



FLORIDA

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death of any person is unacceptable. Understanding that zero fatalities cannot be reached within 2021, Florida developed data models to forecast the fatalities and serious injuries that are statistically expected to occur as we diligently strive to drive down fatalities and serious injuries to our ultimate vision of zero.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The Florida Strategic Highway Safety Plan (SHSP), of which the HSIP is a main component, is the statewide plan focused on accomplishing zero fatalities and serious injuries on all public roads. It introduces Florida to a Safe System approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. Florida updated the SHSP in 2021 and expects to revise the SHSP at least every five years by FDOT in coordination with statewide, regional, and local traffic safety partners.

FDOT received an allocation of approximately \$170 million in HSIP funds during the 2020 state fiscal year from July 1, 2020 through June 30, 2021. FDOT used HSIP funds to complete over 900 items across more than 400 projects. Systemic safety improvements were addressed by about \$70 million in HSIP funds. Specific program accomplishments in our top emphasis areas include:

- Multiple programs and SHSP emphasis areas including data were addressed by 236 project items totaling \$72 million
- The Lane Departure program completed 169 project items totaling \$47 million
- The Intersection program completed over 407 project items totaling \$39 million
- The Pedestrian and Bicyclist Safety program completed 154 project items totaling \$17 million

Regarding roadway ownership:

- State-maintained roadways were addressed by 713 project items totaling \$142 million
- Local roadways were addressed by 253 project items totaling \$35 million

Non-infrastructure such as preliminary engineering, public information or education, traffic engineering studies, and transportation statistics was supported with about \$19 million.

A statistical analysis of HSIP funded projects through the history of the Florida program including all injury severities shows statistically significant crash reduction for lane departure (23%), rural (16%), injury (15%), wet surface (15%), night (14%), and fatal (13%) crashes. Further program evaluation results in our top emphasis areas are included in the Evaluation section of this report. In addition to these results from our overall program evaluation, preliminary data findings in our Work Program Dashboard in development and testing indicate that mappable HSIP funded projects completed in 2017 resulted in an average benefit cost ratio of 1.6, and a 35% reduction in the number of serious injuries and fatalities in those specific corridor segments.

FDOT's cover imagery highlights examples of safety projects deployed across our state. It also features an image in the memory of Jeanette Rouse, a valued FDOT traffic safety employee instrumental in the development of Florida's Community Traffic Safety Team (CTST) program. CTSTs provide vital support to implementing the Strategic Highway Safety Plan and compliment the efforts of our HSIP funded projects. CTSTs are comprised of multijurisdictional agencies at the local level statewide that integrate engineering, education, enforcement and emergency services together to solve traffic safety challenges. This year, FDOT created a statewide annual award in her honor to recognize FDOT employees who have significantly supported Florida's Strategic Highway Safety Plan to help us achieve our vision of zero serious injuries and

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fatalities by implementing strategies and taking action toward achieving visible results, utilizing one or more of the 4 "E" disciplines that work in highway safety (Engineering, Enforcement, Education, and Emergency Services). In addition to safety projects deployed in Florida, future cover images on FDOT's Annual HSIP report will feature the statewide winner of this award.

[Source: HSIP Questions 16, 23, 29, and 41, 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

[Source: Florida Highway Safety Plan, 2021]

[Source: FDOT HSIP Guidelines Manual, 2021]

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.

The HSIP is guided by the Florida SHSP, which provides a framework for eliminating highway fatalities and serious injuries on all public roads. The SHSP identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries. It is a data-driven, multi-year plan establishing statewide strategies and emphasis areas. The Florida SHSP introduces Florida to a Safe System approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner.

Twelve emphasis areas are the primary focus for Florida's traffic safety improvement efforts organized into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems and accompanied by an additional category of evolving safety issues. The 4 Es of traffic safety (i.e., Engineering, Education, Enforcement, and Emergency Response) continue to be key approaches. Additionally, the 4 Is (i.e., Information Intelligence, Innovation, Insight into Communities, and Investments and Policies) provide broader and more inclusive thinking.

Emphasis areas within the Roadways category are Lane Departures and Intersections. The Road Users category includes Pedestrians and Bicyclists, Aging Road Users, Motorcyclists and Motor Scooter Users, Commercial Motor Vehicle Operators, and Teen Drivers. Emphasis areas included in the User Behavior category are Impaired Driving, Occupant Protection, Speeding and Aggressive Driving, and Distracted Driving. Additional evolving emphasis areas have been identified to be of interest that we will begin to monitor, including Work Zones, Drowsy and Ill Driving, Rail Crossings, Roadway Transit, Micromobility, and Connected and Automated Vehicles.

The Florida SHSP also defines a framework for implementation activities to be carried out through strategic safety coalitions and specific activities by FDOT, other state agencies, metropolitan planning organizations, local governments, and other traffic safety partners. The Florida HSIP is the program is managed by the Central Office with district staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, all safety improvement projects must (1) address a SHSP emphasis area, (2) be identified through a data-driven process, and (3) contribute to a reduction in fatalities and serious injuries. The roles in administering and implementing the HSIP are as follows:

- The FDOT State Safety Office (SSO) manages the HSIP and evaluates the program's effectiveness. The SSO determines the eligibility of projects for funding approval and provides policies, tools, and guidelines to assist the Districts, Turnpike Enterprise, and local agencies with implementing the HSIP.

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- The FDOT Districts and Turnpike Enterprise manage project funding and are responsible for delivering highway safety improvement projects. Each District has a District Safety Engineer (DSE) and supporting staff that identify, plan, design, and implement HSIP projects with support from the SSO. Each District also works with Metropolitan Planning Organizations (MPO), Transportation Planning Organizations (TPO), and local jurisdictions to assist them in improving safety within their District.
- The Federal Highway Administration (FHWA) assists with program strategy, oversees all Federal-aid expenditures, and assures the HSIP meets federal requirements. FHWA also offers technical assistance and training to FDOT and local agencies.
- Florida's MPOs, TPOs, and local agencies are integral to addressing the safety problems on all public roads. MPOs, TPOs, and local agencies coordinate with FDOT's Districts to identify and implement effective off-system highway safety improvement projects. Local agencies also develop and implement locally administered projects (LAPs) as well as Local Road Safety Plans (LRSP) to improve safety in their jurisdictions.
- Partner organizations serve as ambassadors of traffic safety and help promote the vision of Driving Down Fatalities. Partners include charities, community groups, universities, and professional associations responsible for supplemental programs that improve safety beyond road engineering, which helps achieve the HSIP's goals.
- Community Traffic Safety Teams (CTST) are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. CTSTs integrate the 4E approach to safety (engineering, enforcement, education, and emergency services) to help solve local traffic safety problems and promote public awareness of traffic safety. Many effective HSIP projects are initiated through CTSTs.
- Florida's road users are the most important stakeholder in the HSIP. Each HSIP project aims to improve the safety and quality of life for road users. The HSIP is most effective when the public is engaged in safety, provides feedback during the development of HSIP projects, and actively reports safety concerns to FDOT and local government agencies.

The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries for all modes. The FTP is guided by a 35-member Steering Committee, who also provided guidance to the update of this SHSP through the FTP Safety Subcommittee. The FTP Safety Subcommittee, comprised of key transportation and safety partners, met six times to review traffic safety data, discuss FTP and SHSP strategies, and provide input on emphasis areas. In addition to aligning with the FTP, we considered the goals and targets set in the Highway Safety Improvement Program (HSIP), the HSP, the strategic plans of statewide traffic safety coalitions and programs, the safety components of the Florida Freight Mobility and Trade Plan (FMTP), and the long-range transportation plans of Florida's 27 metropolitan planning organizations (MPOs). In an effort to have a broader reach, we also considered plans from other agencies such as the Department of Elder Affairs' State Plan on Aging, the Florida Department of Health's (FDOH) State Health Improvement Plan (SHIP), and the Emergency Medical Services (EMS) State Plan.

[Source: Florida Department of Transportation FY 2022 Highway Safety Plan, 2021]

[Source: Florida HSIP Guidelines Manual, 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

Where is HSIP staff located within the State DOT?

Other-Engineering and Operations, State Safety Office

FDOT is decentralized with a Central Office and seven District Offices. The FDOT organizational structure is available at through [fdot.gov](https://www.fdot.gov). The primary Central Office contacts for the HSIP are in FDOT SSO (<https://www.fdot.gov/safety/co-staffdirectory.shtm>) and follow below.

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- Lora Hollingsworth, Chief Safety Officer, FDOT SSO, (850) 414-4177
- Brenda Young, State Safety Engineer, FDOT SSO, (850) 414-4146
- Rupert Giroux, Safety Data Coordinator, FDOT SSO, (850) 414-4072
- Benjamin Jacobs, Crash Records and Research Coordinator, FDOT SSO, (850) 414-4007
- District Safety Engineers
(<https://www.fdot.gov/safety/safetyengineering/safetyengineeringcontacts.shtm>).

[Source: Florida HSIP Guidelines Manual, 2021]

How are HSIP funds allocated in a State?

- Formula via Districts/Regions
- Other-Central Office

FDOT focuses HSIP funding on highway safety improvement projects that are:

- Low cost (typically under \$1,000,000).
- Shorter-term, with concept to construction in under three years.
- Implemented on a public road.
- Addressing a problem known to result in fatalities and serious injuries as identified in the Florida SHSP.

23 USC 148(c) indicates a focused, data-driven approach should be used for safety problem identification, countermeasure analysis, and resource allocation. Safety funds should be used on the most effective countermeasures at the locations with the greatest needs. The Department actively uses the AASHTO Highway Safety Manual (HSM) and other data-driven approaches discussed throughout the Florida HSIP Guidelines Manual.

[Source: Florida HSIP Guidelines Manual, 2021]

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

Many counties in Florida develop and implement Local Road Safety Plans (LRSPs). An LRSP should be consistent with the Florida SHSP and focus on specific, high priority emphasis areas and strategies for local road safety. HSIP funds can be used to develop LRSPs, which are a proven safety countermeasure.

LRSPs support strategic safety management of off-system roads through the identification, analysis, and prioritization of roadway safety opportunities and improvements on the local system. For example, local areas with a large proportion of rural roads may use data to show a focus on reducing fatal and serious injury run-off-road crashes. Counties and other local agencies should consider developing and implementing LRSPs to:

- Define local safety priorities.
- Prioritize safety investments on off-system public roadways.
- Communicate safety improvement opportunities to stakeholders.
- Apply for HSIP funding.

LRSP development mimics the SHSP development process but focuses on local issues and needs. LRSPs should have a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on off-system roads. The Federal Highway Administration's (FHWA's) Developing Safety Plans: A Manual for Local Road Owners outlines the LRSP development process and contains an LRSP

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template.

To assist with coordination with local governments on all Florida roadways, FDOT develops and uses Geographic Information Systems (GIS) that all agencies can use. The FDOT SSO works with internal and external partners to develop and provide GIS analysis to support the districts with identifying locations for safety improvement on local roads. The FDOT Open Data Hub provides a platform through which local partners use FDOT data for their own safety improvement analyses. The FDOT SSO also developed several analyses of non-motorist (cyclist or pedestrian) involved crashes and intersection crashes. FDOT SSO works with internal and external partners to identify on local roads. Coordination between FDOT District Safety Engineers and the Community Traffic Safety Teams (CTSTs) identifies other local projects and training opportunities.

[Source: Florida HSIP Guidelines Manual, 2021]

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

- Design
- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Construction Office

Describe coordination with internal partners.

The FDOT SSO is responsible for administering the HSIP statewide. The FDOT SSO issues guidance and policy related to HSIP and approves HSIP projects for inclusion in the FDOT Work Program and Statewide Transportation Improvement Program (STIP). The FDOT SSO is responsible for coordinating the HSIP with other roadway safety programs and initiatives within FDOT and external partners.

The FDOT Districts are responsible for investigating roadway safety issues within their jurisdictions, evaluating options to address those issues, proposing projects for HSIP funding, and implementing those projects. Districts also report performance measures to support project evaluation. Several Districts organized Safety business units under the direction of a District Safety Administrator. FDOT Districts also coordinate safety improvement efforts with local jurisdictions and assists them in coordinated efforts to reduce fatal and serious injuries within the District.

Many FDOT business areas coordinate and support effective administration of the HSIP. These offices and business areas include planning, design, operations, utilities, finance, construction, maintenance the State Bicycle and Pedestrian Safety Manager, FDOT SSO, Safe Routes to School Program, Local Agency Program and the Work Program Office. All FDOT offices work with FDOT SSO to provide appropriate attention and consideration to all project decisions.

Safety is one of the Vital Few focus areas. The establishment of the Vital Few Safety Team is a direct result of the state's commitment to zero. This team was established to critically evaluate FDOT's existing activities related to safety and identify the activities that are currently working well, while also identifying new innovations that can continue to move the needle toward zero. FDOT initiated departmental priorities with statewide, multidisciplinary, internal teams to address them. Three Vital Few Safety sub-teams address lane departure, intersection, and bicyclist and pedestrian safety. Although the safety initiatives of the FDOT Vital Few are not

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directly involved in the HSIP administration practices, their input helps to focus safety priorities.

[Source: FDOT SSO Staff, 2021]

[Source: Florida HSIP Guidelines Manual, 2021]

[Source: FDOT Mission, Vision, and Values, 2021]

[Source: FDOT Vital Few Safety Task Team Overview, 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

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)
- Tribal Agency
- Other-Community Traffic Safety Team (CTST)
- Other-FACERS

FACERS is the Florida Association of County Engineers and Roadway Superintendents. Other SHSP partners are involved with HSIP planning. They include the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), Florida Highway Patrol (FHP), Florida Sheriffs Association (FSA), Florida Police Chiefs Association (FPCA), Federal Motor Carrier Safety Administration (FMCSA), and National Highway Traffic Safety Administration (NHTSA).

Describe coordination with external partners.

The 2021 SHSP was updated through collaboration with Florida's traffic safety partners. It aligns with and builds on the FTP, the long-range transportation plan for the State of Florida. Both plans share the vision of zero fatalities and serious injuries on the roadway system to protect Florida's 21 million residents and more than 131 million annual visitors. Partners who reviewed and approved the SHSP include:

- Florida Department of Transportation
- Florida Department of Highway Safety and Motor Vehicles
- Florida Highway Patrol
- Florida Sheriffs Association
- Florida Police Chiefs Association
- Metropolitan Planning Organization Advisory Council
- Florida Rail Enterprise
- Florida Association of County Engineers and Road Superintendents
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Federal Motor Carrier Safety Administration

The update process included:

- Alignment with Other State Plans – In addition to aligning with the FTP, the SHSP considers the goals and targets set in the Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), the strategic plans of statewide traffic safety coalitions and programs, the safety components of the Florida

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Freight Mobility and Trade Plan (FMTP), and the long-range transportation plans of Florida's 27 metropolitan planning organizations (MPO).

- Review and Analysis of Safety and Related Data – The SHSP is built on extensive analysis of traffic crash data collected by law enforcement officers statewide and submitted to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), the official repository of crash records for the State of Florida. All data reported in the SHSP are from FLHSMV from 2015-2019 unless otherwise noted. For the update, the five-year traffic crash data (2015-2019) are compared with the previous five-year period (2011-2015) data to evaluate the highest contributing factors to Florida's safety performance.
- Partner and Public Engagement – The update began with a Vision Zero workshop in May 2019. The following year included outreach via FTP and SHSP partner briefings and webinars, safety coalition meetings, and conferences such as the FDOT Transportation Planning Exchange (TransPlex) and the Florida Transportation Symposium. The FTP Steering Committee and its Safety Subcommittee helped to guide development. The subcommittee included safety partners from federal and state agencies, MPOs, regional planning councils, local governments, law enforcement, and many other transportation and safety partners. The ongoing work of the state's traffic safety coalitions, with representatives from over 100 key safety partners and advocates, is reflected in their respective emphasis areas. In addition, FDOT expanded virtual engagement placing emphasis on groups representing traditionally underserved populations. FDOT interviewed leadership and staff of, conducted briefings to, and participated in webinars with organizations working with persons with disabilities, older adults, low-income residents, public health issues, housing issues, rural and agricultural communities, and other groups that in the past may not have had significant input in long-range transportation planning activities.

[Source: Florida Department of Transportation FY 2022 Highway Safety Plan, 2021]

[Source: Florida HSIP Guidelines Manual, 2021]

[Source: FDOT State Safety Office, Programs website (<https://www.fdot.gov/safety/2a-programs/programs.shtm>), as of 2020-08-10]

[Source: FDOT State Safety Office, Traffic Safety Coalitions website (<https://www.fdot.gov/safety/safety-coalitions/coalitionsresources.shtm>), as of 2020-08-10]

[Source: Florida Strategic Highway Safety Plan, 2021]

Describe HSIP program administration practices that have changed since the last reporting period.

Since the last reporting period, the Florida SHSP was updated to include 4 I's (i.e., information intelligence, innovation, insight into communities, and investments and policies) with the 4 E's of traffic safety (i.e., engineering, enforcement, education, and emergency services) as key strategies aligned with a Safe System approach. Data collected from the May 2019 Long-Range Transportation Visioning Session with a "Vision Zero Workshop" component was incorporated into the SHSP refresh.

The Vital Few Safety team and the sub-teams addressing lane departure, intersection, and bicyclist and pedestrian safety also continued their work to innovate and improve ways to reduce fatalities and serious injuries to zero. Additionally, FDOT continued transitioning fund allocation responsibilities from central office to the districts. In fiscal year 2024, the districts will exercise greater control on project selection and funding as guidance and support continues at the central office level.

Florida is a Vision Zero state, recognizing that no traffic fatality is acceptable on our roadways. Florida aligns opportunities to improve traffic safety with a Safe System approach. Improvement opportunities include focusing attention on the shortcomings of the built environment, policies and technologies that influence behavior, the development of safer vehicles, education, and law enforcement.

Vision Zero is not just "business as usual" with a new name; its core principles must be acknowledged and built into everyday efforts.

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- Traffic fatalities and serious injuries are acknowledged to be preventable
- Human life and health are prioritized within all aspects of transportation systems
- Safety work should focus on systems-level changes influencing individual behavior
- Speed is recognized and prioritized as a fundamental factor in crash severity

Since our last reporting period, the State Safety Office created the FDOT Safety Data Integration Space – a platform to leverage existing data sources, analysis tools, and reporting and dashboards together in one location for performance monitoring and management. We created the Transportation Safety Dashboard for our Executive Leadership, organized by Strategic Highway Safety Plan emphasis area, to view our specific challenges leading to serious injuries and fatalities and monitor our progress in each area toward our target of zero. Next, our Work Program Dashboard is in development, which gathers all mappable HSIP funded construction projects and evaluates their effectiveness. Utilizing preliminary crash data available up through 2020 for fatalities and serious injuries, we are testing our ability to evaluate mappable HSIP funded construction projects completed in 2017. Utilizing 3 years before and 3 years after crash data, our preliminary findings indicate that those projects resulted in an average benefit cost ratio of 1.6 and averaged a 35% reduction in the number of serious injuries and fatalities in those specific corridor segments.

[Source: Florida Department of Transportation FY 2022 Highway Safety Plan, 2021]

[Source: Florida HSIP Guidelines Manual 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

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

Prioritized lists of safety needs are maintained by each District and Central Office verifies whether proposed projects are eligible for HSIP funding. Districts authorize and fund eligible HSIP projects according to procedures consistent with the Office of Work Program and Budget.

[Source: FDOT HSIP Guidelines Manual, 2021]

[Source: FDOT Office of Work Program and Budget, 2021]

Program Methodology

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

Yes

The FDOT SSO regularly reviews and updates the Florida HSIP Guidelines Manual, which clearly describes HSIP planning, implementation, and evaluation processes.

[Source: Florida HSIP Guidelines Manual, 2021]

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Intersection
- Pedestrian Safety
- Skid Hazard
- Other-Lane Departure

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The HSIP is guided by the Florida SHSP, which outlines a framework for implementation activities to eliminate fatalities and reduce serious injuries on Florida's public roads. Our data driven SHSP focuses on 12 Emphasis Areas addressing and 6 Evolving Emphasis Areas including those selected from the list above, and they are reflected by the programs that are administered under the HSIP.

Administered HSIP Programs

Traffic Records is the first Emphasis Area since data is the foundation of any improvement efforts for traffic safety. The remaining 11 Emphasis Areas (i.e., HSIP programs) organized into categories are crashes involving:

- Roadways
 - Lane Departure
 - Intersection
- Road Users
 - Pedestrians and Bicyclists
 - Aging Road Users
 - Motorcyclists and Motor Scooter Riders
 - Commercial Motor Vehicle Operators
 - Teen Drivers
- User Behavior
 - Impaired Driving
 - Occupant Protection
 - Speeding and Aggressive Driving
 - Distracted Driving

Evolving Emphasis Areas include crashes involving:

- Work Zones
- Drowsy and Ill Driving
- Rail Crossings
- Roadway Transit
- Micromobility
- Connected and Automated Vehicles

Program Methodology

Since the last update of the SHSP in 2016, FDOT and traffic safety stakeholders reviewed and updated program methodologies regularly.

Program Justification

Justification for the programs is that they (1) address Florida SHSP priorities and (2) are FHWA focused approaches to safety.

Data Types for Program Methodologies

The data types used in the program methodologies include:

- Crash
 - fatal and serious injury crashes
 - all crashes
- Exposure
 - traffic

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- volume
- population
- Roadway
 - horizontal curvature
 - functional classification
 - roadside features
 - context classification

Project Identification

Project identification methodologies used for these programs are:

- crash frequency,
- crash rate,
- excess expected crash frequency,
- over-representation of crashes,
- crash tree diagrams, and
- applications of safety performance functions (SPFs).

Local Roads

Local roads (non-state owned and operated) are included or addressed in the Florida HSIP programs.

Local Road Methodologies

Local road projects are identified through the same methodologies used for state roads.

Program Advancement for Implementation

Projects under the Florida HSIP programs are advanced for implementation by identifying locations through GIS analysis by Central Office or vetting through the districts. District submitted projects are evaluated using a benefit-cost ratio greater than 1.

Prioritization Processes

Central Office and the Districts use several methods to prioritize HSIP projects. They include:

- ranking based on the benefit-cost ratio,
- ranking based on net benefit,
- net present value,
- available funding, and
- cost effectiveness.

[Source: Florida HSIP Guidelines Manual, 2021]

[Source: FDOT State Safety Office, 2021]

[Source: FDOT Work Program and Budget Office, 2021]

Program: Bicycle Safety

Date of Program Methodology: 5/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

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- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Population

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Contributing factors such as time of day (75% of fatal pedestrian and bicycle crashes occur during dusk or dark hours)
- Other-Locations are identified through GIS analysis by Central Office or vetted through the districts. District submitted projects are evaluated using a Benefit Cost Ratio greater than 1.

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).

Reference Question 14 regarding details for this program.

Program: Intersection

Date of Program Methodology:9/1/2007

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Population

Roadway

- Functional classification
- Roadside features
- Other-Mile Point
- Other-Context classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs

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-Districts coordinate with staff for projects and submit to Central Office for approval.

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

Ranking based on B/C:5

Available funding:5

Ranking based on net benefit:5

Cost Effectiveness:5

Other-Net Present Value:5

Reference Question 14 regarding details for this program.

Program: Pedestrian Safety

Date of Program Methodology:5/1/2017

What is the justification for this program?

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- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Population

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Contributing factors such as time of day (75% of fatal pedestrian and bicycle crashes occur during dusk or dark hours)
- Other-Projects are identified using GIS analysis of crash locations and frequency.

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?

- Competitive application process

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

Ranking based on B/C:5

Available funding:5

Ranking based on net benefit:5

Cost Effectiveness:5

Other-Net Present Value:5

Reference Question 14 regarding details for this program.

Program: Skid Hazard

Date of Program Methodology:9/1/2007

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Population

Roadway

- Horizontal curvature
- Functional classification
- Roadside features
- Other-Friction Number

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Other-Locations with a high proportion of wet weather crashes are included in the screening process for skid hazard project locations.

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?

- Competitive application process

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

Ranking based on B/C:5

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Available funding:5

Ranking based on net benefit:5

Cost Effectiveness:5

Other-Net Present Value:5

Reference Question 14 regarding details for this program.

Program: Other-Lane Departure

Date of Program Methodology:9/1/2007

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Population

Roadway

- Horizontal curvature
- Functional classification
- Roadside features
- Other-Mile Point

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Excess proportions of specific crash types

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?

- Competitive application process

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

Ranking based on B/C:5

Available funding:5

Ranking based on net benefit:5

Cost Effectiveness:5

Other-Net Present Value:5

Reference Question 14 regarding details for this program.

What percentage of HSIP funds address systemic improvements?

41

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

- Add/Upgrade/Modify/Remove Traffic Signal
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails
- Wrong way driving treatments

The list does not include all improvement types because queries of FDOT Work Program and Budget systems are limited to available work mix fields.

[Source: FDOT Office of Work Program and Budget, MADDOG system, HSIP Funds for FY 2020/2021]

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-FHWA resources

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

FDOT has an ITS Strategic Plan to provide statewide direction and guidance for the FDOT, Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multi-modal ITS elements to maximize the safety and efficiency of Florida's Transportation System.

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The priorities set by Florida's ITS Strategic Plan align with the goals outlined in the 2025 Florida Transportation Plan. Each goal is supported by a corresponding group of ITS objectives and strategies that can be tracked using a common set of performance measures.

Florida's ITS Strategic Plan defines the goals, objectives, and strategies for the statewide ITS Program over the next three to five years. During this time, many initiatives and programs will begin to mature and, therefore, should be considered by FDOT. These projects and programs include but are not limited to connected vehicles and ITS technologies and applications.

The Connected and Automated Vehicle (CAV) Program goals and objectives support the FDOT Transportation Systems Management & Operations (TSM&O) 2017 Strategic Plan. The CAV technologies have the potential to significantly reduce highway crashes that result in traffic fatalities. This is consistent with FDOT's vision and that of Vision Zero.

[Source: Florida Intelligent Transportation Systems Strategic Plan, 2014]

[Source: Florida's Connected and Automated Vehicles (CAV) Business Plan, January 2019]

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.

The Florida Department of Transportation (FDOT) supports research to configure and customize the Highway Safety Manual (HSM) methods to Florida's roadways.

Safety Engineering from the FDOT State Safety Office (SSO) maintains a website for Safety Analysis Methods and Resources. In addition to information about the HSM, the site includes analysis methods and resources that are based on or aligned with HSM guidelines. FDOT promotes using methodologies based on the HSM and Districts may use spreadsheets or other analysis tools to apply HSM and other data-driven safety analysis methods. The following are provided through the site.

- HSM information
- AASHTO Safety Analysis Resources
 - Highway Safety Manual
 - AASHTO HSM Tools
 - Safety Performance for Intersection Control Evaluation (SPICE) Tool
 - Interactive Highway Safety Design Model (IHSDM)
- Transportation Research Board Safety Analysis Resources
 - Highway Safety Manual Data Needs Guide
- FHWA Safety Analysis Resources
 - CMF Clearinghouse
- FDOT Safety Analysis Resources
 - Crash Reduction Factors
 - Map Based Query Tool Code Definitions
 - Safety Analysis Matrix
 - FDOT Highway Safety Manual User Guide 2015
 - FDOT HSM Implementation Summary
 - FDOT HSM Implementation Plan Timeline

[Source: Safety Analysis Methods & Resources by FDOT Safety Engineering, www.fdot.gov/safety/safetyengineering/safetyanalysismethods.shtm 2021][Source: Florida HSIP Guidelines

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Manual, 2021]

[Source: FDOT Highway Safety Manual User Guide, 2015]

Describe program methodology practices that have changed since the last reporting period.

The Florida Department of Transportation (FDOT) continues to move more control and management of project selection and execution to the district level. First, FDOT districts propose projects for Highway Safety Improvement Program (HSIP) funding. Afterwards, FDOT Central Office verifies whether the projects meet eligibility criteria for HSIP. Finally, the Districts approve and manage HSIP projects from the projects that are eligible for HSIP.

[Source: Florida HSIP Guidelines Manual, 2021]

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

FDOT implements highway safety improvement projects in several ways (1) predictive analytics-based projects, (2) systemic projects, (3) hotspot projects, (4) policy-based projects, and (5) data and analysis projects. FDOT incorporates a combination of these types of projects within the HSIP. Each type addresses serious crash risks and safety problems in a different way, creating a diversified portfolio of investments in safety improvements. However, the HSIP does not have to include projects of each type every year. Districts are encouraged to use discretion to address their safety concerns with projects that provide the greatest opportunity to reduce fatalities and serious injuries.

Systemic projects focus on mitigating highly prevalent crash types or contributing factors in the SHSP that result in large numbers of fatalities and serious injuries across the network. FDOT tries to address these issues as cost-efficiently as possible. FDOT leverages the mobilization and other fixed costs of existing projects (e.g., resurfacing, restoration, rehabilitation) and promotes using cost-effective countermeasures to existing non-HSIP projects. Hotspot projects focus on the roadway segments, corridors, intersections, or ramps with highest overall potential for safety improvement across the network. FDOT supports improvement projects that are feasible, cost-effective, and address serious or fatal injuries for emphasis areas in the Florida SHSP. Geometric and operational characteristics are also considered for these projects. Policy-based projects are improvements to bring roadway design or operational features up to a standard. Policy-based countermeasures (also called nominal or systematic) often aim to reduce liability as well as crash risk, such as updating old roadside hardware to current designs or meeting sign retro-reflectivity standards. Data and analysis projects enhance the delivery of the HSIP by advancing planning, implementation, and evaluation methods. FDOT recommends projects that are strategic with a clear goal to help reduce fatalities and serious injuries.

[Source: Florida HSIP Guidelines Manual, 2021]

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)	\$177,220,477	\$177,186,300	99.98%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
Totals	\$177,220,477	\$177,186,300	99.98%

Financial data is based on fund codes associated with the Highway Safety Improvement Program (HSIP).

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY2020/2021, as of 2021-04-19]

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

\$35,201,398

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

\$35,173,364

Financial information is based on data in the FDOT Office of Work Program and Budget systems.

[Source: MADDOG system, FY2020/2021, as of 2021-04-19]

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

\$10,380,552

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

\$10,380,552

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Financial information is based on data from FDOT Office of Work Program and Budget.

[Source: MADDOG system, FY2020/2021, as of 2021-04-19]

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?

\$18,416,201

Financial information is based on data from FDOT Office of Work Program and Budget.

[Source: MADDOG system, FY2020/2021, as of 2021-04-19]

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

None to report at this time.

[Source: FDOT State Safety Office, 2021]

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
437641-1	Access management	Access management - other			\$1503659	\$1503659	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437641-1	Access management	Access management - other			\$108840	\$108840	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439777-1	Access management	Access management - other			\$414980	\$414980	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439777-1	Access management	Access management - other			\$21961	\$21961	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439777-1	Access management	Access management - other			\$67060	\$67060	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439777-1	Access management	Access management - other			\$24594	\$24594	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437640-1	Access management	Median crossover relocate/close crossover			\$573756	\$573756	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437640-1	Access management	Median crossover relocate/close crossover			\$29127	\$29127	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
437640-1	Access management	Median crossover relocate/close crossover -			\$9465	\$9465	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437640-1	Access management	Median crossover relocate/close crossover -			\$3058850	\$3058850	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437640-1	Access management	Median crossover relocate/close crossover -			\$369136	\$369136	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437640-1	Access management	Median crossover relocate/close crossover -			\$148111	\$148111	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437641-1	Access management	Access management other -			\$1141886	\$1141886	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437641-1	Access management	Access management other -			\$93605	\$93605	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439911-1	Interchange design	Interchange design - other			\$8698	\$8698	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439911-1	Interchange design	Interchange design - other			\$119604	\$119604	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436962-1	Interchange design	Interchange design - other			\$102575	\$102575	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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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
444046-1	Interchange design	Interchange design - other			\$265	\$265	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444046-1	Interchange design	Interchange design - other			\$61419	\$61419	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444046-1	Interchange design	Interchange design - other			\$214992	\$214992	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444046-1	Interchange design	Interchange design - other			\$140072	\$140072	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437451-1	Intersection geometry	Add/modify auxiliary lanes			\$4738	\$4738	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437451-1	Intersection geometry	Add/modify auxiliary lanes			\$8710	\$8710	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437451-1	Intersection geometry	Add/modify auxiliary lanes			\$60000	\$60000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437451-1	Intersection geometry	Add/modify auxiliary lanes			\$4500	\$4500	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$966810	\$966810	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$16791	\$16791	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$4879	\$4879	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444031-1	Intersection geometry	Add/modify auxiliary lanes			\$3832	\$3832	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444031-1	Intersection geometry	Add/modify auxiliary lanes			\$79627	\$79627	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$1076201	\$1076201	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$107117	\$107117	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437643-1	Intersection geometry	Add/modify auxiliary lanes			\$29016	\$29016	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436111-1	Intersection geometry	Add/modify auxiliary lanes			\$37	\$37	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436111-1	Intersection geometry	Add/modify auxiliary lanes			\$1847	\$1847	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
436111-1	Intersection geometry	Add/modify auxiliary lanes			\$77014	\$77014	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436111-1	Intersection geometry	Add/modify auxiliary lanes			\$18574	\$18574	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436111-1	Intersection geometry	Add/modify auxiliary lanes			\$1040	\$1040	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
435837-1	Intersection geometry	Add/modify auxiliary lanes			\$665	\$665	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
435837-1	Intersection geometry	Add/modify auxiliary lanes			\$97020	\$97020	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
435837-1	Intersection geometry	Add/modify auxiliary lanes			\$9624	\$9624	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
435837-1	Intersection geometry	Add/modify auxiliary lanes			\$15658	\$15658	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
435837-1	Intersection geometry	Add/modify auxiliary lanes			\$42916	\$42916	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436041-1	Intersection geometry	Add/modify auxiliary lanes			\$8144	\$8144	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
436041-1	Intersection geometry	Add/modify auxiliary lanes			\$51844	\$51844	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437354-1	Intersection geometry	Add/modify auxiliary lanes			\$85138	\$85138	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437354-1	Intersection geometry	Add/modify auxiliary lanes			\$24940	\$24940	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437644-1	Intersection geometry	Add/modify auxiliary lanes			\$15433	\$15433	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437644-1	Intersection geometry	Add/modify auxiliary lanes			\$5540	\$5540	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437646-1	Intersection geometry	Add/modify auxiliary lanes			\$5114	\$5114	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436041-1	Intersection geometry	Add/modify auxiliary lanes			\$1059	\$1059	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437354-1	Intersection geometry	Add/modify auxiliary lanes			\$57000	\$57000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
423608-2	Intersection geometry	Intersection geometry - other			\$329	\$329	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
427521-2	Intersection geometry	Intersection geometry - other			\$20000	\$20000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
427521-2	Intersection geometry	Intersection geometry - other			\$20000	\$20000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429022-1	Intersection geometry	Intersection geometry - other			\$36708	\$36708	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429022-2	Intersection geometry	Intersection geometry - other			\$4996	\$4996	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429022-2	Intersection geometry	Intersection geometry - other			\$22980	\$22980	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429022-2	Intersection geometry	Intersection geometry - other			\$51821	\$51821	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429186-5	Intersection geometry	Intersection geometry - other			\$7624	\$7624	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429186-5	Intersection geometry	Intersection geometry - other			\$34560	\$34560	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429585-2	Intersection geometry	Intersection geometry - other			\$2324	\$2324	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
430808-3	Intersection geometry	Intersection geometry - other			\$610189	\$610189	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430808-3	Intersection geometry	Intersection geometry - other			\$13350	\$13350	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430910-1	Intersection geometry	Intersection geometry - other			\$77600	\$77600	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430911-1	Intersection geometry	Intersection geometry - other			\$348	\$348	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430914-1	Intersection geometry	Intersection geometry - other			\$536	\$536	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
431170-4	Intersection geometry	Intersection geometry - other			\$22360	\$22360	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
431170-5	Intersection geometry	Intersection geometry - other			\$20921	\$20921	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432648-1	Intersection geometry	Intersection geometry - other			\$81212	\$81212	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432648-1	Intersection geometry	Intersection geometry - other			\$129615	\$129615	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
432648-1	Intersection geometry	Intersection geometry - other			\$276296	\$276296	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432748-5	Intersection geometry	Intersection geometry - other			\$9865	\$9865	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
433455-1	Intersection geometry	Intersection geometry - other			\$6423	\$6423	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
434502-1	Intersection geometry	Intersection geometry - other			\$305162	\$305162	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436237-1	Intersection geometry	Intersection geometry - other			\$100	\$100	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436311-1	Intersection geometry	Intersection geometry - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436404-1	Intersection geometry	Intersection geometry - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436404-1	Intersection geometry	Intersection geometry - other			\$5290	\$5290	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437592-1	Intersection geometry	Intersection geometry - other			\$14255	\$14255	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
437629-1	Intersection geometry	Intersection geometry - other			\$39301	\$39301	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437629-1	Intersection geometry	Intersection geometry - other			\$102534	\$102534	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437629-1	Intersection geometry	Intersection geometry - other			\$24402	\$24402	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437915-1	Intersection geometry	Intersection geometry - other			\$7597	\$7597	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437915-1	Intersection geometry	Intersection geometry - other			\$122281	\$122281	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437923-1	Intersection geometry	Intersection geometry - other			\$773208	\$773208	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437923-1	Intersection geometry	Intersection geometry - other			\$72805	\$72805	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438378-1	Intersection geometry	Intersection geometry - other			\$3663	\$3663	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439368-1	Intersection geometry	Intersection geometry - other			\$1847	\$1847	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439368-1	Intersection geometry	Intersection geometry - other			\$276	\$276	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$56	\$56	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$149	\$149	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$217	\$217	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$6186	\$6186	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$4155	\$4155	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$4175	\$4175	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$28	\$28	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$448	\$448	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439498-1	Intersection geometry	Intersection geometry - other			\$2000	\$2000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$67	\$67	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439917-1	Intersection geometry	Intersection geometry - other			\$534	\$534	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439917-1	Intersection geometry	Intersection geometry - other			\$17523	\$17523	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$1761213	\$1761213	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$15331	\$15331	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$238472	\$238472	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$10452	\$10452	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$250	\$250	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439922-1	Intersection geometry	Intersection geometry - other			\$567287	\$567287	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439983-1	Intersection geometry	Intersection geometry - other			\$177115	\$177115	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$1000	\$1000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$62304	\$62304	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$35762	\$35762	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$33612	\$33612	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440671-1	Intersection geometry	Intersection geometry - other			\$31806	\$31806	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440671-1	Intersection geometry	Intersection geometry - other			\$25951	\$25951	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440672-1	Intersection geometry	Intersection geometry - other			\$194639	\$194639	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440672-1	Intersection geometry	Intersection geometry - other			\$3589	\$3589	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441050-1	Intersection geometry	Intersection geometry - other			\$5660	\$5660	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441050-1	Intersection geometry	Intersection geometry - other			\$1468	\$1468	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441050-1	Intersection geometry	Intersection geometry - other			\$1000	\$1000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441050-1	Intersection geometry	Intersection geometry - other			\$8300	\$8300	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441050-1	Intersection geometry	Intersection geometry - other			\$5175	\$5175	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441099-1	Intersection geometry	Intersection geometry - other			\$601486	\$601486	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441208-1	Intersection geometry	Intersection geometry - other			\$7174	\$7174	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441213-1	Intersection geometry	Intersection geometry - other			\$164	\$164	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
441670-1	Intersection geometry	Intersection geometry - other			\$739789	\$739789	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441670-1	Intersection geometry	Intersection geometry - other			\$88733	\$88733	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442122-1	Intersection geometry	Intersection geometry - other			\$32200	\$32200	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442122-1	Intersection geometry	Intersection geometry - other			\$125000	\$125000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442122-1	Intersection geometry	Intersection geometry - other			\$96256	\$96256	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442124-1	Intersection geometry	Intersection geometry - other			\$27018	\$27018	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442124-1	Intersection geometry	Intersection geometry - other			\$124891	\$124891	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442124-1	Intersection geometry	Intersection geometry - other			\$50246	\$50246	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443252-1	Intersection geometry	Intersection geometry - other			\$34426	\$34426	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
443252-1	Intersection geometry	Intersection geometry - other			\$3014	\$3014	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443514-1	Intersection geometry	Intersection geometry - other			\$403215	\$403215	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444213-1	Intersection geometry	Intersection geometry - other			\$31327	\$31327	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444213-1	Intersection geometry	Intersection geometry - other			\$267114	\$267114	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430808-3	Intersection geometry	Intersection geometry - other			\$516980	\$516980	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430808-3	Intersection geometry	Intersection geometry - other			\$154820	\$154820	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436237-1	Intersection geometry	Intersection geometry - other			\$785	\$785	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437923-1	Intersection geometry	Intersection geometry - other			\$55033	\$55033	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$1152724	\$1152724	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439470-1	Intersection geometry	Intersection geometry - other			\$5547	\$5547	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$11400	\$11400	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$158438	\$158438	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$12345	\$12345	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$10066	\$10066	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$64000	\$64000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$1950	\$1950	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$26573	\$26573	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$1900	\$1900	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439500-1	Intersection geometry	Intersection geometry - other			\$115000	\$115000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$630	\$630	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$3030	\$3030	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$24623	\$24623	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$2000	\$2000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439500-1	Intersection geometry	Intersection geometry - other			\$2956	\$2956	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439919-1	Intersection geometry	Intersection geometry - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439922-1	Intersection geometry	Intersection geometry - other			\$17499	\$17499	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439922-1	Intersection geometry	Intersection geometry - other			\$95821	\$95821	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439922-1	Intersection geometry	Intersection geometry - other			\$9532	\$9532	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439983-1	Intersection geometry	Intersection geometry - other			\$19166	\$19166	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439983-1	Intersection geometry	Intersection geometry - other			\$7458	\$7458	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$264021	\$264021	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$1594	\$1594	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440304-1	Intersection geometry	Intersection geometry - other			\$46337	\$46337	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440671-1	Intersection geometry	Intersection geometry - other			\$107174	\$107174	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440672-1	Intersection geometry	Intersection geometry - other			\$14519	\$14519	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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441219-1	Intersection geometry	Intersection geometry - other			\$236	\$236	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443514-1	Intersection geometry	Intersection geometry - other			\$5904	\$5904	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439157-1	Intersection geometry	Intersection geometry - other			\$5560	\$5560	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439157-1	Intersection geometry	Intersection geometry - other			\$35415	\$35415	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439156-1	Intersection geometry	Intersection geometry - other			\$508	\$508	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439448-1	Intersection geometry	Intersection geometry - other			\$51566	\$51566	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439448-1	Intersection geometry	Intersection geometry - other			\$377573	\$377573	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439590-1	Intersection geometry	Intersection geometry - other			\$338740	\$338740	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440686-1	Intersection geometry	Intersection geometry - other			\$444957	\$444957	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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440686-1	Intersection geometry	Intersection geometry - other			\$6240	\$6240	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442123-1	Intersection geometry	Intersection geometry - other			\$183468	\$183468	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442862-1	Intersection geometry	Intersection geometry - other			\$570169	\$570169	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$121	\$121	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$1882762	\$1882762	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$3621	\$3621	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$240781	\$240781	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$39721	\$39721	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439488-1	Intersection geometry	Intersection geometry - other			\$40000	\$40000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439490-1	Intersection geometry	Intersection geometry - other			\$13070	\$13070	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437634-1	Intersection traffic control	Intersection traffic control - other			\$10000	\$10000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437634-1	Intersection traffic control	Intersection traffic control - other			\$21815	\$21815	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437634-1	Intersection traffic control	Intersection traffic control - other			\$366000	\$366000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437634-1	Intersection traffic control	Intersection traffic control - other			\$114412	\$114412	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438272-1	Intersection traffic control	Intersection traffic control - other			\$397	\$397	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438272-1	Intersection traffic control	Intersection traffic control - other			\$742	\$742	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438272-1	Intersection traffic control	Intersection traffic control - other			\$27626	\$27626	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438272-2	Intersection traffic control	Intersection traffic control - other			\$6791	\$6791	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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438272-2	Intersection traffic control	Intersection traffic control - other			\$13279	\$13279	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
438272-2	Intersection traffic control	Intersection traffic control - other			\$2100	\$2100	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439825-1	Intersection traffic control	Intersection traffic control - other			\$336400	\$336400	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439825-1	Intersection traffic control	Intersection traffic control - other			\$1922	\$1922	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439825-1	Intersection traffic control	Intersection traffic control - other			\$20329	\$20329	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439825-1	Intersection traffic control	Intersection traffic control - other			\$44233	\$44233	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441365-1	Intersection traffic control	Intersection traffic control - other			\$13106	\$13106	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441370-1	Intersection traffic control	Intersection traffic control - other			\$2374	\$2374	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$9445	\$9445	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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441725-1	Intersection traffic control	Intersection traffic control - other			\$496037	\$496037	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$200971	\$200971	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$20153	\$20153	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$83112	\$83112	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$16806	\$16806	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441732-1	Intersection traffic control	Intersection traffic control - other			\$7959	\$7959	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441732-1	Intersection traffic control	Intersection traffic control - other			\$716760	\$716760	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441732-1	Intersection traffic control	Intersection traffic control - other			\$312	\$312	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441732-1	Intersection traffic control	Intersection traffic control - other			\$43294	\$43294	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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441732-1	Intersection traffic control	Intersection traffic control - other			\$10958	\$10958	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441735-1	Intersection traffic control	Intersection traffic control - other			\$12674	\$12674	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441735-1	Intersection traffic control	Intersection traffic control - other			\$487338	\$487338	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441735-1	Intersection traffic control	Intersection traffic control - other			\$3420	\$3420	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441735-1	Intersection traffic control	Intersection traffic control - other			\$90719	\$90719	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441735-1	Intersection traffic control	Intersection traffic control - other			\$15489	\$15489	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$7334	\$7334	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$176816	\$176816	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$19013	\$19013	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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441737-1	Intersection traffic control	Intersection traffic control - other			\$26503	\$26503	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$15746	\$15746	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$44081	\$44081	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441737-1	Intersection traffic control	Intersection traffic control - other			\$5687	\$5687	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441738-1	Intersection traffic control	Intersection traffic control - other			\$14621	\$14621	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444039-1	Intersection traffic control	Intersection traffic control - other			\$733	\$733	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444039-1	Intersection traffic control	Intersection traffic control - other			\$65657	\$65657	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444039-1	Intersection traffic control	Intersection traffic control - other			\$346216	\$346216	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439825-1	Intersection traffic control	Intersection traffic control - other			\$7560	\$7560	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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441365-1	Intersection traffic control	Intersection traffic control - other			\$9990	\$9990	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441725-1	Intersection traffic control	Intersection traffic control - other			\$4308	\$4308	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441738-1	Intersection traffic control	Intersection traffic control - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441738-1	Intersection traffic control	Intersection traffic control - other			\$1278461	\$1278461	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441738-1	Intersection traffic control	Intersection traffic control - other			\$1125	\$1125	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441738-1	Intersection traffic control	Intersection traffic control - other			\$222136	\$222136	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444039-1	Intersection traffic control	Intersection traffic control - other			\$288148	\$288148	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430590-2	Intersection traffic control	Intersection traffic control - other			\$41800	\$41800	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432584-3	Intersection traffic control	Intersection traffic control - other			\$5194	\$5194	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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432584-3	Intersection traffic control	Intersection traffic control - other			\$8359	\$8359	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432584-3	Intersection traffic control	Intersection traffic control - other			\$6920	\$6920	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441195-1	Intersection traffic control	Intersection traffic control - other			\$20368	\$20368	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441195-1	Intersection traffic control	Intersection traffic control - other			\$13789	\$13789	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441770-1	Intersection traffic control	Intersection traffic control - other			\$138352	\$138352	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441771-1	Intersection traffic control	Intersection traffic control - other			\$12417	\$12417	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441771-1	Intersection traffic control	Intersection traffic control - other			\$124539	\$124539	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441775-1	Intersection traffic control	Intersection traffic control - other			\$175588	\$175588	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441798-1	Intersection traffic control	Intersection traffic control - other			\$1627	\$1627	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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444212-1	Intersection traffic control	Intersection traffic control - other			\$115403	\$115403	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441775-1	Intersection traffic control	Intersection traffic control - other			\$4999	\$4999	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430608-2	Intersection traffic control	Intersection traffic control - other			\$53271	\$53271	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430608-2	Intersection traffic control	Intersection traffic control - other			\$14511	\$14511	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437486-1	Intersection traffic control	Intersection traffic control - other			\$4305	\$4305	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437702-1	Intersection traffic control	Intersection traffic control - other			\$14588	\$14588	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437702-1	Intersection traffic control	Intersection traffic control - other			\$11904	\$11904	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437707-1	Intersection traffic control	Intersection traffic control - other			\$515	\$515	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437707-1	Intersection traffic control	Intersection traffic control - other			\$90132	\$90132	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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437707-1	Intersection traffic control	Intersection traffic control - other			\$62376	\$62376	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437707-1	Intersection traffic control	Intersection traffic control - other			\$44347	\$44347	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437707-1	Intersection traffic control	Intersection traffic control - other			\$30893	\$30893	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$384707	\$384707	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$127298	\$127298	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$10114	\$10114	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$38832	\$38832	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$48243	\$48243	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$20851	\$20851	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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437708-1	Intersection traffic control	Intersection traffic control - other			\$17212	\$17212	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$17544	\$17544	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$3815	\$3815	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$18243	\$18243	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$164000	\$164000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$1415	\$1415	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$405706	\$405706	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439415-1	Intersection traffic control	Intersection traffic control - other			\$84	\$84	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439415-1	Intersection traffic control	Intersection traffic control - other			\$141519	\$141519	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439415-1	Intersection traffic control	Intersection traffic control - other			\$938	\$938	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440670-1	Intersection traffic control	Intersection traffic control - other			\$1171283	\$1171283	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440670-1	Intersection traffic control	Intersection traffic control - other			\$14446	\$14446	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445671-1	Intersection traffic control	Intersection traffic control - other			\$7143	\$7143	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445671-1	Intersection traffic control	Intersection traffic control - other			\$157844	\$157844	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$630	\$630	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437708-1	Intersection traffic control	Intersection traffic control - other			\$36	\$36	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$254414	\$254414	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$81155	\$81155	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439159-1	Intersection traffic control	Intersection traffic control - other			\$20408	\$20408	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439415-1	Intersection traffic control	Intersection traffic control - other			\$267543	\$267543	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439415-1	Intersection traffic control	Intersection traffic control - other			\$39105	\$39105	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437648-1	Intersection traffic control	Modify control - other			\$805	\$805	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437648-1	Intersection traffic control	Modify control - other			\$19958	\$19958	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437701-1	Lighting	Continuous roadway lighting			\$5506	\$5506	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437701-1	Lighting	Continuous roadway lighting			\$300654	\$300654	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437701-1	Lighting	Continuous roadway lighting			\$59590	\$59590	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437701-1	Lighting	Continuous roadway lighting			\$41707	\$41707	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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441725-2	Lighting	Continuous roadway lighting			\$307181	\$307181	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441732-2	Lighting	Continuous roadway lighting			\$79533	\$79533	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441734-2	Lighting	Continuous roadway lighting			\$212195	\$212195	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441736-2	Lighting	Continuous roadway lighting			\$188847	\$188847	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441742-3	Lighting	Continuous roadway lighting			\$56924	\$56924	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$2461	\$2461	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$14484	\$14484	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$23066	\$23066	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$1838228	\$1838228	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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434273-3	Lighting	Continuous roadway lighting			\$466	\$466	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$1088892	\$1088892	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$288	\$288	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$725	\$725	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$6341	\$6341	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$19814	\$19814	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$3249862	\$3249862	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$228	\$228	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$12954	\$12954	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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434273-3	Lighting	Continuous roadway lighting			\$4738032	\$4738032	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-3	Lighting	Continuous roadway lighting			\$74843	\$74843	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$1549491	\$1549491	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$428275	\$428275	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434273-4	Lighting	Continuous roadway lighting			\$63609	\$63609	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437630-1	Lighting	Intersection lighting			\$50021	\$50021	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437630-1	Lighting	Intersection lighting			\$16824	\$16824	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437718-1	Lighting	Intersection lighting			\$13570	\$13570	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437718-1	Lighting	Intersection lighting			\$35598	\$35598	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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437718-2	Lighting	Intersection lighting			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439489-1	Lighting	Intersection lighting			\$8080	\$8080	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439489-1	Lighting	Intersection lighting			\$2310	\$2310	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439557-2	Lighting	Intersection lighting			\$64	\$64	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439804-1	Lighting	Intersection lighting			\$294	\$294	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439806-1	Lighting	Intersection lighting			\$188	\$188	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439808-1	Lighting	Intersection lighting			\$262	\$262	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-1	Lighting	Intersection lighting			\$19928	\$19928	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-6	Lighting	Intersection lighting			\$790696	\$790696	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439829-6	Lighting	Intersection lighting			\$24591	\$24591	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-6	Lighting	Intersection lighting			\$99510	\$99510	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-6	Lighting	Intersection lighting			\$43462	\$43462	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-7	Lighting	Intersection lighting			\$45473	\$45473	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-7	Lighting	Intersection lighting			\$7349	\$7349	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-7	Lighting	Intersection lighting			\$8887	\$8887	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-7	Lighting	Intersection lighting			\$9859	\$9859	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-1	Lighting	Intersection lighting			\$172	\$172	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-4	Lighting	Intersection lighting			\$472	\$472	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439880-5	Lighting	Intersection lighting			\$706	\$706	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-6	Lighting	Intersection lighting			\$150	\$150	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-7	Lighting	Intersection lighting			\$16733	\$16733	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439881-2	Lighting	Intersection lighting			\$87	\$87	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439881-2	Lighting	Intersection lighting			\$64478	\$64478	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439881-5	Lighting	Intersection lighting			\$303	\$303	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439883-1	Lighting	Intersection lighting			\$79	\$79	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439883-2	Lighting	Intersection lighting			\$7751	\$7751	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439883-2	Lighting	Intersection lighting			\$11744	\$11744	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439883-3	Lighting	Intersection lighting			\$61	\$61	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439885-1	Lighting	Intersection lighting			\$7842	\$7842	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439885-2	Lighting	Intersection lighting			\$962	\$962	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439887-1	Lighting	Intersection lighting			\$408	\$408	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439887-1	Lighting	Intersection lighting			\$22669	\$22669	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440072-1	Lighting	Intersection lighting			\$3881	\$3881	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440075-1	Lighting	Intersection lighting			\$18431	\$18431	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440076-1	Lighting	Intersection lighting			\$55254	\$55254	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440080-1	Lighting	Intersection lighting			\$463	\$463	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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440080-1	Lighting	Intersection lighting			\$3530	\$3530	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440082-1	Lighting	Intersection lighting			\$10856	\$10856	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440084-1	Lighting	Intersection lighting			\$570	\$570	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440086-1	Lighting	Intersection lighting			\$373	\$373	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440088-1	Lighting	Intersection lighting			\$5489	\$5489	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440129-1	Lighting	Intersection lighting			\$5260	\$5260	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440129-1	Lighting	Intersection lighting			\$32895	\$32895	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440129-1	Lighting	Intersection lighting			\$199972	\$199972	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440129-1	Lighting	Intersection lighting			\$7763	\$7763	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440169-1	Lighting	Intersection lighting			\$43302	\$43302	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440169-1	Lighting	Intersection lighting			\$95170	\$95170	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440169-1	Lighting	Intersection lighting			\$62039	\$62039	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440169-1	Lighting	Intersection lighting			\$2012	\$2012	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440170-1	Lighting	Intersection lighting			\$268687	\$268687	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440170-1	Lighting	Intersection lighting			\$28566	\$28566	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440170-1	Lighting	Intersection lighting			\$4695	\$4695	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440171-1	Lighting	Intersection lighting			\$560575	\$560575	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440171-1	Lighting	Intersection lighting			\$64513	\$64513	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440172-1	Lighting	Intersection lighting			\$906250	\$906250	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440172-1	Lighting	Intersection lighting			\$100623	\$100623	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440172-1	Lighting	Intersection lighting			\$15075	\$15075	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440173-1	Lighting	Intersection lighting			\$284988	\$284988	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440173-1	Lighting	Intersection lighting			\$26642	\$26642	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440173-1	Lighting	Intersection lighting			\$5943	\$5943	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440174-1	Lighting	Intersection lighting			\$327310	\$327310	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440174-1	Lighting	Intersection lighting			\$59782	\$59782	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440175-1	Lighting	Intersection lighting			\$401267	\$401267	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440175-1	Lighting	Intersection lighting			\$57378	\$57378	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-1	Lighting	Intersection lighting			\$829633	\$829633	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-1	Lighting	Intersection lighting			\$123682	\$123682	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$70108	\$70108	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$25	\$25	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$15695	\$15695	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$1760	\$1760	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440179-1	Lighting	Intersection lighting			\$15046	\$15046	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440180-1	Lighting	Intersection lighting			\$1	\$1	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440184-1	Lighting	Intersection lighting			\$27102	\$27102	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440185-1	Lighting	Intersection lighting			\$11803	\$11803	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440188-1	Lighting	Intersection lighting			\$39766	\$39766	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440189-1	Lighting	Intersection lighting			\$13438	\$13438	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440190-1	Lighting	Intersection lighting			\$58744	\$58744	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440191-1	Lighting	Intersection lighting			\$29492	\$29492	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440281-1	Lighting	Intersection lighting			\$7496	\$7496	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441772-1	Lighting	Intersection lighting			\$83087	\$83087	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441773-1	Lighting	Intersection lighting			\$12471	\$12471	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
441796-1	Lighting	Intersection lighting			\$47663	\$47663	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441797-1	Lighting	Intersection lighting			\$4241	\$4241	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441797-1	Lighting	Intersection lighting			\$177	\$177	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441797-1	Lighting	Intersection lighting			\$158434	\$158434	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442115-1	Lighting	Intersection lighting			\$86606	\$86606	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$226713	\$226713	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$2849	\$2849	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$17297	\$17297	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$17800	\$17800	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
444347-1	Lighting	Intersection lighting			\$101216	\$101216	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445167-1	Lighting	Intersection lighting			\$14185	\$14185	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445168-1	Lighting	Intersection lighting			\$24876	\$24876	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
433592-3	Lighting	Intersection lighting			\$760	\$760	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436113-1	Lighting	Intersection lighting			\$85034	\$85034	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436113-1	Lighting	Intersection lighting			\$19174	\$19174	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437718-1	Lighting	Intersection lighting			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
437718-1	Lighting	Intersection lighting			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439489-1	Lighting	Intersection lighting			\$543082	\$543082	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
439489-1	Lighting	Intersection lighting			\$297798	\$297798	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439489-1	Lighting	Intersection lighting			\$51358	\$51358	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-6	Lighting	Intersection lighting			\$39984	\$39984	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-6	Lighting	Intersection lighting			\$6891	\$6891	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439829-7	Lighting	Intersection lighting			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-5	Lighting	Intersection lighting			\$90000	\$90000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-7	Lighting	Intersection lighting			\$349079	\$349079	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439880-7	Lighting	Intersection lighting			\$125760	\$125760	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440072-1	Lighting	Intersection lighting			\$10428	\$10428	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440169-1	Lighting	Intersection lighting			\$340832	\$340832	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440169-1	Lighting	Intersection lighting			\$14973	\$14973	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440170-1	Lighting	Intersection lighting			\$4045	\$4045	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440170-1	Lighting	Intersection lighting			\$10692	\$10692	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440171-1	Lighting	Intersection lighting			\$10259	\$10259	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440173-1	Lighting	Intersection lighting			\$19624	\$19624	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440173-1	Lighting	Intersection lighting			\$8413	\$8413	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440174-1	Lighting	Intersection lighting			\$15260	\$15260	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440175-1	Lighting	Intersection lighting			\$10245	\$10245	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
440178-2	Lighting	Intersection lighting			\$57639	\$57639	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$3519	\$3519	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
440178-2	Lighting	Intersection lighting			\$8484	\$8484	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441773-1	Lighting	Intersection lighting			\$3712	\$3712	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441773-1	Lighting	Intersection lighting			\$56000	\$56000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441796-1	Lighting	Intersection lighting			\$3266	\$3266	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441799-1	Lighting	Intersection lighting			\$266358	\$266358	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$13096	\$13096	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443685-1	Lighting	Intersection lighting			\$21290	\$21290	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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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
443685-1	Lighting	Intersection lighting			\$13288	\$13288	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444330-2	Lighting	Intersection lighting			\$129394	\$129394	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444331-2	Lighting	Intersection lighting			\$271919	\$271919	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444339-2	Lighting	Intersection lighting			\$175167	\$175167	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444347-2	Lighting	Intersection lighting			\$64738	\$64738	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
429506-1	Lighting	Lighting - other			\$48270	\$48270	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
435053-1	Lighting	Lighting - other			\$613	\$613	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
435059-1	Lighting	Lighting - other			\$6690	\$6690	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437605-1	Lighting	Lighting - other			\$427	\$427	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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437605-1	Lighting	Lighting - other			\$5264	\$5264	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437731-1	Lighting	Lighting - other			\$7102	\$7102	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437731-1	Lighting	Lighting - other			\$37118	\$37118	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-2	Lighting	Lighting - other			\$70136	\$70136	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-2	Lighting	Lighting - other			\$57010	\$57010	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-4	Lighting	Lighting - other			\$12	\$12	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-4	Lighting	Lighting - other			\$45446	\$45446	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-5	Lighting	Lighting - other			\$23697	\$23697	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-8	Lighting	Lighting - other			\$110162	\$110162	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
439829-8	Lighting	Lighting - other			\$1170	\$1170	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-8	Lighting	Lighting - other			\$6947	\$6947	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439909-1	Lighting	Lighting - other			\$12196	\$12196	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440116-1	Lighting	Lighting - other			\$275	\$275	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440118-1	Lighting	Lighting - other			\$12136	\$12136	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440119-1	Lighting	Lighting - other			\$7451	\$7451	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440120-1	Lighting	Lighting - other			\$419	\$419	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440120-1	Lighting	Lighting - other			\$64675	\$64675	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440121-1	Lighting	Lighting - other			\$2543	\$2543	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
440121-1	Lighting	Lighting - other			\$1134	\$1134	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440122-1	Lighting	Lighting - other			\$1493	\$1493	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440123-1	Lighting	Lighting - other			\$336055	\$336055	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440123-1	Lighting	Lighting - other			\$18460	\$18460	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440124-1	Lighting	Lighting - other			\$17394	\$17394	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440125-1	Lighting	Lighting - other			\$43	\$43	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440125-1	Lighting	Lighting - other			\$683	\$683	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440127-1	Lighting	Lighting - other			\$3901	\$3901	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440130-1	Lighting	Lighting - other			\$27450	\$27450	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
440130-1	Lighting	Lighting - other			\$40	\$40	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440133-1	Lighting	Lighting - other			\$17089	\$17089	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440134-1	Lighting	Lighting - other			\$2952	\$2952	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440135-1	Lighting	Lighting - other			\$1000	\$1000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440135-1	Lighting	Lighting - other			\$751	\$751	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440136-1	Lighting	Lighting - other			\$14224	\$14224	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440138-1	Lighting	Lighting - other			\$10481	\$10481	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440656-1	Lighting	Lighting - other			\$3881	\$3881	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441728-1	Lighting	Lighting - other			\$333	\$333	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
441728-2	Lighting	Lighting - other			\$52675	\$52675	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441737-2	Lighting	Lighting - other			\$97878	\$97878	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443844-1	Lighting	Lighting - other			\$238885	\$238885	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444047-1	Lighting	Lighting - other			\$306	\$306	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444047-1	Lighting	Lighting - other			\$118165	\$118165	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-5	Lighting	Lighting - other			\$414197	\$414197	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-8	Lighting	Lighting - other			\$553394	\$553394	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-8	Lighting	Lighting - other			\$503046	\$503046	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439829-8	Lighting	Lighting - other			\$101495	\$101495	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
439829-8	Lighting	Lighting - other			\$34888	\$34888	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439883-4	Lighting	Lighting - other			\$24000	\$24000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439883-6	Lighting	Lighting - other			\$155200	\$155200	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439884-2	Lighting	Lighting - other			\$80000	\$80000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439884-2	Lighting	Lighting - other			\$25000	\$25000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439885-3	Lighting	Lighting - other			\$60000	\$60000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439885-3	Lighting	Lighting - other			\$466738	\$466738	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439885-4	Lighting	Lighting - other			\$198067	\$198067	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439885-4	Lighting	Lighting - other			\$232046	\$232046	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
439886-2	Lighting	Lighting - other			\$260000	\$260000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439887-2	Lighting	Lighting - other			\$73298	\$73298	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439909-1	Lighting	Lighting - other			\$35712	\$35712	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440130-1	Lighting	Lighting - other			\$339210	\$339210	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440135-1	Lighting	Lighting - other			\$826	\$826	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440656-2	Lighting	Lighting - other			\$39192	\$39192	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441798-3	Lighting	Lighting - other			\$14846	\$14846	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
442390-1	Lighting	Lighting - other			\$370000	\$370000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
442390-1	Lighting	Lighting - other			\$60500	\$60500	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
442390-4	Lighting	Lighting - other			\$265000	\$265000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
442428-5	Lighting	Lighting - other			\$200000	\$200000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
427516-2	Lighting	Lighting - other			\$4473098	\$4473098	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
427516-2	Lighting	Lighting - other			\$601355	\$601355	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
427518-2	Lighting	Lighting - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439844-1	Lighting	Lighting - other			\$8889	\$8889	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439844-1	Lighting	Lighting - other			\$16900	\$16900	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439844-1	Lighting	Lighting - other			\$38931	\$38931	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444265-1	Lighting	Lighting - other			\$98815	\$98815	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
443488-1	Lighting	Horizontal curve lighting			\$11937	\$11937	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443488-1	Lighting	Horizontal curve lighting			\$249211	\$249211	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439850-1	Lighting	Pedestrian crosswalk lighting			\$59	\$59	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
442848-1	Lighting	Pedestrian crosswalk lighting			\$707559	\$707559	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
230094-8	Miscellaneous	Data analysis			\$200000	\$200000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-1	Miscellaneous	Data analysis			\$114275	\$114275	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
230094-6	Miscellaneous	Data analysis			\$60000	\$60000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433522-1	Miscellaneous	Data analysis			\$15183	\$15183	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433522-3	Miscellaneous	Data analysis			\$1000000	\$1000000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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425646-5	Miscellaneous	Miscellaneous - other			\$99330	\$99330	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Education
430852-1	Miscellaneous	Road audits safety			\$341374	\$341374	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-2	Miscellaneous	Transportation safety planning			\$12150	\$12150	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-2	Miscellaneous	Transportation safety planning			\$212085	\$212085	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-3	Miscellaneous	Transportation safety planning			\$4806	\$4806	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-3	Miscellaneous	Transportation safety planning			\$513639	\$513639	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-4	Miscellaneous	Transportation safety planning			\$318062	\$318062	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-5	Miscellaneous	Transportation safety planning			\$305960	\$305960	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-6	Miscellaneous	Transportation safety planning			\$878979	\$878979	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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211079-8	Miscellaneous	Transportation safety planning			\$304156	\$304156	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-2	Miscellaneous	Transportation safety planning			\$1442176	\$1442176	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-2	Miscellaneous	Transportation safety planning			\$896377	\$896377	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
409224-1	Miscellaneous	Transportation safety planning			\$166822	\$166822	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433390-1	Miscellaneous	Transportation safety planning			\$403521	\$403521	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434779-1	Miscellaneous	Transportation safety planning			\$186521	\$186521	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434779-1	Miscellaneous	Transportation safety planning			\$988435	\$988435	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-2	Miscellaneous	Transportation safety planning			\$249762	\$249762	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-3	Miscellaneous	Transportation safety planning			\$405347	\$405347	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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436612-4	Miscellaneous	Transportation safety planning			\$22699	\$22699	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-5	Miscellaneous	Transportation safety planning			\$19928	\$19928	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-6	Miscellaneous	Transportation safety planning			\$128696	\$128696	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-2	Miscellaneous	Transportation safety planning			\$29904	\$29904	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
409224-1	Miscellaneous	Transportation safety planning			\$64219	\$64219	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434779-1	Miscellaneous	Transportation safety planning			\$204819	\$204819	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-4	Miscellaneous	Transportation safety planning			\$68881	\$68881	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-5	Miscellaneous	Transportation safety planning			\$422459	\$422459	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441119-1	Miscellaneous	Transportation safety planning			\$299987	\$299987	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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441098-1	Pedestrians and bicyclists	Install new crosswalk			\$1042191	\$1042191	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-1	Pedestrians and bicyclists	Install new crosswalk			\$15473	\$15473	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-1	Pedestrians and bicyclists	Install new crosswalk			\$64945	\$64945	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-2	Pedestrians and bicyclists	Install new crosswalk			\$241794	\$241794	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-2	Pedestrians and bicyclists	Install new crosswalk			\$823	\$823	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441173-1	Pedestrians and bicyclists	Install new crosswalk			\$13355	\$13355	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441194-1	Pedestrians and bicyclists	Install new crosswalk			\$12801	\$12801	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441194-1	Pedestrians and bicyclists	Install new crosswalk			\$15418	\$15418	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445827-1	Pedestrians and bicyclists	Install new crosswalk			\$18103	\$18103	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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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
445827-1	Pedestrians and bicyclists	Install new crosswalk			\$193	\$193	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445827-1	Pedestrians and bicyclists	Install new crosswalk			\$247239	\$247239	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445827-1	Pedestrians and bicyclists	Install new crosswalk			\$66509	\$66509	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436569-1	Pedestrians and bicyclists	Install new crosswalk			\$32344	\$32344	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439512-1	Pedestrians and bicyclists	Install new crosswalk			\$995008	\$995008	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439512-1	Pedestrians and bicyclists	Install new crosswalk			\$21124	\$21124	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439512-1	Pedestrians and bicyclists	Install new crosswalk			\$74695	\$74695	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439512-1	Pedestrians and bicyclists	Install new crosswalk			\$20954	\$20954	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436530-1	Pedestrians and bicyclists	Install new crosswalk			\$1	\$1	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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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
429576-2	Pedestrians and bicyclists	Install sidewalk			\$29609	\$29609	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
429576-2	Pedestrians and bicyclists	Install sidewalk			\$10000	\$10000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
429576-2	Pedestrians and bicyclists	Install sidewalk			\$120517	\$120517	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439485-1	Pedestrians and bicyclists	Install sidewalk			\$56	\$56	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439485-1	Pedestrians and bicyclists	Install sidewalk			\$269120	\$269120	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439485-1	Pedestrians and bicyclists	Install sidewalk			\$921	\$921	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439485-1	Pedestrians and bicyclists	Install sidewalk			\$34850	\$34850	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439486-1	Pedestrians and bicyclists	Install sidewalk			\$56	\$56	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439486-1	Pedestrians and bicyclists	Install sidewalk			\$338689	\$338689	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439486-1	Pedestrians and bicyclists	Install sidewalk			\$632	\$632	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439486-1	Pedestrians and bicyclists	Install sidewalk			\$44030	\$44030	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439667-1	Pedestrians and bicyclists	Install sidewalk			\$56	\$56	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439667-1	Pedestrians and bicyclists	Install sidewalk			\$366714	\$366714	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439667-1	Pedestrians and bicyclists	Install sidewalk			\$676	\$676	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439667-1	Pedestrians and bicyclists	Install sidewalk			\$55218	\$55218	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439677-1	Pedestrians and bicyclists	Install sidewalk			\$56	\$56	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439677-1	Pedestrians and bicyclists	Install sidewalk			\$917369	\$917369	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439677-1	Pedestrians and bicyclists	Install sidewalk			\$610	\$610	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439677-1	Pedestrians and bicyclists	Install sidewalk			\$88637	\$88637	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$443	\$443	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$162076	\$162076	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$1425	\$1425	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$107533	\$107533	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$1927	\$1927	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436114-1	Pedestrians and bicyclists	Install sidewalk			\$2602	\$2602	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439038-1	Pedestrians and bicyclists	Install sidewalk			\$3335	\$3335	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
434497-1	Pedestrians and bicyclists	Install sidewalk			\$43	\$43	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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436135-2	Pedestrians and bicyclists	Install sidewalk			\$9071	\$9071	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436708-1	Pedestrians and bicyclists	Install sidewalk			\$184	\$184	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436709-1	Pedestrians and bicyclists	Install sidewalk			\$2375	\$2375	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436710-1	Pedestrians and bicyclists	Install sidewalk			\$185	\$185	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436711-1	Pedestrians and bicyclists	Install sidewalk			\$21	\$21	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436712-1	Pedestrians and bicyclists	Install sidewalk			\$1665	\$1665	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
438127-2	Pedestrians and bicyclists	Install sidewalk			\$3337	\$3337	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
438135-3	Pedestrians and bicyclists	Install sidewalk			\$776	\$776	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439494-1	Pedestrians and bicyclists	Install sidewalk			\$56	\$56	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439494-1	Pedestrians and bicyclists	Install sidewalk			\$438504	\$438504	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439494-1	Pedestrians and bicyclists	Install sidewalk			\$618	\$618	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439494-1	Pedestrians and bicyclists	Install sidewalk			\$61722	\$61722	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439495-1	Pedestrians and bicyclists	Install sidewalk			\$143093	\$143093	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439495-1	Pedestrians and bicyclists	Install sidewalk			\$1431	\$1431	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439495-1	Pedestrians and bicyclists	Install sidewalk			\$21509	\$21509	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439495-1	Pedestrians and bicyclists	Install sidewalk			\$7155	\$7155	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439691-1	Pedestrians and bicyclists	Install sidewalk			\$1192	\$1192	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439691-1	Pedestrians and bicyclists	Install sidewalk			\$131	\$131	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439692-1	Pedestrians and bicyclists	Install sidewalk			\$1194	\$1194	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439692-1	Pedestrians and bicyclists	Install sidewalk			\$329008	\$329008	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439692-1	Pedestrians and bicyclists	Install sidewalk			\$0	\$0	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439696-1	Pedestrians and bicyclists	Install sidewalk			\$1212	\$1212	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439696-1	Pedestrians and bicyclists	Install sidewalk			\$328353	\$328353	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439696-1	Pedestrians and bicyclists	Install sidewalk			\$24626	\$24626	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439697-1	Pedestrians and bicyclists	Install sidewalk			\$1498	\$1498	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439697-1	Pedestrians and bicyclists	Install sidewalk			\$146727	\$146727	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439697-1	Pedestrians and bicyclists	Install sidewalk			\$174	\$174	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439697-1	Pedestrians and bicyclists	Install sidewalk			\$2280	\$2280	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439697-1	Pedestrians and bicyclists	Install sidewalk			\$11005	\$11005	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439698-1	Pedestrians and bicyclists	Install sidewalk			\$9864	\$9864	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439698-1	Pedestrians and bicyclists	Install sidewalk			\$32419	\$32419	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439699-1	Pedestrians and bicyclists	Install sidewalk			\$10789	\$10789	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439699-1	Pedestrians and bicyclists	Install sidewalk			\$34291	\$34291	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439699-1	Pedestrians and bicyclists	Install sidewalk			\$495294	\$495294	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439699-1	Pedestrians and bicyclists	Install sidewalk			\$13845	\$13845	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439699-1	Pedestrians and bicyclists	Install sidewalk			\$16515	\$16515	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439894-1	Pedestrians and bicyclists	Install sidewalk			\$33	\$33	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439895-1	Pedestrians and bicyclists	Install sidewalk			\$730	\$730	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439896-1	Pedestrians and bicyclists	Install sidewalk			\$674	\$674	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439979-1	Pedestrians and bicyclists	Install sidewalk			\$415557	\$415557	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439979-1	Pedestrians and bicyclists	Install sidewalk			\$1501	\$1501	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439979-1	Pedestrians and bicyclists	Install sidewalk			\$12428	\$12428	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440379-1	Pedestrians and bicyclists	Install sidewalk			\$651	\$651	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440379-1	Pedestrians and bicyclists	Install sidewalk			\$1879	\$1879	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440379-1	Pedestrians and bicyclists	Install sidewalk			\$5944	\$5944	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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440382-1	Pedestrians and bicyclists	Install sidewalk			\$3618	\$3618	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440382-1	Pedestrians and bicyclists	Install sidewalk			\$895	\$895	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440383-1	Pedestrians and bicyclists	Install sidewalk			\$1957	\$1957	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440383-1	Pedestrians and bicyclists	Install sidewalk			\$18506	\$18506	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440385-1	Pedestrians and bicyclists	Install sidewalk			\$84	\$84	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440386-1	Pedestrians and bicyclists	Install sidewalk			\$437	\$437	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440386-4	Pedestrians and bicyclists	Install sidewalk			\$881	\$881	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440386-5	Pedestrians and bicyclists	Install sidewalk			\$3389	\$3389	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441104-1	Pedestrians and bicyclists	Install sidewalk			\$5952	\$5952	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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441347-1	Pedestrians and bicyclists	Install sidewalk			\$5825	\$5825	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441347-1	Pedestrians and bicyclists	Install sidewalk			\$11738	\$11738	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441761-1	Pedestrians and bicyclists	Install sidewalk			\$2927	\$2927	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441762-1	Pedestrians and bicyclists	Install sidewalk			\$673	\$673	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441763-1	Pedestrians and bicyclists	Install sidewalk			\$710	\$710	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444220-2	Pedestrians and bicyclists	Install sidewalk			\$6359	\$6359	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444220-2	Pedestrians and bicyclists	Install sidewalk			\$227900	\$227900	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444307-1	Pedestrians and bicyclists	Install sidewalk			\$110629	\$110629	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
438371-1	Pedestrians and bicyclists	Medians and pedestrian refuge areas			\$14685	\$14685	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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443512-1	Pedestrians and bicyclists	Medians and pedestrian refuge areas			\$4469	\$4469	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443512-1	Pedestrians and bicyclists	Medians and pedestrian refuge areas			\$499703	\$499703	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443548-1	Pedestrians and bicyclists	Medians and pedestrian refuge areas			\$14	\$14	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443548-1	Pedestrians and bicyclists	Medians and pedestrian refuge areas			\$1033308	\$1033308	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
431665-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$4018	\$4018	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441153-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$119314	\$119314	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441153-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$2983	\$2983	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441389-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$324291	\$324291	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439679-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$20096	\$20096	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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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
440681-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$464982	\$464982	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440681-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$14886	\$14886	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441742-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$2256	\$2256	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441742-2	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$464124	\$464124	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441742-2	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$55695	\$55695	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443393-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$43679	\$43679	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441234-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$94	\$94	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441234-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$262053	\$262053	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443393-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$5000	\$5000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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432323-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$70000	\$70000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439512-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$3758	\$3758	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$8176	\$8176	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$2945	\$2945	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$79400	\$79400	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$40	\$40	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$2250867	\$2250867	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$22982	\$22982	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$1037044	\$1037044	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$67659	\$67659	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
436023-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$43440	\$43440	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
437807-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$18880	\$18880	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
437807-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$229507	\$229507	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
437807-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$19958	\$19958	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
437807-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$48448	\$48448	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441218-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$352	\$352	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439493-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$119	\$119	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439493-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$778888	\$778888	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

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439493-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$1315	\$1315	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439493-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$82250	\$82250	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440162-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$26	\$26	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441480-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$106	\$106	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441481-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$279	\$279	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444220-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$1738	\$1738	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444220-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			\$138199	\$138199	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
256881-5	Pedestrians and bicyclists	Pedestrian bridge			\$28885	\$28885	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440647-1	Roadside	Barrier - other			\$4812	\$4812	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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440649-1	Roadside	Barrier - other			\$1835	\$1835	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443489-1	Roadside	Barrier - other			\$980164	\$980164	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443489-1	Roadside	Barrier - other			\$35762	\$35762	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440647-1	Roadside	Barrier - other			\$444071	\$444071	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440647-1	Roadside	Barrier - other			\$59678	\$59678	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440649-1	Roadside	Barrier - other			\$292960	\$292960	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440649-1	Roadside	Barrier - other			\$73376	\$73376	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440663-1	Roadside	Barrier - other			\$20782	\$20782	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436551-1	Roadway	Pavement surface – high friction surface			\$37817	\$37817	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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445824-1	Roadway	Pavement surface – high friction surface			\$491069	\$491069	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445824-1	Roadway	Pavement surface – high friction surface			\$2273	\$2273	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445824-1	Roadway	Pavement surface – high friction surface			\$57309	\$57309	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445824-1	Roadway	Pavement surface – high friction surface			\$96033	\$96033	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445824-1	Roadway	Pavement surface – high friction surface			\$12606	\$12606	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
433108-6	Roadway	Roadway - other			\$2792006	\$2792006	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433109-5	Roadway	Roadway - other			\$599870	\$599870	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439930-1	Roadway	Roadway - other			\$1574	\$1574	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439939-1	Roadway	Roadway - other			\$10644	\$10644	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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425979-2	Roadway	Roadway - other			\$9301	\$9301	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
427516-1	Roadway	Roadway - other			\$27722	\$27722	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434848-1	Roadway	Roadway - other			\$103669	\$103669	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436485-1	Roadway	Roadway - other			\$1092889	\$1092889	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436588-1	Roadway	Roadway - other			\$354738	\$354738	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436588-1	Roadway	Roadway - other			\$313340	\$313340	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437514-1	Roadway	Roadway - other			\$108775	\$108775	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443272-1	Roadway	Roadway - other			\$32540	\$32540	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443283-1	Roadway	Roadway - other			\$202409	\$202409	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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443916-1	Roadway	Roadway - other			\$23093	\$23093	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
430817-4	Roadway	Roadway - other			\$35492	\$35492	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
431313-1	Roadway	Roadway - other			\$1392	\$1392	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437514-1	Roadway	Roadway - other			\$1222053	\$1222053	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437832-2	Roadway	Roadway - other			\$45293	\$45293	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439842-1	Roadway	Roadway - other			\$66971	\$66971	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439847-1	Roadway	Roadway - other			\$347053	\$347053	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441668-1	Roadway	Roadway - other			\$59095	\$59095	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441834-1	Roadway	Roadway - other			\$120555	\$120555	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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441834-1	Roadway	Roadway - other			\$50141	\$50141	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441834-1	Roadway	Roadway - other			\$7527	\$7527	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443916-1	Roadway	Roadway - other			\$23094	\$23094	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-2	Roadway	Roadway - other			\$1795	\$1795	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$164297	\$164297	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$1200	\$1200	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$18991	\$18991	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$23086	\$23086	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$8386	\$8386	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
237995-1	Roadway	Roadway - other			\$206905	\$206905	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
237995-1	Roadway	Roadway - other			\$97840	\$97840	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
237995-1	Roadway	Roadway - other			\$327304	\$327304	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254646-1	Roadway	Roadway - other			\$1143818	\$1143818	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254646-1	Roadway	Roadway - other			\$238789	\$238789	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254647-1	Roadway	Roadway - other			\$370171	\$370171	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
429650-3	Roadway	Roadway - other			\$167842	\$167842	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433144-1	Roadway	Roadway - other			\$10305553	\$10305553	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433144-2	Roadway	Roadway - other			\$135000	\$135000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
433144-3	Roadway	Roadway - other			\$185310	\$185310	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$15619	\$15619	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$2168994	\$2168994	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$7783	\$7783	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$133346	\$133346	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$4821	\$4821	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$43359	\$43359	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$212	\$212	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$43	\$43	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
439702-1	Roadway	Roadway - other			\$56	\$56	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439912-1	Roadway	Roadway - other			\$445235	\$445235	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-1	Roadway	Roadway - other			\$24920	\$24920	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-1	Roadway	Roadway - other			\$8803	\$8803	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440789-1	Roadway	Roadway - other			\$771000	\$771000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441364-1	Roadway	Roadway - other			\$13601	\$13601	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441776-1	Roadway	Roadway - other			\$392766	\$392766	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441776-1	Roadway	Roadway - other			\$203069	\$203069	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441776-1	Roadway	Roadway - other			\$35910	\$35910	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
443507-1	Roadway	Roadway - other			\$1415	\$1415	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443507-1	Roadway	Roadway - other			\$300000	\$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443508-1	Roadway	Roadway - other			\$65032	\$65032	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443511-1	Roadway	Roadway - other			\$60325	\$60325	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443511-1	Roadway	Roadway - other			\$266699	\$266699	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443544-1	Roadway	Roadway - other			\$385462	\$385462	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443546-1	Roadway	Roadway - other			\$730899	\$730899	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-1	Roadway	Roadway - other			\$1846	\$1846	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-1	Roadway	Roadway - other			\$39102	\$39102	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
444042-1	Roadway	Roadway - other			\$239	\$239	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$75115	\$75115	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$556	\$556	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$389	\$389	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$14070	\$14070	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-3	Roadway	Roadway - other			\$20736	\$20736	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-5	Roadway	Roadway - other			\$265041	\$265041	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-5	Roadway	Roadway - other			\$9	\$9	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254646-1	Roadway	Roadway - other			\$217954	\$217954	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
254647-1	Roadway	Roadway - other			\$1681	\$1681	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
422814-3	Roadway	Roadway - other			\$1242379	\$1242379	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
429650-3	Roadway	Roadway - other			\$82158	\$82158	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
431635-1	Roadway	Roadway - other			\$323706	\$323706	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$2723282	\$2723282	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$588721	\$588721	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436615-1	Roadway	Roadway - other			\$13755	\$13755	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$2747768	\$2747768	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$0	\$0	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
439496-1	Roadway	Roadway - other			\$13739	\$13739	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$13739	\$13739	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439496-1	Roadway	Roadway - other			\$450000	\$450000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439702-1	Roadway	Roadway - other			\$332159	\$332159	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439702-1	Roadway	Roadway - other			\$361	\$361	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439702-1	Roadway	Roadway - other			\$31125	\$31125	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-1	Roadway	Roadway - other			\$975190	\$975190	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440789-1	Roadway	Roadway - other			\$109497	\$109497	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440789-1	Roadway	Roadway - other			\$113311	\$113311	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
443508-1	Roadway	Roadway - other			\$115098	\$115098	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443511-1	Roadway	Roadway - other			\$270278	\$270278	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443544-1	Roadway	Roadway - other			\$5000	\$5000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443545-1	Roadway	Roadway - other			\$168145	\$168145	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443546-1	Roadway	Roadway - other			\$4643	\$4643	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-1	Roadway	Roadway - other			\$476055	\$476055	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-1	Roadway	Roadway - other			\$6488	\$6488	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-1	Roadway	Roadway - other			\$5713	\$5713	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$6091	\$6091	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
444042-2	Roadway	Roadway - other			\$4557	\$4557	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444042-2	Roadway	Roadway - other			\$5952	\$5952	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Roadway - other			\$574665	\$574665	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Roadway - other			\$732537	\$732537	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Roadway - other			\$499781	\$499781	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433519-3	Roadway	Roadway - other			\$3031	\$3031	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Roadway - other			\$539629	\$539629	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Roadway - other			\$2552233	\$2552233	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436620-1	Roadway	Roadway - other			\$52505	\$52505	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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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
441774-1	Roadway	Roadway - other			\$13657	\$13657	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441774-1	Roadway	Roadway - other			\$3267	\$3267	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
432193-1	Roadway	Roadway widening - add lane(s) along segment			\$11000000	\$11000000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
432193-1	Roadway	Roadway widening - add lane(s) along segment			\$0	\$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437627-1	Roadway	Rumble strips – edge or shoulder			\$204	\$204	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437627-1	Roadway	Rumble strips – edge or shoulder			\$2763	\$2763	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$210	\$210	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441396-1	Roadway	Rumble strips – edge or shoulder			\$25587	\$25587	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$737937	\$737937	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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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
439511-1	Roadway	Rumble strips – edge or shoulder			\$258	\$258	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$3690	\$3690	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$47103	\$47103	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$144631	\$144631	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$11000	\$11000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439511-1	Roadway	Rumble strips – edge or shoulder			\$10491	\$10491	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434315-1	Roadway delineation	Improve retroreflectivity			\$103	\$103	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440660-1	Roadway delineation	Raised pavement markers			\$7122	\$7122	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440660-1	Roadway delineation	Raised pavement markers			\$27020	\$27020	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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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
440660-2	Roadway delineation	Raised pavement markers			\$950364	\$950364	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440660-2	Roadway delineation	Raised pavement markers			\$95036	\$95036	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
434314-1	Roadway delineation	Roadway delineation other -			\$760	\$760	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$987	\$987	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$84	\$84	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441220-1	Roadway delineation	Roadway delineation other -			\$372	\$372	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441730-1	Roadway delineation	Roadway delineation other -			\$7389	\$7389	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441730-1	Roadway delineation	Roadway delineation other -			\$170305	\$170305	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441730-1	Roadway delineation	Roadway delineation other -			\$5638	\$5638	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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441730-1	Roadway delineation	Roadway delineation other -			\$20251	\$20251	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443247-1	Roadway delineation	Roadway delineation other -			\$16957	\$16957	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445763-1	Roadway delineation	Roadway delineation other -			\$95221	\$95221	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445764-1	Roadway delineation	Roadway delineation other -			\$92575	\$92575	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$350000	\$350000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$49	\$49	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$33591	\$33591	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$20000	\$20000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437628-1	Roadway delineation	Roadway delineation other -			\$3165	\$3165	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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439469-1	Roadway delineation	Roadway delineation other -			\$308374	\$308374	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$569	\$569	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$1542	\$1542	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$34491	\$34491	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$4625	\$4625	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439469-1	Roadway delineation	Roadway delineation other -			\$3165	\$3165	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441730-1	Roadway delineation	Roadway delineation other -			\$588	\$588	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443247-1	Roadway delineation	Roadway delineation other -			\$22945	\$22945	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443247-1	Roadway delineation	Roadway delineation other -			\$3346	\$3346	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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445763-1	Roadway delineation	Roadway delineation - other			\$5011	\$5011	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
405679-2	Roadway signs and traffic control	Curve-related warning signs and flashers			\$3770	\$3770	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
438270-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$396	\$396	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
438270-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$10940	\$10940	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
438270-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$745	\$745	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441743-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$6148	\$6148	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441743-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$143912	\$143912	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441743-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$6066	\$6066	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441743-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$19467	\$19467	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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441744-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$8422	\$8422	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441744-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$146586	\$146586	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441744-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$464	\$464	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441744-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$29436	\$29436	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
405679-3	Roadway signs and traffic control	Curve-related warning signs and flashers			\$805801	\$805801	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
405679-3	Roadway signs and traffic control	Curve-related warning signs and flashers			\$20234	\$20234	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
405679-3	Roadway signs and traffic control	Curve-related warning signs and flashers			\$80580	\$80580	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441743-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$310	\$310	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441744-1	Roadway signs and traffic control	Curve-related warning signs and flashers			\$876	\$876	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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432883-3	Roadway signs and traffic control	Roadway signs and traffic control - other			\$75214	\$75214	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441207-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$2811	\$2811	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441207-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$1639	\$1639	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441207-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$3307	\$3307	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
190258-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$133193	\$133193	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
190258-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$199939	\$199939	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
190258-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$366807	\$366807	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
190258-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$155920	\$155920	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
442119-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$60879	\$60879	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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446031-1	Roadway signs and traffic control	signs and traffic control - other			\$1123741	\$1123741	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446031-1	Roadway signs and traffic control	signs and traffic control - other			\$223	\$223	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446031-1	Roadway signs and traffic control	signs and traffic control - other			\$131449	\$131449	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446031-2	Roadway signs and traffic control	signs and traffic control - other			\$2000000	\$2000000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446031-2	Roadway signs and traffic control	signs and traffic control - other			\$189871	\$189871	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446159-1	Roadway signs and traffic control	signs and traffic control - other			\$1377116	\$1377116	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446159-1	Roadway signs and traffic control	signs and traffic control - other			\$106477	\$106477	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446159-1	Roadway signs and traffic control	signs and traffic control - other			\$50	\$50	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446159-1	Roadway signs and traffic control	signs and traffic control - other			\$100000	\$100000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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446159-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$12586	\$12586	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446159-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$469965	\$469965	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436011-1	Shoulder treatments	Shoulder treatments - other			\$212	\$212	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$70	\$70	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$1866463	\$1866463	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$718	\$718	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$9332	\$9332	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$18665	\$18665	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$158832	\$158832	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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439497-1	Shoulder treatments	Shoulder treatments - other			\$28000	\$28000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443248-1	Shoulder treatments	Shoulder treatments - other			\$18164	\$18164	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443249-1	Shoulder treatments	Shoulder treatments - other			\$345503	\$345503	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443250-1	Shoulder treatments	Shoulder treatments - other			\$194632	\$194632	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443248-1	Shoulder treatments	Shoulder treatments - other			\$19471	\$19471	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443248-1	Shoulder treatments	Shoulder treatments - other			\$5000	\$5000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443249-1	Shoulder treatments	Shoulder treatments - other			\$10000	\$10000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443250-1	Shoulder treatments	Shoulder treatments - other			\$1000	\$1000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444044-1	Shoulder treatments	Shoulder treatments - other			\$7715	\$7715	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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444044-1	Shoulder treatments	Shoulder treatments - other			\$4884	\$4884	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444044-1	Shoulder treatments	Shoulder treatments - other			\$163353	\$163353	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444045-1	Shoulder treatments	Shoulder treatments - other			\$11368	\$11368	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444045-1	Shoulder treatments	Shoulder treatments - other			\$168330	\$168330	HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436119-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$480	\$480	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436621-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$1388	\$1388	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
436621-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$645	\$645	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441741-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$898	\$898	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439701-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$413589	\$413589	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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439701-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$349	\$349	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439701-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$67105	\$67105	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439912-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$357518	\$357518	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439912-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$1479	\$1479	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439912-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$127110	\$127110	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$475	\$475	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$3263910	\$3263910	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$761	\$761	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$16320	\$16320	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

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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
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$32639	\$32639	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$653000	\$653000	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$8101	\$8101	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441214-1	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			\$33	\$33	HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

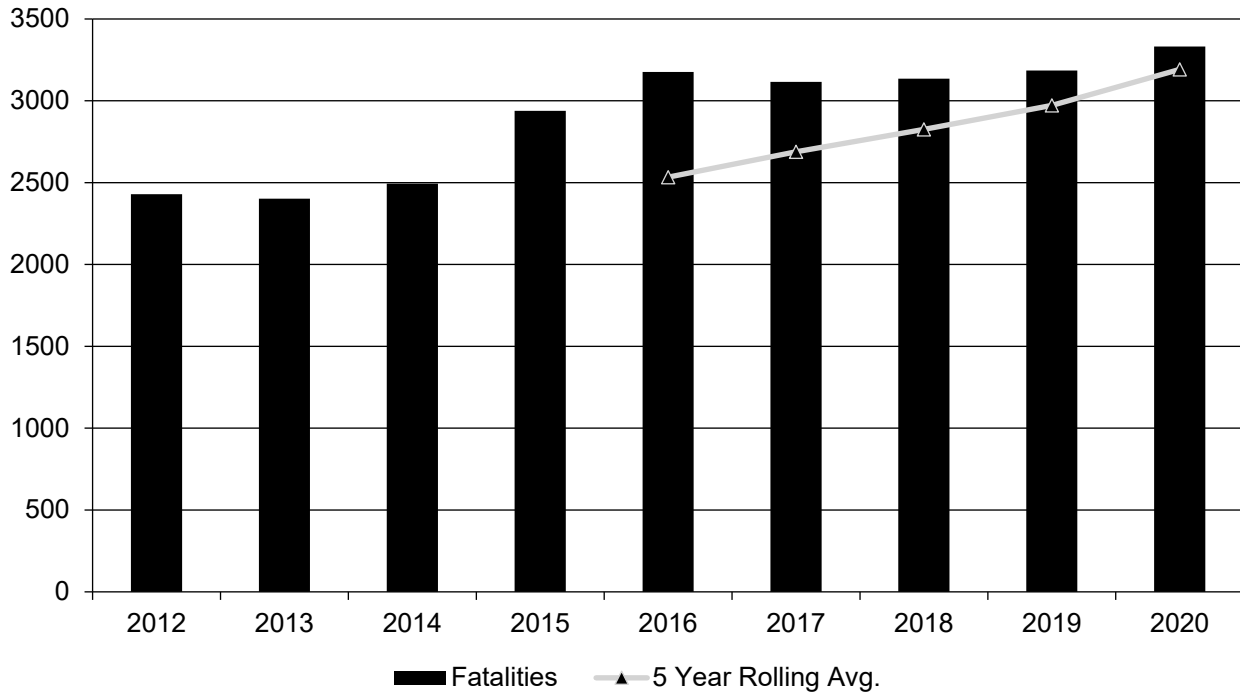
Safety Performance

General Highway Safety Trends

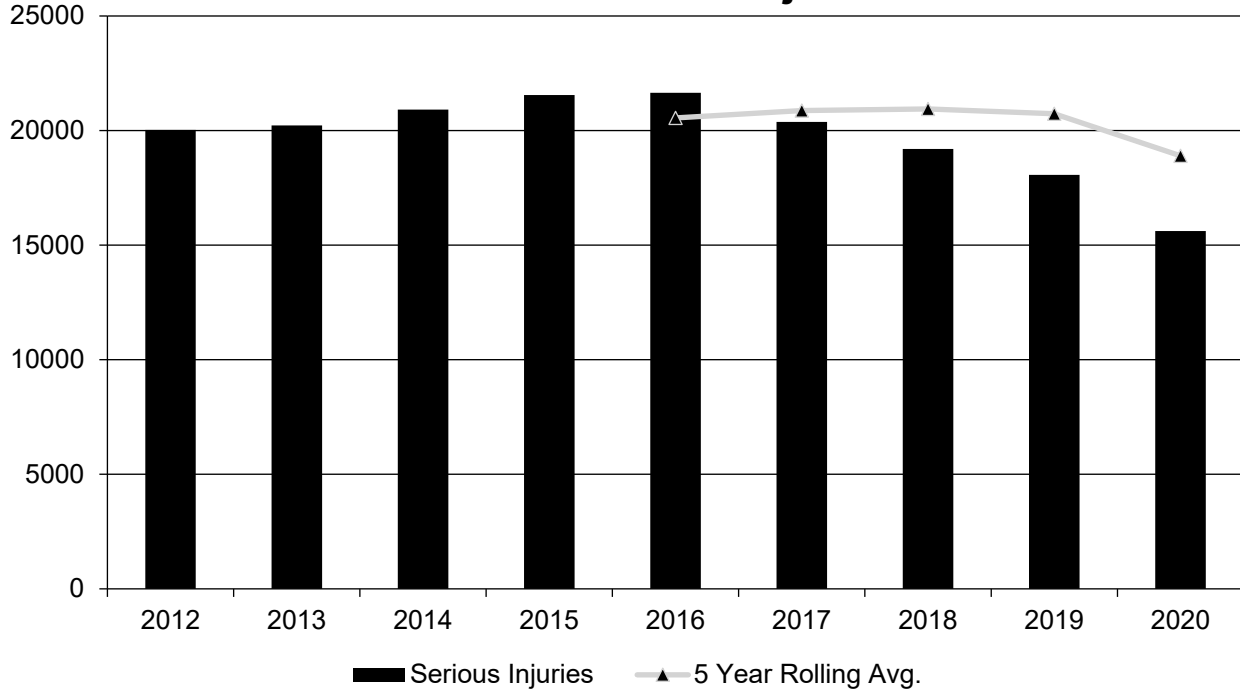
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	2,430	2,402	2,494	2,939	3,176	3,116	3,135	3,185	3,332
Serious Injuries	20,028	20,226	20,912	21,551	21,645	20,380	19,196	18,063	15,614
Fatality rate (per HMVMT)	1.273	1.246	1.241	1.422	1.480	1.424	1.413	1.411	1.605
Serious injury rate (per HMVMT)	10.491	10.496	10.404	10.426	10,084.000	9,313.000	8.654	8.002	7.521
Number non-motorized fatalities	589	633	741	785	807	787	880	890	884
Number of non-motorized serious injuries	2,620	2,514	2,563	2,596	2,523	2,414	2,381	2,298	2,024

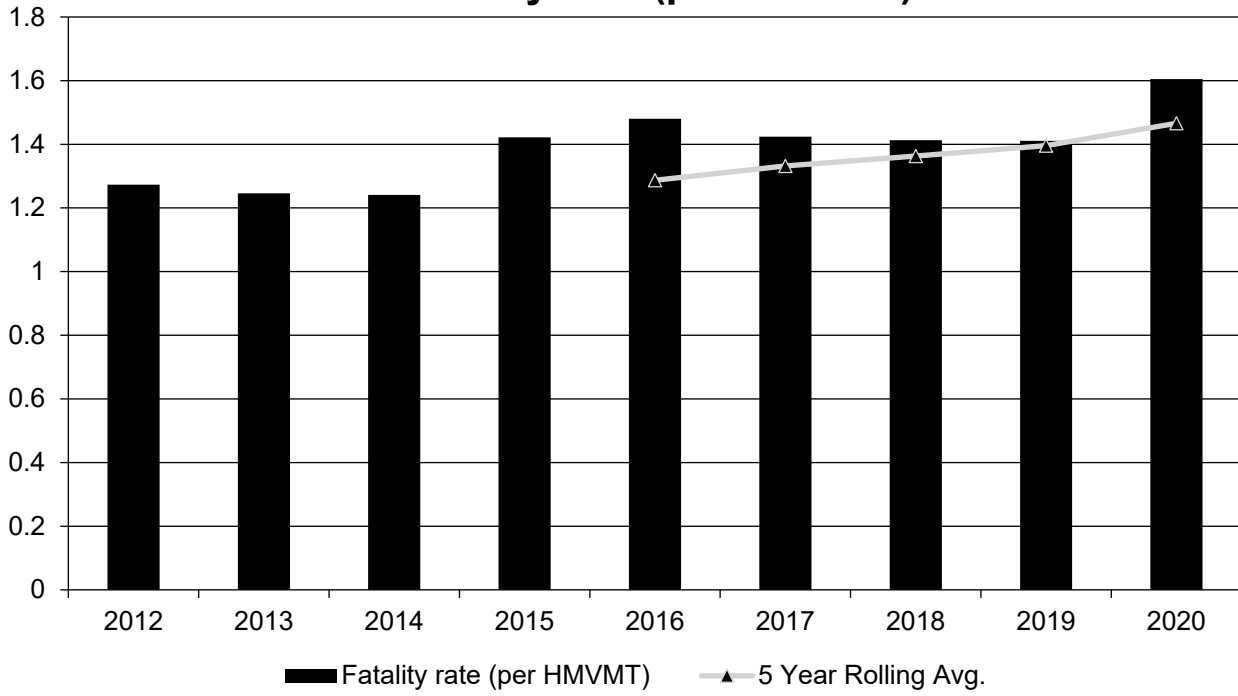
Annual Fatalities



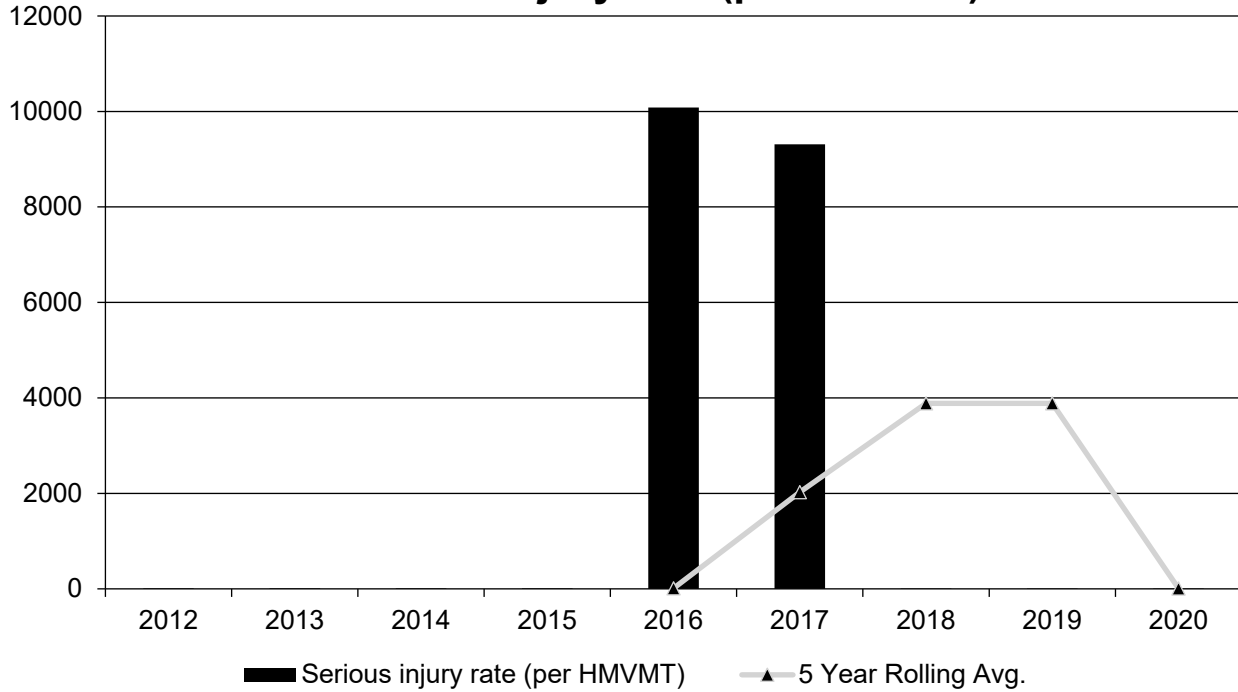
Annual Serious Injuries



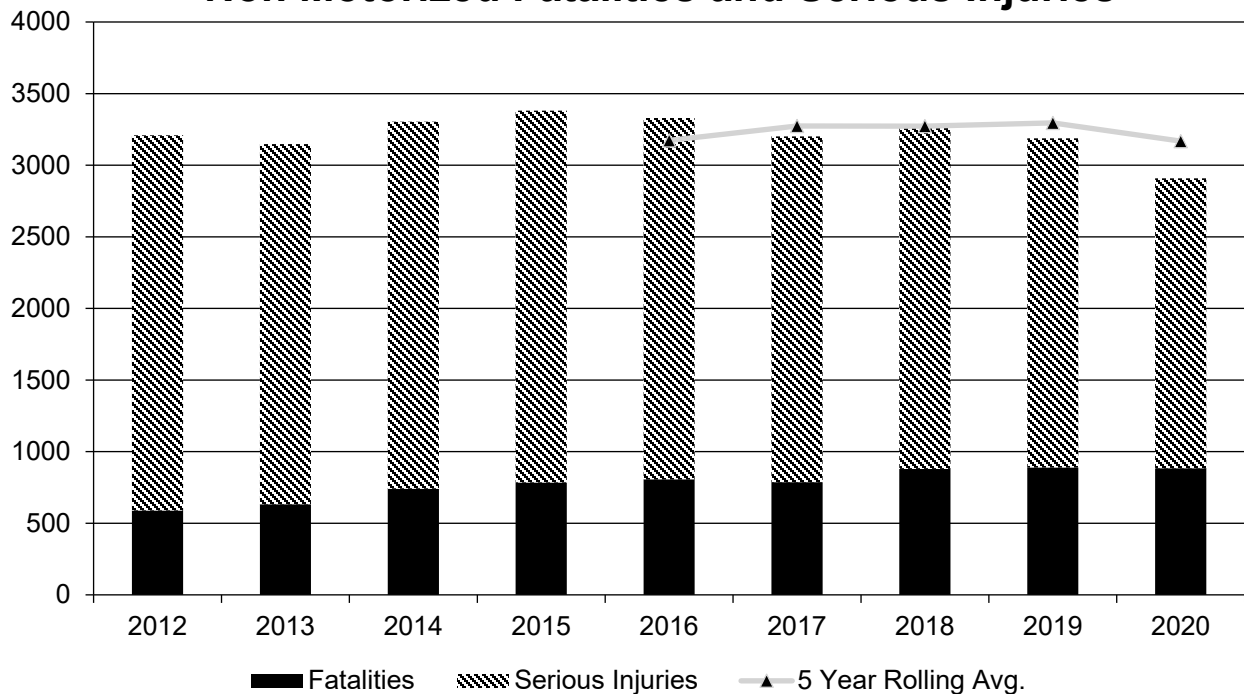
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



The latest reported year for performance measures is based on the latest available (1) official crash records from FLHSMV and (2) vehicular miles travelled from FDOT Transportation Data and Analytics.

[Source: Florida Highway Safety Improvement Program Annual Report, 2020]

[Source: Traffic Crash Facts, 2019]

[Source: Florida Crash Dashboard (<https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>) by FLHSMV as of 2021-04-07]

[Source: FDOT Public Mileage Report, 2009-2019]

In response to a request by the Federal Highway Administration (FHWA), FDOT provides preliminary safety performance measures for 2020 data following the August 2021 submission of the 2021 HSIP Annual Report. Fatal and serious injury data are extracted from the Florida Traffic Crash Facts Annual Report 2020 by FLHSMV. Traffic volume data are extracted from the FDOT Public Mileage Report, 2020.

- Fatalities for 2020 = 3,332.
- Serious injuries for 2020 = 15,614.
- Fatality rate (per HMVMT) for 2020 = 1.605.
- Serious injury rate (per HMVMT) for 2020 = 7.521.
- Non-motorized fatalities for 2020 = 884.
- Non-motorized serious injuries for 2020 = 2,024.
- 5-year average number of fatalities for 2020 = 3,192.
- 5-year average number of serious injuries for 2020 = 18,898.
- 5-year average fatality rate (per HMVMT) for 2020 = 1.466.
- 5-year average serious injury rate (per HMVMT) for 2020 = 8.680.
- 5-year average number of non-motorized fatalities for 2020 = 843.
- 5-year average number of non-motorized serious injuries for 2020 = 2,325.

Describe fatality data source.

State Motor Vehicle Crash Database

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Florida Highway Safety and Motor Vehicles (FLHSMV) is the official repository of crash records for the State of Florida. FLHSMV supports the state motor vehicle crash database. Access to the data is available through the Traffic Crash Facts annual report or through the Florida Crash Dashboard. FLHSMV reports fatality data to the Fatality Analysis Reporting System (FARS).

[Source: Traffic Crash Facts Annual Report, 2019]

[Source: Florida Crash Dashboard (<https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>) as of 2021-04-07]

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

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	100.2	375.4	0.96	3.6
Rural Principal Arterial (RPA) - Other Freeways and Expressways	215.4	735.4	10.37	35.52
Rural Principal Arterial (RPA) - Other	20.6	60.4	0.25	0.73
Rural Minor Arterial	97.6	305	2.56	8.11
Rural Minor Collector	39	8	484.34	0.49
Rural Major Collector	71.4	42.6	1.87	1.13
Rural Local Road or Street	269.8	52.4	4.82	0.93
Urban Principal Arterial (UPA) - Interstate	202.8	1,338	0.68	4.49
Urban Principal Arterial (UPA) - Other Freeways and Expressways	94.6	369.4	0.64	2.49
Urban Principal Arterial (UPA) - Other	956	5,588.2	2.11	12.4
Urban Minor Arterial	496.2	1,497.2	1.69	5.15
Urban Minor Collector	31.4	4.4	0.84	0.12
Urban Major Collector	148	97.4	0.74	0.53

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Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Local Road or Street	307.2	56.2	0.78	0.14

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Year 2019

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	2,471.8	10,508.8	1.56	6.44
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	629.4	9,419.4	1.4	20.94
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

General highway safety measures are based on crash records from FLHSMV in conjunction with geolocation, linearly referenced data, and vehicle miles travelled from FDOT.

[Source: Florida Highway Safety Improvement Program Annual Report, 2020]

[Source: Traffic Crash Facts, 2019]

[Source: Florida Crash Dashboard (<https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>) by FLHSMV as of 2021-04-07]

[Source: FDOT Crash Analysis Reporting system, as of 2021-04-17]

[Source: FDOT Public Mileage Report, 2009-2019]

Provide additional discussion related to general highway safety trends.

While 95 percent of Floridians live in urban counties, nearly half of Florida’s 67 counties are rural. Florida is committed to reducing crashes on all roadways, from those in congested urban areas to those in rural communities. Safety countermeasures for high risk rural roads are prioritized through collaboration with local governments and, where applicable, MPOs, and support targeted efforts for local road system improvements.

[Source: Florida Strategic Highway Safety Plan, 2021]

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:0.0

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

Target: Florida's target for fatalities is zero in 2022.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,233 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.

Strategy: The data forecast indicates Florida's five-year rolling average for fatalities could trend upward in 2021 and 2022, the FDOT State Safety Office intends to execute Highway Safety Improvement Program projects to increase preventative applications and countermeasures consistent with traffic safety improvement. While the data forecast indicates Florida's five-year rolling average for fatalities could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trend to ultimately reduce the number of traffic fatalities.

Justification: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Number of Serious Injuries:0.0

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

Target: Florida's target for serious injuries is zero in 2022.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,724 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.

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Strategy: The data forecast indicates Florida's five-year rolling average for serious injuries could trend downward in 2021 and 2022, the FDOT State Safety Office intends to execute Highway Safety Improvement Program projects to increase preventative applications and countermeasures consistent with traffic safety improvement. While the data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding will enhance the downward trend to ultimately reduce the number of serious injuries.

Justification: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Fatality Rate:0.000

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

Target: Florida's target for fatality rate is zero in 2022.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.57 in 2021. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.

Strategy: The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2021 and 2022, the FDOT State Safety Office intends to execute Highway Safety Improvement Program projects to increase preventative applications and countermeasures consistent with traffic safety improvement. While the data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trend to ultimately reduce the fatality rate per 100M VMT.

Justification: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Serious Injury Rate:0.000

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

Target: Florida's target for serious injury rate is zero in 2022.

2021 Florida Highway Safety Improvement Program

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for serious injury rate per 100M VMT on Florida's roads is forecasted as 7.95 in 2022. This forecast was made with historical and current state data from 2005 to 2019 to predict probable outcomes for 2021 and 2022.

Strategy: The data forecast indicates Florida's five-year rolling average for serious injury rate could slowly trend downward in 2021 and 2022, the FDOT State Safety Office intends to execute Highway Safety Improvement Program projects to increase preventative applications and countermeasures consistent with traffic safety improvement. While the data forecast indicates Florida's five-year rolling average for serious injury rate could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding will enhance the downward trend to ultimately reduce the serious injury rate per 100M VMT.

Justification: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Total Number of Non-Motorized Fatalities and Serious Injuries:0.0

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

Target: Florida's target for non-motorized fatal and serious injuries is zero in 2022.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for non-motorized fatal and serious injuries on Florida's roads is forecasted as 3,077 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.

Strategy: The data forecast indicates Florida's five-year rolling average for non-motorized fatal and serious injuries could slowly trend downward in 2021 and 2022, the FDOT State Safety Office intends to execute Highway Safety Improvement Program projects to increase preventative applications and countermeasures consistent with traffic safety improvement. While the data forecast indicates Florida's five-year rolling average for non-motorized fatal and serious injuries could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of non-motorized fatal and serious injuries.

Justification: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

2021 Florida Highway Safety Improvement Program

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

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

Florida's transportation system is large, multimodal, and owned by several entities including the state government, local governments (cities and counties), the federal government, and the private sector. The 2021 Florida SHSP is aimed at all public roads and was updated through collaboration with Florida's safety partners. It is aligned with and builds on the recently adopted Florida Transportation Plan (FTP), the State's long-range transportation plan. Stakeholders include Florida Department of Transportation (FDOT), Florida Department of Highway Safety and Motor Vehicles, Florida Highway Patrol, Florida Sheriffs Association, Florida Police Chiefs Association, Metropolitan Planning Organizations Advisory Council, Florida Rail Enterprise, Florida Association of County Engineers and Road Superintendents, Federal Highway Administration, National Highway Traffic Safety Administration, and Federal Motor Carrier Safety Administration.

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. The 2021 SHSP update kicked off with a Vision Zero workshop in May 2019. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our SHSP, HSIP, and HSP (Highway Safety Plan).

[Source: Florida Strategic Highway Safety Plan, 2021]

[Source: Florida Highway Safety Plan, 2020]

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
Number of Fatalities	0.0	3192
Number of Serious Injuries	0.0	18898
Fatality Rate	0.000	1.466
Serious Injury Rate	0.000	8.680
Non-Motorized Fatalities and Serious Injuries	0.0	3168

FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is our target for fatalities,

2021 Florida Highway Safety Improvement Program

serious injuries, fatality rate per 100 million VMT (vehicle miles travelled), serious injury rate per 100 million VMT, and non-motorized fatalities and serious injuries.

FDOT received an allocation of approximately \$177 million in HSIP funds during the 2020 state fiscal year from July 1, 2020 through June 30, 2021. FDOT used HSIP funds to complete over 700 project items to address fatal and serious injuries through programs in intersection safety, lane departure safety, pedestrian and bicyclist safety, and other programs and SHSP emphasis areas.

A statistical analysis of HSIP funded project items through the history of the Florida HSIP program shows statistically significant crash reduction for fatal (13%), non-fatal injury (15%), property damage only (13%), rural (16%), night (14%), rear-end (9%), angle (9%), left-turn (11%), sideswipe (5%), fixed object (3%), head on (5%), pedestrian (7%), lane departure (23%), and wet-surface crashes (15%).

Understanding that zero fatal and serious injuries cannot be reached within the 2020 reporting year, Florida uses data models to forecast the safety performance measures that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero. Florida's data forecasts have been established using an Autoregressive Integrated Moving Average (ARIMA) Hybrid Regression Model (0, 1, 1)(2, 0, 0)(12) with VMT. Forecasts regarding the number of fatalities, the number of serious injuries, the fatality rate, the serious injury rate, and non-motorized fatalities and serious injuries follow.

- Fatalities: the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,233 in 2022.
- Serious injuries: the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,724 in 2022.
- Fatality rate: the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.57 in 2022.
- Serious injury rate: the five-year rolling average for serious injury rate per 100M VMT on Florida's roads is forecasted as 7.95 in 2022.
- Non-motorized fatal and serious injuries: the five-year rolling average for non-motorized fatal and serious injuries on Florida's roads is forecasted as 3,077 in 2022.

[Source: Florida Highway Safety Plan, 2020]

[Source: Florida HSIP Guidelines Manual, 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

Applicability of Special Rules

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

No

According to Section 148(g)(1) of title 23, United States Code (USC) establishing a High Risk Rural Road (HRRR) Special Rule, the rule is triggered if the fatality rate on rural roads increases over the most recent 2-year period. The 5-year moving average of the fatality rate per 100 million vehicle miles travelled (VMT) on rural minor collectors, rural major collectors, and rural local roads is approximately 3.71 and 3.48 for 2018 and 2019, respectively.

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	409	433	444	554	550	481	496
Number of Older Driver and Pedestrian Serious Injuries	2,402	2,592	2,702	2,824	2,851	2,012	1,997

[Source: Florida HSIP Annual Report, 2020]

[Source: Traffic Crash Facts, 2019]

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

FDOT and its partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable. Therefore, the effectiveness of the HSIP is measured by its effect on fatalities and serious injuries in the State of Florida.

To elevate our efforts internally statewide, FDOT initiated the Vital Few which focuses on FDOT priorities to (1) improve safety, (2) enhance mobility, and (3) inspire motivation. FDOT formed several cross-functional Vital Few Safety teams which address intersection safety, lane departure safety, and pedestrian and bicycle safety. Input from these teams help guide FDOT initiatives for safety, including the HSIP.

[Source: FDOT Mission, Vision, and Values, 2021]

[Source: Florida Strategic Highway Safety Plan, 2021]

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

Hypothesis Tests of Significance

The Florida Department of Transportation (FDOT) uses the Poisson Comparison of Mean Test to evaluate countermeasures deployed in HSIP projects with statistical significance. The test determines whether crash reduction is significantly better, significantly worse, or exhibits no significant change. Furthermore, FDOT uses all injury severities for the Poisson Comparison of Mean Test. The results are included in this section to address program level evaluations based on project item evaluations.

FDOT considers 18 crash classifications which include total, fatal, injury (i.e., possible, non-incapacitating, serious), property damage only (PDO), urban, rural, night, day, rear-end, angle, left-turn, right turn, sideswipe, fixed-object, head-on, pedestrian, ran-off-road, and wet surface. FDOT included HSIP projects for which construction began and finished between 2004 and 2019 and for which 3 years of crash data exists before and after.

As noted previously, FDOT initiated the Vital Few which focuses on FDOT priorities to (1) improve safety, (2) enhance mobility, and (3) inspire motivation. FDOT formed several cross-functional Vital Few Safety teams which address intersection safety, lane departure safety, and pedestrian and bicycle safety. Input from these teams help guide FDOT initiatives for safety, including the Highway Safety Improvement Program (HSIP).

To support our Vital Few emphasis areas, we conducted the following additional evaluations using crash reduction factors (CRFs). A CRF is the percentage crash reduction that may be expected by implementing a countermeasure. A positive CRF indicates an expected percent reduction in crashes and a negative CRF indicates an expected percent increase in crashes.

Overall

2021 Florida Highway Safety Improvement Program

Regarding all countermeasures from all HSIP projects, the crash reduction factors for total (13.9), fatal (13.0), injury (15.4), PDO (12.7), urban (13.8), rural (15.5), night (14.4), day (14.1), rear-end (8.98), left turn (10.5), side swipe (5.12), fixed object (3.42), head on (5.29), pedestrian (6.57), lane departure (23.0), and wet surface (14.6) crashes are significantly better. Crash reduction factors for right turn (-9.26) crashes are significantly worse.

Intersection Safety

Regarding countermeasures for HSIP projects addressing intersection safety, the crash reduction factors for total (27.5), fatal (19.6), injury (32.5), PDO (23.7), urban (28.0), rural (15.2), night (23.5), day (28.8), rear end (27.5), angle (30.8), left turn (33.7), right turn (24.5), side swipe (14.3), fixed object (16.3), head on (27.5), pedestrian (20.1), lane departure (41.7), and wet surface (32.5) crashes are significantly better.

Lane Departure Safety

Regarding countermeasures for HSIP projects addressing lane departure safety, the crash reduction factors for total (4.19), fatal (10.5), injury (7.78), urban (3.33), rural (14.9), night (6.57), day (3.96), lane departure (22.3), and wet surface (3.50) crashes are significantly better. Crash reduction factors for rear end (-4.89), angle (-9.18), left turn (-14.7), right turn (-59.0), side swipe (-16.2), and head on (-11.3) crashes are significantly worse. There is no significant change for crash reduction factors of PDO (0.46), fixed object (-0.69), and pedestrian (-1.38) crashes.

Pedestrian and Bicyclist Safety

Regarding countermeasures for HSIP projects addressing pedestrian and bicyclist safety, the crash reduction factors for injury (0.15), rear end (4.44), left turn (9.14), and fixed object (16.0) crashes are significantly better. Crash reduction factors for PDO (-9.16), rural (-33.2), angle (-4.27), and head on (-33.0) crashes are significantly worse. There is no significant change for crash reduction factors of total (0.15), fatal (3.19), urban (0.66), night (2.93), day (-2.03), right-turn (-9.41), side-swipe (0.31), pedestrian (3.86), lane departure (5.82), and wet surface (4.85) crashes.

[Source: Project Evaluation and Selection Method in CRASH, as of 2021-07-14]

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

- Other-Reduction in fatalities and serious injuries

[Source: Florida Strategic Highway Safety Plan, 2021]

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

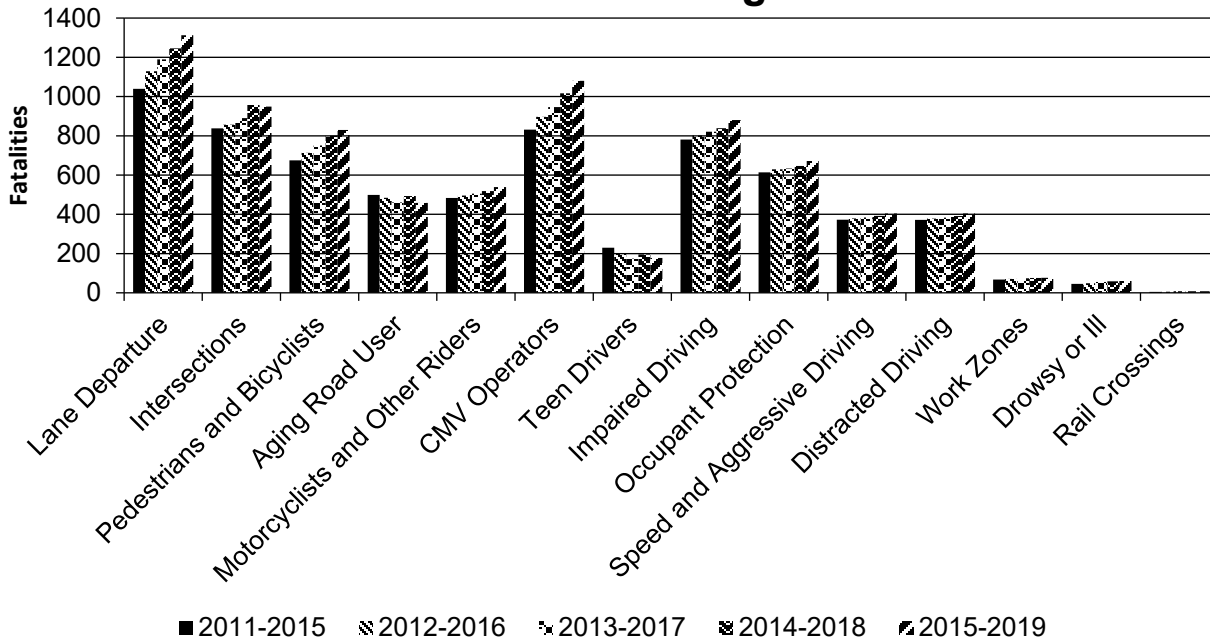
Year 2019

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		1,312.2		6,156.6		0.61	2.83

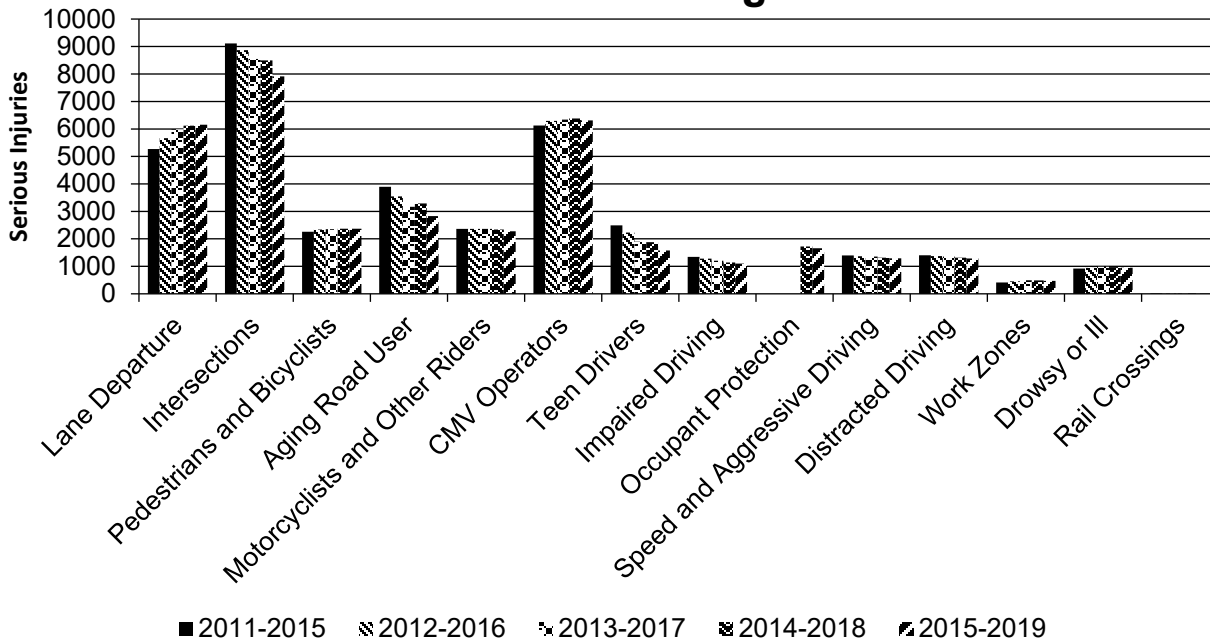
2021 Florida Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Intersections		949	7,914.4	0.44	3.65
Pedestrians and Bicyclists		830	2,368.6	0.38	1.09
Aging Road User		458	2,826.8	0.21	1.31
Motorcyclists and Other Riders		539	2,279	0.25	1.05
CMV Operators		1,080.4	6,310	0.49	2.91
Teen Drivers		177.6	1,579.2	0.08	0.73
Impaired Driving		880	1,100	0.4	0.51
Occupant Protection		671.4	1,659.6	0.31	0.76
Speed and Aggressive Driving		404.4	1,293	0.18	0.6
Distracted Driving		404.6	1,285.6	0.18	0.59
Work Zones		76.6	473.2	0.04	0.22
Drowsy or Ill		60.4	948.4	0.03	0.43
Rail Crossings		8.2	13.8	0	0.01

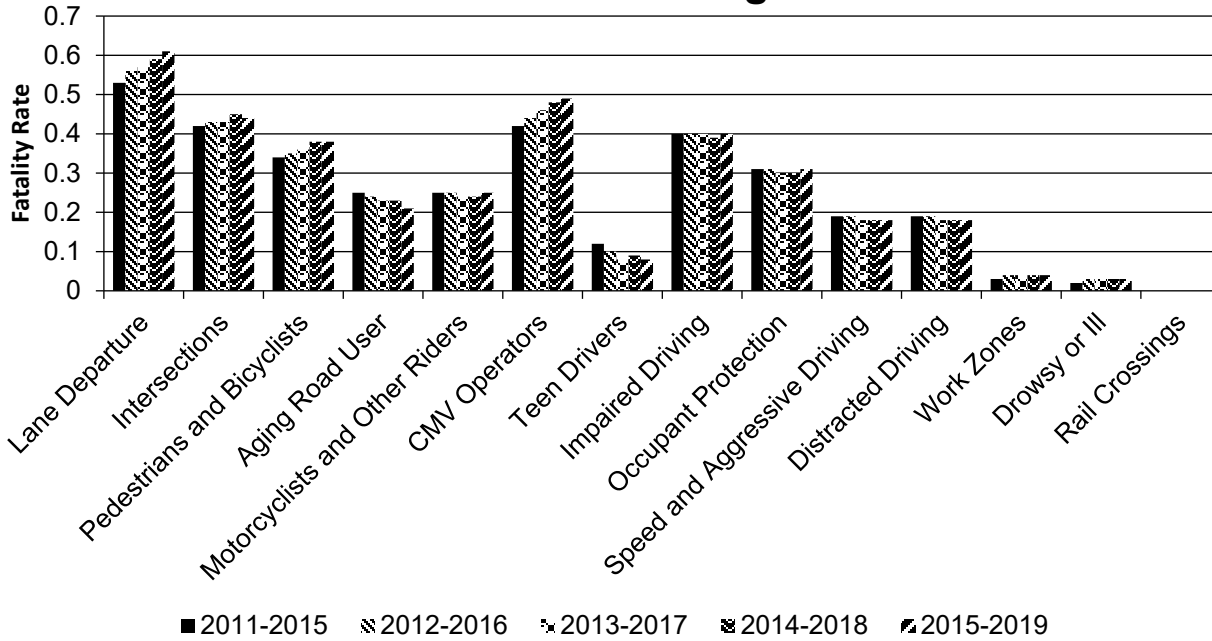
Number of Fatalities 5 Year Average



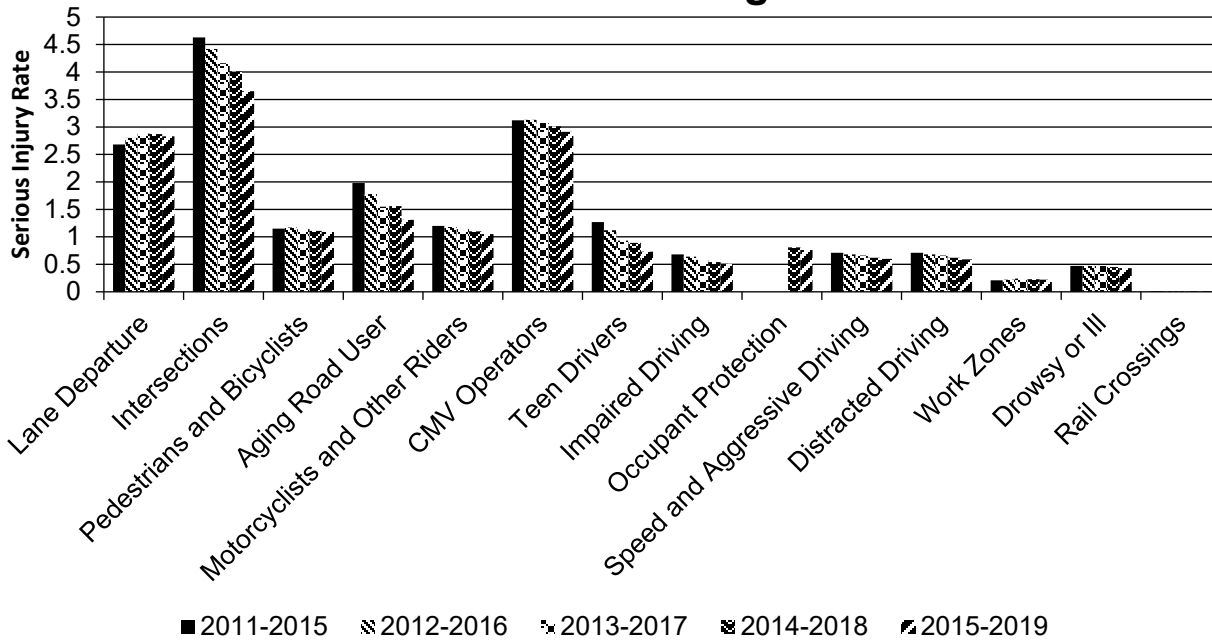
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



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

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures: All
Description:
Target Crash Type:
Number of Installations:
Number of Installations:
Miles Treated:
Years Before:
Years After:
Methodology:
Results: See attachment.
File Name: Hyperlink

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
See attachment.	Other	Miscellaneous	Miscellaneous - other											1

FDOT has CRF (crash reduction factor) values for over 130 different countermeasures. A file listing improvement types, number of projects and other information including CRF values is attached.

Compliance Assessment

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

03/01/2021

What are the years being covered by the current SHSP?

From: 2021 To: 2026

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

2026

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								
	Begin Point Segment Descriptor (10) [10]	100	100						100		
	End Point Segment Descriptor (11) [11]	100	100						100		
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
Functional Class (19) [19]	100	100						100		100	

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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	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	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]			100	100							
Intersection/Junction Traffic Control (131) [131]				100							
AADT for Each Intersecting Road (79) [81]			100	100							
AADT Year (80) [82]			100	100							
Unique Approach Identifier (139) [129]			100	100							
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]					100	100				
	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	100.00	87.50	100.00	100.00	100.00	44.44	77.78	20.00	40.00

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

[Source: Roadway Characteristics Inventory (RCI), as of 2021-07-21]

[Source: All Roads Base Map (ARBM), 2018]

[Source: Florida All Roads Intersections and Streets (FLARIS), 2018]

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 Florida TRCC (Traffic Records Coordinating Committee) provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State of Florida's traffic records system. Roadway inventory is a crucial part of the traffic records system. In November 2020, a NHTSA Technical Assessment Team concluded the following.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

2021 Florida Highway Safety Improvement Program

FDOT continues to support active projects to improve the location referencing system for all public roads in Florida and acquire roadway elements, including MIRE FDE.

[Source: NHTSA State of Florida Traffic Records Assessment, 2020]

[Source: Florida Traffic Safety Information System Strategic Plan 2017-2021, 2020]

Optional Attachments

Program Structure:

shsp_mar21.pdf

florida hsip manual v2021 F (2021-08-12).pdf

Project Implementation:

Safety Performance:

Evaluation:

hsip 2021 - countermeasure evaluation.xlsx

hsip 2021 - projects evaluation.xlsx

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.