New Hampshire HSIP Implementation Plan

FY2026

New Hampshire DOT
Department of Transportation

Table of Contents

List of Figures

List of Tables

HSIP Implementation Plan

The New Hampshire Department of Transportation (NHDOT) is required to develop a Highway Safety Improvement Program (HSIP) Implementation Plan because it did not meet or make significant progress on four of the five safety performance measures in 2023 as summarized in Table 1. The five (5) safety performance measures are number of fatalities, rate of fatalities per 100 million vehicle miles traveled (HMVMT), number of serious injuries, rate of serious injuries per HMVMT, and number of non-motorized fatalities and serious injuries. Note the Federal requirement is to meet or make significant progress on at least four of five (23 CFR 924) of the performance measures. The four safety performance measures that New Hampshire did not meet or make significant progress on in 2023 are fatalities, fatality rate, serious injuries, and serious injury rate.

Table 1. Summary of New Hampshire's 2023 Safety Performance Targets.

Performance Measure	2021 Baseline	2023 Target	2019 - 2023 Five-Year Average	Met Target or Made Significant Progress?
Fatalities	114.4	111.6	119.8	No
Fatalities per HMVMT	0.864	0.857	0.912	No
Serious Injuries	466.4	466.4	517.6	No
Serious Injuries per HMVMT	3.534	3.532	3.948	No
Non-Motorized Fatalities and Serious Injuries	40.6	37.0	39.4	Made Significant Progress

To satisfy Federal requirements, a typical HSIP Implementation Plan must[1]:

- Identify roadway features that constitute a hazard to road users.
- Identify highway safety improvement projects on the basis of crash experience, crash potential, or other data-supported means.
- Describe how HSIP funds will be allocated, including projects, activities, and strategies to be implemented.
- Describe how the proposed projects, activities, and strategies funded under the State HSIP will allow the State to make progress toward achieving the safety performance targets.
- Describe the actions the State will undertake to achieve the performance targets.

This Implementation Plan is an update to the 2024 plan and guides HSIP implementation for Fiscal Year (FY) 2026 and future years. It follows FHWA's decision support framework, starting with an overview of historical crash data, expenditures, and project data, followed by the identification of gaps, deficiencies, and noteworthy practices, and concluding with a list of recommendations for the HSIP as well as a list of projects and programs for the coming Federal Fiscal Year (FFY). The decision support framework is summarized in Table 2. Given this update is only one year subsequent to the previous plan, much of its focus is on reviewing progress on recommended actions and identifying additional potential changes to the program, especially after the enactment of the Bipartisan Infrastructure Law (BIL).

[1] https://highways.dot.gov/safety/hsip/hsip-implementation-plan-guidance

Table 2. The Decision Support Framework for the HSIP Implementation Plan.

Actions	Prompts
Review Fatality and Serious Injury Trends	• Compare statewide trends vs region, district, county • Compare trends by Strategic Highway Safety Plan (SHSP) emphasis area, urban/rural designation, functional class, roadway ownership
Review HSIP Expenditures	• Compare the proportion of HSIP expenditure by SHSP emphasis areas, urban/rural designation, functional classification, roadway ownership to determine if the proportion of expenditures align with where the fatalities/serious injuries are occurring
Review Historical Project Performance	• Which countermeasures were implemented? • Where were countermeasures implemented? • What crash types were these countermeasures addressing? • Were these countermeasures and crash types identified as a priority in the SHSP? • What was the outcome (i.e., countermeasures effectiveness)?
Identify Gaps or Deficiencies	• Review data and information to determine any gaps and/or deficiencies • Determine program modifications to ensure projects are properly identified, prioritized, and programmed and have the best potential to reduce fatalities/serious injuries
Identify Noteworthy Practices	• Review literature on noteworthy practices that address State-specific crash characteristics • Identify noteworthy practices that have not yet been implemented and consider them in the HSIP
Conduct Stakeholder Outreach	• Engage safety stakeholders in a discussion about program needs and potential solutions
Develop HSIP Implementation Plan	• Use input from gap analysis, literature review, and safety stakeholders as a starting point for development of the HSIP Implementation Plan

Crash Data Analysis

The purpose of the HSIP is to reduce traffic fatalities and serious injuries on public roads. To achieve that goal, NHDOT's administration of the HSIP should be tailored to address where and how fatalities and suspected serious injuries occur on New Hampshire's roadways. This section summarizes recent fatality and serious injury trends in New Hampshire. The data summaries include a distribution of fatalities and serious injuries by area type, roadway ownership, regions, NHDOT Districts, and Strategic Highway Safety Plan (SHSP) emphasis areas. NHDOT can allocate HSIP funds for safety projects among these categories using similar distributions as those observed among the crash data.

The data used for this analysis come from the following sources:

- National Highway Traffic Safety Administration (NHTSA) – NHDOT used fatal crash data for 2019 through 2023 from NHTSA's Fatality Analysis Reporting System (FARS)[2] to inform the data analysis in this section.
- New Hampshire Division of Motor Vehicles (DMV) – NHDOT obtained crash data from the New Hampshire DMV. These data were provided spatially for 2019 through 2023.

[2] https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

Overall Statistics

New Hampshire's severe (fatal and serious injury) crashes have fluctuated in recent years. Figure 1 shows the annual number and five-year averages of fatalities on public roads in New Hampshire since 2013. Unfortunately, New Hampshire experienced more fatalities than usual in recent years, with an average of 138 fatalities in 2022 and 2023 compared to an average of 108 fatalities in the three years prior (2019-2021). The most current five-year average is 120 fatalities, which is a slight reduction from the previous year; however, this is still higher than all other previous years.

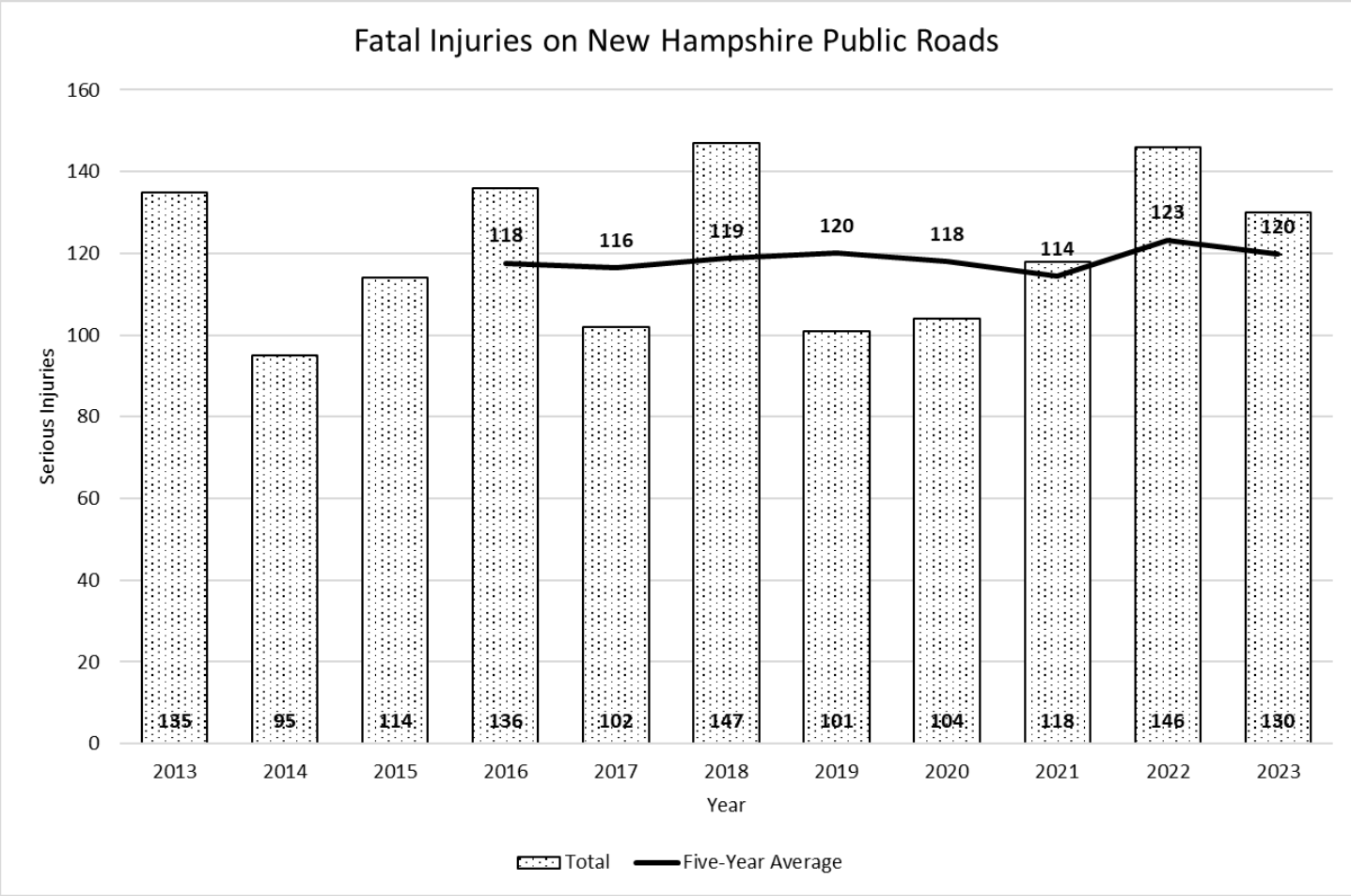

Figure 1. Annual and five-year average number of fatalities on public roads in New Hampshire.

Figure 2 shows the frequency and five-year average number of suspected serious injury trends in New Hampshire since 2013. New Hampshire had an increasing five-year average of serious injuries from 2017-2022, with a significant decrease in 2023. The highest annual number of serious injuries in the past ten years occurred in 2022 with 539. While the five-year average of serious injuries remained high (478) in 2023, the annual number of serious injuries in 2023 (382) was the lowest since 2017 (345).

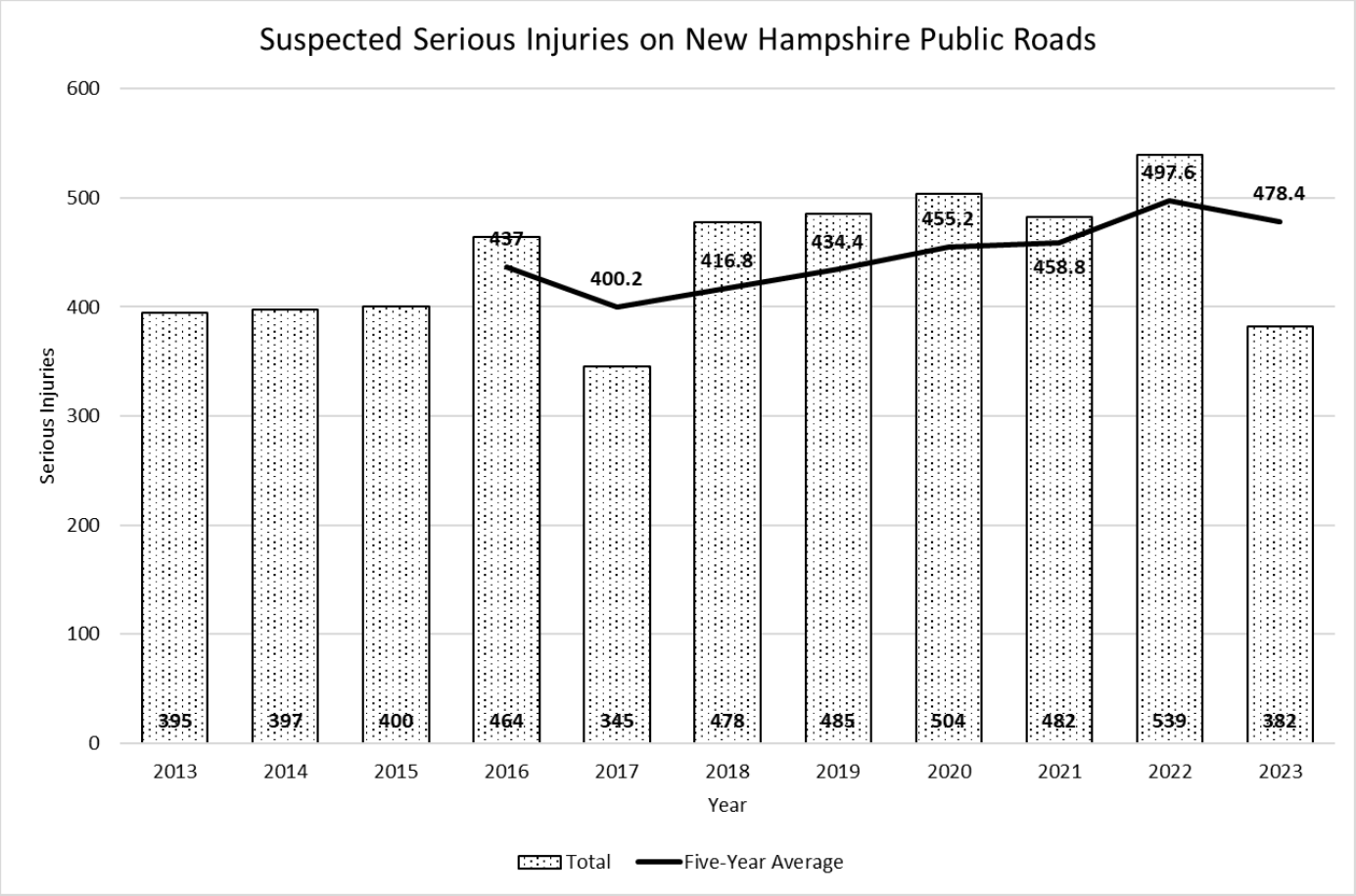

Figure 2. Annual and five-year average number of suspected serious injuries on public roads in New Hampshire.

Figure 3 shows the combined frequency and five-year average number of fatalities and suspected serious injuries since 2013. When combined, fatalities and suspected serious injury trends show a gradual increase in annual frequency from 2019-2022. The five-year average of fatalities and suspected serious injuries increased from 2017-2022; however, in 2023, both fatalities and suspected serious injuries decreased, primarily due to the reduction in serious injuries. These decreases in fatalities and serious injuries lowered the five-year average in 2023 compared to the previous year for the first time since 2017.

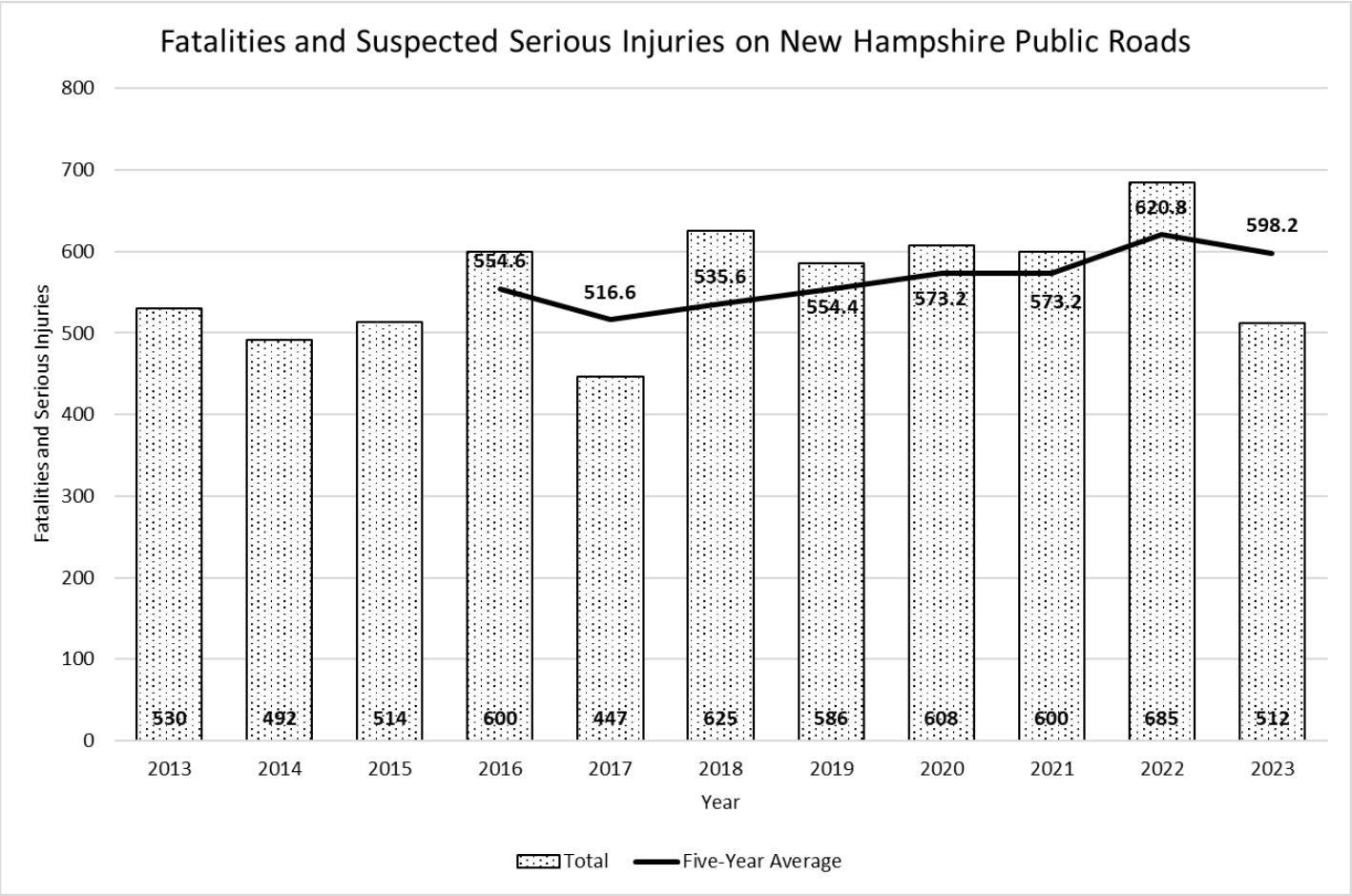

Figure 3. Annual and five-year average number of fatalities and suspected serious injuries on public roads in New Hampshire.

NHDOT's goal is to drive down the frequency and five-year average number of fatalities and suspected serious injuries. Given the comparatively low frequency and the randomness of fatalities, NHDOT will use the combined measure of fatalities and serious injuries when making funding distribution decisions.

Area Type

The first factor NHDOT considered was the distribution of severe crashes between urban and rural areas. To identify this distribution, NHDOT reviewed the allocation of geolocated crashes among urban and rural roadways. Figure 4 summarizes the distribution of fatalities across urban and rural roadways. Rural roads consistently account for a larger proportion of fatalities than urban roads; however, this difference has narrowed in recent years.

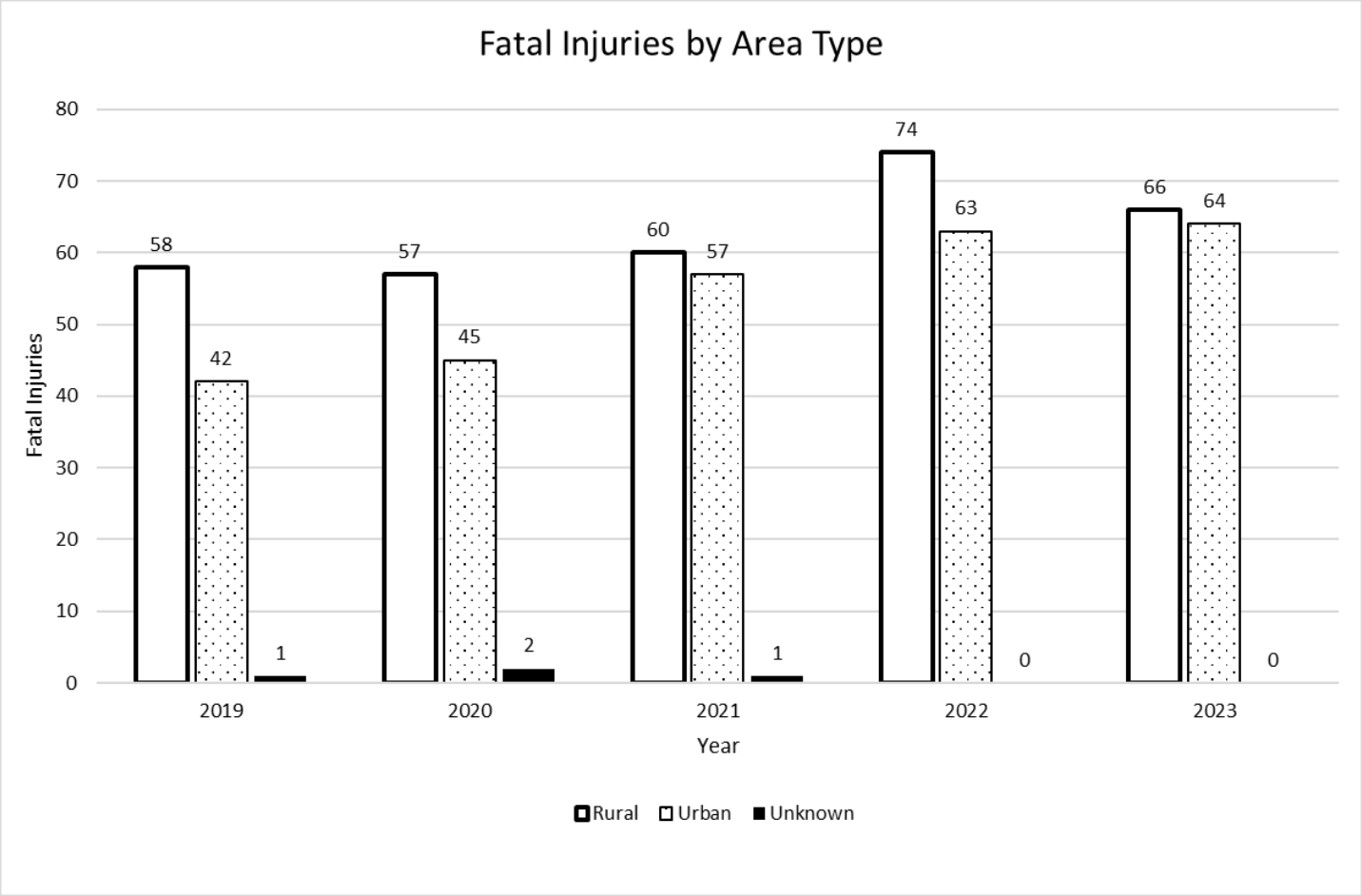

Figure 4. Frequency of fatalities by area type.

Figure 5 shows the number of suspected serious injuries by area type. Similar to fatal injury trends, rural areas consistently have a larger proportion of serious injuries in New Hampshire. However, the gap between serious injuries in rural and urban areas has increased in recent years. In the most recent five years (2019-2023), 58 percent of serious injuries occurred on rural roads.

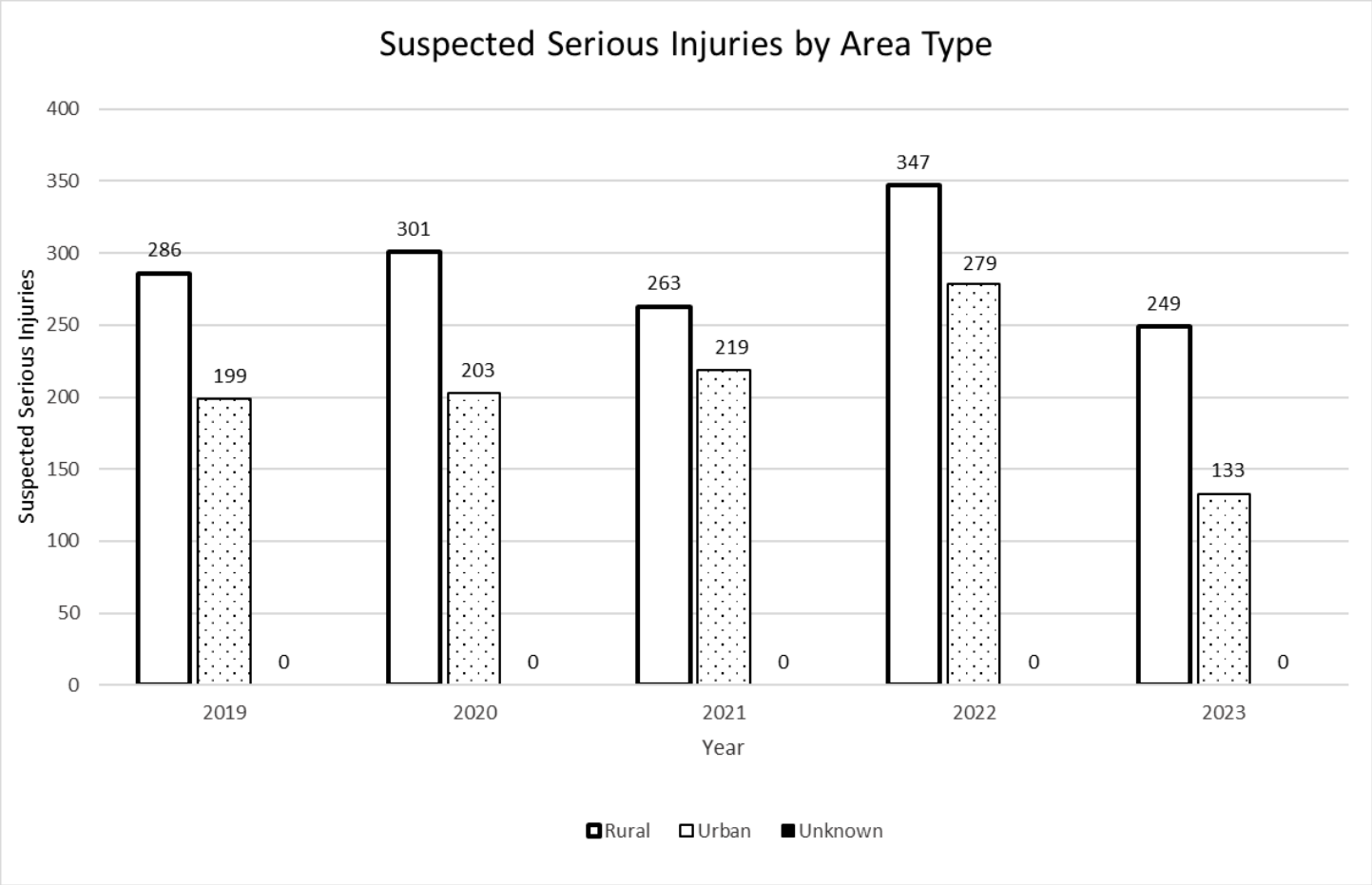

Figure 5. Frequency of suspected serious injuries by area type.

Figure 6 shows the combined trend for the past five years of fatalities and suspected serious injuries by area type. The trends of the combined fatalities and serious injuries by area type are largely similar to serious injury trends given the higher quantity of serious injuries. Between 2019-2023, 58 percent of fatalities and serious injuries occurred on rural roads.

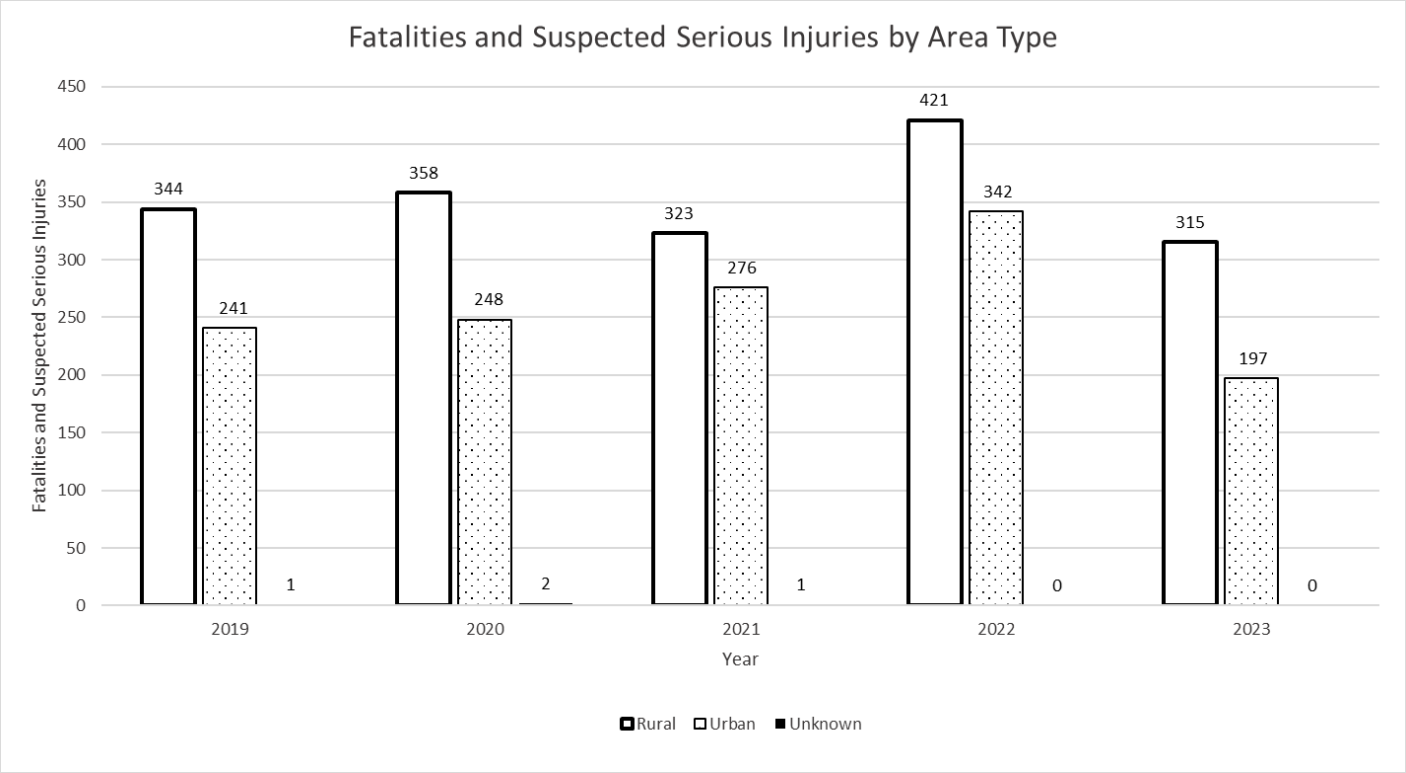

Figure 6. Frequency of fatalities and suspected serious injuries by area type

Table 3 shows the combined proportion of fatalities and suspected serious injuries for 2019-2023 in New Hampshire broken down by area type. Overall, rural areas accounted for 58 percent of total fatalities and serious injuries from 2019-2023, while 42 percent of fatalities and serious injuries occurred on urban roadways. Only 41 percent of total vehicle miles traveled (VMT) took place on rural roadways, despite accounting for the majority of fatalities and suspected serious injuries from 2019-2023. This means that rural roadways were overrepresented in fatalities and suspected serious injuries. Urban roads saw 59 percent of VMT from 2019-2023, but only 42 percent of fatalities and suspected serious injuries during that period.

Table 3. Proportional Distribution of Fatalities and Suspected Serious Injuries by Area Type for 2019 through 2023.

Area Type	Fatalities, 2019 to 2023	Suspected Serious Injuries, 2019 to 2023	Total Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Fatalities and Suspected Serious Injuries, 2019 to 2023	Total Vehicle Miles Traveled (VMT), 2019 to 2023[3]	Proportion of VMT, 2019 to 2023
Urban	271	1003	1274	42%	38885	59%
Rural	315	1446	1761	58%	26824	41%
Unknown	4	0	4	0%	0	0%

[3] https://www.fhwa.dot.gov/policyinformation/statistics.cfm

Roadway Jurisdiction

Legislation notes the HSIP is earmarked for states to improve traffic safety on all public roads. As such, it is important for NHDOT to consider the number of fatalities and suspected serious injuries not only on State highways but on locally owned and maintained roads as well. There are approximately 4,598 centerline miles of State highways in New Hampshire, and approximately 12,127 centerline miles of locally owned and maintained roads[4]. As with area type, NHDOT reviewed the distribution of geolocated severe injuries among State and local roads. Figure 7 shows the breakdown of fatalities by roadway jurisdiction. Note that State-owned highways consistently account for the majority of fatalities in the State.

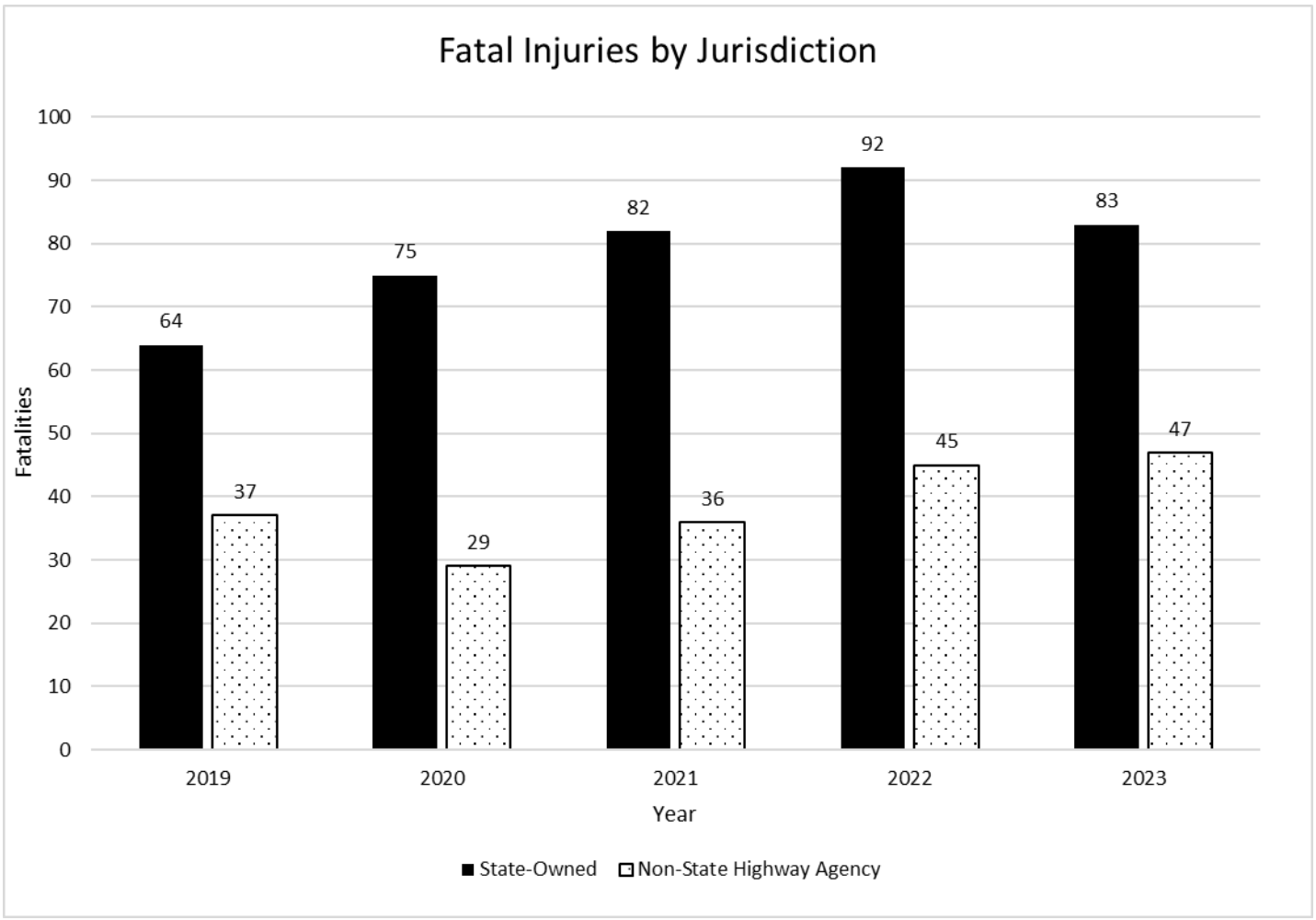

Figure 7. Frequency of fatalities by roadway ownership.

[4] https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/facts-and-figures-2024.pdf

Figure 8 shows the results for suspected serious injuries by ownership type. Similar to fatal injuries, suspected serious injuries consistently occur more frequently on State-owned roadways. The gap between serious injuries occurring on State-owned vs non-State-owned roadways in 2023 was the smallest since 2017 (when State-owned roadways had fewer suspected serious injuries than non-State-owned roads).

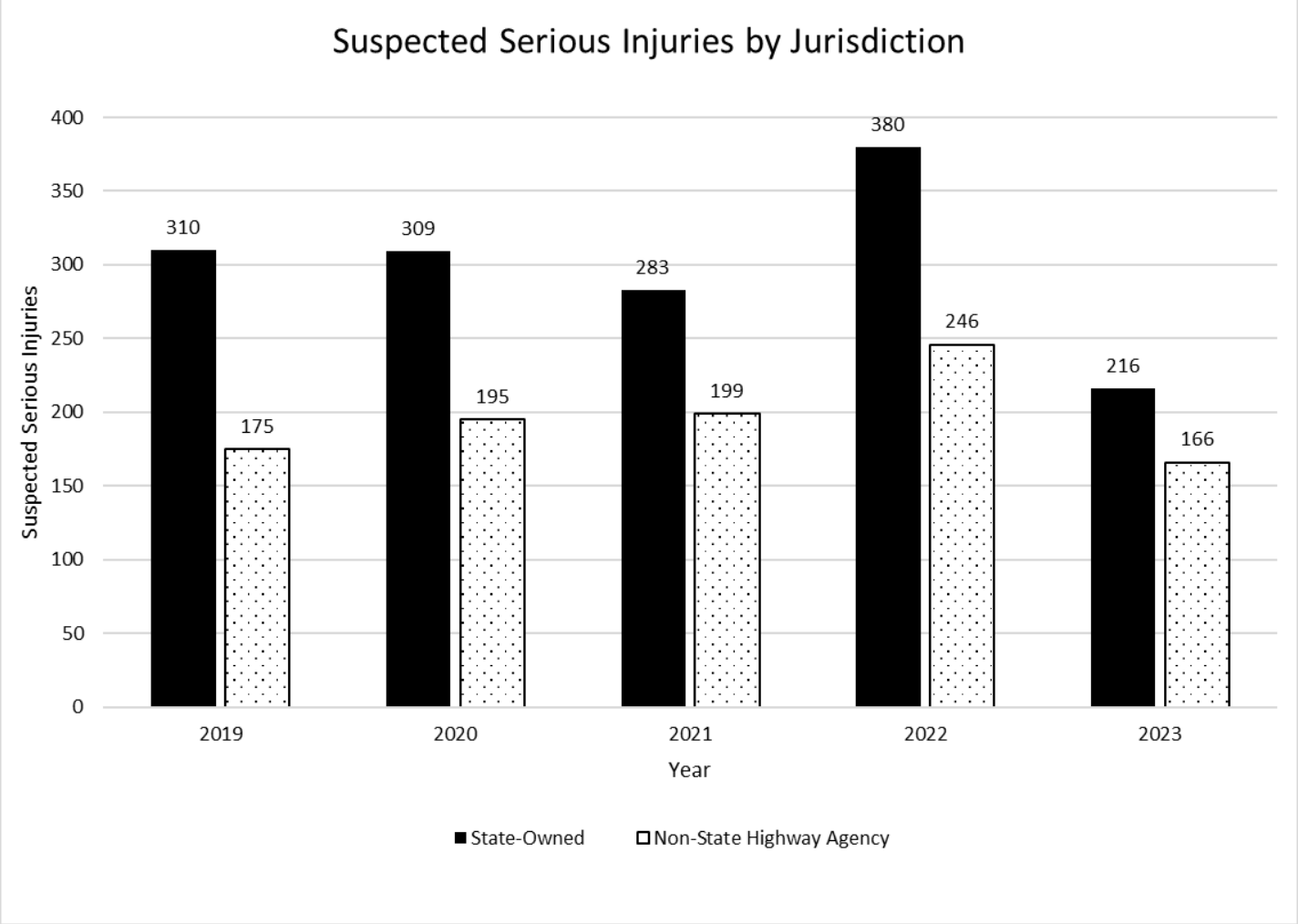

Figure 8. Frequency of suspected serious injuries by roadway ownership.

Figure 9 shows the results for fatalities and suspected serious injuries by ownership type. Note that since 2019, State-owned highways consistently account for the majority of fatalities and suspected serious injuries in the State.

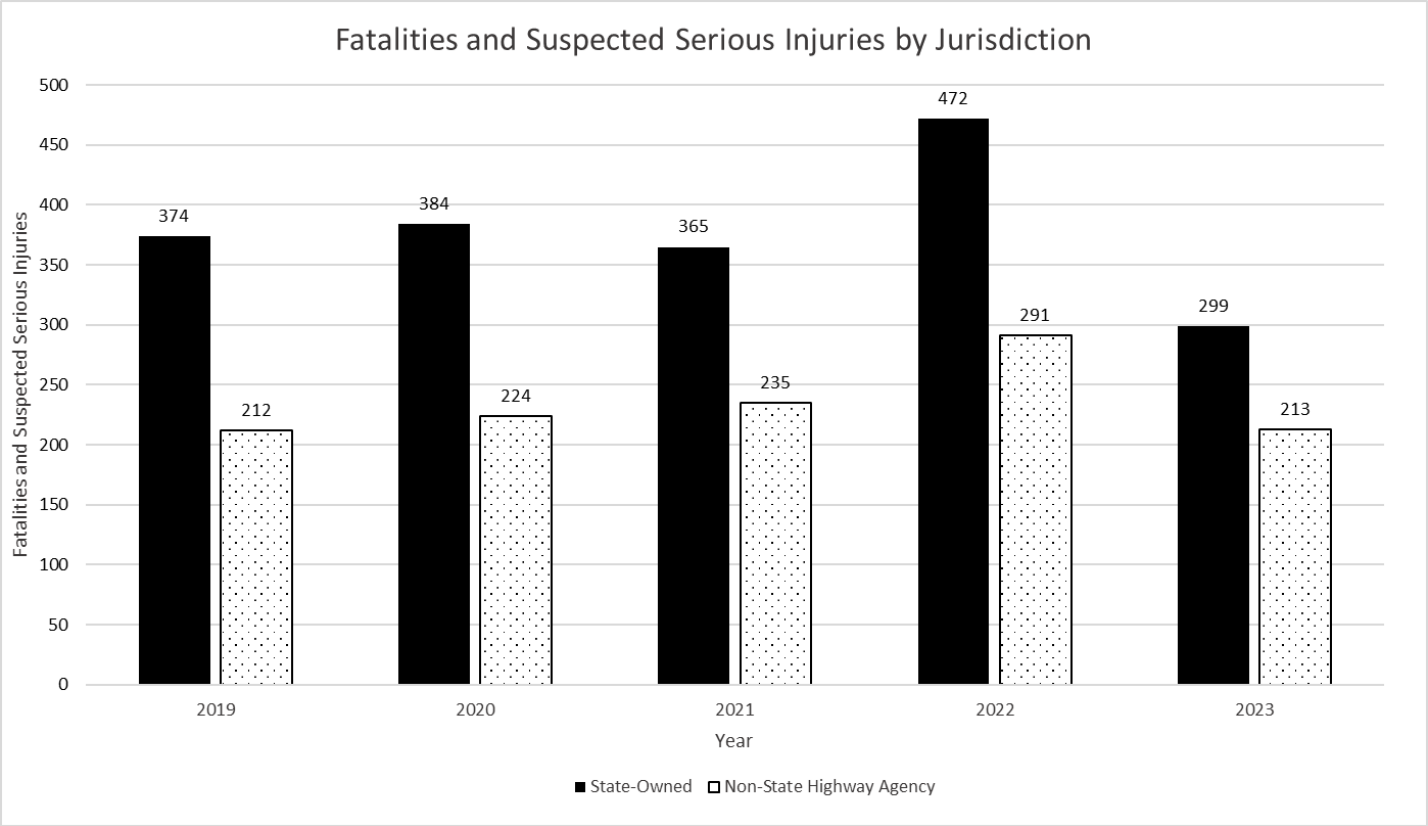

Figure 9. Frequency of fatalities and suspected serious injuries by roadway ownership.

Table 4 shows the proportional distribution of roadways by classification for fatalities and suspected serious injuries. From 2019-2023, 62 percent of fatalities and serious injuries occurred on State-owned roads while 37 percent occurred on non-State-owned roads and one percent were not geolocated, thus their ownership is unknown. While the majority of fatalities and serious injuries (62 percent) occur on State-owned roads, these facilities only make up 27 percent of New Hampshire's roadways. Local roads make up 71 percent of New Hampshire's centerline mileage, but only 37 percent of fatalities and serious injuries from 2019-2023. As such, fatalities and serious injuries are significantly overrepresented on State-owned roads.

Table 4. Proportional Distribution of Fatalities and Suspected Serious Injuries by Roadway Ownership.

Area Type	Fatalities, 2019 to 2023	Suspected Serious Injuries, 2019 to 2023	Total Fatalities and Suspected Serious Injuries, 2019 to 2029	Percentage of Fatalities and Suspected Serious Injuries, 2019 to 2023	Centerline[5] Miles	Percentage of Centerline Miles
State	396	1,498	1,894	62%	4,598	27%
Local	184	949	1,133	37%	11,826	71%
Other or Unknown	10	32	42	1%	301	2%

[5] https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/facts-and-figures-2024.pdf

Regions

New Hampshire has nine regional planning commissions (RPCs), shown on the map in Figure 10:

- Central New Hampshire Regional Planning Commission (CNHRPC)
- Lakes Region Planning Commission (LRPC)
- Nashua Regional Planning Commission (NRPC)
- North County Council (NCC)
- Rockingham Planning Commission (RPC)
- Southern New Hampshire Planning Commission (SNHPC)
- Southwest Region Planning Commission (SWRPC)
- Strafford Regional Planning Commission (SRPC)
- Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC)

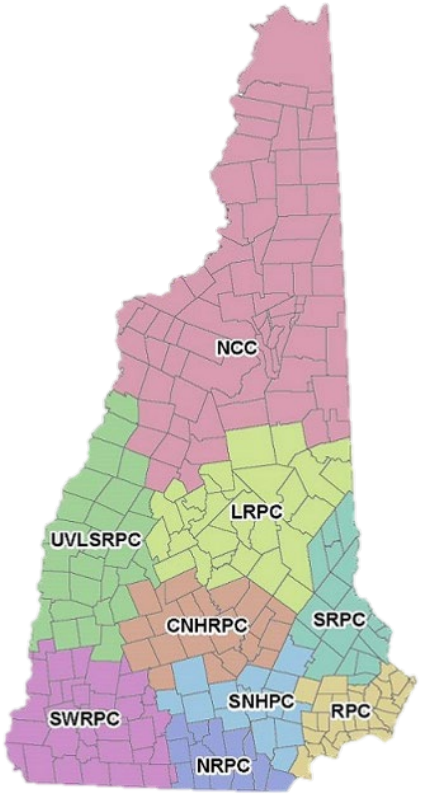

Figure 10. Map of New Hampshire's RPCs[6].

[6] https://www.nharpc.org/

The RPCs play an active role in the generation of HSIP projects in New Hampshire, particularly projects on local roads. To encourage equitable safety outcomes across the State, it is important to consider the distribution of fatalities and serious injuries across the RPCs. Table 5 shows the breakdown of centerline road miles by RPC – NCC accounts for the most (2,585 miles) while SRPC accounts for the fewest (1,479 miles).

Table 5. Centerline Miles by Regional Planning Commission[7]

Regional Planning Commission	Centerline Miles	Percent of Centerline Miles
NCC	2,585	14%
LRPC	2,496	14%
SNHPC	2,258	12%
UVLSRPC	2,084	11%
SWRPC	2,080	11%
CNHRPC	1,886	10%
RPC	1,780	10%
NRPC	1,625	9%
SRPC	1,479	8%
Total	18,273	N/A

[7] Based on town centerline miles from https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/town-centerline-miles-legisclass-2024.pdf assigned to relevant regions.

Figure 11 shows recent trends in fatalities by RPC using five-year rolling averages. The SNHPC consistently has the highest five-year average number of fatalities (likely because SNHPC has relatively high vehicle-miles traveled). Meanwhile, the UVLSRPC has the lowest five-year average, which has hovered around 7.0 since 2019. Notably, the LRPC, SWRPC, CNHRPC, SRPC, NRPC, and RPC saw a decline from 2019 through 2023.

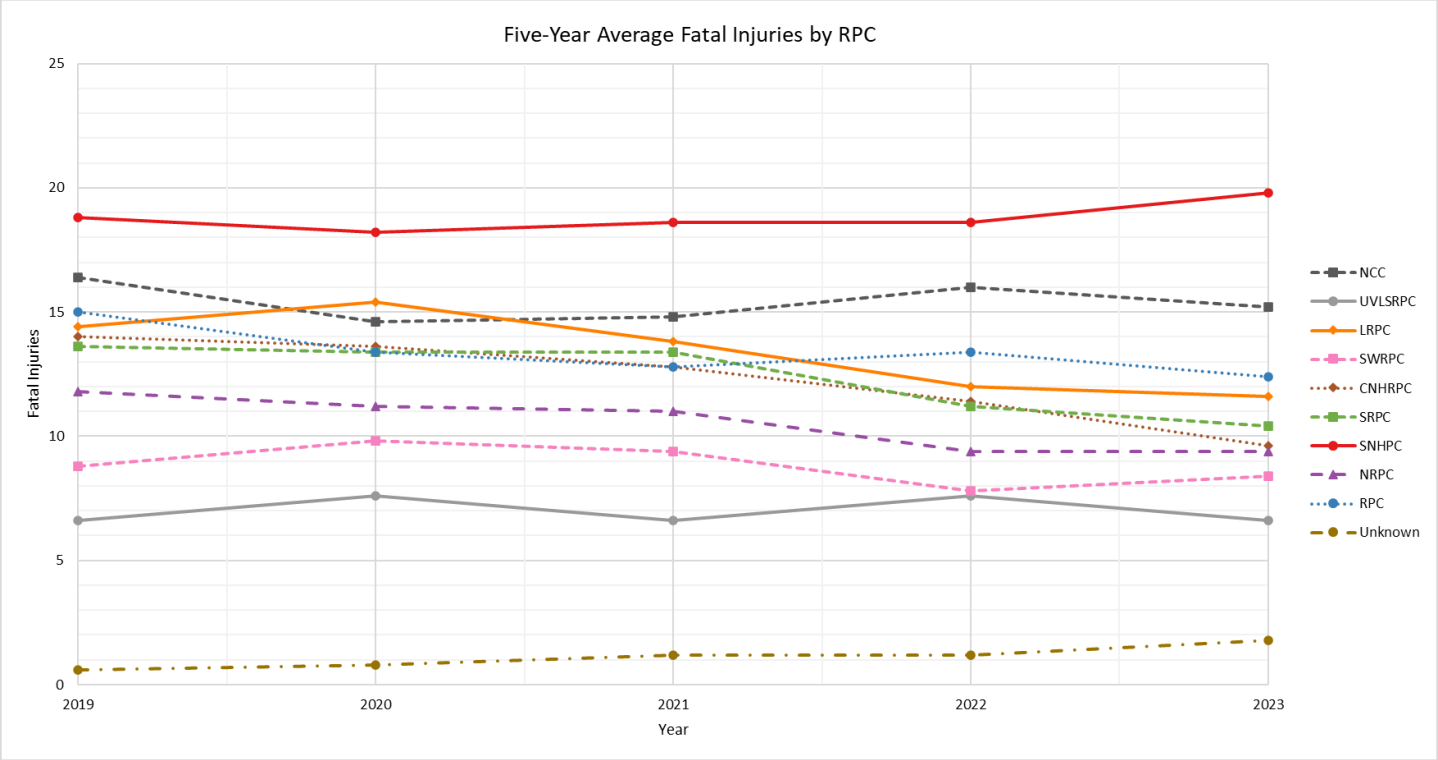

Figure 11. Moving five-year average number of fatalities by regional planning commission.

Figure 12 shows the distribution of suspected serious injuries for RPCs across New Hampshire. Similar to fatality trends, SNHRPC consistently has the highest number of suspected serious injuries and UVLSRPC consistently has the lowest number of suspected serious injuries from 2019 to 2023. Notably, all RPCs other than NRPC saw an increase in suspected serious injuries from 2016 through 2023.

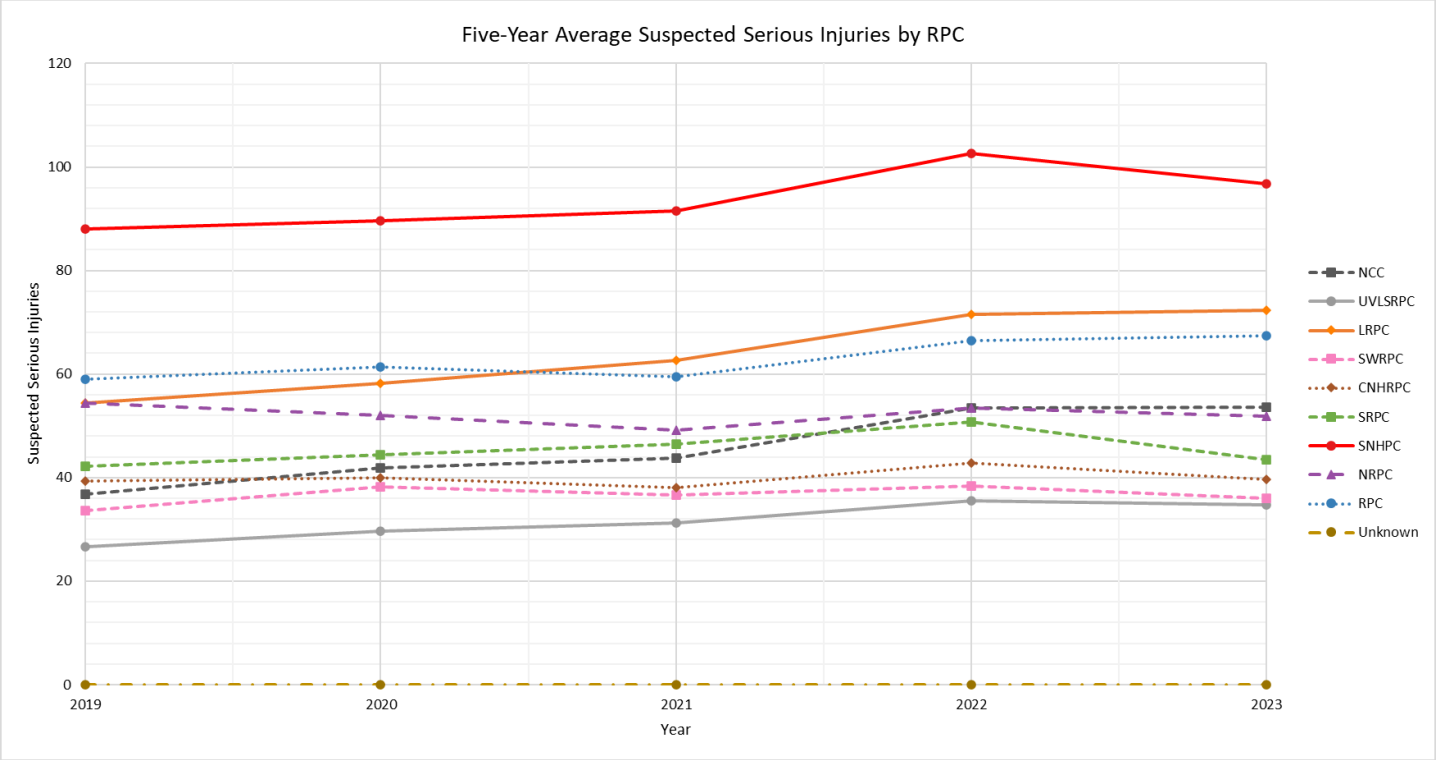

Figure 12. Moving five-year average number of suspected serious injuries by regional planning commission.

Combined fatalities and suspected serious in five-year averages by RPC, as shown in Figure 13, largely reflect the trends of suspected serious injuries given the higher quantity of suspected serious injuries compared to fatalities. SNHPC consistently has the highest combined fatalities and suspected serious injuries while UVLSRPC has the lowest.

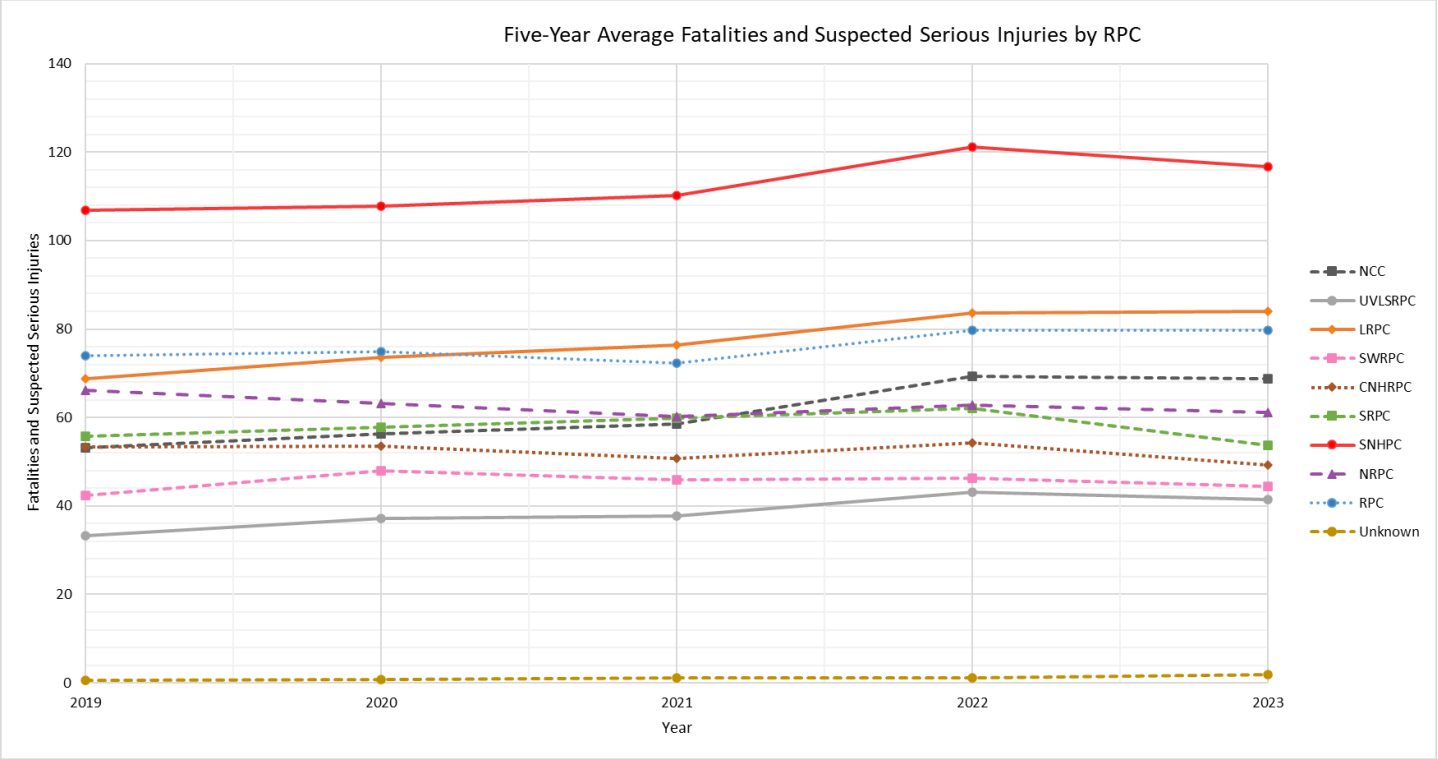

Figure 13. Moving five-year average number of fatalities and suspected serious injuries by regional planning commission.

Table 6 summarizes the distribution of fatalities and suspected serious injuries among the RPCs in New Hampshire. Notably, SNHPC has a much higher proportion of fatal and suspected serious injury crashes (19 percent) compared to its proportion of centerline miles (12 percent). Additionally, NCC, SWRPC, UVLSRPC, and CNHRPC all have lower proportions of fatal and suspected serious injury crashes compared to their respective proportions of centerline miles.

Table 6. Proportional Distribution of Fatalities and Suspected Serious Injuries by Regional Planning Agency.

Regional Planning Agency	Fatalities, 2019 to 2023	Suspected Serious Injuries, 2013 to 2023	Total Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Centerline Miles
NCC	76	268	344	11%	14%
LRPC	58	362	420	14%	14%
SNHPC	99	484	583	19%	12%
SWRPC	42	180	222	7%	11%
UVLSRPC	33	174	207	7%	11%
CNHRPC	48	198	246	8%	10%
RPC	62	337	399	13%	10%
NRPC	47	259	306	10%	9%
SRPC	52	217	269	9%	8%
Unknown	9	0	9	0%	0%

NHDOT Maintenance Districts

Along with regional distribution, NHDOT reviewed the distribution of fatalities and suspected serious injuries by Highway Maintenance District, of which there are six (as shown in Figure 14).

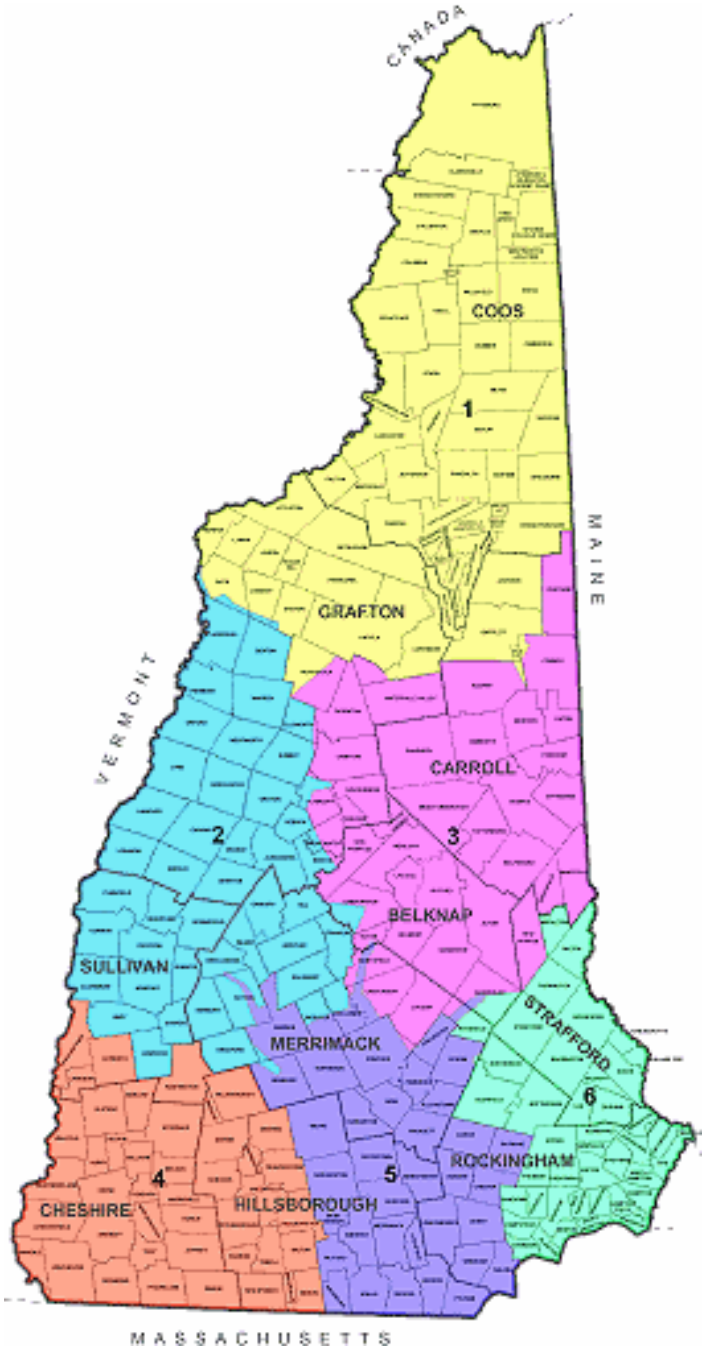

Figure 14. Map of New Hampshire showing NHDOT highway maintenance districts. [SOURCE: NHDOT[8]].

[8] https://www.nh.gov/dot/org/operations/highwaymaintenance/sponsorahighway/contactus.htm

For a baseline level of exposure, Table 7 shows a breakdown of centerline miles by district. District 5, in the southern portion of the State, has the largest percentage of centerline miles at 27 percent. Additionally, Districts 2, 3, 4, and 6 all have similar proportions of centerline miles at roughly 16 percent. District 1 has the lowest proportion of mileage at 9 percent.

Table 7. Distribution of Centerline Miles by NHDOT District[9].

District	Centerline Miles	Percentage of Centerline Miles
District 1	1658	9%
District 2	3015	17%
District 3	2982	16%
District 4	2844	16%
District 5	4910	27%
District 6	2864	16%
Total	18273	N/A

Figure 15 shows the frequency and five-year average of fatalities per NHDOT district. District 5 consistently has the highest number of reported fatal injuries, followed by District 6. Districts 1 and 2 typically have the fewest fatalities.

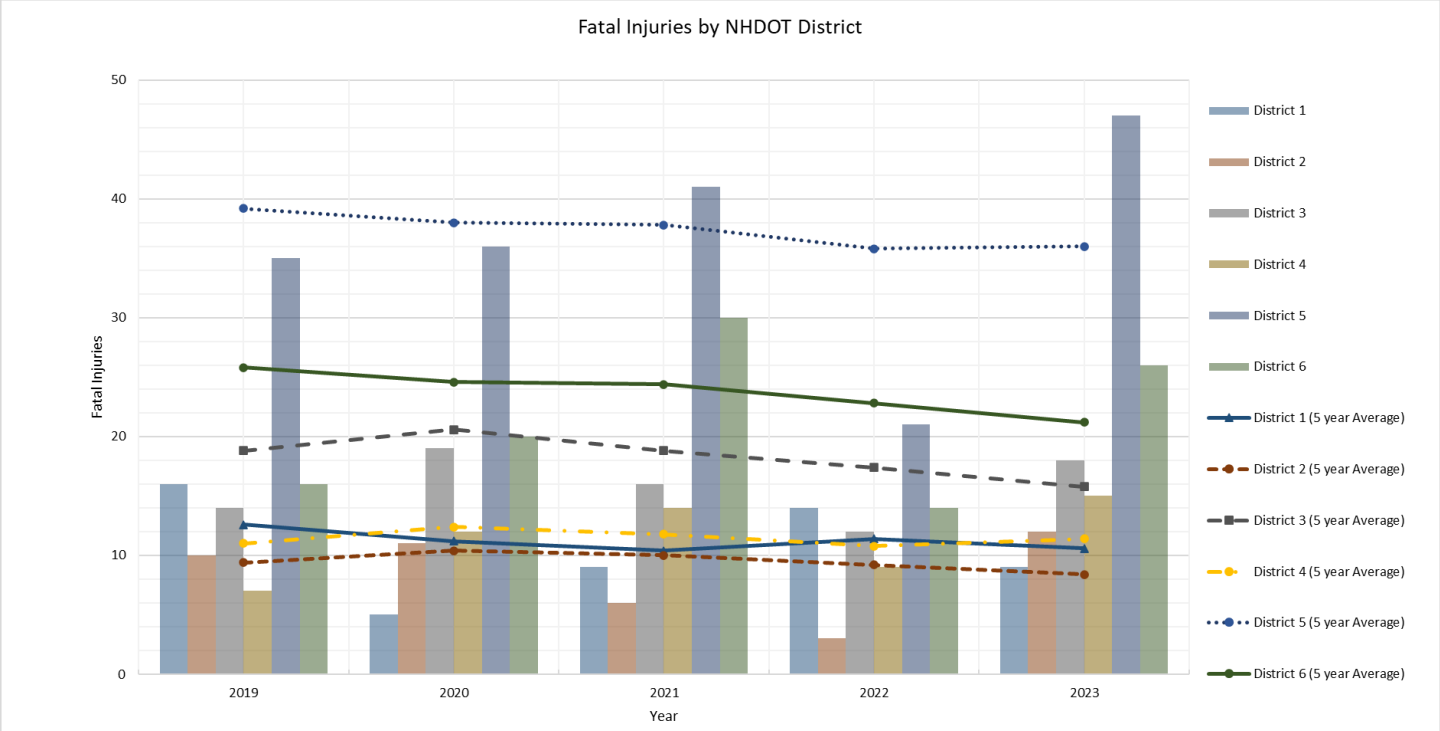

Figure 15. Annual frequency and five-year average number of fatalities by NHDOT highway maintenance district.

[9] Based on town centerline miles from https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/town-centerline-miles-legisclass-2024.pdf assigned to relevant districts.

Figure 16 summarizes the frequency and five-year average number of suspected serious injuries per district. Similar to fatal injuries, District 5 consistently has the highest number of suspected serious injuries in the State, followed by District 6. Districts 1 and 2 typically have the fewest suspected serious injuries.

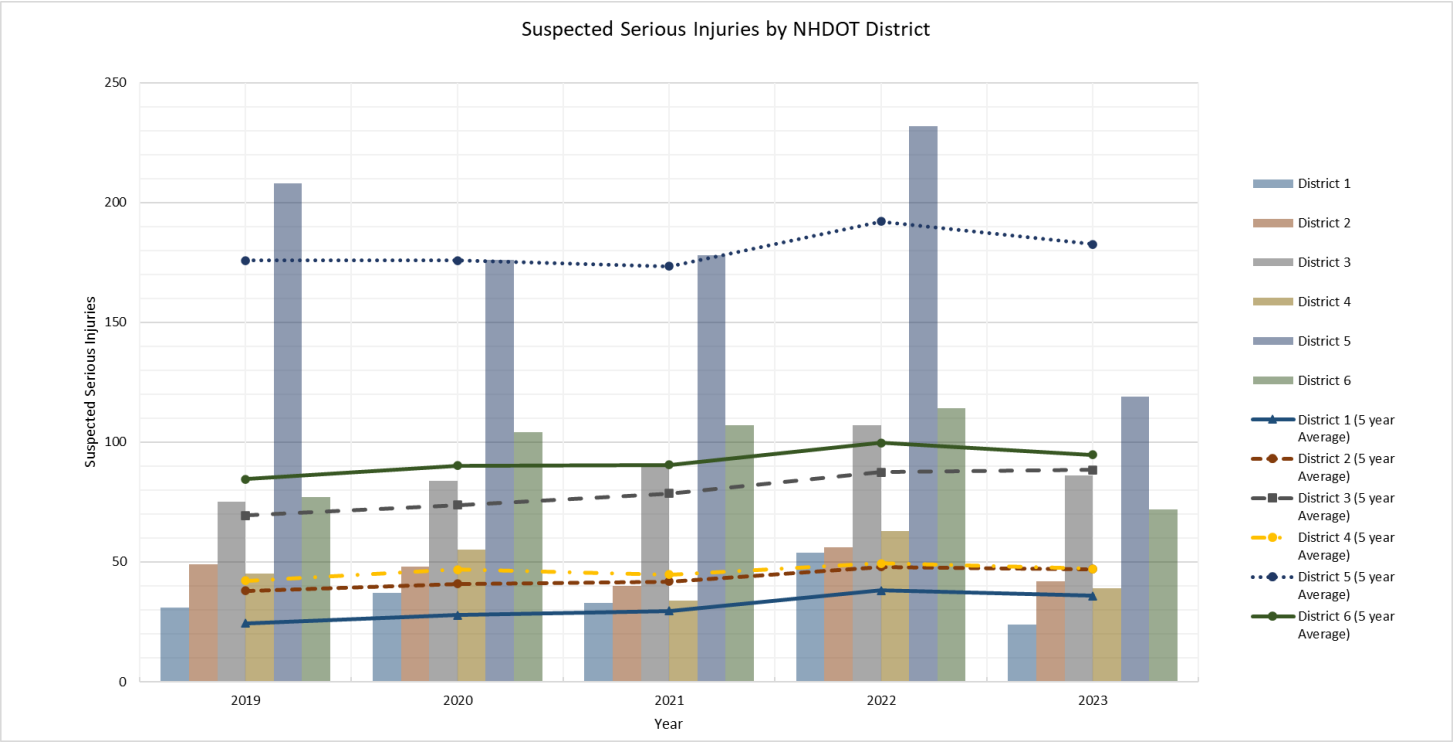

Figure 16. Annual frequency and five-year average number of suspected serious injuries by NHDOT highway maintenance district.

Figure 17 provides a summary of the combined frequency and five-year average number of fatalities and suspected serious injuries in New Hampshire. District 5 consistently has the highest number of fatalities and suspected serious injuries in the State, followed by District 6. Districts 1 and 2 typically have the fewest fatalities and suspected serious injuries.

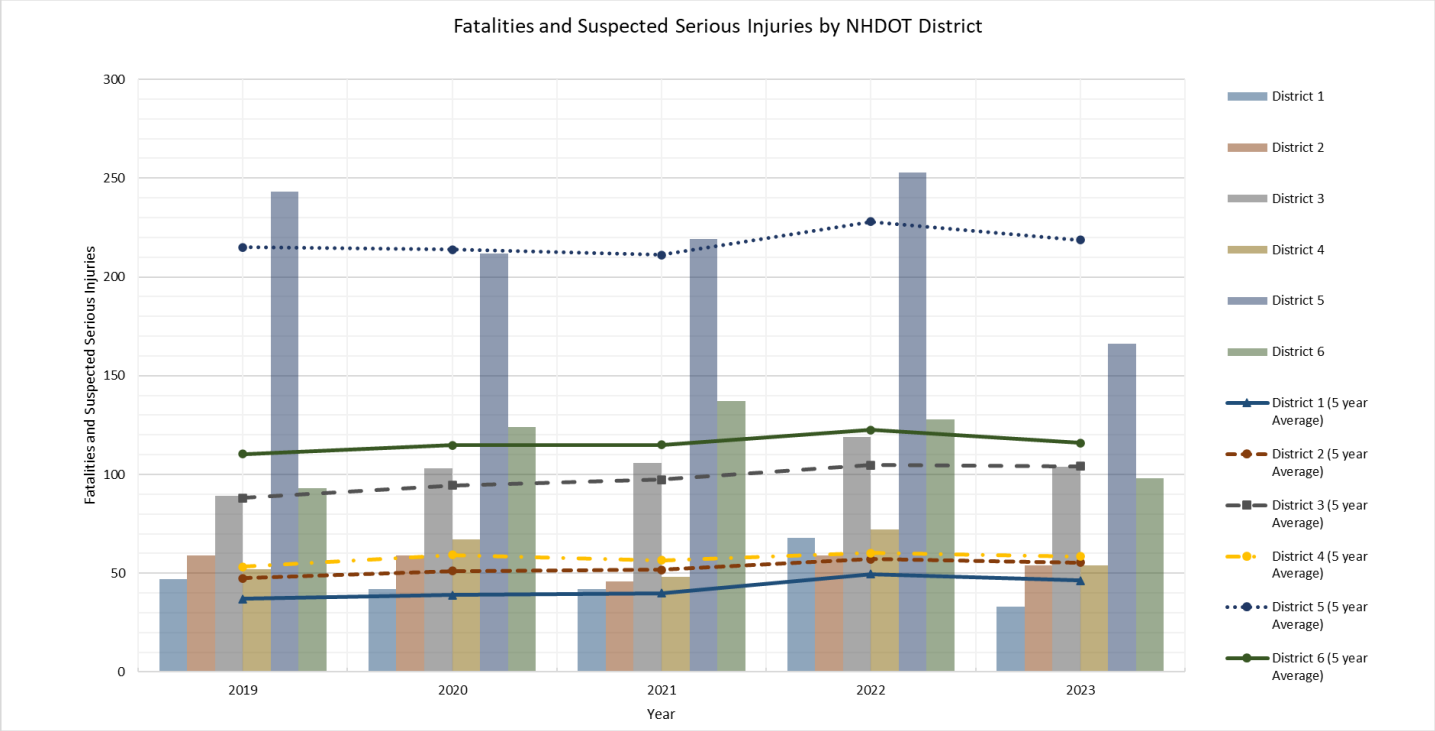

Figure 17. Annual frequency and five-year average number of fatalities and suspected serious injuries by NHDOT highway maintenance district.

Table 8 summarizes the proportional distribution of fatalities and suspected serious injuries by district. Of note, Districts 3, 5, and 6 all have higher proportions of fatalities and suspected injuries compared to their respective proportions of centerline miles (especially District 5). Districts 1, 2, and 4 all have lower proportions of fatalities and suspected serious injuries compared to their respective proportions of centerline miles (especially Districts 2 and 4).

Table 8. Proportional Distribution of Fatalities and Suspected Serious Injuries by NHDOT Highway Maintenance District.

District	Fatalities, 2019 to 2023	Suspected Serious Injuries, 2019 to 2023	Total Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Centerline Miles
District 1	53	179	232	8%	9%
District 2	42	235	277	9%	17%
District 3	79	442	521	17%	16%
District 4	57	236	293	10%	16%
District 5	180	913	1093	36%	27%
District 6	106	474	580	19%	16%

Emphasis Areas

NHDOT reviewed the distribution of fatalities and serious injuries by SHSP emphasis areas[10]. This distribution provides insights into NHDOT HSIP priorities from an infrastructure improvement standpoint. Figure 18 shows the five-year average number of fatalities by SHSP emphasis area. Roadway Departure accounts for the largest number of fatalities per year, followed by vehicle occupant protection (unrestrained/unhelmeted occupants). The next tier of emphasis areas are Speeding and Aggressive Driving, Older Drivers, Impaired Driving, and Motorcycles. Finally, the remaining fatalities are rounded out by Intersections, Pedestrians, Teen Traffic Safety, Distracted Driving, and Bicyclists. Note that these data are only as good as the crash reporting data.

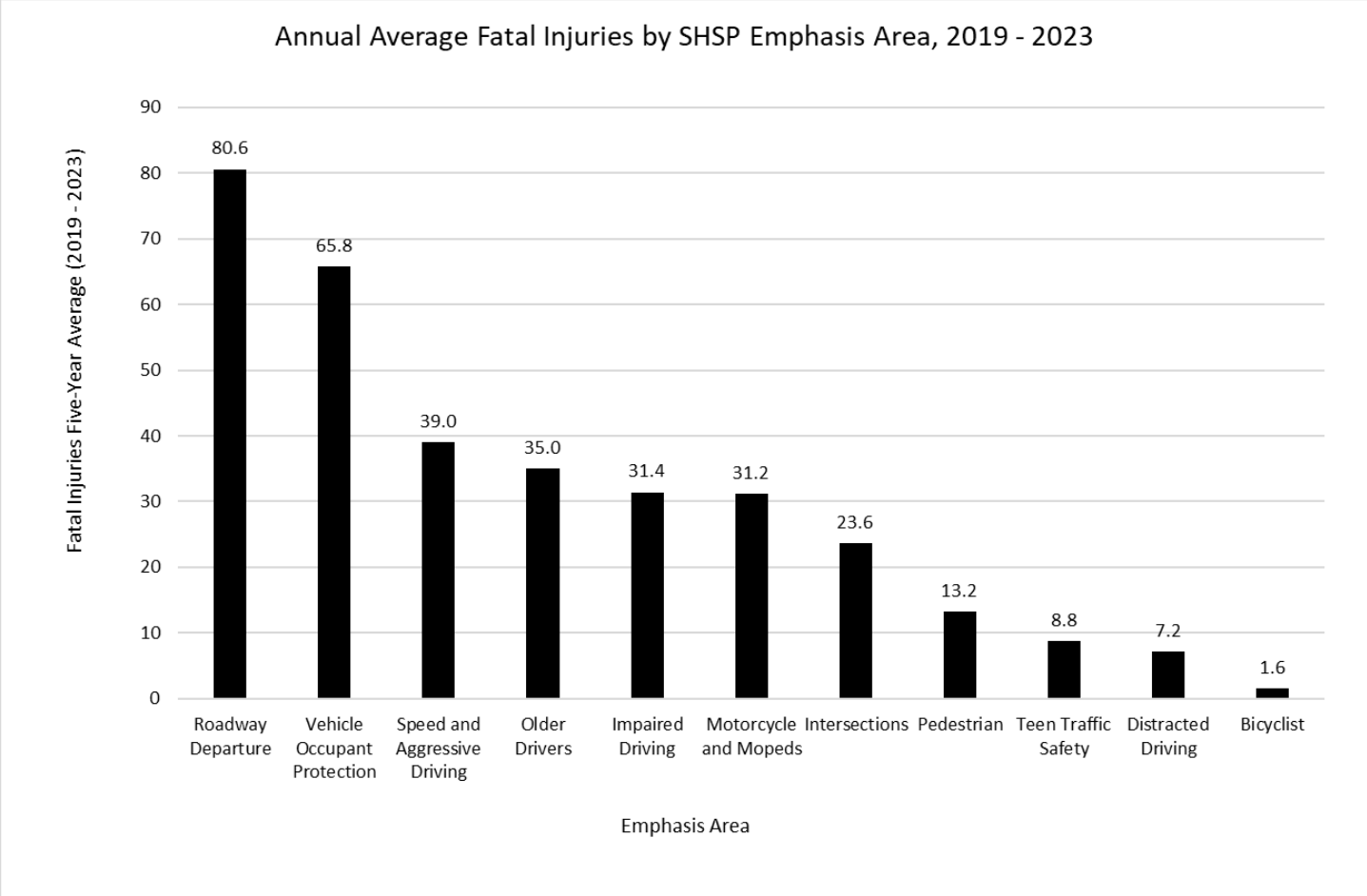

Figure 18. Five-year (2019 to 2023) average number of fatalities by SHSP emphasis area.

[10] https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/strategic-highway-safety-plan-2022-2026.pdf

Figure 19 shows a different hierarchy for suspected serious injuries, with vehicle occupant protection accounting for the most suspected serious injuries (among HSIP emphasis areas), followed by older drivers, motorcycles and mopeds, and intersections. From a behavioral perspective, “Vehicle Occupant Protection” again rises to the top.

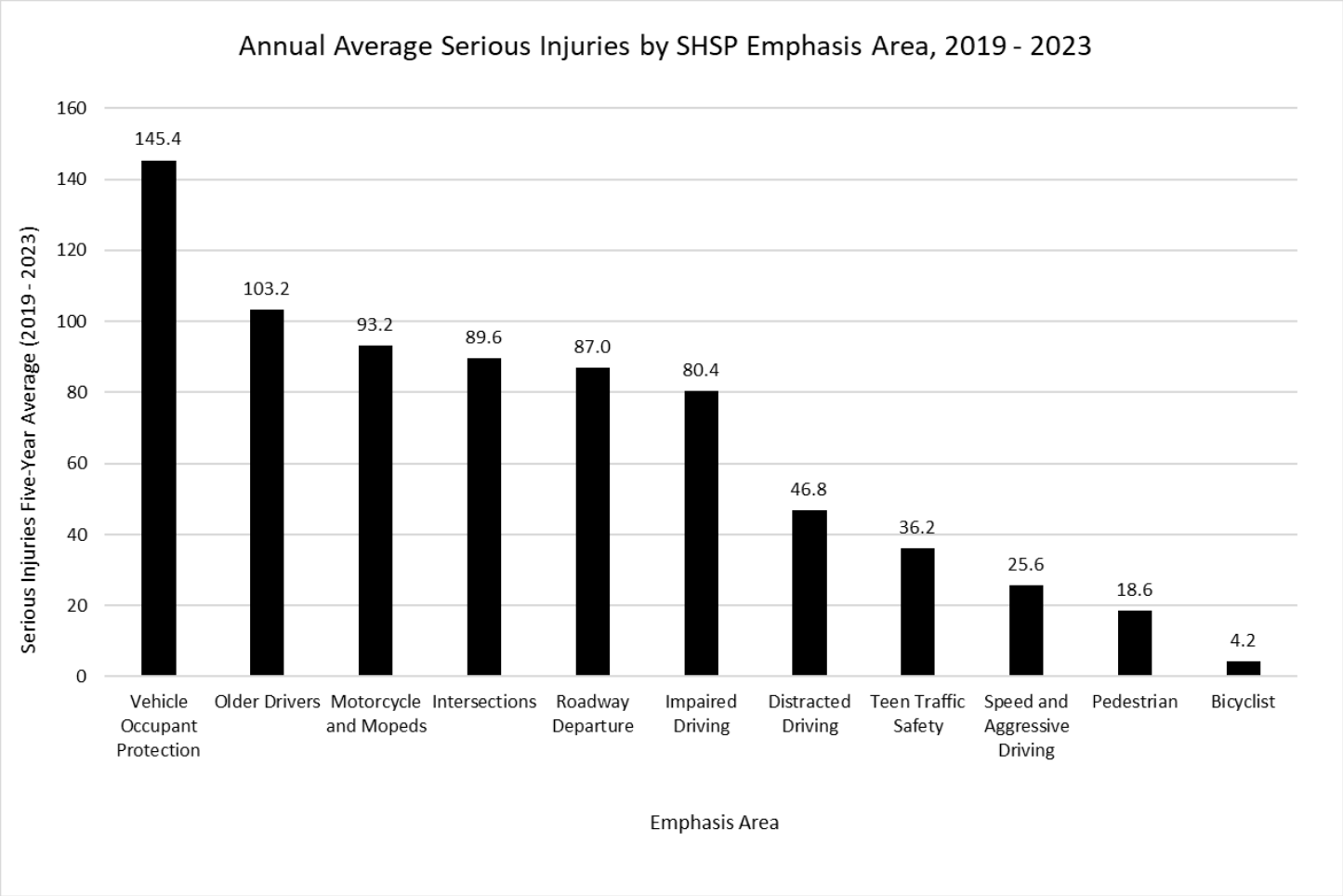

Figure 19. Five-year (2019 to 2023) average number of suspected serious injuries by SHSP emphasis area.

Figure 20 shows the five-year average fatalities and suspected serious injuries by SHSP emphasis area for the years 2019 to 2023. Crashes involving improper use of occupant protection led to the highest number of fatalities and suspected serious injuries in the State of New Hampshire from 2019-2023. Roadway departure, older drivers, and motorcycles ranked second, third, and fourth respectively in terms of fatalities and suspected serious injuries by SHSP emphasis area.

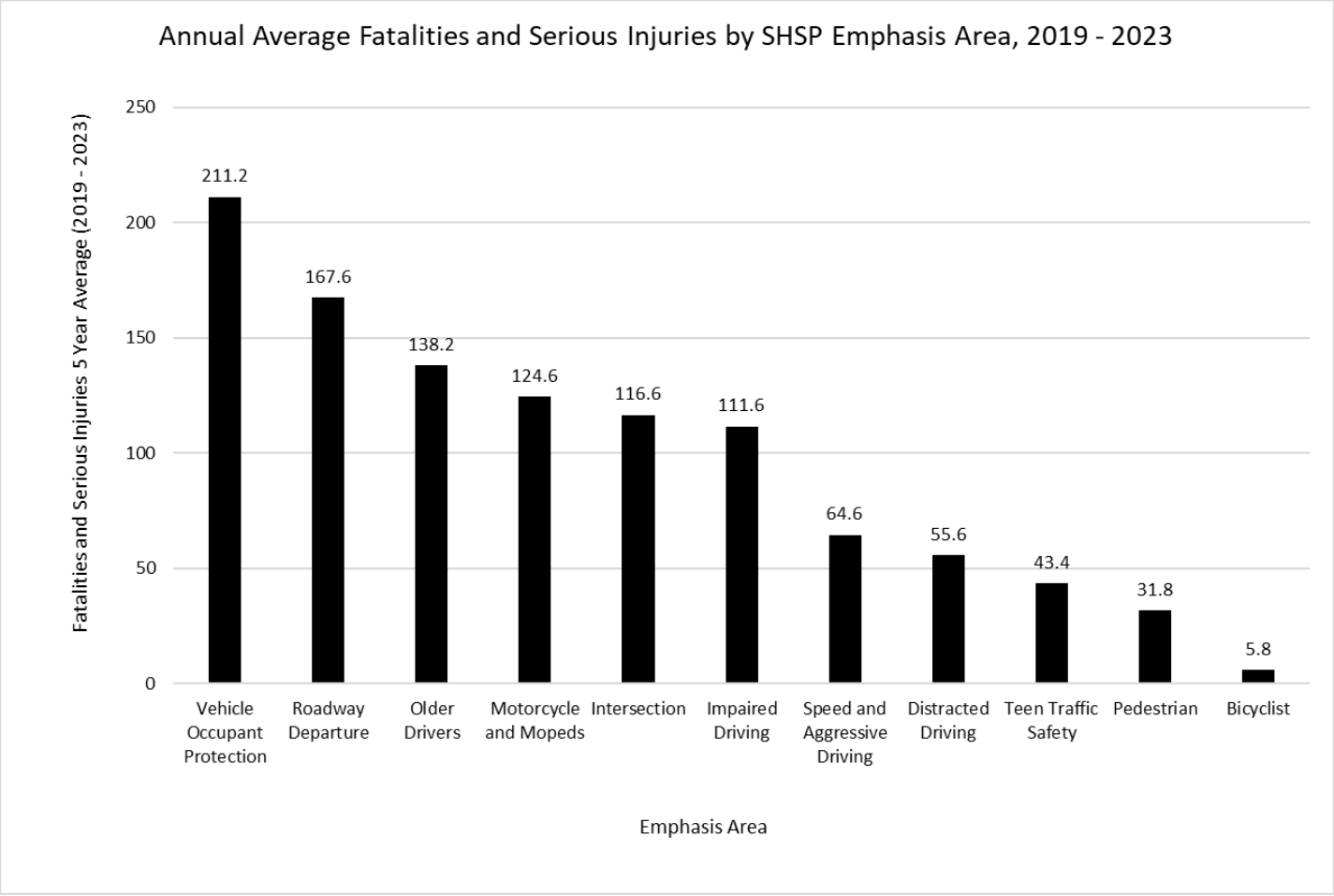

Figure 20. Combined five-year average (2019 to 2023) number of fatalities and suspected serious injuries per SHSP emphasis area.

The totals of fatalities and suspected serious injuries by SHSP emphasis area are summarized as percentages in Table 9. No restraint or helmet use (vehicle occupancy protection) was a factor in 22 percent of all fatalities and suspected serious injuries in New Hampshire from 2019 to 2023. Roadway departure, older drivers, and motorcycles were involved with 15.2 percent, 12.5 percent, and 11.3 percent of fatalities and suspected serious injuries, respectively.

Table 9. Proportional Distribution of Fatalities and Suspected Serious Injuries by SHSP Emphasis Area.

SHSP Emphasis Area	Fatalities, 2019 to 2023	Suspected Serious Injuries, 2019 to 2023	Total Fatalities and Suspected Serious Injuries, 2019 to 2023	Percentage of Fatalities and Suspected Serious Injuries, 2019 to 2023
No Restraint or Helmet	329	887	1216	22.1%
Roadway Departure	403	435	838	15.2%
Older Driver	175	516	691	12.6%
Motorcycle and Other	156	466	622	11.3%
Intersections	118	448	566	10.3%
Impaired	157	402	559	10.2%
Speeding	195	128	323	5.9%
Distracted	36	234	270	4.9%
Teen Driver	44	181	225	4.1%
Non-Motorized	74	115	189	3.4%

Conclusions

The purpose of this section was to use the data to guide NHDOT's HSIP investment strategies. There were relatively few changes since the previous plan, so there was little change in the conclusions. Based on the findings in this and previous plans, the following potential funding allocation strategies were identified:

- From 2019 to 2023, 42 percent of fatalities and serious injuries were geolocated to urban roadways and 58 percent were geolocated to rural roadways. Given the similar number of these injuries on urban and rural roadways, NHDOT could consider an even distribution of funding between urban and rural projects; a 60 percent rural – 40 percent urban split would also be valid, especially given the overrepresentation on rural roads.
- In terms of jurisdiction, 62 percent of fatalities and serious injuries were geolocated to State roads, as opposed to 37 percent on local roads. As such, NHDOT might consider allocating approximately one third of safety funds to local roads and the remainder to State roads.
- The distribution of suspected severe injuries by RPC showed some stratification, with SNHPC accounting for significantly more than other RPCs, UVLSRPC accounting for notably fewer, and the rest of the regions hovering around ten percent of severe injuries. NHDOT does not plan on allocating funds by region due to the small apportionment available to the State and the inefficiency that would result from dividing the safety funds among 9 regions. Instead, NHDOT intends to accept HSIP project proposals from all regions and select those with the greatest potential to reduce fatalities and serious injuries.
- The large number of fatalities and serious injuries related to occupant protection emphasizes the importance of the Safe System Approach. While these vehicle users make mistakes in failing to use a protective system, roadways should be designed to be forgiving to those mistakes. As such, NHDOT should consider a combined approach of public outreach related to wearing seatbelts and helmets (as applicable), more proactive legislation, traffic calming to reduce speeds at locations of elevated crash likelihood, and engineering countermeasures to reduce potential crash frequency and severity.
- Roadway departure fatalities and serious injuries highlight the need for countermeasures designed to keep vehicles on the road such as rumble strips and barriers.
- The distribution of HSIP funds by SHSP emphasis area should focus on HSIP-related areas, which are roadway departure, intersections, and non-motorists (pedestrians and bicyclists). Based on the distribution of severe injuries, roadway departure projects should receive at least half of HSIP funds, intersections roughly one third, and the remaining distributed between non-motorists and other projects. Countermeasures focusing on these emphasis areas will also reduce the frequency of behavioral emphasis area crashes. NHDOT intends to continue using emphasis areas to guide HSIP spending, including obligating at least 15 percent of funds for non-motorist projects, or inclusion of non-motorist infrastructure in larger projects, even when the VRU Special Rule conditions are not invoked.
- Given the limited funds available for the NHDOT HSIP, NHDOT does not plan to use geographic distributions to guide HSIP spending as it would result in an inefficient partitioning of the funds. Instead, NHDOT intends to accept HSIP project proposals from across the State and select those with the greatest potential to reduce fatalities and serious injuries.

Historical Project Performance

NHDOT reports HSIP project evaluation results on an annual basis as part of the HSIP Annual Report. With no additional project evaluations reported in recent years, this section provides a summary and discussion of results present in previous HSIP Implementation Plans.

Project Spending

Since 2015, NHDOT has distributed their HSIP projects into three categories:

- Spot – projects at sites with a history of severe crashes.
- Systematic – projects where countermeasures are placed at all locations which meet certain criteria.
- Non-infrastructure – projects that don't include physical improvements, including road safety audits (RSAs), safety culture improvements, and other efforts to improve safety in New Hampshire.

Table 10 summarizes the historical and planned distribution of HSIP spending between the three project types. In the next few years, several HSIP line items are technically non-infrastructure – most of these are RSAs, but others include program administration, plan development, and data improvements. However, these only account for 10 percent of the programmed funds – nearly double the proportion of previous years. This increase is primarily due to the pending update of the SHSP as well as several research activities (e.g., Wrong-Way Driving pilot study, AWSC pilot study). Of the remaining 90 percent, they are split almost evenly between spot location projects and systematic projects, which implement pavement markings, guardrail, and median barrier at locations throughout the State.

Table 10. Summary of Actual and Planned HSIP Expenditures by Project Type, 2015-2028

Project Type	Number of Projects, 2015-2024	Total Expenditures, 2015-2024	Percent of Expenditures, 2015-2024	Planned Projects, 2025-2028	Planned Expenditures, 2025-2028	Percent of Planned Expenditures, 2025-2028
Spot	68	$50,941,515	52.1%	13	$23,959,789	45.9%
Systematic	61	$42,320,244	43.3%	14	$22,929,984	43.9%
Non-Infrastructure	43	$4,564,011	4.7%	26	$5,294,160	10.1%

Safety Performance Results

The evaluation section of the HSIP Annual Report requires the submission of before and after crash data for each evaluated HSIP project. A comparison of the average number of crashes per year in the before period to the average number of crashes per year in the after period provides a simple measure of effectiveness of the project – with the difference describing the number of crashes "prevented" by the improvement (assuming the number of crashes in the after period is less than the before period). Table 11 summarizes the previously reported results by improvement category, excluding two aberrant projects. On average, intersection traffic control projects appear most successful, reducing injury crashes by 2.2 per year and total crashes by 3.7 per year. Notably, roadway projects produced an average annual reduction of 1.7 injury crashes.

Table 11. Summary of Annual Crash Reductions per Project by HSIP Improvement Category[11]

Improvement Category	Number of Projects	PDO	K	A	K+A	K+A+B+C	Total
Intersection Geometry	22	1.1	0.0	0.1	0.1	0.5	1.6
Intersection Traffic Control	5	1.6	0.3	0.2	0.5	2.2	3.7
Roadway	4	-2.3	0.4	0.3	0.7	1.7	-0.6
Pedestrians and Bicyclists	2	-0.7	0.2	0.0	0.2	0.2	-0.5

Economic Results

While the simple safety evaluation results show that most HSIP projects have resulted in annual crash reductions, NHDOT also considered the economic benefits of these reductions. For consistency, NHDOT calculated all benefits using 2021 crash costs:

- Fatal and injury (KABC) average crash cost = $582,125.
- PDO average crash cost = $8,623.

Table 12[12] summarizes project-level economic results at an aggregated level. Roadway projects proved the most successful economically, producing a BCR of 13.28. Intersection geometry projects also provide economic benefits, returning almost $7 in safety benefits for every $1 invested. Unfortunately, intersection traffic control projects have not proven economically efficient.

Table 12. Summary of Annual Benefits, Service Life Benefits, and Benefit-Cost Ratio by Improvement Category.

Improvement Category	Number of Projects	Annual Benefit	Service Life Benefit	Cost	Benefit-Cost
Intersection Geometry	16	$4,074,290.47	$61,751,339.18	$8,923,314	6.92
Intersection Traffic Control	11	$(552,384.32)	$(8,372,125.60)	$13,858,936	-0.60
Roadway	5	$4,196,124.42	$63,597,896.18	$4,790,589	13.28

Another method to measure the economic effectiveness of NHDOT's HSIP projects is by the amount of money spent to prevent one fatal or suspected serious injury crash. Table 13 summarizes those data at the aggregate improvement category level on a per year basis. Unfortunately, NHDOT has seen significant costs required to prevent suspected serious injury crashes. NHDOT is working to better identify project locations and select appropriate countermeasures to produce a more economically efficient HSIP.

[11] Negative numbers indicate an increase in crash frequency.
[12] This table does not include the non-motorist projects.

Table 13. Dollars Spent for Fatal and Suspected Serious Injury Crash Prevented per Year.

Improvement Category	Cost	Fatal Crashes Prevented per Year	Dollars per Fatal Crash Prevented	Suspected Serious Injury Crashes Prevented	Dollars per Suspected Serious Injury Crash Prevented
Intersection Geometry	$8,923,314	0.67	$13,384,971	1.13	$7,873,512
Intersection Traffic Control	$13,858,936	1.00	$13,858,936	-0.66	N/A
Roadway	$4,792,589	1.66	$2,880,114	1.33	$3,592,942
Pedestrians and Bicyclists	$226,754	0.33	$680,262	0.00	N/A
Total	$27,799,593	3.66	$7,588,606.	1.80	$15,415,671

Project Delivery

It is important to consider NHDOT's history with delivering HSIP projects. Currently, NHDOT administers nearly all HSIP projects, except for Local Public Agency (LPA) projects which may be supported by HSIP funds. HSIP participation in LPA projects is usually small, with examples including retroreflective signal backplates added to signal coordination projects and rectangular rapid flashing beacons (RRFBs) as part of a larger improvement. Traditional HSIP project delivery is done through a design, bid, build process that NHDOT has not encountered issues with. However, NHDOT is in the process of deploying material procurement contracts for low-cost safety improvements.

Conclusions

The purpose of this section was to review the performance of NHDOT's HSIP projects to determine what projects are effective at reducing crashes, what projects are most cost-effective at reducing crashes, and what delivery methods have and have not been successful. Based on the findings in this section, NHDOT should consider the following for their HSIP:

- Projects involving roadway and intersection geometry improvements have proven more successful than intersection traffic control projects on an economic basis.
- NHDOT needs a better method of tracking HSIP projects. This method will lead to improved evaluation processes in future years.
- NHDOT can benefit from improved network screening processes to produce a more economically efficient HSIP.

Program Evaluation and Improvements

NHDOT approached the previous HSIP Implementation Plan as an opportunity to thoroughly review their HSIP to identify areas for improvement, while also recognizing current noteworthy practices. As part of that effort, NHDOT solicited input from members of the HSIP Committee to provide a diverse perspective. The following sections describe specific gaps and deficiencies along with opportunities (i.e., strategies) to overcome the stated challenges identified in the previous plan. Following the gaps and deficiencies is a section on current noteworthy practices that should continue. This section was updated to include a brief discussion of changes since the previous plan, including how the BIL may impact the HSIP.

Gaps and Deficiencies

NHDOT identified the following gaps and deficiencies within the HSIP.

Data Quality

NHDOT is aware of issues with crash data quality, including geolocation accuracy. It is important for New Hampshire to have quality, complete, and accurately located crash data as this allows for more informed decision making. Addressing data quality issues will necessitate the coordination of many stakeholders, including DMV. As such, any data quality improvement efforts will need the support of executive leadership.

Strategies

The strategies for NHDOT to improve data quality are:

- Crash Data Improvement Program (CDIP) (Long-Term) – NHDOT can encourage the DMV to request a CDIP from NHTSA. A CDIP is a NHTSA effort to measure the quality of New Hampshire's crash data and identify methods to address data issues, including establishing performance measures such as timeliness, accuracy, completeness, uniformity, integration, and accessibility to assess crash data quality[13]. New Hampshire's Office of Highway Safety can submit a request to NHTSA for a GO Team[14] to conduct a CDIP, work through the technical assistance provided, and work towards implementing the proposed improvements to the crash data system. Though the technical assistance request can take place in the near-term, the associated data quality improvements will be a multi-year effort. This effort would be done in concert with the New Hampshire DMV, the owners of the crash data.
- Incorporate Data Improvements into Crash and Safety Management System (Short-Term) – New Hampshire is underway with a project to develop a crash and safety management system. NHDOT can use this opportunity to implement (or advocate for) practices and processes which will improve the reliability of New Hampshire crash data.

[13] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812419

[14] A GO Team is a small group of subject matter experts selected to help States address traffic records issues.

Network Screening

Prior to the previous version of this plan, NHDOT had not performed network screening since 2015 due to data challenges and a lack of resources. In the past, the "Top 5 Percent" report, listing "Hot Spots", has been helpful to identify urban and rural safety project candidates. NHDOT intends to resume network screening using a rigorous, data-driven approach.

Strategies

The strategies for NHDOT to improve network screening are:

- Develop or Calibrate Network Screening SPFs for Simple Ranking Network Screening (Near-Term) – In the intermediate-term, NHDOT can calibrate or develop network screening SPFs to predict crashes on segments and at intersections. Predicted crashes from SPFs, when used in conjunction with computations of expected crashes developed using Empirical Bayes (EB) methods, can account for RTM in network screening, producing a more statistically robust and reliable list of "Hot Spots" on the network. A simple ranking network screening with SPFs and EB can be done with GIS; however, reliable results depend upon accurately geolocated crash data.
- Implement a Risk-Based Network Screening Approach (Intermediate-Term) – Currently, NHDOT uses a systematic approach to deploying several proven, low-cost countermeasures. Additionally, a significant portion of NHDOT's HSIP funds is spent on hot-spot intersection improvement projects, which have been shown to be relatively inefficient from an economic perspective. As such, NHDOT would benefit from risk-based screening to identify low-cost roadway departure and vulnerable road user projects. NHDOT is currently planning a systemic approach to prioritize intersections for the AWSC program and ramp terminals for the WWD program.
- Select and Implement a Network Screening Product (Near-Term) – As part of the recent RFP, New Hampshire should thoroughly review available products to ensure the purchased software suite will address NHDOT's needs, including SPF maintenance and calibration, and provide a variety of network screening methods. Additionally, it would be useful if the product supports systemic safety analysis. The product should also be intuitive and come with robust product support. NHDOT should have multiple team members familiar with the software so there are redundancies if personnel leave the Department. This is not currently possible due to resource limitations. Finally, the product should include the ability to identify correlations between network screening results and equity issues.

Before-After Project Evaluations

NHDOT should perform evaluations at the project, countermeasure, and program level. Additionally, evaluations should focus on both changes in safety performance (reductions in crash frequency and severity) and the economic performance of projects (benefit-cost ratios, documentation of cost overruns, and the project delivery process). FHWA notes that evaluation is important because it allows NHDOT to understand the potential return on investments, identify and address potential safety opportunities, inform future safety programming decisions, improve HSIP processes, demonstrate accountability to stakeholders and the public, and to meet Federal reporting requirements.

NHDOT only performs evaluations as part of the annual HSIP report. Current challenges to performing more regular evaluations include limited staff resources and widely varying number of crashes on a year-to-year basis. When crashes fluctuate widely from year-to-year at a given site, it is difficult to complete meaningful evaluations without using more rigorous methods (e.g., EB or comparison group before-after studies), which are more time and resource intensive.

Strategies

Strategies for NHDOT to improve evaluations include:

- Add or Balance Resources (Intermediate-Term) – FHWA's *HSIP Evaluation Guide*[15] describes best practices for project, countermeasure, and program evaluations. NHDOT can review this guide and determine what staff and data resources are lacking which inhibit the agency's ability to improve their evaluations. NHDOT can then work with FHWA to identify trainings, request workshops, and request technical assistance to fill the gaps and improve the resources available for evaluation. If the challenge is related to staff time, there is an opportunity to shift some of the workload from diagnosis and project development to evaluation (i.e., review slightly fewer locations each year and devote that time to evaluating the effectiveness of past projects). Another option is to partner with a local university or consultant to perform regular project evaluations
- Develop Evaluation Tools (Near-Term) – Given the need for annual evaluation, it is helpful for NHDOT to develop tools which can automate some aspects of evaluation. FHWA's *HSIP Evaluation Guide* recommends a tracking tool, such as a spreadsheet, which can be used to document location, countermeasure, crash, and financial data for each project. It also includes spreadsheet templates for performing the different levels of evaluation. For more rigorous statistical evaluations, NHDOT can calibrate crash prediction models from the HSM or other sources, or develop State-specific SPFs, to be used for EB before-after evaluations. These models can be incorporated into tracking tools for automated calculations. This could also be incorporated into a safety management software – New Hampshire may consider reviewing potential options through their RFP responses.
- Track Recommended CMFs and Update Based on Evaluation Results (Intermediate-Term) – NHDOT uses CMFs regularly to inform project investment decisions. As NHDOT builds out their evaluation processes, they should regularly compare preferred CMFs to evaluation results and update preferred CMFs as needed to align with NHDOT project experience.

[15] https://highways.dot.gov/safety/hsip/highway-safety-improvement-program-hsip-evaluation-guide

Balanced Project Expenditures

NHDOT has one of the smallest HSIP allocations in the United States. As such, the DOT operates with a limited safety budget. Big ticket projects, such as roundabout projects and other spot intersection reconstruction efforts, consume a significant portion of the HSIP budget, leaving limited resources for additional projects. As such, NHDOT should look to identify non-HSIP funding mechanisms for big ticket intersection projects and identify more systemic and systematic safety projects for the HSIP, allowing for safety improvements across a larger portion of the network.

Strategies

Strategies for NHDOT to improve project expenditures include:

- Pursue Alternative Funding Strategies for Intersection Projects (Intermediate-Term) – higher cost intersection projects previously funded through the HSIP are often more related to operational performance issues rather than hazardous safety conditions. NHDOT safety personnel will work with their partners to identify alternative funding sources for such intersection projects, including other Federal formula funding sources, grant funding, and State funds.
- Identify Systemic Safety Projects (Intermediate-Term) – systemic safety projects typically provide a higher rate of return for limited HSIP budgets, as these allow an agency to implement safety countermeasures along a larger portion of their system for the same cost as a typical spot-specific safety project. An increased backlog of systemic projects will also lead to HSIP funds being programmed towards preferred projects, decreasing the likelihood those funds will be adopted for spot intersection projects.

Noteworthy Practices

NHDOT identified the following practices as noteworthy in their HSIP that they will continue and even use as inspiration for other issues.

HSIP Steering Committee

NHDOT's HSIP Steering Committee provides guidance for the planning, implementation, management, and evaluation of the State's HSIP. Membership includes safety, design, maintenance, and traffic personnel from NHDOT as well as several representatives from regional planning commissions and municipalities. The committee meets monthly to receive status reports from project managers and review potential projects for the program. The committee also provides feedback on the HSIP Implementation Plan. Such a committee fosters ongoing stakeholder engagement in the HSIP, contributing to constant improvement and refinement of the program.

All-Way Stop-Control Program

NHDOT is undertaking a systemic all-way stop-control (AWSC) program, prioritizing two-way stop-control (TWSC) intersections for conversion. NHDOT began with a literature review to identify best practices for similar programs in the United States, notably in North Carolina and Delaware. NHDOT then used the literature review to develop a list of screening criteria – conditions required to identify a TWSC intersection for potential conversion. Using these criteria, NHDOT is now screening their network to select candidate locations for conversion to AWSC. The next steps will include converting the selected intersections, evaluating the effectiveness of the program, and documenting the results.

Wrong-Way Driving Action Plan

A surge in wrong-way events and crashes spurred NHDOT to develop a Wrong-Way Driving (WWD) Action Plan. Throughout the project, NHDOT is engaging stakeholders through meetings and working groups. Stakeholders include New Hampshire State Police Commanders as well as NHDOT and New Hampshire Department of Safety (NHDOS) Front Office personnel. NHDOT screened the network for priority locations using risk factors identified through a literature review and collecting screening data using a matrix of interchanges in the State. NHDOT documented the magnitude of the problem, priority locations, underlying issues, and intended strategies through a WWD Strategic Plan. NHDOT intends to implement low-cost improvement at several interchange locations as a near-term strategy. In parallel, NHDOT will perform a feasibility study to select preferred higher-cost alternatives to address WWD crashes. Finally, NHDOT will identify candidate locations for higher-cost improvements and develop a Concept of Operations for a proposed WWD mitigation system.

Road Safety Audits

NHDOT has an RSA program which specifically targets local agencies. Local agencies submit applications for RSAs on an annual basis. Typically, these audits investigate problematic intersections and lead to intersection safety improvement projects. New Hampshire RSAs include multidisciplinary stakeholders such as:

- NHDOT engineering staff.
- FHWA.
- Consultant facilitator.
- Municipal administration and emergency responders.
- Business and landowners adjacent to the site.

The RSAs result in a report that identifies a prioritized list of crash contributing factors, targeted strategies, the parties responsible for implementation, and the anticipated timeframe for implementation. In addition, NHDOT and the local agency typically identify a shortlist of intermediate to long-term alternatives for a more in-depth safety analysis. This includes a detailed benefit-cost analysis using the crash history and CMFs to estimate expected project benefits.

FHWA considers RSAs a proven safety countermeasure[16] with a documented history of producing 10 to 60-percent reductions in crashes from the countermeasure strategies installed as a result. NHDOT will continue to perform RSAs while looking for opportunities to improve and expand the RSA process.

[16] https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit

Program Strategies

NHDOT developed this HSIP Implementation Plan to identify methods to improve the HSIP and help New Hampshire achieve its safety performance targets. NHDOT followed the template provided by FHWA, which includes a decision support framework, to guide this plan. NHDOT began with an overview of severe crash data to set the scene for safety performance in New Hampshire. NHDOT then summarized the historical performance of HSIP projects, providing insight into the effectiveness of safety projects and programs as well as NHDOT's current evaluation capabilities. Finally, NHDOT evaluated their program to identify strengths and opportunities for improvement. Based on the results of the decision support framework, NHDOT is considering the following recommendations for their program:

Implement Crash Data and Safety Management Software

NHDOT will acquire and implement a safety management software that will allow NHDOT to organize and query geolocated crash data as well as perform crash-based network screening of their segments and intersections. This will help address issues related to data quality, gaps in network screening, and help to identify additional safety improvement projects.

Advance Focused Safety Programs

NHDOT has three focused safety programs: AWSC, WWD, and Median Cable Barrier. These programs are focused on reducing the frequency and risk of high-energy, potentially severe head-on and angle collisions. NHDOT will continue to implement and refine these programs with the goal of reducing fatalities and serious injuries.

Support Local Safety Efforts

Several regional and local agencies documented safety actions through the development of SS4A Action Plans and other Local Road Safety Plans. NHDOT will work with their Steering Committee to identify opportunities to leverage the HSIP in support of local road safety efforts.

Develop Project Tracking Tool

NHDOT will develop and implement a simple HSIP project tracking tool. The tool will be spatial in nature, using GIS to track both project locations as well as details in a table. The tracking information will include location, project title, number, description, construction dates, funding information, and data for evaluation (i.e., crash data, traffic volume data). The tracking tool can also be used to monitor the balance of expenditures across programs, including categories indicating whether the project falls under Roadway Departure, Intersection, or another category.

Participate in USDOT's SAFE ROADS Initiative

In June 2025, USDOT announced the SAFE ROADS Initiative[17], focused on improving highway safety on arterial roadways. This will require NHDOT to develop a list of priority segments and intersections along arterial roadways which will be addressed by the end of Fiscal Year 2026 (the list needs to be submitted by the end of August 2025). NHDOT will prepare this list and program studies and projects and identify funding sources for those projects.

Program Non-Motorist Safety Projects

The VRU Special Rule still requires allocating a minimum of 15 percent of HSIP funds for non-motorist safety projects when triggered. As such, NHDOT will continue to prepare to meet this requirement by maintaining a backlog of non-motorist safety projects.

[17] https://highways.dot.gov/safety/safe-roads

Funding Allocation Goals

NHDOT's initial soft funding allocation goals are based on the distribution of fatalities and serious injuries identified in the Crash Data Analysis. Given the HSIP is infrastructure-focused, NHDOT limited the distribution of funds to those emphasis areas that are considered "infrastructure" challenges – Roadway departure, intersections, and non-motorized. NHDOT also chose to reserve a small portion (5 percent) of funds for data improvements, planning, outreach, and other projects. The remaining 95 percent of funds will be distributed between the three categories based on the relative proportion of fatalities and suspected serious injuries. Figure 21 shows the proposed proportional distribution of HSIP funds for subsequent programming years. Note that the proportions were slightly adjusted to provide a targeted 15 percent of HSIP funds for non-motorist projects, which allows NHDOT to have sufficient projects programmed if they trigger the VRU Special Rule.

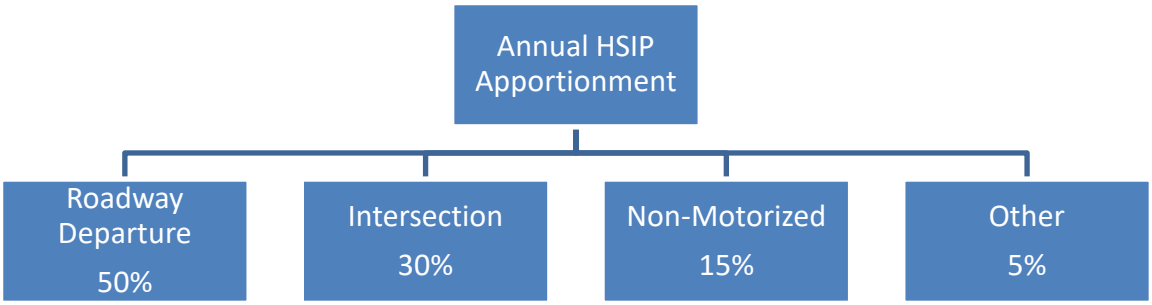

Figure 21. Soft goals for funding distribution for the NHDOT HSIP based on fatalities and serious injuries.

NHDOT estimates the FY 2026 HSIP apportionment will be $13,264,464. Assuming this is correct, the programs will be distributed as follows:

- Roadway Departure - $6,632,232.
- Intersection - $3,979,339.
- Non-motorized - $1,989,670.
- Other - $663,223.

HSIP Programs, Strategies, and Activities

Table 14 summarizes the proposed programs, strategies, and activities for the NHDOT HSIP. NHDOT proposes six individual categories:

- Roadway Departure.
- Intersection.
- Non-Motorist.
- Data Improvements.
- RSAs.
- Other Projects.

For each program, Table 14 describes the purpose, allocation goal, proposed methodology and implementation plan, and how the benefits will be measured. The allocation goals are based on the funding distribution in Figure 21.

Table 14. HSIP Programs, Strategies, and Activities.

Program, Activity, or Strategy Name	Purpose	Allocation Goal for FY 2026	Methodology and Implementation Plan	Benefits
Roadway Departure	The purpose of this program is to reduce severe lane and roadway departure crashes on all public roads in New Hampshire.	50%	Within current capabilities, this will be a mix of spot and systematic projects. The systematic projects will be based on installing rumble strips where applicable, and extending curve warning sign improvements to local roads. The spot projects will be based on diagnosis of the Top 1 Percent lists.	Potential benefits will be measured using a naïve approach – applying the CMF for the appropriate treatment to the treated sites.
Intersection	The purpose of this program is to reduce severe crashes at intersections in New Hampshire.	30%	Within current capabilities, this will be primarily spot projects based on the Top 1 Percent list; however, there will be at least 1 systematic project.	Potential benefits will be measured using a naïve approach – applying the CMF for the appropriate treatment to the treated sites.
Non-Motorist	The purpose of this program is to reduce severe pedestrian and bicyclist crashes in New Hampshire.	15%	Within current capabilities, this will be a mix of spot and systematic projects. The spot projects will be based on diagnosis of the Top 1 Percent lists. The systematic efforts can include improvements at controlled or uncontrolled crossings.	Potential benefits will be measured using a naïve approach – applying the CMF for the appropriate treatment to the treated sites.
Data Improvements	The purpose of this program is to improve data and analysis capabilities to support the NHDOT HSIP. This also involves the procurement and maintenance of a safety management system.	Up to 5%	Encourage NH Dept of Safety – Division of Motor Vehicles to undergo a Crash Data Improvement Program. Invest in safety management software to implement best practices from the Highway Safety Manual.	The benefits of data improvements are indirect – improvements in data quality and analysis capabilities will produce more informed decision making, improving efficiency of the program. Potential benefits will be measured through program-level evaluations, including discussions with staff efficiencies gained after implementing the system.

Program, Activity, or Strategy Name	Purpose	Allocation Goal for FY 2026	Methodology and Implementation Plan	Benefits
RSAs	The purpose of this program is to support and expand the use of RSAs in New Hampshire.	Up to 5%	Seek to simplify and streamline the RSA process to expand the number of audits that can be conducted.	RSAs result in targeted, multidisciplinary safety improvements that tend to result in significant reductions in crashes. Potential benefits will be measured through project-level evaluations after recommendations are implemented.
Other Projects	The purpose of this program is to address projects for other SHSP Emphasis Areas that do not fall within the Roadway Departure, Intersection, or Non-Motorist programs. Examples include Intelligent Transportation System (ITS) improvements, local road safety projects, and material procurements.	Up to 5%	Examples of investments might include Intelligent Transportation Systems devices, autonomous vehicle infrastructure, etc. One specific example is the pilot effort for intersection conflict warning systems.	Potential benefits will be measured using a naïve approach – applying the CMF for the appropriate treatment to the treated sites.

Project List

NHDOT developed a project list for the FY 2026 HSIP. The specifics for the project list are provided in Table 15. For each project, NHDOT provides identifying features (project names and numbers), an estimated project cost, and a link for each project to an HSIP program and an SHSP Emphasis Area. The list includes 22 projects intended to receive HSIP funding in 2026.

Table 15. NHDOT FY 2026 HSIP Project List

Project Name	Project Number	HSIP Programmed Funds for FY 2026	Program, Strategy or Activity	Project Type	SHSP Emphasis Area
Safety Improvements at NH 16 and Nickerson Road	45056	$66,000	Intersection	Spot	Intersections
Annual placeholder project for the Durable Pavement Marking projects. Funding through HSIP program	44205	$55,000	Roadway Departure	Systematic	Roadway Departure
Annual placeholder for the HSIP funded guardrail improvement project. HSIP funded $1.5m for FY24-32	44206	$110,000	Roadway Departure	Systematic	Roadway Departure
Annual placeholder project for HSIP Public Outreach. Funding through the HSIP program	45115	$110,000	Other	Non-Infrastructure	n/a
Annual placeholder project to conduct Road Safety Audits each year. HSIP funded $150,000 FY 23-32	44207	$165,000	RSAs	Non-Infrastructure	n/a
Safety improvements at the intersection of NH 125 and Beauty Hill Rd	43965	$660,000	Intersection	Spot	Intersections
Intersection safety improvements, which may include those recommended by the 2021 Road Safety Audit	43768	$310,035	Intersection	Spot	Intersections
NH 102 / NH 121 intersection safety improvements	41848	$247,500	Intersection	Spot	Intersections
Implement intersection safety improvements	42523	$220,000	Intersection	Spot	Intersections
NH 11 / Central St intersection safety improvements	43410	$275,000	Intersection	Spot	Intersections
Installation of centerline and shoulder rumble strips along State roadways.	28956	$547,536	Roadway Departure	Systematic	Roadway Departure
Replacement of cable guardrail and updating terminals on Tier 3 & 4 roadways.	44825	$55,000	Roadway Departure	Systematic	Roadway Departure
Sheffield Rd intersection safety improvements	43960	$1,511,444	Intersection	Spot	Intersections
Install median barrier on I-95 from MM 8.0 to MM 13.0	45027	$1,196,525	Roadway Departure	Systematic	Roadway Departure

Project Name	Project Number	HSIP Programmed Funds for FY 2026	Program, Strategy or Activity	Project Type	SHSP Emphasis Area
Tebbetts Rd intersection safety improvements at Old Dover Rd	43491	$1,119,960	Intersection	Spot	Intersections
US 202 / Estes Rd intersection safety improvements	43964	$2,755,000	Intersection	Spot	Intersections
NH111 / Ermer Road intersection Safety Improvements-(HSIP)(LPA Managed)	43790	$3,417,414	Intersection	Spot	Intersections
Construction of median guardrail, from NH/mass border north 3.8 mi to the Taylor River.	45207	$2,035,000	Roadway Departure	Systematic	Roadway Departure
Statewide collection of pavement condition data	45114	$139,736	Data Improvements	Non-Infrastructure	Roadway Departure
Analyze and Study Two-Way Stop Control Intersections	44861	$550,000	Intersection	Non-Infrastructure	Intersections
Design of wrong way driving countermeasures and pre-installation effectiveness study	44866	$1,100,000	Intersection	Non-Infrastructure	Intersections
Construct permanent grooved durable polyurea pavement markings on I-89 from Warner to New London	44995	$1,210,000	Roadway Departure	Systematic	Roadway Departure

Project Summary

Finally, NHDOT summarized the projects for FY 2026-2028 in Table 16. Note that the estimated funding amounts by program are similar to the allocation goals previously provided in Figure 21. Unfortunately, the nature of the intersection projects programmed (major hot-spot projects) results in a skewed distribution of funding. Additionally, the nature of the roadway departure projects (primarily systematic in nature) means that a large proportion of the system is being addressed through these projects despite the smaller funding proportion compared to the targeted distribution. Lastly, while NHDOT does not have any explicit non-motorist projects, the intersection projects include several countermeasures targeted at improving VRU safety.

Table 16. Summary of FY 2026-2028 NHDOT HSIP Projects.

Program, Strategy or Activity	Programmed # of Projects	Programmed Funding	Proportion of Programmed Funds	Allocation Goal
Intersection	12	$24,320,080	60.9%	35%
Roadway Departure	8	$14,605,269	36.6%	50%
Non-Motorist	0	$0	0%	15%
RSAs	1	$513,541	1.3%	Up to 5%
Data Improvements	1	$139,736	0.4%	Up to 5%
Other	1	$342,361	0.9%	Up to 5%

Summary of Critical Path Actions

The purpose of this HSIP Implementation Plan was to evaluate the NHDOT HSIP and determine how effectively it can reduce fatalities and serious injuries and meet the State's safety performance targets. Based on the evaluation, NHDOT will take short-term, intermediate-term, and long-term actions to implement the strategies and recommendations described previously in the HSIP Implementation Plan. The primary short-term actions for NHDOT include:

- Identify and prioritize locations and actions to comply with USDOT's SAFE ROADS initiative.
- Implement a consistent network screening process to identify and prioritize locations with potential for safety improvement.
- Develop and program non-motorist safety improvement projects, adding them to the HSIP backlog.
- Develop or calibrate network screening SPFs to support network screening efforts.
- Develop project tracking tool to monitor HSIP project delivery and performance.