\$32584	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,056	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-7(44)	Roadway	Pavement surface - other	4.4	Miles	\$60349	\$60349	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,620	45	State Highway Agency	Spot	Resurfacing	
HSIP-100(91)	Roadway	Pavement surface - other	6.39	Miles	\$26497	\$26497	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,235	55	State Highway Agency	Spot	Resurfacing	
HSIP-4100(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$195089	\$196139	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-149(15)	Intersection geometry	Add/modify auxiliary lanes	1.275	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,564	55	State Highway Agency	Spot	Intersections	
HSIP-4300(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$156326	\$156326	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-15(219)	Intersection geometry	Intersection geometry - other	0.08	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,556	45	State Highway Agency	Spot	Intersections	
HSIP-5000(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$133429	\$133829	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
STP/HSIP-242(173)	Roadway	Pavement surface - other	11.81	Miles	\$8267.19	\$8267.19	HSIP (23 U.S.C. 148)	Rural	Major Collector	790	45	State Highway Agency	Spot	Resurfacing	
HSIP-5100(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.5	Miles	\$132932	\$133032	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-99(71)	Roadway	Pavement surface - other	9.35	Miles	\$56734	\$56734	HSIP (23 U.S.C. 148)	Rural	Major Collector	133	45	State Highway Agency	Spot	Resurfacing	
HSIP-5200(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.5	Miles	\$168602	\$170752	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NH/HSIP-50(76)	Roadway	Pavement surface - other	5.64	Miles	\$38985	\$38985	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	3,815	55	State Highway Agency	Spot	Resurfacing	
HSIP-52(78)	Intersection traffic control	Systemic improvements – signal-controlled	0.01	Miles	\$313554	\$315054	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,082	35	State Highway Agency	Spot	Intersections	
HSIP-5600(50)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.77	Miles	\$158513	\$158713	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-5900(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.21	Miles	\$151306	\$151456	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
STP/HSIP-129(15)	Roadway	Pavement surface - other	7.23	Miles	\$33151	\$33151	HSIP (23 U.S.C. 148)	Rural	Major Collector	552	45	State Highway Agency	Spot	Resurfacing	
HSIP-50(77)	Roadway	Pavement surface - other	4.33	Miles	\$22809	\$22809	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,216	55	State Highway Agency	Spot	Resurfacing	
HSIP-9323(3)	Interchange design	Interchange improvements	0.447	Miles	\$293854	\$326504	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Intersections	
HSIP-6000(33)	Roadway	Roadway - other	0.619	Miles	\$49316.96	\$54796.62	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP/PHSIP-112(34)	Intersection traffic control	Systemic improvements – signal-controlled	0.22	Miles	\$242100	\$269000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,143	45	State Highway Agency	Spot	Intersections	
HSIP/PHSIP-76(96)	Intersection geometry	Add/modify auxiliary lanes	0.2	Miles	\$1214734	\$2057173	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	0	50	State Highway Agency	Spot	Intersections	
HSIP-13(58)	Intersection traffic control	Systemic improvements – stop-controlled	0.5	Miles	\$381600	\$424000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	27,580	45	State Highway Agency	Spot	Intersections	
HSIP-13(87)	Roadway	Pavement surface - other	2.29	Miles	\$31473	\$34970	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,326	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-76(118)	Roadway	Pavement surface - other	5	Miles	\$10210	\$10210	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,304	65	State Highway Agency	Spot	Resurfacing	
HSIP-6400(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.8	Miles	\$158148	\$158398	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-100(86)	Roadway	Pavement surface - other	4.09	Miles	\$2897.12	\$2897.12	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	482	55	State Highway Agency	Spot	Resurfacing	
HSIP-13(80)	Roadway	Pavement surface - other	5.77	Miles	\$89782.57	\$89782.57	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,227	55	State Highway Agency	Spot	Resurfacing	
PHSIP-13(88)	Roadway delineation	Roadway delineation - other	3.227	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	863	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-438(9)	Roadway	Pavement surface - other	4.89	Miles	\$146449	\$146449	HSIP (23 U.S.C. 148)	Rural	Major Collector	591	55	State Highway Agency	Spot	Resurfacing	
HSIP-25(49)	Intersection geometry	Intersection realignment	0.4	Miles	\$624925	\$694362	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,932	55	State Highway Agency	Spot	Intersections	
NH/HSIP-11(105)	Roadway	Pavement surface - other	5.02	Miles	\$23347.91	\$25939.79	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,822	55	State Highway Agency	Spot	Resurfacing	
R-PHSIP-76(91)	Intersection geometry	Intersection geometry - other	0.6	Miles	\$313600	\$313600	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	20,066	40	State Highway Agency	Spot	Intersections	
STP/HSIP-76(110)	Roadway	Pavement surface - other	6.55	Miles	\$5271.03	\$5857.14	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,696	55	State Highway Agency	Spot	Resurfacing	
HSIP-16(61)	Roadway	Pavement surface - other	6.52	Miles	\$8717.45	\$9685.72	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,844	55	State Highway Agency	Spot	Resurfacing	
HSIP-99(69)	Intersection traffic control	Intersection flashers –sign-mounted or overhead	0.04	Miles	\$40500	\$45000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,161	55	State Highway Agency	Spot	Intersections	
STP/HSIP-266(34)	Roadway	Pavement surface - other	3.02	Miles	\$14412	\$14412	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,578	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-96(61)	Roadway	Pavement surface - other	6.76	Miles	\$61378	\$61378	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,627	55	State Highway Agency	Spot	Resurfacing	
HSIP-24(84)	Roadway	Pavement surface - other	5.77	Miles	\$106502	\$106502	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,899	55	State Highway Agency	Spot	Resurfacing	

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STP/HSIP-53(56)	Roadway	Pavement surface - other	4.62	Miles	\$6024.65	\$6024.65	HSIP (23 U.S.C. 148)	Rural	Major Collector	12,355	45	State Highway Agency	Spot	Resurfacing	
NH/HSIP-76(109)	Roadway	Pavement surface - other	5.72	Miles	\$2608.02	\$2608.02	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,456	55	State Highway Agency	Spot	Resurfacing	
NH/HSIP-76(116)	Roadway	Pavement surface - other	2.83	Miles	\$16901	\$16901	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,456	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-46(38)	Roadway	Pavement surface - other	14.2	Miles	\$52200	\$58000	HSIP (23 U.S.C. 148)	Rural	Major Collector	241	30	State Highway Agency	Spot	Resurfacing	
HSIP-174(24)	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths	13.47	Miles	\$8992.02	\$9991.13	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	2,668	50	State Highway Agency	Spot	Roadway Departure	
HSIP-52(81)	Intersection geometry	Modify lane assignment	0.3	Miles	\$156036	\$173375	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	4,924	50	State Highway Agency	Spot	Intersections	
HSIP-6(151)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.157	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,203	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-25(62)	Roadway	Pavement surface - other	9.278	Miles	\$6687	\$7430	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	9,376	55	State Highway Agency	Spot	Resurfacing	
HSIP-141(41)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.73	Miles	\$18000	\$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,117	40	State Highway Agency	Spot	Roadway Departure	
HSIP-8500(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.67	Miles	\$78638	\$78738	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency	Spot	Roadway Departure	
HSIP-13(79)	Roadway	Pavement surface - other	8.86	Miles	\$140444.85	\$156050.17	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,862	55	State Highway Agency	Spot	Resurfacing	
STP/HSIP-128(35)	Roadway	Pavement surface - other	5.324	Miles	\$10899	\$10899	HSIP (23 U.S.C. 148)	Rural	Major Collector	731	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-13(78)	Roadway	Pavement surface - other	4.7	Miles	\$1506.52	\$1506.52	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,240	55	State Highway Agency	Spot	Resurfacing	

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HSIP-106(33)	Intersection traffic control	Systemic improvements – signal-controlled	0.01	Miles	\$236747	\$268748	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,022	55	State Highway Agency	Spot	Intersections	
STP/HSIP-246(6)	Roadway	Pavement surface - other	0.79	Miles	\$67268	\$74743	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,922	30	State Highway Agency	Spot	Resurfacing	
STP-NH/HSIP-6(148)	Roadway	Pavement surface - other	4.91	Miles	\$22696	\$22696	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,194	55	State Highway Agency	Spot	Resurfacing	
HSIP-171(33)	Roadway	Pavement surface - other	0.66	Miles	\$55176.43	\$61307.14	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,026	30	State Highway Agency	Spot	Resurfacing	
HSIP-26(70)	Roadway delineation	Delineators post-mounted or on barrier	0.2	Miles	\$30205.51	\$33561.12	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,063	45	State Highway Agency	Spot	Roadway Departure	
HSIP-I-40-5(152)	Interchange design	Extend existing lane on ramp	0.29	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	71,864	70	State Highway Agency	Spot	Intersections	
NH/HSIP-26(78)	Roadway	Pavement surface - other	2.25	Miles	\$11629	\$11629	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,485	45	State Highway Agency	Spot	Resurfacing	
STP/HSIP-141(42)	Roadway	Pavement surface - other	6.52	Miles	\$84537	\$84537	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,712	40	State Highway Agency	Spot	Resurfacing	
STP-NH/HSIP-10(75)	Roadway	Pavement surface - other	0.77	Miles	\$101096.24	\$112327.6	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,189	30	State Highway Agency	Spot	Resurfacing	
HSIP-300(34)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.086	Miles	\$151490	\$152100	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	720	55	County Highway Agency	Spot	Roadway Departure	
HSIP-76(112)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	3.8	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,330	55	State Highway Agency	Spot	Roadway Departure	
HSIP-77(46)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$23400	\$26000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,960	55	State Highway Agency	Spot	Roadway Departure	
HSIP-900(40)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.68	Miles	\$152617	\$155117	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	1,410	55	County Highway Agency	Spot	Roadway Departure	

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STP/HSIP-105(16)	Roadway	Pavement surface - other	3.62	Miles	\$22482	\$24980	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	834	30	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-424(11)	Roadway	Pavement surface - other	5.6	Miles	\$233600	\$233600	HSIP (23 U.S.C. 148)	Rural	Minor Collector	484	55	State Highway Agency	Spot	Roadway Departure	
HSIP-1200(26)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.203	Miles	\$124215	\$124315	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	570	55	County Highway Agency	Spot	Roadway Departure	
HSIP-188(11)	Roadway	Pavement surface - other	4.73	Miles	\$94510	\$94510	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,866	55	State Highway Agency	Spot	Roadway Departure	
HSIP-188(12)	Roadway	Pavement surface - other	0.01	Miles	\$51850	\$51850	HSIP (23 U.S.C. 148)	Rural	Minor Collector	481	55	State Highway Agency	Spot	Roadway Departure	
HSIP-20(61)	Intersection traffic control	Systemic improvements – signal-controlled	0.01	Miles	\$434232	\$494830	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,037	30	State Highway Agency	Spot	Intersections	
NH/HSIP-20(73)	Roadway	Pavement surface - other	4.26	Miles	\$7000	\$7000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,983	65	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-181(16)	Roadway	Pavement surface - other	11.48	Miles	\$215093	\$215093	HSIP (23 U.S.C. 148)	Rural	Major Collector	707	55	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-20(69)	Roadway	Pavement surface - other	8.1	Miles	\$14000	\$14000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	13,332	65	State Highway Agency	Spot	Roadway Departure	
HSIP-196(17)	Roadway	Pavement surface - other	2.745	Miles	\$50580	\$56200	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,239	50	State Highway Agency	Spot	Roadway Departure	
HSIP-76(114)	Roadway	Pavement surface - other	6.9	Miles	\$145805	\$145805	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,261	30	State Highway Agency	Spot	Roadway Departure	
PHSIP/NH-SIP-15(187)	Intersection traffic control	Intersection flashers –sign-mounted or overhead	0.01	Miles	\$1733.69	\$1733.69	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	630	55	State Highway Agency	Spot	Intersections	
PHSIP/STP-SIP-76(90)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.14	Miles	\$1001.19	\$1001.19	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	5,965	30	County Highway Agency	Spot	Roadway Departure	



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STP/HSIP-194(15)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8	Miles	\$542700	\$603000	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,161	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-195(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.61	Miles	\$250000	\$250000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,135	50	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-366(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.36	Miles	\$5429.72	\$6033.02	HSIP (23 U.S.C. 148)	Rural	Minor Collector	16,857	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-18(35)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.92	Miles	\$494289	\$549210	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,911	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-18(34)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.45	Miles	\$516465	\$573850	HSIP (23 U.S.C. 148)	Rural	Minor Collector	4,346	55	State Highway Agency	Spot	Roadway Departure	
HSIP-104(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.01	Miles	\$13860	\$13860	HSIP (23 U.S.C. 148)	Rural	Minor Collector	380	55	State Highway Agency	Spot	Roadway Departure	
HSIP-15(188)	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Miles	\$999207	\$1110230	HSIP (23 U.S.C. 148)	Rural	Major Collector	13,890	55	State Highway Agency	Spot	Roadway Departure	
HSIP-3600(39)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4	Miles	\$158865	\$158865	HSIP (23 U.S.C. 148)	Rural	Minor Collector	180	55	County Highway Agency	Spot	Roadway Departure	
HSIP-57(82)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.3	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,160	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-128(34)	Roadway	Pavement surface - other	5.195	Miles	\$194157	\$194157	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,059	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-15(201)	Roadway	Pavement surface - other	1.69	Miles	\$8584.76	\$9538.62	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,263	35	State Highway Agency	Spot	Roadway Departure	
HSIP-1(392)	Roadway signs and traffic control	Roadway signs and traffic control - other	5	Miles	\$100320	\$100320	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,760	55	State Highway Agency	Spot	Roadway Departure	
HSIP-369(8)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.1	Miles	\$2139.01	\$1182.74	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,870	40	State Highway Agency	Spot	Roadway Departure	
HSIP-3800(17)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.88	Miles	\$4348.86	\$2921.39	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	55	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP-54(51)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	Miles	\$378990	\$421100	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,757	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-87(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.3	Miles	\$69363	\$69363	HSIP (23 U.S.C. 148)	Rural	Minor Collector	242	55	State Highway Agency	Spot	Roadway Departure	
HSIP-200(41)	Roadway signs and traffic control	Curve-related warning signs and flashers	5.136	Miles	\$201002	\$202702	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,100	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-22(86)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.91	Miles	\$7061.81	\$7846.46	HSIP (23 U.S.C. 148)	Rural	Minor Collector	8,003	55	State Highway Agency	Spot	Roadway Departure	
HSIP-54(44)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.8	Miles	\$236635	\$236635	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,510	55	State Highway Agency	Spot	Roadway Departure	
HSIP-69(104)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14.1	Miles	\$1312344	\$1458160	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,299	50	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-356(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.925	Miles	\$165375	\$183750	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,854	30	State Highway Agency	Spot	Roadway Departure	
HSIP-78(24)	Roadway signs and traffic control	Roadway signs and traffic control - other	6.18	Miles	\$29700	\$33000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,680	55	State Highway Agency	Spot	Roadway Departure	
HRRR/HSIP-4900(67)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.577	Miles	\$175032	\$194480	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	706	55	State Highway Agency	Spot	Roadway Departure	
HSIP-3(133)	Roadway signs and traffic control	Curve-related warning signs and flashers	0.01	Miles	\$204570	\$227300	HSIP (23 U.S.C. 148)	Rural	Major Collector	8,940	55	State Highway Agency	Spot	Roadway Departure	
HSIP-4900(65)	Roadway signs and traffic control	Roadway signs and traffic control - other	12.76	Miles	\$42561.29	\$42147.83	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	420	55	County Highway Agency	Spot	Roadway Departure	
STP/HSIP-181(18)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.44	Miles	\$18200	\$18200	HSIP (23 U.S.C. 148)	Rural	Minor Collector	159	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-19(57)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.15	Miles	\$2935	\$2935	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,120	55	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-88(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.36	Miles	\$34411	\$34411	HSIP (23 U.S.C. 148)	Rural	Major Collector	278	55	State Highway Agency	Spot	Roadway Departure	
HSIP-197(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.29	Miles	\$2146.04	\$2146.04	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,303	30	State Highway Agency	Spot	Roadway Departure	
HSIP-43(42)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.86	Miles	\$6335.19	\$6335.19	HSIP (23 U.S.C. 148)	Urban	Minor Collector	15,171	55	State Highway Agency	Spot	Roadway Departure	
HSIP-5379(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.01	Miles	\$44760.95	\$42425.51	HSIP (23 U.S.C. 148)	Urban	Major Collector	37,597	55	State Highway Agency	Spot	Roadway Departure	
HSIP-872(11)	Roadway signs and traffic control	Roadway signs and traffic control - other	8.63	Miles	\$78725.51	\$93037.39	HSIP (23 U.S.C. 148)	Rural	Minor Collector	7,720	0	County Highway Agency	Spot	Roadway Departure	
HSIP-I-40-1(365)	Roadway delineation	Roadway delineation - other	5.6	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	42,570	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-1(427)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.16	Miles	\$51713	\$51713	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,426	55	State Highway Agency	Spot	Roadway Departure	
HSIP-5(118)	Intersection traffic control	Pavement markings	3.8	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,580	50	State Highway Agency	Spot	Intersections	
STP/HSIP-224(16)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.51	Miles	\$518427	\$576030	HSIP (23 U.S.C. 148)	Rural	Major Collector	880	55	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-15(212)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.79	Miles	\$81325	\$81325	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,681	55	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-15(213)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.61	Miles	\$40720	\$40720	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,681	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-3(153)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.96	Miles	\$1726.59	\$1726.59	HSIP (23 U.S.C. 148)	Rural	Minor Collector	14,909	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-3(158)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.39	Miles	\$24990	\$24990	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,621	70	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-214(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.115	Miles	\$187000	\$187000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	6,607	55	State Highway Agency	Spot	Roadway Departure	

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HSIP-REG4(148)	Intersection traffic control	Intersection traffic control - other	0.1	Miles	\$17926.32	\$17808.27	HSIP (23 U.S.C. 148)	Rural	Minor Collector	16,053	55	State Highway Agency	Spot	Roadway Departure	
HSIP-2814(4)	Intersection traffic control	Intersection signing –other	0.01	Miles	\$146451.57	\$161842.7	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,580	40	State Highway Agency	Spot	Intersections	
HSIP-2814(6)	Intersection traffic control	Modify traffic signal –other	0.01	Miles	\$718523	\$761770	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,510	40	City or Municipal Highway Agency	Spot	Intersections	
HSIP-2823(5)	Alignment	Alignment - other	0.01	Miles	\$1097910	\$1219900	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,445	50	City or Municipal Highway Agency	Spot	Intersections	
HSIP-2828(4)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.01	Miles	\$752777	\$797905	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,494	45	City or Municipal Highway Agency	Spot	Roadway Departure	
HSIP-2875(4)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.41	Miles	\$35703	\$39670	HSIP (23 U.S.C. 148)	Urban	Minor Collector	30,998	45	City or Municipal Highway Agency	Spot	Roadway Departure	
HSIP-57(64)	Intersection traffic control	Intersection flashers –sign-mounted or overhead	0.01	Miles	\$39600	\$44000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,420	45	State Highway Agency	Spot	Intersections	
HSIP-7900(53)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.632	Miles	\$32798.63	\$32059.93	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	27,870	55	County Highway Agency	Spot	Roadway Departure	
HSIP-803(4)	Intersection traffic control	Intersection traffic control - other	0.01	Miles	\$49517.71	\$52930.86	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,986	45	City or Municipal Highway Agency	Spot	Roadway Departure	
HSIP-NH-3(115)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.01	Miles	\$57122.55	\$63469.95	HSIP (23 U.S.C. 148)	Urban	Minor Collector	11,530	35	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-1(425)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.49	Miles	\$714285	\$793650	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,187	35	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-1(426)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.25	Miles	\$389655	\$432950	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,192	45	State Highway Agency	Spot	Roadway Departure	

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NH/HSIP-3(160)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.95	Miles	\$423117	\$470130	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,926	40	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-57(86)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.71	Miles	\$174870	\$194300	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,675	40	State Highway Agency	Spot	Roadway Departure	
R-HSIP-I-40-1(344)	Roadside	Roadside - other	0.24	Miles	\$110461	\$122735	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	119,133	65	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-175(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.97	Miles	\$102660.02	\$114066.69	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,521	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-175(30)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.1	Miles	\$153360	\$170400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,779	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-57(87)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.49	Miles	\$87210	\$96900	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	34,675	40	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-57(79)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.37	Miles	\$391635	\$435150	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,761	40	State Highway Agency	Spot	Roadway Departure	
HSIP-178(12)	Roadway signs and traffic control	Roadway signs and traffic control - other	2.62	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,140	45	State Highway Agency	Spot	Roadway Departure	
HSIP-206(12)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.2	Miles	\$21500	\$22000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,460	35	State Highway Agency	Spot	Roadway Departure	
HSIP-3(150)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Miles	\$72000	\$80000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,522	55	State Highway Agency	Spot	Roadway Departure	
HSIP-59(32)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	10.33	Miles	\$287118	\$319020	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,422	40	State Highway Agency	Spot	Roadway Departure	
HSIP-806(10)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.44	Miles	\$78065	\$78065	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	3,901	40	County Highway Agency	Spot	Roadway Departure	
HSIP-8400(85)	Roadway signs and traffic control	Roadway signs and traffic control - other	6.2	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	642	55	County Highway Agency	Spot	Roadway Departure	
PHSIP-179(13)	Roadway signs and traffic control	Roadway signs and traffic control - other	4.76	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	1,560	55	State Highway Agency	Spot	Roadway Departure	

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PHSIP-206(13)	Roadway signs and traffic control	Roadway signs and traffic control - other	3.11	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	3,980	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-3(130)	Intersection traffic control	Intersection traffic control - other	0.01	Miles	\$138664	\$138664	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	16,053	55	State Highway Agency	Spot	Intersections	
STP/HSIP-179(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.51	Miles	\$14671	\$14671	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,466	55	State Highway Agency	Spot	Roadway Departure	
HSIP-43(45)	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Miles	\$9900	\$11000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	8,770	65	State Highway Agency	Spot	Roadway Departure	
HSIP-43(49)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.3	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,980	65	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-43(43)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.54	Miles	\$10058.56	\$10058.56	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,488	65	State Highway Agency	Spot	Roadway Departure	
PHSIP-22(94)	Roadway signs and traffic control	Roadway signs and traffic control - other	0.48	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	8,620	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-54(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.69	Miles	\$125356	\$125356	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,750	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-89(23)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.26	Miles	\$230274	\$230274	HSIP (23 U.S.C. 148)	Rural	Minor Collector	709	55	State Highway Agency	Spot	Roadway Departure	
N+I3:V102H/HSIP-61(47)	Miscellaneous	Miscellaneous - other	2.28	Miles	\$10843.85	\$10843.85	HSIP (23 U.S.C. 148)	Rural	Major Collector	16,913	50	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-71(41)	Miscellaneous	Miscellaneous - other	1.21	Miles	\$2166.93	\$2407.7	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,349	45	State Highway Agency	Spot	Roadway Departure	
HSIP-1216(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.549	Miles	\$6322.66	\$5759.09	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,289	45	County Highway Agency	Spot	Roadway Departure	
HSIP-1275(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.776	Miles	\$8453.81	\$9960.79	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,396	45	County Highway Agency	Spot	Roadway Departure	
HSIP-500(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	11.92	Miles	\$43816.59	\$43822.63	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	35	County Highway Agency	Spot	Roadway Departure	

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NH/HSIP-73(70)	Miscellaneous	Miscellaneous - other	4.5	Miles	\$63000	\$70000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,344	45	State Highway Agency	Spot	Roadway Departure	
R-HSIP-33(118)	Intersection geometry	Intersection realignment	0.01	Miles	\$749756	\$937195	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,419	45	State Highway Agency	Spot	Intersections	
STP/HSIP-333(29)	Miscellaneous	Miscellaneous - other	9.7	Miles	\$53640	\$59600	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	39,419	30	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-35(72)	Miscellaneous	Miscellaneous - other	13.12	Miles	\$67230	\$74700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,306	40	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-447(6)	Miscellaneous	Miscellaneous - other	0.16	Miles	\$29070	\$32300	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,042	30	State Highway Agency	Spot	Roadway Departure	
HSIP-700(38)	Miscellaneous	Local road safety plans	2.68	Miles	\$186080	\$186500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-1000(29)	Miscellaneous	Local road safety plans	2.85	Miles	\$13073.64	\$12855.21	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-173(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.27	Miles	\$10500	\$10500	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,389	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-359(13)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.51	Miles	\$30100	\$30100	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,766	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-37(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.74	Miles	\$998900	\$998900	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,315	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-91(53)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.66	Miles	\$95400	\$95400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,486	30	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-67(38)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.6	Miles	\$16910	\$16910	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,920	45	State Highway Agency	Spot	Roadway Departure	
HSIP-33(130)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.78	Miles	\$44000	\$44000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,359	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-33(136)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.95	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	11,359	55	State Highway Agency	Spot	Roadway Departure	

2021 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-1500(55)	Miscellaneous	Local road safety plans	3.27	Miles	\$195540	\$195900	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-32(99)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.94	Miles	\$126000	\$140000	HSIP (23 U.S.C. 148)	Rural	Major Collector	18,194	45	State Highway Agency	Spot	Roadway Departure	
HSIP-I-40-8(168)	Interchange design	Interchange design - other	0.7	Miles	\$1177200	\$1308000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	29,156	70	State Highway Agency	Spot	Intersections	
STP/HSIP-35(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.54	Miles	\$10250	\$10250	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,636	55	State Highway Agency	Spot	Roadway Departure	
HSIP-1(437)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.09	Miles	\$28500	\$28500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,438	50	State Highway Agency	Spot	Roadway Departure	
HSIP-1(444)	Intersection traffic control	Modify control – new traffic signal	0.4	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	11,481	45	State Highway Agency	Spot	Intersections	
HSIP-2900(19)	Miscellaneous	Local road safety plans	4.815	Miles	\$286710	\$306220	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	30	County Highway Agency	Spot	Roadway Departure	
NH/HSIP-32(95)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.53	Miles	\$11161.86	\$12402.73	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	21,608	50	State Highway Agency	Spot	Roadway Departure	
HSIP-3000(56)	Miscellaneous	Local road safety plans	0.1	Miles	\$187750	\$188000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-3000(57)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.323	Miles	\$81550	\$85100	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-34(100)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$48482.71	\$53869.69	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other	22,002	55	State Highway Agency	Spot	Intersections	
HSIP-34(127)	Intersection geometry	Intersection geometry - other	0.2	Miles	\$58500	\$65000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	22,002	55	State Highway Agency	Spot	Intersections	
HSIP-35(76)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.9	Miles	\$33600	\$33600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,465	55	State Highway Agency	Spot	Roadway Departure	
HSIP-70(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.46	Miles	\$67140	\$74600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,401	55	State Highway Agency	Spot	Roadway Departure	



2021 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-34(119)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.49	Miles	\$16712.16	\$16712.16	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,401	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-34(124)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.09	Miles	\$279200	\$372000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,412	45	State Highway Agency	Spot	Roadway Departure	
HSIP-3400(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.01	Miles	\$147110	\$147700	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-1(351)	Intersection traffic control	Intersection traffic control - other	1.3	Miles	\$76039.04	\$84487.82	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,486	55	State Highway Agency	Spot	Intersections	
HSIP-1341(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.51	Miles	\$102300	\$104800	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,511	30	County Highway Agency	Spot	Roadway Departure	
NH/HSIP-1(430)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.29	Miles	\$73900	\$73900	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,424	55	State Highway Agency	Spot	Roadway Departure	
HSIP-113(24)	Intersection geometry	Intersection geometry - other	0.17	Miles	\$591750	\$657500	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,298	30	State Highway Agency	Spot	Intersections	
STP/HSIP-341(51)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.9	Miles	\$19300	\$19300	HSIP (23 U.S.C. 148)	Rural	Major Collector	6,414	35	State Highway Agency	Spot	Roadway Departure	
HSIP-167(7)	Roadway signs and traffic control	Roadway signs and traffic control - other	7.04	Miles	\$307440	\$307440	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,604	35	State Highway Agency	Spot	Roadway Departure	
HSIP-34(126)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.88	Miles	\$213750	\$237500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,158	40	State Highway Agency	Spot	Roadway Departure	
HSIP-4600(26)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.92	Miles	\$188890	\$189200	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
HSIP-1(440)	Intersection geometry	Intersection geometry - other	0.5	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,981	55	State Highway Agency	Spot	Intersections	
HSIP-331(8)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.26	Miles	\$12777.7	\$12777.7	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,724	45	State Highway Agency	Spot	Roadway Departure	
HSIP-331(9)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,526	50	State Highway Agency	Spot	Roadway Departure	

2021 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-332(14)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.28	Miles	\$53100	\$59000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,736	45	State Highway Agency	Spot	Roadway Departure	
HSIP-71(33)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.98	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,958	50	State Highway Agency	Spot	Roadway Departure	
HSIP-9(80)	Intersection geometry	Intersection realignment	0.01	Miles	\$326	\$362.22	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,426	50	State Highway Agency	Spot	Intersections	
HSIP-I-640-7(171)	Interchange design	Extend existing lane on ramp	0.26	Miles	\$1631610	\$1812900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	66,065	55	State Highway Agency	Spot	Intersections	
HSIP-I-640-7(172)	Interchange design	Interchange design - other	1.43	Miles	\$2368980	\$2739510	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	72,948	65	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-33(135)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	0.07	Miles	\$70290	\$78100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,431	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-71(45)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.2	Miles	\$76410	\$84900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,958	50	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-450(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.26	Miles	\$8610	\$8610	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	12,490	45	State Highway Agency	Spot	Roadway Departure	
STP-NH/HSIP-62(55)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.02	Miles	\$176751	\$196390	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,424	45	State Highway Agency	Spot	Roadway Departure	
HSIP-444(6)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	11.02	Miles	\$77123.94	\$77123.94	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,302	50	State Highway Agency	Spot	Roadway Departure	
HSIP-72(19)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.82	Miles	\$6526.71	\$6526.71	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,815	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-33(134)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.07	Miles	\$36100	\$36100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,280	50	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-73(75)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6	Miles	\$135000	\$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,824	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-1(436)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.08	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	7,065	45	State Highway Agency	Spot	Roadway Departure	

2021 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PHSIP-1247(2)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$524500	\$524500	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	6,893	30	County Highway Agency	Spot	Intersections	
PHSIP-72(21)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.24	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	5,681	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-324(10)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.17	Miles	\$40863.59	\$40863.59	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,691	50	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-72(20)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.44	Miles	\$146020	\$146020	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	12,935	45	State Highway Agency	Spot	Roadway Departure	
HSIP-68(61)	Intersection geometry	Intersection geometry - other	0.35	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,731	55	State Highway Agency	Spot	Intersections	
PHSIP-68(60)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.125	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,636	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-68(58)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.55	Miles	\$15950	\$15950	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,021	55	State Highway Agency	Spot	Roadway Departure	
HSIP-6500(39)	Miscellaneous	Local road safety plans	12.31	Miles	\$157350	\$157700	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0	30	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-29(117)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	13.6	Miles	\$48426	\$48426	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,082	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-62(56)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.6	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,145	55	State Highway Agency	Spot	Roadway Departure	
PHSIP-62(57)	Roadway signs and traffic control	Roadway signs and traffic control - other	5	Miles	\$40000	\$40000	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	1,722	55	State Highway Agency	Spot	Roadway Departure	
HSIP-58(55)	Roadway signs and traffic control	Roadway signs and traffic control - other	6.67	Miles	\$18180	\$20200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	13,614	55	State Highway Agency	Spot	Roadway Departure	
HSIP-61(49)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.275	Miles	\$36000	\$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,773	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-29(110)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.57	Miles	\$3705.71	\$4117.46	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,301	40	State Highway Agency	Spot	Roadway Departure	

2021 Tennessee Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-327(8)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.73	Miles	\$29300	\$29300	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,358	35	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-328(11)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.76	Miles		\$17940.25	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,358	35	State Highway Agency	Spot	Roadway Departure	
HSIP-63(59)	Alignment	Alignment - other	3.12	Miles	\$638640	\$709600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,777	55	State Highway Agency	Spot	Resurfacing	
HSIP-7600(19)	Miscellaneous	Local road safety plans	3.82	Miles	\$9090	\$10100	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Roadway Departure	
NH/HSIP-29(112)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.1	Miles	\$5226.85	\$5226.85	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,180	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-456(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8.8	Miles	\$156600	\$156600	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,188	45	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-71(44)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.19	Miles	\$123480	\$137200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,380	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-449(12)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.35	Miles	\$279090	\$310100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,626	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-NH-73(77)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.92	Miles	\$27309.94	\$30344.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	28,688	45	State Highway Agency	Spot	Roadway Departure	
HSIP-36(65)	Intersection geometry	Intersection geometry - other	0.12	Miles	\$58860	\$65400	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,314	40	State Highway Agency	Spot	Intersections	
HSIP-8200(30)	Miscellaneous	Local road safety plans	2.37	Miles	\$205270	\$205800	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	35	County Highway Agency	Spot	Resurfacing	
NH/HSIP-93(22)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.91	Miles	\$5822.29	\$6469.21	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	12,057	55	State Highway Agency	Spot	Roadway Departure	
NH/HSIP-93(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5.12	Miles	\$52500	\$52500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	23,624	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-126(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.34	Miles	\$12633.35	\$14037.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	8,311	45	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STP/HSIP-34(125)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.72	Miles	\$117500	\$117500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	6,630	55	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-355(9)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.59	Miles	\$52900	\$52900	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,186	40	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-435(7)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.12	Miles	\$88400	\$88400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	2,104	45	State Highway Agency	Spot	Roadway Departure	
HSIP-34(93)	Roadway signs and traffic control	Roadway signs and traffic control - other	12.84	Miles	\$749.09	\$832.32	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	22,981	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-107(29)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4.62	Miles	\$27300	\$27300	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	6,128	30	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-81(24)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.25	Miles	\$34860	\$34860	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,629	30	State Highway Agency	Spot	Roadway Departure	
HSIP-36(61)	Intersection geometry	Intersection geometry - other	0.01	Miles	\$75927.21	\$84363.57	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,502	30	State Highway Agency	Spot	Intersections	
HSIP-9000(49)	Miscellaneous	Local road safety plans	2.83	Miles	\$292500	\$295000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	30	County Highway Agency	Spot	Resurfacing	
NH/HSIP-34(118)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6.85	Miles	\$8458.24	\$9398.04	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,716	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-81(25)	Roadway signs and traffic control	Roadway signs and traffic control - other	1.86	Miles	\$39500	\$39500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,829	45	State Highway Agency	Spot	Roadway Departure	
STP/HSIP-91(52)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1.19	Miles	\$41600	\$41600	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,947	30	State Highway Agency	Spot	Roadway Departure	

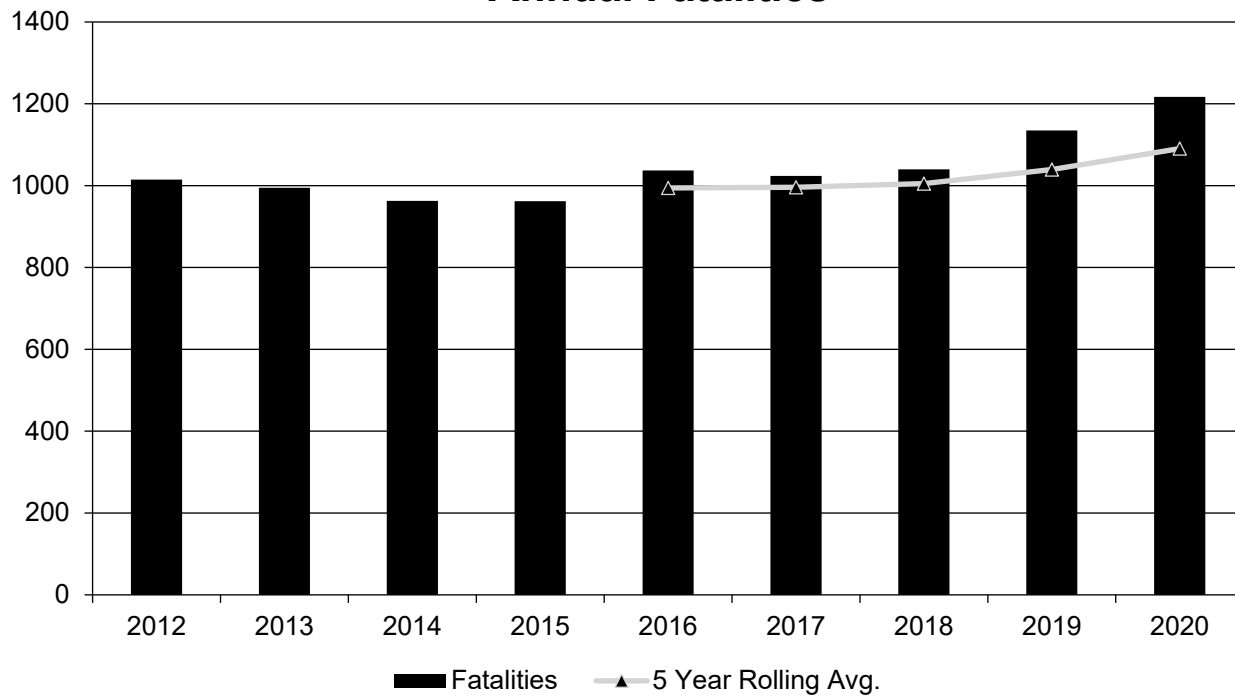
## Safety Performance

### *General Highway Safety Trends*

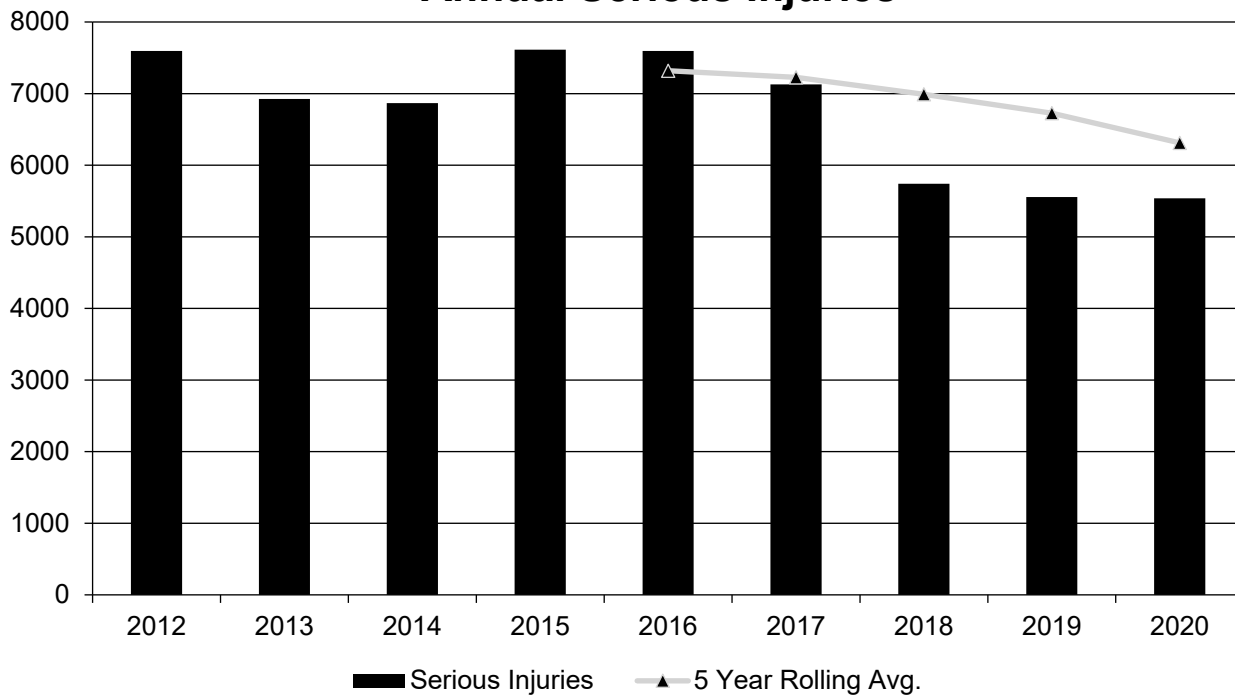
**Present data showing the general highway safety trends in the State for the past five years.**

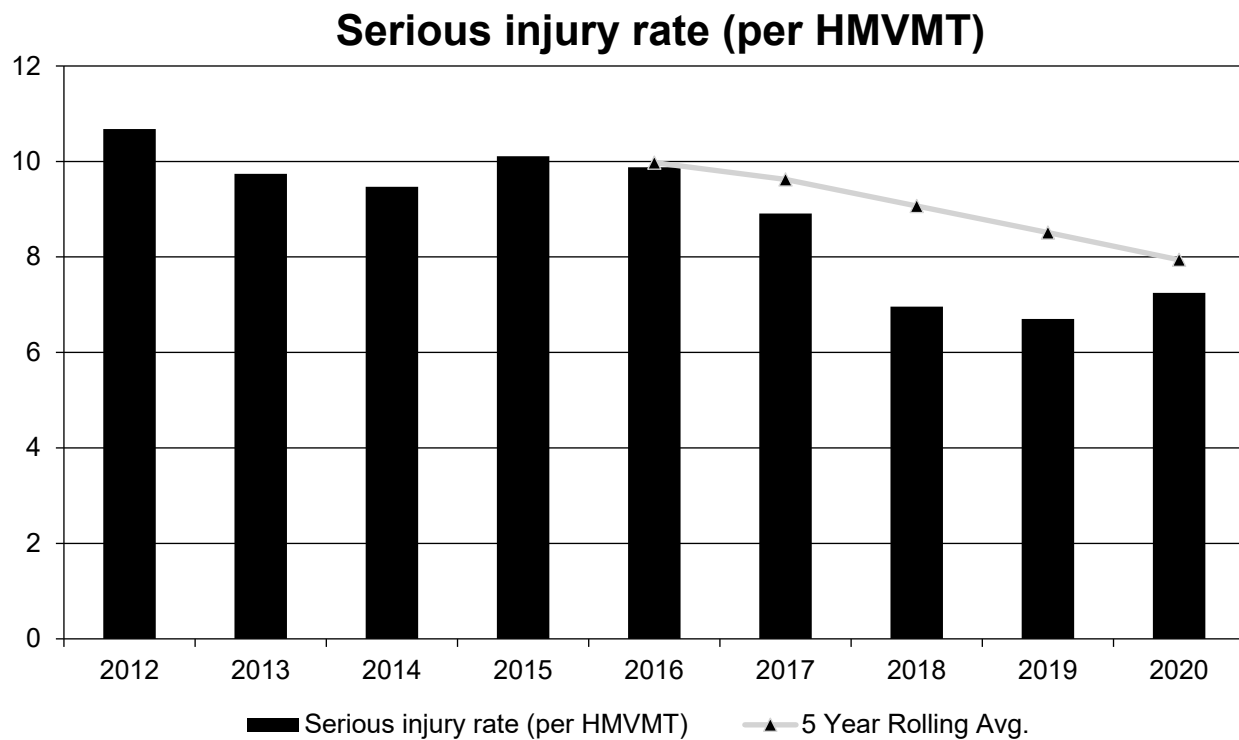
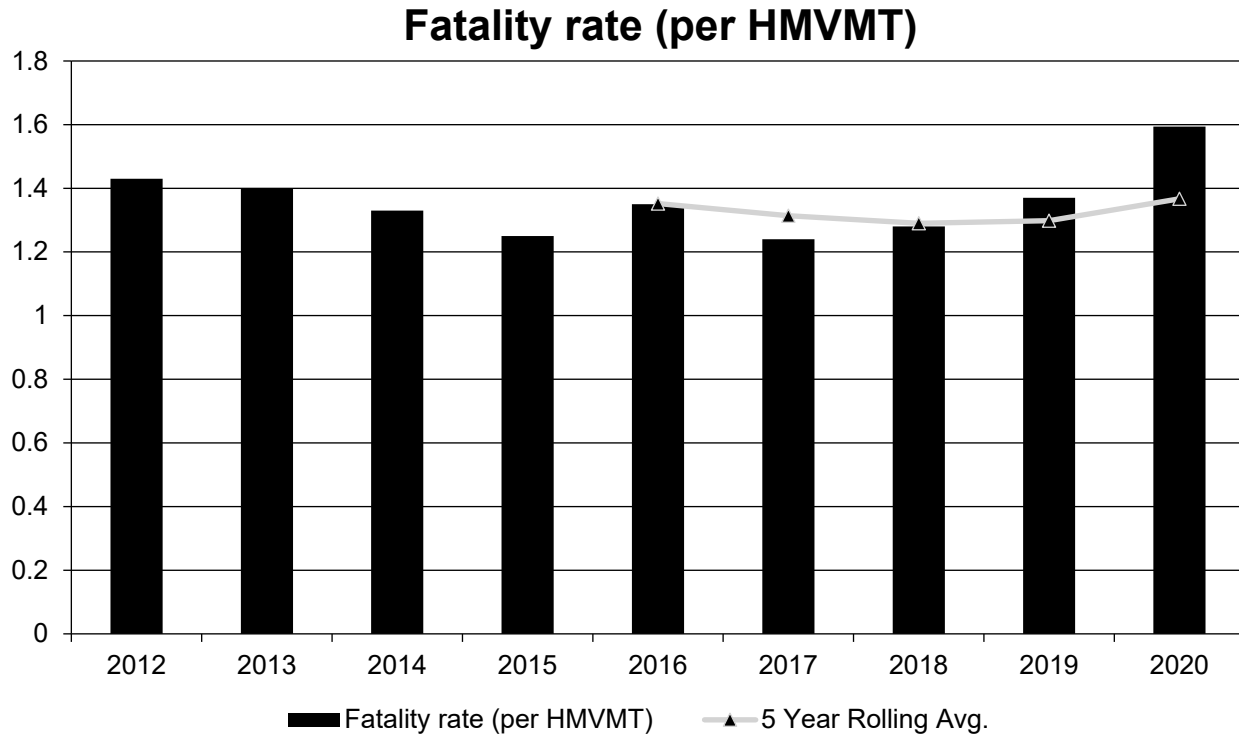
<b>PERFORMANCE MEASURES</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatalities	1,015	995	963	962	1,037	1,024	1,040	1,135	1,217
Serious Injuries	7,596	6,925	6,868	7,613	7,595	7,129	5,742	5,555	5,537
Fatality rate (per HMVMT)	1.430	1.400	1.330	1.250	1.350	1.240	1.280	1.370	1.594
Serious injury rate (per HMVMT)	10.680	9.740	9.470	10.110	9.878	8.911	6.960	6.701	7.248
Number non-motorized fatalities	76	95	94	118	110	132	147	157	189
Number of non-motorized serious injuries	303	256	346	385	388	417	362	345	368

### Annual Fatalities

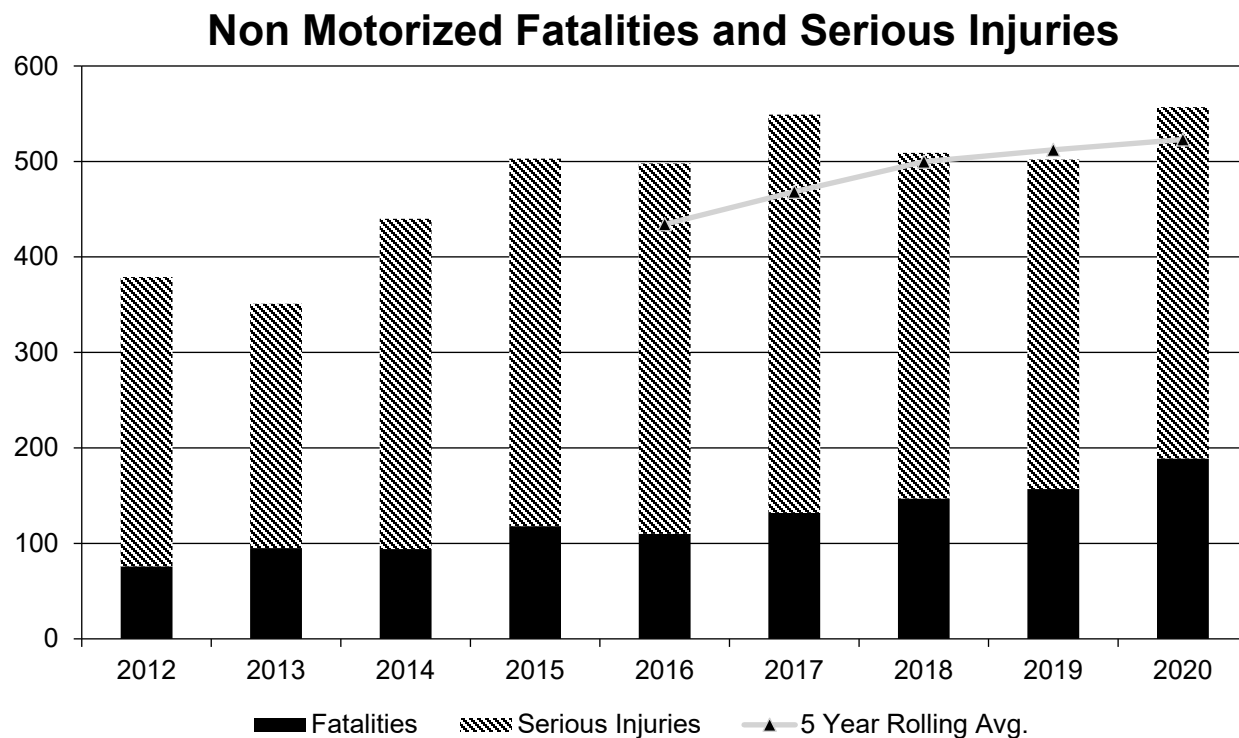


### Annual Serious Injuries









**Describe fatality data source.**

State Motor Vehicle Crash Database

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

**Year 2020**

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	59.2	287.4		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.2	1.8		
Rural Principal Arterial (RPA) - Other	90.2	351.2		
Rural Minor Arterial	94	472.6		
Rural Minor Collector	86.8	451.6		
Rural Major Collector	79.8	467.4		

## 2021 Tennessee Highway Safety Improvement Program

<b>Functional Classification</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Rural Local Road or Street	70.2	503.6		
Urban Principal Arterial (UPA) - Interstate	98.6	426.4		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	12	60		
Urban Principal Arterial (UPA) - Other	222.6	1,333		
Urban Minor Arterial	84.4	622.8		
Urban Minor Collector	75.8	393.2		
Urban Major Collector	59	407		
Urban Local Road or Street	56.8	533.8		

## 2021 Tennessee Highway Safety Improvement Program

### Year 2020

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	202.4	892.8		
County Highway Agency	36.8	210.8		
Town or Township Highway Agency				
City or Municipal Highway Agency	127.8	643		
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				

NOTE: VMT is not available by functional class or ownership, therefore fatality rates and serious injury rates cannot be calculated.

### Provide additional discussion related to general highway safety trends.

- The number of traffic fatalities in Tennessee for 2020 increased marking the 5th consecutive year of 1,000 or more fatalities.
- 2020 fatalities increased 7.4% over the number of fatalities in 2019 even with a significant reduction in traffic volume due to COVID-19.
- Traffic volume has seen an increase in 2021 back to near the volumes experienced in 2019.
- Continue to see Non-motorized fatalities and serious injuries are seeing an increase nationally as well as in Tennessee.

## 2021 Tennessee Highway Safety Improvement Program

- Pedestrian focused programs and initiatives are increasing due to the significant increase in non-motorized fatalities and serious injuries.
- Tennessee's population grew by 8.9% between 2010 and 2020 according to Census 2020. The Nashville Metropolitan area showed an increase of 20.9%. National trends show the fastest growth occurred in the nation's largest cities.
- The number of highway construction work zones across state is anticipated to increase as IMPROVE Act projects are implemented.
- Enforcement efforts by police and state troopers are increasing as COVID-19 fears are down from the peak.
- Progress was made on procuring AASHTOWare Safety software - Implementation will be in the Fall of 2021. The AASHTOWare Safety software will provide data-driven safety analysis consistent with the Highway Safety Manual (HSM).

### ***Safety Performance Targets***

#### **Safety Performance Targets**

#### **Calendar Year 2022 Targets \***

***Number of Fatalities:1201.4***

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

The number of traffic fatalities in Tennessee for 2020 increased marking the 5th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand two hundred seventeen (1,217) fatalities occurred during Calendar Year 2020. This marked a 7.4% increase in fatalities over 2019. This increase occurred despite traffic reductions due to school closures, workforce closures and shifts, and state and local policies. The governor issued a Safer at Home 1 executive order to combat the COVID-19 pandemic that 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 and after the order expired. Current YTD fatalities as of June 1, 2021, show 114 more fatalities over the same date in 2020.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. Most notably, fatalities with large trucks involved increased by 25% likely due to increased freight volumes.<sup>2</sup> Further, fatality crashes in urban areas increased by almost 14% while rural fatality crashes remained consistent with 2019. These changes increased uncertainty about future fatal and serious injury crash totals as Tennessee continues to recover and traffic patterns and trends shift.

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan 3 update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

## 2021 Tennessee Highway Safety Improvement Program

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>4</sup> The Tennessee Highway Safety Office is running a Slow Down Tennessee 5 campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

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

Leadership approved a target of 1,201.4 for the 2018-2022 target setting performance cycle. This target assumes that January – May 2021 fatality data will remain as reported in early June and that June – December data will mimic fatalities from 2020. Fatalities for 2022 are projected as 2019 fatality totals plus the standard deviation for each month based on data from 2015-2022.

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 Office of the Governor, (2020). "AN ORDER DIRECTING TENNESSEANS TO STAY HOME UNLESS ENGAGING IN ESSENTIAL ACTIVITIES TO LIMIT THEIR EXPOSURE TO AND SPREAD OF COVID-19," [Online]. Available: <https://publications.tnsosfiles.com/pub/execorders/exec-orders-lee22.pdf>

2 Tennessee Department of Safety and Homeland Security, TITAN Division, (2021). "Historical Data Fatality Report 2020." [Data set]. Available: <https://www.tn.gov/content/dam/tn/safety/documents/dailyfatality2020.pdf>

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

4 Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available: <https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

5 Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available: <https://tntrafficsafety.org/microsites/slow/>

***Number of Serious Injuries:5588.6***

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

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. 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%. The reduction of

## 2021 Tennessee Highway Safety Improvement Program

serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. 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. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan 2 update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>3</sup> Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee 4 campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

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

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

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

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

3 Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available: <https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4 Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available: <https://tntrafficsafety.org/microsites/slow/>

**Fatality Rate:1.476**

## 2021 Tennessee Highway Safety Improvement Program

### ***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. However, 2020 VMT dropped by approximately 8% while traffic fatalities increased by 7% during the same time period.

Travel trends in the first half of 2021 are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.<sup>1</sup>

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2 2 were used for calendar years 2019 and prior. TDOT's Long Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on 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 an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 1,201.4 fatality number target to obtain the 1.476 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

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 McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available: <https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

2 Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

### Justifications – Serious Injuries

Performance Measure	Baseline	Target	Baseline	Target	Baseline	Target
	2014-2018	2016-2020	2015-2019	2017-2021	2016-2020 (Preliminary)	2018-2022
Number of Serious Injuries	6988.8	6352.4	6,725.4	6,227.1	6310.8	5588.6

## 2021 Tennessee Highway Safety Improvement Program

Baseline numbers are determined using preliminary data available as of 4/21/2021 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. 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%. The reduction of serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. 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. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan 2 update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>3</sup> Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee 4 campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

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

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

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



## 2021 Tennessee Highway Safety Improvement Program

2 Tennessee Department of Transportation, Strategic Transportation Investments Division, (2020).

"Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:

<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

3 Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign:

Deadly Crashes Up, Traffic Volumes Down." [Online]. Available: <https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4 Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:

<https://tntrafficsafety.org/microsites/slow/>

### ***Serious Injury Rate:6.869***

#### ***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. However, 2020 VMT dropped by approximately 8% while serious injuries remained relatively stable during the same time period.

Current travel trends are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.<sup>1</sup>

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2 2 were used for calendar years 2019 and prior. TDOT's Long Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on 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 an optimistic but conservative approach for identifying the serious injury rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 5,588.6 serious injury number target to obtain the 6.968 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department Of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

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 McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available:

<https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

## 2021 Tennessee Highway Safety Improvement Program

2 Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

### ***Total Number of Non-Motorized Fatalities and Serious Injuries:534.8***

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

Over the past decade (2010-2020), the number of non-motorist serious injuries and fatalities decreased an average of 3% each year. However, the 5-year moving average has been steadily increasing since the average was 432.2 serious injuries and fatalities for the initial baseline reporting period for this measure (2012-2016). A total of 557 fatalities and serious injuries occurred in 2020 marking the highest number in recent years. As of June 1, 2021, there were 3 fewer bicyclist fatalities compared to the same date in 2020 while pedestrian fatalities increased by 3.

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. To mitigate this, TDOT has started a Pedestrian Road Safety Initiative by identifying 12 high pedestrian crash locations, designing safety upgrades for these areas and using Highway Safety Improvement Program (HSIP) funds to employ countermeasures at these locations. Several of these projects are planned to be available for bid in 2021. TDOT's Multimodal Division has worked with TDOT's Data Visualization office to create an FHWA-approved methodology to rank all roads in Tennessee for prioritization. Using the Multimodal Prioritization Tool, the Multimodal Division is currently selecting additional pedestrian crash locations for continuing the Pedestrian Road Safety Initiative with future upgrades.

TDOT has worked closely with FHWA in its Safe Transportation for Every Pedestrian (STEP) technical assistance program. In the last year, TDOT has helped coordinate a Pedestrian Road Safety Audit in Knoxville and four STEP workshops on countermeasures to increase pedestrian safety, one in each of TDOT's four regions. These countermeasures, approved and promoted by FHWA, are the core of the Pedestrian Road Safety Initiative projects mentioned above. Countermeasures include crosswalk visibility enhancements, leading pedestrian intervals (LPIs), pedestrian hybrid beacons (PHBs), pedestrian refuge islands, raised crosswalks, road diets, and rectangular rapid-flashing beacons.

TDOT has also been working to develop the Statewide Active Transportation Plan 2 . This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. This plan is expected to be completed and ready for implementation by August 31, 2021.

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

TDOT has awarded 75 Multimodal Access Grants 3 representing over \$58 million in state funds since 2014. Another 23 projects representing \$20 Million has been funded for 2021. Most of these grants cover sidewalk and pedestrian improvements, and addressing safety issues is included in the scoring to award applicants. 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

## 2021 Tennessee Highway Safety Improvement Program

serious injuries and fatalities will remain consistent with 2020's increased non-motorized serious injury and fatality number of 557.

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

The working group has selected a target of 534.8 for the 2018-2022 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2020 will remain unchanged for 2021 and 2022 despite Tennessee's mitigation efforts.

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.

### REFERENCES

1 Federal Highway Administration, (2021). "State Highway Safety Report (2018) - Tennessee," [Online]. Available: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Tennessee>

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

3 Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "MMAG Previous Awards 2020," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/MMAG%20Previous%20Awards%202020.pdf>

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

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

### **Does the State want to report additional optional targets?**

No

**Describe progress toward meeting the State's 2020 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
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## 2021 Tennessee Highway Safety Improvement Program

<b>Number of Fatalities</b>	1043.4	1090.6
<b>Number of Serious Injuries</b>	6352.4	6311.6
<b>Fatality Rate</b>	1.256	1.367
<b>Serious Injury Rate</b>	7.690	7.940
<b>Non-Motorized Fatalities and Serious Injuries</b>	527.2	523.0

**Number of Fatalities** – The difference between the target of 1043.4 and the actual of 1090.6 is 47.2 (4.5% below actual). In 2019 when the Safety PM1 committee selected the target it considered the continuing increase in Tennessee population as a factor in increasing crashes. Construction work zones were expected to remain high due to the IMPROVE Act which produces funding for more projects, especially bridges. Expectations were favorable for reduction in crashes due to the hands-free law which Tennessee passed in 2019. Additionally, there was a focus on high crash locations utilizing predictive analysis by the Dept. of Safety. The new hands-free law or the predictive analysis have not been as effective as expected due to a reduction in enforcement because of COVID-19.

**Number of Serious Injuries** – The difference between the target of 6352.4 and the actual of 6311.6 is 40.8 (less than 1% above actual). The actual serious injury number decreased from 2016-2017 and has been decreasing in subsequent years. 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.

**Fatality Rate** – The difference between the target of 1.256 and actual of 1.366 is .011 (8.7% below actual). The Safety PM1 committee anticipated growth in population and travel in the state and assumed a 1% increase in VMT. Even with an increase in VMT the actual rate is higher due to the extreme increase in fatalities.

**Serious Injury Rate** – The difference between the target of 7.69 and the actual of 7.94 is .25 (3.15% below actual). The serious injury rate was calculated based on VMT projections. The reduction in traffic due to COVID-19 most likely affected the outcome.

**Non-Motorized Fatalities and Serious Injuries** – The difference between the target of 527.2 and actual of 523 is 4.2 (less than 1% 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.**

<b>PERFORMANCE MEASURES</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Number of Older Driver and Pedestrian Fatalities	156	154	172	176	157	187	159

## 2021 Tennessee Highway Safety Improvement Program

<b>PERFORMANCE MEASURES</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Number of Older Driver and Pedestrian Serious Injuries	364	453	414	456	362	349	294

## Evaluation

### *Program Effectiveness*

#### How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

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

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

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

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

### *Effectiveness of Groupings or Similar Types of Improvements*

#### Present and describe trends in SHSP emphasis area performance measures.

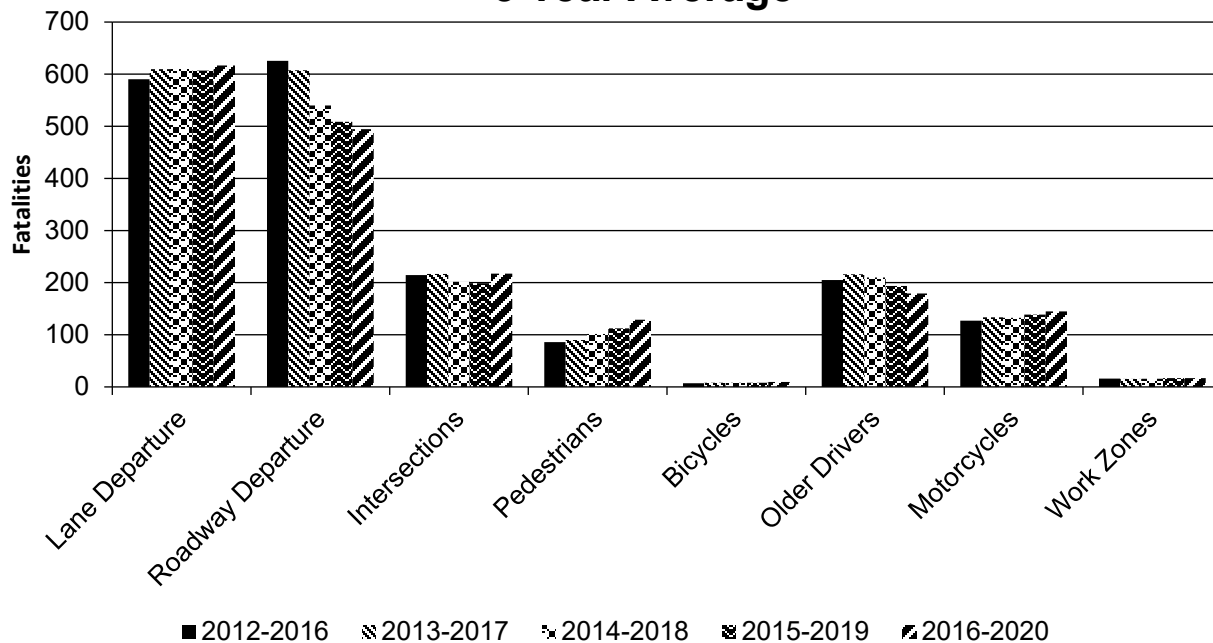
##### Year 2020

SHSP Emphasis Area	Targeted Crash Type	Number Fatalities (5-yr avg)	of	Number Serious Injuries (5-yr avg)	of	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		616.8		3,216.8		0.79	4.12
Roadway Departure		494.6		2,479.2		0.63	3.17
Intersections		217.4		1,936		0.28	2.48

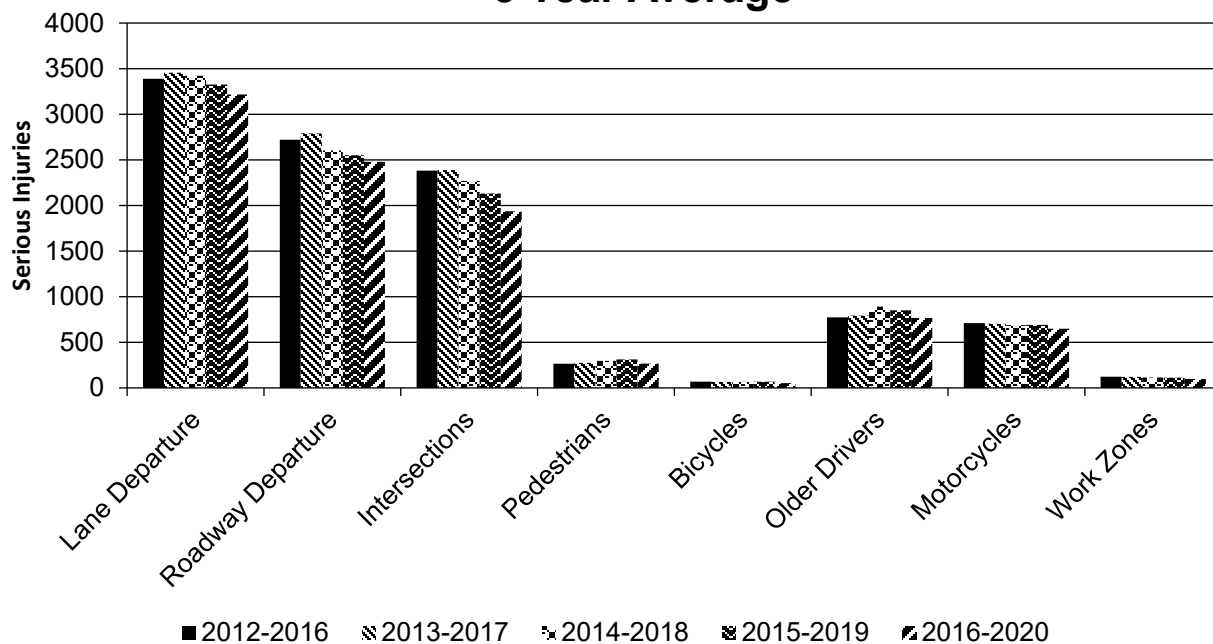
## 2021 Tennessee Highway Safety Improvement Program

<b>SHSP Emphasis Area</b>	<b>Targeted Crash Type</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Pedestrians		129	267	0.16	0.34
Bicycles		9.4	52.2	0.01	0.06
Older Drivers		179.4	767	0.23	0.98
Motorcycles		144.8	648.4	0.18	0.83
Work Zones		17	98.8	0.02	0.13

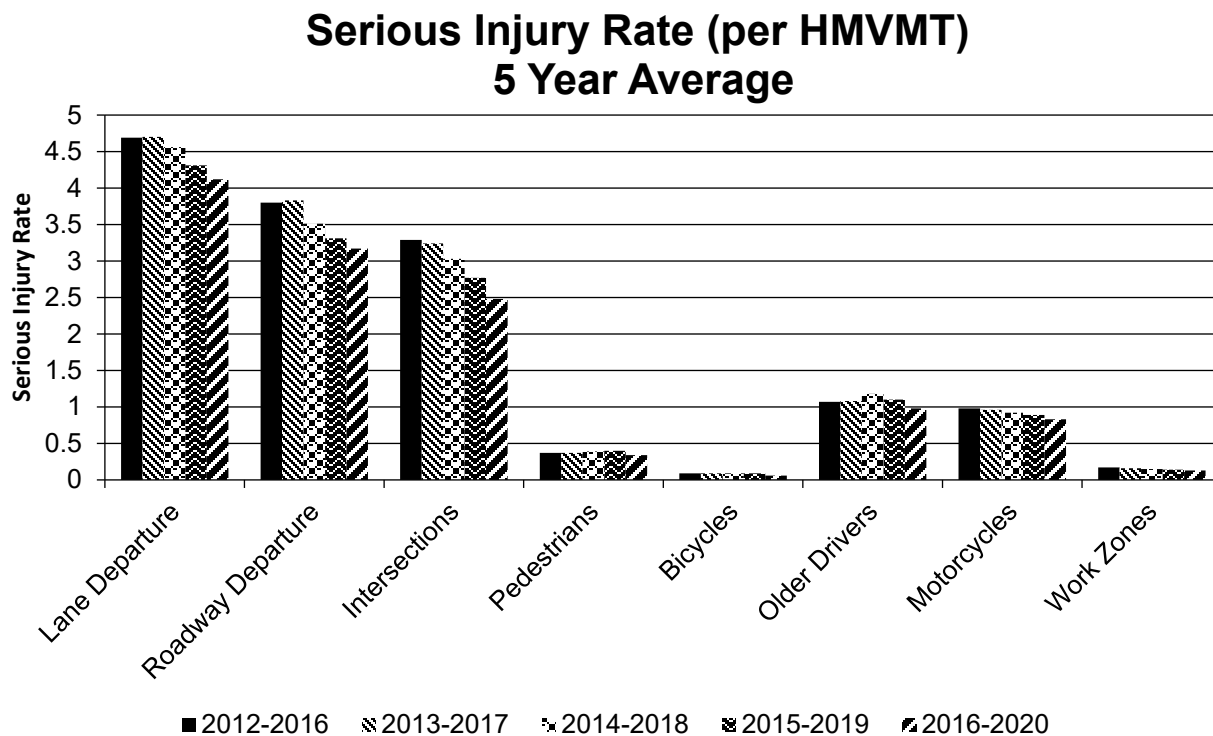
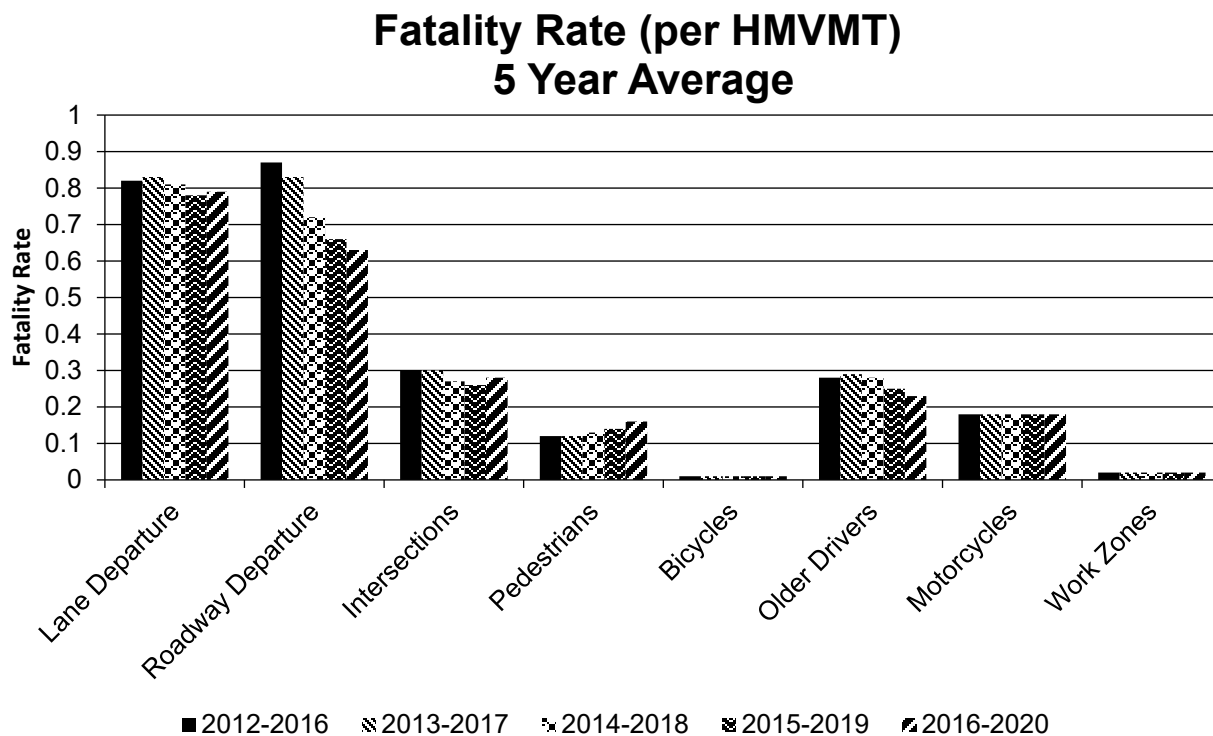
### Number of Fatalities 5 Year Average



### 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:

2021 HSIP Annual Report Project Listing orginal.xlsm

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.