FLORIDA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2025 ANNUAL REPORT

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Photo source: Federal Highway Administration

Photo Source:
Photo image courtesy of Florida Department of Transportation

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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. 407 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.”

2.Executive Summary

The Florida Department of Transportation (FDOT) and its traffic safety partners continue their commitment to eliminate fatalities and serious injuries with the view that the death of any person is unacceptable. This report documents the Highway Safety Improvement Program (HSIP) in Florida, the data-driven analysis of safety trends, HSIP-funded infrastructure investments in the 2024/2025 state fiscal year (FY 24/25), and the evaluation of program and project effectiveness toward achieving Florida's safety performance target of zero fatalities and serious injuries. Understanding that zero fatalities cannot be reached within FY 24/25, Florida developed data models to forecast fatal and serious injuries that are statistically expected to occur as we innovate and strive to drive down fatalities and serious injuries to zero.

The 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 HSIP is a main component of the Florida Strategic Highway Safety Plan (SHSP), which Florida updated in 2021 in coordination with statewide, regional, and local traffic safety partners. The statewide plan introduces Florida to a Safe System approach advocated by the Federal Highway Administration (FHWA) and addressing all elements of a safe transportation system in an integrated manner.

FDOT managed approximately $167 million in HSIP investments during FY 24/25 from July 1, 2024, through June 30, 2025. These funds are invested both on and off-system. Program work regarding roadway ownership includes the following:
·State roadways were addressed by 544 project items totaling over $140 million.
·Local roadways were addressed by 163 project items totaling almost $27 million.

FDOT uses a data-driven approach to proactively deploy safety infrastructure investments with Highway Safety Improvement Program funding, strategically aimed at significant reductions in fatal and serious injury crashes. This fiscal year, FDOT completed over 707 items across almost 394 projects. Foundational non-infrastructure work with road safety audits, preliminary engineering, public information or education, traffic engineering studies, transportation statistics, and data analysis equaled over $7 million. Other specific program accomplishments in our top emphasis areas include the following:
·Multiple programs and SHSP emphasis areas were addressed by 336 project items totaling over $86 million
·The intersection safety program completed 164 project items totaling about $37 million
·The lane departure safety program completed 85 project items totaling almost $28 million
·The pedestrian and bicyclist safety program completed 122 project items totaling almost $15 million

To address safety performance across all public roadways, FDOT also addresses safety systemically statewide utilizing a risk-based data-driven analysis. A statewide risk-based analysis was performed to identify the roadway characteristic risk factors associated with fatal and serious injury crashes. FDOT then invests in the deployment of proven effective safety countermeasures statewide on the roadway network where those risk factors exist. In FY 25, FDOT addressed systemic safety improvements with 48 project items for about $12 million in HSIP funds. A comprehensive summary of this work is detailed in section 12.

To further focus on the behavioral factors contributing to fatal and serious crashes in the Safe System Approach, FDOT invests HSIP in education and enforcement activities to complement the investments in infrastructure, with FHWA approval for non-infrastructure use. In FY 25, FDOT addressed behavioral safety with near $10 million. A comprehensive summary of this work is also detailed in section 12.

For a third consecutive year across all public roadways, Florida reports annual reductions in the number and rate of fatalities and serious injuries. FDOT also continually evaluates the effectiveness of the diverse portfolio of projects including predictive analytics-based, systemic, and hotspot projects. Specifically, where HSIP investments have been implemented, the HSIP dashboard monitors safety performance. The HSIP-funded 204 projects on public roads constructed between 2016 and 2020 totaling over $219 million dollars, resulting in a

reduction of 308 fatal and serious injury crashes. To date over 1,000 intersections on Florida’s statewide systemic pedestrian safety lighting initiative have reduced nighttime fatal and serious injury crashes by over 600, as shown in Section 46.

The cover image of this report highlights the FDOT Statewide Annual Safety Award. The award honors the memory of Jeanette Rouse, a valued FDOT 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. Winners of this award are recognized for their significant contributions toward our target of zero fatalities and serious injuries. James Read, the Field Operations Manager of Deland Operations in District 5, is the FY 24/25 recipient of the Statewide Annual Safety Award. John Easterling, the Traffic Operations Engineer of Florida's Turnpike Enterprise, is the FY 23/24 recipient of the Statewide Annual Safety Award.

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

3. 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.

- 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). 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.

FDOT is updating the Florida SHSP to guide the State's traffic safety partner actions and investments in roadway safety. The 2026 SHSP will be adopted in March 2026. There will be multiple opportunities for stakeholders to provide valuable input to help shape the SHSP to ensure Florida is doing everything possible to get to ZERO. As before, Florida is updating the SHSP concurrently with the FTP.

[Source: Florida Department of Transportation FY 2024 Highway Safety Plan, 2023]
[Source: Florida HSIP Guidelines Manual, 2021]
[Source: Florida Strategic Highway Safety Plan, 2021]

4. 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 through fdot.gov. The primary Central Office contacts for the HSIP are in FDOT SSO (www.fdot.gov/Safety/co-staffdirectory.shtm) and follow below.

Brenda Young, Interim Chief Safety Officer, FDOT SSO, (850) 414-4146
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: FDOT Safety Engineering
Contacts, https://www.fdot.gov/safety/safetyengineering/safetyengineeringcontacts.shtm, as of 2025-08-14]
[Source: Florida HSIP Guidelines Manual, 2021]

5. How are HSIP funds allocated in a State?

- Formula via Districts/Regions
- Other-Central Office

FDOT focuses HSIP funding on highway safety improvement projects with the following criteria.
• 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]

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

Many communities in Florida develop and implement Local Road Safety Plans (LRSPs) which 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 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.

FDOT expanded the program of LRSPs to include counties in Florida with significant opportunities to improve traffic safety. The team completed LRSPs for twelve counties across multiple Districts. Local representatives will manage their respective safety plans in coordination with FDOT district representatives. Furthermore, several local communities in Florida pursue and (in several cases) secured Safe Streets and Roads for All (SS4A) funding. FDOT provides support to any local communities who request help in drafting safety plans.

[Source: Florida HSIP Guidelines Manual, 2021]

7. 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
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Construction Office

8. 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, finance, construction, maintenance modal development, the 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.

[Source: FDOT SSO Staff, 2025]
[Source: Florida HSIP Guidelines Manual, 2021]
[Source: FDOT Mission, Vision, and Values, fdot.gov, 2025]
[Source: Florida Strategic Highway Safety Plan, 2021]

9. 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
- Other-FHP
- Other-FLHSMV
- Other-FMCSA
- Other-FPCA
- Other-FSA
- Other-NHTSA

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).

[Source: Commmunity Traffic Safety Teams (CTST), https://www.fdot.gov/Safety/programs/yourcommunity.shtm, as of 2025-08-14]
[Source: Federal Motor Carrier Safety Administration (FMCSA), https://www.fmcsa.dot.gov/taxonomy/term/1976, as of 2025-08-14]
[Source: Florida Association of County Engineers & Road Superintendents (FACERS), https://facers.net/, as of 2025-08-14]
[Source: Florida Highway Patrol (FHP), https://www.flhsmv.gov/florida-highway-patrol/about-fhp/, as of 2025-08-14]
[Source: Florida Highway Safety and Motor Vehicles (FLHSMV), https://www.flhsmv.gov/, as of 2025-08-14]
[Source: Florida Police Chiefs Association (FPCA), https://fpca.com/, as of 2025-08-14]
[Source: Florida Sheriffs Association (FSA), https://flsheriffs.org/, as of 2025-08-14]
[Source: National Highway Traffic Safety Administration (NHTSA), https://www.nhtsa.gov/, as of 2025-08-14]

10. 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 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 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 Triennial Highway Safety Plan 2024-2026, 2024]
[Source: Florida HSIP Guidelines Manual, 2021]
[Source: FDOT State Safety Office, Safety Programs website (https://www.fdot.gov/Safety/programs/programs.shtm), as of 2025-08-14]
[Source: FDOT State Safety Office, Traffic Safety Coalitions website (https://www.fdot.gov/safety/safety-coalitions/coalitonsresources.shtm), as of 2025-08-14]
[Source: Florida Strategic Highway Safety Plan, 2021]

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

No-This question will not appear on the report output when the report status changes to "Final"

12. 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.

FDOT continually evaluates the effectiveness of safety infrastructure investments on the state highway system by comparing fatal and serious injury crash rates before and after the construction of those projects. The investments made between 2016-2020 resulted in a measurable reduction in fatality and serious injury rates.

However, fatal and serious injury crash trends along all public roadways continues to experience minor fluctuations. Further, growth in population and travel demand on Florida's roadways continues to be one of the highest in the nation, which correlates to increased crash risk.

Utilizing the Safe System Approach, safety infrastructure investments are strategically aimed to address the behavioral aspects of roadway safety. Anticipating human error is key to identify infrastructure improvements that aid in preventing crashes from occurring, providing safe recovery, and reducing their severity. To best apply the Safe System Approach and address safety performance across all public roadways, FDOT is now also addressing safety systemically statewide utilizing a risk-based data-driven analysis. A statewide risk based analysis was performed to identify the roadway characteristic risk factors associated with fatal and serious injury crashes. FDOT then invests in the deployment of proven effective safety countermeasures statewide on the roadway network where those risk factors exist.

A significant portion of the Highway Safety Improvement Program funds are beginning to be dedicated – approximately $35M annually starting FY 24, to address areas where these risk factors exist, with the statewide systemic deployments of safety infrastructure investments, including the following:
• Over 80% of Florida's pedestrian fatalities occur in dark conditions. The $100M multi-year statewide pedestrian safety intersection lighting retrofit initiative addresses pedestrian safety at 2,500 intersections statewide and is almost complete. Fatal and serious injury crashes of all types were significantly reduced in these locations with a return on investment of 42:1, and FDOT continues to monitor the reductions over the useful life of this countermeasure.
• A significant proportion of fatal and serious lane departure crashes occur on Florida's rural 2-lane roadways with posted speeds of 55 mph and higher. To address this, the statewide rumble strip initiative was funded over 2 years with $60M to address lane departure safety on over 3,000 centerline miles of roadways and began construction in FY 24. This initiative is projected to prevent over 150 fatalities over the useful life of this countermeasure, with a return on investment of 32:1.
• A form of rapidly increasing lane departure crash is wrong way driving on Florida's interstates. The statewide wrong way driving initiative was funded over 3 years with $32M to prevent occurrences and warn motorists with signing, pavement markings, and advanced detection and warning systems at interstate interchanges, and this work began in FY 23.
• Florida has many intracoastal waterway bridges that frequently open and have high volumes of pedestrian traffic. Technology solutions improve pedestrian safety by detecting their presence and preventing bridge movement that could cause them harm. The statewide moveable bridge initiative was funded over 2 years with $14M to install advanced detection systems to address bicyclist and pedestrian safety and began in FY 23.
• A significant proportion of fatal and serious lane departure crashes occur on Florida's rural high-speed limited access roadways. To address this, the statewide median barrier initiative was funded over 2 years with $130M (comprised of $70M HSIP and $60M state funds) to address lane departure safety on over 100 centerline miles of roadways and will begin construction in FY 27. This initiative is projected to prevent over 250 fatalities over the useful life of this countermeasure. FDOT is pleased to report the addition of state funds being dedicated to focusing more resources on safety with this statewide systemic initiative.
• A notable proportion of lane departure crashes resulting in fatal or serious injuries correlate to horizontal

curves. FDOT will deploy proven countermeasures (such as enhanced signs and pavement markings) on 2,746 curves across the SHS. This program will focus on rural and urban curves with a radius less than 2,000 feet, prioritizing rural roads (2-3 lanes) with speeds over 55 mph and urban roads (4-5 lanes) with speeds over 45 mph. The projected benefit-cost ratio is 22:1 for rural curves and 21:1 for urban curves, demonstrating a highly effective investment in traffic safety.

Additional strategic safety countermeasures continue to be identified and prioritized in FDOT's ongoing statewide systemic and risk-based program, to achieve our goal to significantly impact overall fatal and serious injury crash trends. FDOT will monitor the effectiveness of each of these statewide programs and their collective effect on the overall fatal and serious injury crash trends on all public roadways.

To further focus on the behavioral factors contributing to fatal and serious crashes in the Safe System Approach, FDOT invests HSIP in education and enforcement activities to complement the investments in infrastructure with FHWA approval for this non-infrastructure use. Based on behavioral risk factors identified through systemic safety analyses, FDOT works with experts in human factors research at the University of South Florida College of Public Health to develop and deploy influential safety campaigns. Focus groups with drivers representing demographics involved in the majority of Florida's top crash types in Florida's top regions were conducted to define the campaign behavior focus areas - speeding, distraction, and aggressive driving.

Surveys with this audience revealed social norms are measurably more influential than traditional safety campaigns that focus on consequences of laws. Therefore, the new safety campaigns instead relate to the values of this specific audience and address the life challenges that lead to these behaviors – time management, stress management, over commitment, and the need for constant connection. These campaigns were deployed for one month across 3 geographic regions for the purpose of independent evaluation of effectiveness to inform future statewide deployments (insert investment amount). FDOT measured excellent performance on campaign impressions (views) of the ads, engagement, and message recognition. The campaigns will continue to be deployed statewide in future years with performance monitoring and measurement.

[Source: FDOT HSIP Guidelines Manual, 2021]
[Source: FDOT Office of Work Program and Budget, 2025]

Program Methodology

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

Yes

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

FDOT SSO regularly reviews and updates the Florida HSIP Guidelines Manual, which clearly describes HSIP planning, implementation, and evaluation processes. Current revision activities will better illuminate alignment with the Safe System Approach and reflect current business practices at FDOT. A new revision is expected in the last quarter of 2025.

[Source: Florida HSIP Guidelines Manual, 2021]

14. Select the programs that are administered under the HSIP.

- Bicycle Safety

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

The Florida SHSP (Strategic Highway Safety Plan) outlines a safety implementation framework to eliminate fatal or serious injuries on all public roads and it guides the HSIP (Highway Safety Improvement Program). Our data-driven SHSP focuses on 12 emphasis areas and addresses 6 evolving areas that are reflected in several programs administered by FDOT 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 the following.
(1) Roadways (i.e., lane departure and intersection safety)
(2) Road users (i.e., bicyclists, pedestrians, new road users, aging road users, motorcyclists, and CMV drivers)
(3) User behavior (i.e., seatbelt use, distracted, impaired, and aggressive driving)2024 Florida Highway Safety Improvement Program
(4) Evolving emphasis areas (i.e., work zone, rail crossing, and intermodal safety, drowsy or ill driving, and micro-mobility)

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 the following.
(1) crash (i.e., fatal or serious injuries, all crashes)
(2) exposure (i.e., traffic, volume, population)
(3) roadway (i.e., horizontal curvature, functional classification, roadside features, context classification)

Project Identification
Project identification methodologies used for these programs include the following.
(1) crash frequency
(2) crash rate
(3) excess expected crash frequency
(4) over-representation of crashes
(5) crash tree diagrams
(6) 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 the following.
(1) ranking based on the benefit-cost ratio
(2) ranking based on net benefit
(3) net present value
(4) available funding
(5) cost effectiveness

[Source: Florida HSIP Guidelines Manual, 2021]
[Source: FDOT State Safety Office, 2025]
[Source: FDOT Work Program and Budget Office, 2025]

[Source: FDOT Safety Programs, https://www.fdot.gov/Safety/programs/programs.shtm, as of 2025-08-14]

15.Program: Bicycle Safety

Date of Program Methodology:9/1/2021

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

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).

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

15.Program: Intersection

Date of Program Methodology:7/1/2019

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

15.Program: Pedestrian Safety

Date of Program Methodology:9/1/2021

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

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

15.Program: Skid Hazard

Date of Program Methodology:7/1/2021

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
Available funding:5
Ranking based on net benefit:5
Cost Effectiveness:5
Other-Net Present Value:5

15.Program: Other-Lane Departure

Date of Program Methodology:3/1/2016

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-Content classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Other-Crash tree diagrams
- Other-Over-representation of crashes

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-Collaborative analysis & vetting with Central & District Offices and benefit-cost ratios > 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).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:1
Ranking based on net benefit:1
Cost Effectiveness:1
Other-Net present value (NPV):1

[Source: Florida HSIP Guidelines Manual, 2021]
[Source: FDOT State Safety Office, 2025]
[Source: FDOT Work Program and Budget Office, 2025]

16. What percentage of HSIP funds address systemic improvements?

6

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Clear Zone Improvements
- 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

FDOT continually evaluates its safety infrastructure investments on the state highway system by comparing crash rates before and after projects are completed. Investments from 2016-2020 have already resulted in a measurable reduction in fatality and serious injury rates.

Despite this progress, Florida's five-year rolling average for serious injury and fatal crash trends on all public roadways continues to fluctuate. The state's population and travel demand growth remain among the highest in the nation, directly correlating to an increased crash risk.

Using the Safe System Approach, FDOT strategically aims its safety investments to address the behavioral aspects of roadway safety. Recognizing that humans make mistakes, the goal is to identify infrastructure improvements that prevent crashes from occurring, provide safe recovery, and reduce their severity. To best apply this approach, FDOT is now systemically addressing safety statewide with a data-driven, risk-based analysis. This analysis identifies roadway characteristics that are risk factors for fatal and serious injury crashes, guiding the deployment of proven safety countermeasures where those risk factors exist.

A significant portion of the Highway Safety Improvement Program (HSIP) funds, approximately $35 million annually starting in FY24, is now being dedicated to these systemic deployments, including the following initiatives:

Pedestrian Safety Intersection Lighting: With over 80% of pedestrian fatalities occurring in the dark, this $100 million multi-year initiative has retrofitted lighting at 2,500 intersections statewide. The project is nearly complete and has significantly reduced crashes, with a 42:1 return on investment.

Rural Two-Lane Roadway Rumble Strips: A significant number of lane departure crashes occur on Florida's rural two-lane roadways with speeds of 55 mph or higher. A $60 million, two-year initiative began in FY24 to install rumble strips on over 3,000 centerline miles. This project is projected to prevent over 150 fatalities with a 32:1 return on investment.

Wrong-Way Driving: To prevent this growing crash type on interstates, a $32 million, three-year initiative began in FY23. This project uses advanced detection and warning systems, signs, and pavement markings at interstate interchanges to warn motorists.

Moveable Bridge Safety: With many intracoastal waterway bridges opening frequently, a $14 million, two-year initiative began in FY23 to install advanced detection systems to protect pedestrians and bicyclists.

Rural High-Speed Median Barriers: A significant proportion of fatal and serious lane departure crashes occur on rural, limited-access roads. A $130 million, two-year initiative will begin construction in FY27 to install median barriers on over 100 centerline miles, projected to prevent over 250 fatalities.

FDOT is also focusing on the behavioral factors of crashes by investing HSIP funds in education and enforcement activities, with FHWA approval for this non-infrastructure use. FDOT works with experts at the University of South Florida to develop influential safety campaigns based on behavioral risk factors. Focus groups with drivers revealed that social norms are more influential than traditional campaigns that focus on consequences. The new campaigns relate to the values of the target audience, addressing challenges like time and stress management.

These campaigns, which were evaluated in three geographic regions, will continue to be deployed statewide in future years with ongoing performance monitoring.

17. 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
- Other-Risk-Based Root Cause Analysis

18. Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

Connected Mobility and Technologies Program (CMTP)

FDOT's Connected Mobility and Technologies section within the Traffic Engineering and Operations Office is focused on implementing technologies and innovative solutions to improve efficiency of transportation systems, improve safety and ensure mobility for the people and goods. The section leads Connected and Automated Vehicles (CAV) technology deployment and infrastructure readiness, Statewide Arterial Management Program (STAMP), Wrong-Way Driving (WWD) and Managed Lanes (ML) programs. The section also manages statewide Transportation Systems Management and Operation (TSM&O) software programs including SunGuide® Software, Statewide Express Lanes Software, and the Vehicle-to-Everything Data Exchange Platform.

Connected and Automated Vehicles (CAV) Program
The CAV program leads the statewide implementation of CAV technologies and conducts in-reach and outreach activities to ensure FDOT CAV program is aligned with state's vision of improve safety and mobility. The program implements CAV projects, data collection, data sharing and mainstreaming of Connected Vehicle (CV) technologies on FDOT roadways.

TSM&O Software
The FDOT TSM&O Software and Architecture program area is responsible for developing systems that are compatible with each other and that ensure a seamless network of ITS functions along Florida's major transportation corridors. The SunGuide® Software System provides freeway and incident management, transportation management center interoperability, and data archiving. It unifies traffic information and management system for the State of Florida ITS traffic data.

Statewide Arterial Management Program (STAMP)
FDOT Transportation Systems Management & Operations (TSM&O) Strategic Plan identifies arterial management as one of six focus areas. STAMP supports the implementation, management, and operations and maintenance (O&M) of performance-based arterial networks. The goal of the program is to achieve the throughput, efficient multi-modal operation, reduced travel time, increased traffic and bicycle/pedestrian safety and increased system uptime outcomes envisioned in the TSM&O Strategic Plan.

Wrong Way Driving (WWD)
Supported by research, FDOT's Wrong-Way Driving Initiative explores various WWD countermeasure systems

to aid in warning wrong-way drivers, sending notifications to alert other motorists and notifying law enforcement. The WWD Initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System.

Managed Lanes (ML)
In support of FDOT's vision of providing a congestion and fatality free transportation network, managed lanes can be employed on appropriate facilities that currently, or are expected in the future, to experience significant congestion. The Department tailors the operation of managed lanes facilities to the corridor's unique operating characteristics. The Department also prioritizes congestion management and maximizes throughput on key facilities through vehicle eligibility standards, access control, pricing, incentives, and other available techniques.

[Source: FDOT Connected Mobility and Technologies Program (CMTP), https://www.fdot.gov/traffic/teo-divisions.shtm/cmt, as of 2025-08-14]

19. 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. The website contains information on safety analyses based for location-specific analysis, systemic analysis, and predictive analysis.

FDOT uses a risk-based approach to systemically analyze safety performance of roadways. Using risk factors we identify locations to implement safety improvements to prevent crashes. Safety Performance Functions (SPFs) are developed from crash data from similar sites, all adjusted to presumed "base" conditions. Crash Modification Factors (CMFs) are then applied to convert from the base conditions to the conditions at the location being studied. Additionally, a local calibration factor is also applied based on local crash experience on similar roadway sites. Empirical methods may also be applied if both a SPF and actual crash data are available.

FDOT HSM resources and tools address HSM Part B (Roadway Safety Management Process), HSM Part C (Predictive Method), Crash Modification Factors (CMFs), in-house training, and access to external resources. Regarding HSM Part B, FDOT uses network screening and a dashboard highlighting safety needs. For HSM Part C, FDOT utilizes Intersection Control Evaluation (ICE), spreadsheet tools and crash cost calculations, and developmental work for Florida-based SPFs and CMFs for intersections in context classifications C3R, C3C and C4.

FDOT network screening includes:

- Safe Strides 2 Zero (SS2Z) – conducting an annual screening of signalized intersections on the SHS. Identifies high crash signalized intersections and is shown in the Safety Needs List Dashboard.
- 2020 Pedestrian & Bicycle Network Screening – a risk-based evaluation of pedestrian and bicycle safety on the SHS utilizing roadway characteristics and ped and bike demand characteristics. Results are available on eTraffic.

The Safety Assessment dashboard enables FDOT project scoping staff to incorporate safety needs into any work program project. The Dashboard consists of the Traffic Operations' Statewide Safety Initiatives and the over-lapping safety needs priorities identified by each district.

[Source: Safety Analysis Methods & Resources by FDOT Safety Engineering, (https://www.fdot.gov/safety/safetyengineering/safetyanalysismethods.shtm) as of 2025-07-17]
[Source: Florida HSIP Guidelines Manual, 2021]
[Source: FDOT Highway Safety Manual User Guide, 2015]

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

No-This question will not appear on the report output when the report status changes to “Final”

21. 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 the 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

22. Reporting period for HSIP funding.

State Fiscal Year

Financial data is based on extracts from the FDOT Work Program associated with the Highway Safety Improvement Program (HSIP).

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$145,816,642	$141,482,682	97.03%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$1,091,204	$1,084,480	99.38%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$19,920,755	$19,416,678	97.47%
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	$166,828,601	$161,983,840	97.1%

Financial data is based on extracts from the FDOT Work Program associated with the Highway Safety Improvement Program (HSIP).

FDOT fulfilled the $9,445,004 requirement for the High Risk Rural Road (HRRR) Special Rule and the $24,115,872 requirement for the Vulnerable Road User (VRU) Safety Special Rule through HSIP investments into before the close of FY 25.

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

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

$26,561,507

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

$26,347,040

Financial data is based on extracts from the FDOT Work Program associated with the Highway Safety Improvement Program (HSIP).

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

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

$17,101,721

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

$17,101,716

Financial data is based on extracts from the FDOT Work Program associated with the Highway Safety Improvement Program (HSIP).

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

26. 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?

$18,719,022

Financial data is based on extracts from the FDOT Work Program associated with the Highway Safety Improvement Program (HSIP).

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

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

We do not report any impediments to obligating HSIP fund at this time.

[Source: FDOT State Safety Office, 2025]

28. Does the State want to elaborate on any other aspects of its progress in implementing HSIP projects?

No-This question will not appear on the report output when the report status changes to “Final”

General Listing of Projects

29. 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
190258-1	Advanced technology and ITS	Advanced technology and ITS - other			$260214		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
190258-1	Advanced technology and ITS	Advanced technology and ITS - other			$500000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
190258-1	Advanced technology and ITS	Advanced technology and ITS - other			$143000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
207611-7	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
207611-7	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$10541		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
207658-2	Roadway	Pavement surface - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
207658-2	Roadway	Pavement surface - other			$257		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
207658-2	Roadway	Pavement surface - other			$5011		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
207658-2	Roadway	Pavement surface - other			$14020		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
210719-3	Roadway	Roadway - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
210719-3	Roadway	Roadway - other			$21308		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-3	Miscellaneous	Road safety audits			$14085		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-3	Miscellaneous	Road safety audits			$1356184		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-7	Miscellaneous	Road safety audits			$282083		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-7	Miscellaneous	Road safety audits			$259614		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-9	Miscellaneous	Road safety audits			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
211079-9	Miscellaneous	Road safety audits			$951915		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
219287-2	Intersection geometry	Intersection geometry - other			$46043		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
219287-2	Intersection geometry	Intersection geometry - other			$20008		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
220644-2	Lighting	Lighting - other			$10215		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			$6511		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			$38000		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			$21100		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			$26161		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			$44		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			$4133		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
220838-5	Roadway	Roadway - other			$4141		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			$662		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			$7364		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			$6576		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			$5976		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
220838-6	Roadway	Pavement surface - other			$285492		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
237995-1	Roadway	Roadway - other			$28974		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			$4328		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			$12529		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
237995-1	Roadway	Roadway - other			$27261		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			$26448		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			$14524		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			$60469		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			$101467		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
245316-6	Advanced technology and ITS	Advanced technology and ITS - other			$411820		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
245316-6	Advanced technology and ITS	Advanced technology and ITS - other			$121949		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-2	Miscellaneous	Road safety audits			$524073		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254553-2	Miscellaneous	Road safety audits			$1272347		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
254553-2	Miscellaneous	Road safety audits			$773633		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			$26730		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			$1046616		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			$83576		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
254677-2	Roadway	Pavement surface - other			$331787		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
254677-2	Roadway	Pavement surface - other			$1295692		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
254677-2	Roadway	Pavement surface - other			$3082224		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
254677-2	Roadway	Pavement surface - other			$12025		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
254677-2	Roadway	Pavement surface - other			$81030		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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254677-2	Roadway	Pavement surface - other			$500000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
403920-4	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$22964		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
403920-4	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$31293		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
403920-4	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$43767		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
403920-5	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
403920-5	Lighting	Lighting - other			$61980		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
403920-5	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
403920-5	Lighting	Lighting - other			$11085		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
403920-5	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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403920-5	Lighting	Lighting - other			$35953		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
410646-7	Roadway	Roadway - other			$149045		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
412596-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$193430		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
425646-5	Miscellaneous	Miscellaneous - other			$271018		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
425646-5	Miscellaneous	Miscellaneous - other			$67604		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
429186-5	Intersection geometry	Intersection geometry - other			$4416		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
430852-2	Miscellaneous	Road safety audits			$16949		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
432584-3	Intersection traffic control	Modify traffic signal – modernization/replacement			$287		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
432605-5	Lighting	Lighting - other			$1763		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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432605-5	Lighting	Lighting - other			$849		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
432748-5	Intersection geometry	Intersection geometry - other			$35605		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
433109-5	Roadway	Roadway widening - add lane(s) along segment			$36767		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
433112-5	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$12663		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
433112-5	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$23500		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
433144-1	Roadway	Roadway - other			$3188344		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			$131912		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433144-6	Roadway	Roadway - other			$282186		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433144-6	Roadway	Roadway - other			$991247		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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433144-6	Roadway	Roadway - other			$13960		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433144-7	Roadway	Roadway - other			$140969		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433390-1	Miscellaneous	Road safety audits			$19893		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433390-1	Miscellaneous	Road safety audits			$278857		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			$398160		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434273-3	Roadway	Roadway - other			$201		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434273-4	Roadway	Roadway - other			$223		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434396-4	Lighting	Lighting - other			$35014		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
434844-2	Intersection geometry	Add/modify auxiliary lanes			$2544		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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436041-1	Intersection geometry	Add/modify auxiliary lanes			$203180		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			$208414		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			$3482		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			$1		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			$15079		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			$36369		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
436113-1	Lighting	Lighting - other			$5879		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436113-1	Lighting	Lighting - other			$238		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436266-2	Intersection geometry	Add/modify auxiliary lanes			$23		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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436612-5	Miscellaneous	Road safety audits			$43869		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-6	Miscellaneous	Road safety audits			$370266		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-7	Miscellaneous	Road safety audits			$227476		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-8	Miscellaneous	Road safety audits			$469672		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-8	Miscellaneous	Road safety audits			$30721		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-9	Miscellaneous	Road safety audits			$135985		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
436612-9	Miscellaneous	Road safety audits			$112706		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			$784		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437451-1	Intersection geometry	Add/modify auxiliary lanes			$239		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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437514-1	Roadway	Pavement surface - other			$1344		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437514-1	Roadway	Pavement surface - other			$173		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
437634-1	Roadway	Roadway - other			$100824		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437634-1	Roadway	Roadway - other			$176197		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437634-1	Roadway	Roadway - other			$530749		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437634-1	Roadway	Roadway - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
437644-1	Intersection geometry	Add/modify auxiliary lanes			$4451		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			$1803		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			$70		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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439157-1	Roadway	Roadway - other			$75604		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439157-1	Roadway	Roadway - other			$5776		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439307-1	Intersection geometry	Add/modify auxiliary lanes			$1137		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439307-1	Intersection geometry	Add/modify auxiliary lanes			$422		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			$39172		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			$172986		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			$36863		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			$5731		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			$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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439368-1	Intersection geometry	Intersection geometry - other			$11683		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439401-1	Access management	Access management - other			$10970		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439401-1	Access management	Access management - other			$4870		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439401-1	Access management	Access management - other			$56482		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439401-1	Access management	Access management - other			$30073		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439448-1	Intersection traffic control	Modify control – Modern Roundabout			$47073		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439448-1	Intersection traffic control	Modify control – Modern Roundabout			$59022		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439448-1	Intersection traffic control	Modify control – Modern Roundabout			$4893		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439489-1	Lighting	Lighting - other			$2417		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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439490-1	Roadway	Pavement surface - other			$5337		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439496-1	Roadway	Roadway - other			$11528		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			$22406		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439498-1	Intersection geometry	Intersection geometry - other			$461		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		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439499-1	Roadway	Roadway widening - travel lanes			$799		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439499-1	Roadway	Roadway widening - travel lanes			$32639		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439500-1	Intersection geometry	Intersection geometry - other			$474		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439511-1	Shoulder treatments	Pave existing shoulders			$715		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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439524-1	Advanced technology and ITS	Advanced technology and ITS - other			$836414		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439524-1	Advanced technology and ITS	Advanced technology and ITS - other			$556139		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439532-2	Pedestrians and bicyclists	Install sidewalk			$637		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
439571-2	Lighting	Lighting - other			$10590		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439579-3	Lighting	Lighting - other			$16		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439772-1	Intersection geometry	Intersection geometry - other			$538		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439772-1	Intersection geometry	Intersection geometry - other			$18273		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439808-1	Lighting	Lighting - other			$393		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			$188		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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439885-1	Lighting	Lighting - other			$761		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439910-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$789		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439910-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$60		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439923-1	Intersection geometry	Intersection geometry - other			$86541		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439923-1	Intersection geometry	Intersection geometry - other			$1252352		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439923-1	Intersection geometry	Intersection geometry - other			$135135		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
439929-1	Roadway	Roadway - other			$61464		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439929-1	Roadway	Roadway - other			$40953		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
439929-1	Roadway	Roadway - other			$44834		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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439930-1	Roadway	Roadway widening - add lane(s) along segment			$2926		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439930-1	Roadway	Roadway widening - add lane(s) along segment			$30595		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439930-1	Roadway	Roadway widening - add lane(s) along segment			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439930-1	Roadway	Roadway widening - add lane(s) along segment			$562		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439939-1	Roadway	Roadway widening - add lane(s) along segment			$7087		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439939-1	Roadway	Roadway widening - add lane(s) along segment			$28696		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439940-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$1645		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439940-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$534		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
439986-1	Intersection geometry	Intersection geometry - other			$37479		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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440086-1	Lighting	Lighting - other			$176		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440088-1	Lighting	Lighting - other			$215		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			$1042		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			$22343		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			$1519		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-4	Roadway	Roadway - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-4	Roadway	Roadway - other			$5327		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440552-4	Roadway	Roadway - other			$37099		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
440647-1	Roadside	Barrier- metal			$80		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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440647-1	Roadside	Barrier- metal			$41		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- metal			$1029		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- metal			$1794		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
440663-1	Roadway	Pavement surface - other			$20630		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441050-1	Intersection geometry	Intersection geometry - other			$38289		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			$30453		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			$153605		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441098-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1283321		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$7188		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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441098-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$183108		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$16623		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441098-3	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1772		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441099-1	Intersection geometry	Intersection geometry - other			$3277		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441119-1	Roadway	Pavement surface - other			$162679		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441119-1	Roadway	Pavement surface - other			$137321		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441155-1	Pedestrians and bicyclists	Install sidewalk			$423		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441194-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$34		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	Pedestrians and bicyclists – other			$15362		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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441194-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$266		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441194-2	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$127581		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441194-2	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2017		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441208-1	Intersection geometry	Intersection geometry - other			$1960		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			$4096		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441213-1	Intersection geometry	Intersection geometry - other			$2266		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441213-1	Intersection geometry	Intersection geometry - other			$20632		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441214-1	Roadway	Roadway widening - travel lanes			$10450		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441218-1	Pedestrians and bicyclists	Install sidewalk			$112		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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441218-1	Pedestrians and bicyclists	Install sidewalk			$1		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441218-1	Pedestrians and bicyclists	Install sidewalk			$782		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441218-1	Pedestrians and bicyclists	Install sidewalk			$64817		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441218-1	Pedestrians and bicyclists	Install sidewalk			$8098		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441219-1	Intersection geometry	Intersection geometry - other			$293		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441219-1	Intersection geometry	Intersection geometry - other			$5781		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441364-2	Roadway	Roadway - other			$1704		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441366-1	Roadway	Roadway - other			$1765		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441389-1	Pedestrians and bicyclists	Install sidewalk			$314954		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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441389-1	Pedestrians and bicyclists	Install sidewalk			$3613		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441396-1	Shoulder treatments	Pave existing shoulders			$80		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441632-1	Roadway	Pavement surface - other			$65842		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441663-1	Roadway	Pavement surface - other			$833279		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441723-1	Roadway	Roadway - other			$28620		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441723-1	Roadway	Roadway - other			$5031		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441723-1	Roadway	Roadway - other			$24328		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441742-2	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1241		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			$719		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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441770-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$16362		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	Modify traffic signal – modernization/replacement			$146		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	Modify traffic signal – modernization/replacement			$6008		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	Modify traffic signal – modernization/replacement			$12805		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
441799-1	Lighting	Lighting - other			$23714		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441836-1	Roadway	Pavement surface - other			$61193		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441944-2	Roadway	Pavement surface - other			$2769580		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441944-2	Roadway	Pavement surface - other			$981267		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441944-2	Roadway	Pavement surface - other			$213209		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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441944-2	Roadway	Pavement surface - other			$57756		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441944-2	Roadway	Pavement surface - other			$44381		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
441944-2	Roadway	Pavement surface - other			$13968		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
442123-2	Intersection traffic control	Modify control – Modern Roundabout			$11075		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442123-2	Intersection traffic control	Modify control – Modern Roundabout			$34899		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442123-2	Intersection traffic control	Modify control – Modern Roundabout			$3640		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
442848-1	Lighting	Lighting - other			$165		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
442848-1	Lighting	Lighting - other			$97157		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443248-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$3873		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
443248-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$78315		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443248-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$6304		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	Pave existing shoulders			$372270		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	Pave existing shoulders			$9456		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	Pave existing shoulders			$362249		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	Pave existing shoulders			$8229		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	Pave existing shoulders			$14540		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443252-1	Intersection geometry	Intersection geometry - other			$23355		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443252-1	Intersection geometry	Intersection geometry - other			$25823		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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443321-1	Interchange design	Interchange improvements			$581632		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443393-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2082		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$14786		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$53080		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$2638		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$1237539		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$223		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$3108		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443487-1	Intersection geometry	Add/modify auxiliary lanes			$140132		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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443511-1	Roadway	Roadway - other			$777		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443512-1	Roadway	Roadway - other			$1932		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443514-1	Intersection geometry	Intersection geometry - other			$14687		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443514-1	Intersection geometry	Intersection geometry - other			$74271		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443514-1	Intersection geometry	Intersection geometry - other			$1538		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443544-1	Roadway	Roadway - other			$9628		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443544-1	Roadway	Roadway - other			$498		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443544-1	Roadway	Roadway - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443544-1	Roadway	Roadway - other			$35088		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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443545-1	Roadway	Roadway - other			$12543		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443548-1	Roadway	Roadway - other			$6836		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443580-1	Intersection geometry	Intersection geometry - other			$446		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443651-1	Roadway	Pavement surface - other			$68		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443651-1	Roadway	Pavement surface - other			$1144		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443711-1	Intersection traffic control	Modify traffic signal –other			$912		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443711-1	Intersection traffic control	Modify traffic signal –other			$726		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443711-2	Intersection traffic control	Modify traffic signal –other			$1405		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443843-1	Intersection geometry	Intersection geometry - other			$1165378		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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443843-1	Intersection geometry	Intersection geometry - other			$212226		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443843-1	Intersection geometry	Intersection geometry - other			$20277		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
443844-1	Lighting	Lighting - other			$7953		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			$13112		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443846-1	Lighting	Lighting - other			$1724524		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443846-1	Lighting	Lighting - other			$199559		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443846-1	Lighting	Lighting - other			$42368		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443847-1	Roadway	Pavement surface - other			$9700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443855-1	Intersection geometry	Intersection geometry - other			$1669		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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443875-1	Roadway	Roadway - other			$45519		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443875-1	Roadway	Roadway - other			$9993		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443875-1	Roadway	Roadway - other			$1649		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443876-1	Roadway	Roadway - other			$11901		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443877-1	Roadway	Roadway - other			$247		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443877-1	Roadway	Roadway - other			$33785		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443877-1	Roadway	Roadway - other			$28188		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
443896-1	Roadway	Pavement surface - other			$48264		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443896-1	Roadway	Pavement surface - other			$2691		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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443909-1	Roadway	Pavement surface - other			$162379		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443909-1	Roadway	Pavement surface - other			$504816		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443913-1	Roadway	Pavement surface - other			$40846		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443921-1	Roadway	Pavement surface - other			$10929		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443921-1	Roadway	Pavement surface - other			$50724		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
443932-2	Intersection geometry	Intersection geometry - other			$13041		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444019-1	Roadway	Roadway - other			$723		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444019-1	Roadway	Roadway - other			$908895		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444019-1	Roadway	Roadway - other			$300		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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444019-1	Roadway	Roadway - other			$12043		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444019-1	Roadway	Roadway - other			$116159		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444019-1	Roadway	Roadway - other			$7272		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444020-1	Roadway	Roadway - other			$80458		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444020-1	Roadway	Roadway - other			$965		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444020-1	Roadway	Roadway - other			$18113		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444020-1	Roadway	Roadway - other			$1105		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444026-1	Roadway	Roadway - other			$2322		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444026-1	Roadway	Roadway - other			$10849		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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444026-1	Roadway	Roadway - other			$13311		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444027-1	Roadway	Roadway - other			$124		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444029-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$367		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444029-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$372436		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444029-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$113		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444029-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$5586		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444030-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$123062		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444030-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$860		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444030-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$18370		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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444030-2	Roadway signs and traffic control	Roadway signs and traffic control - other			$74		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444039-1	Roadway	Roadway - other			$112523		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444039-1	Roadway	Roadway - other			$36559		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444040-1	Roadway	Roadway - other			$17388		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444040-1	Roadway	Roadway - other			$52121		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444043-1	Roadway	Roadway - other			$196667		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444043-1	Roadway	Roadway - other			$17215		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444044-1	Roadway	Roadway - other			$16		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444045-1	Roadway	Roadway - other			$122		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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444046-1	Roadway	Roadway - other			$827		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
444049-1	Roadway	Pavement surface - other			$9494		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
444211-1	Intersection geometry	Intersection geometry - other			$77365		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			$22245		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
444393-2	Roadway	Roadway - other			$57		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445426-2	Roadway	Roadway - other			$257		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445540-1	Intersection geometry	Add/modify auxiliary lanes			$580		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445540-1	Intersection geometry	Add/modify auxiliary lanes			$20751		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445540-1	Intersection geometry	Add/modify auxiliary lanes			$12876		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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445561-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$16973		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445561-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$8060		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445562-1	Intersection geometry	Intersection geometry - other			$270		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445562-1	Intersection geometry	Intersection geometry - other			$1696		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445562-1	Intersection geometry	Intersection geometry - other			$17800		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445562-1	Intersection geometry	Intersection geometry - other			$7969		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445562-1	Intersection geometry	Intersection geometry - other			$14578		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445563-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$1		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445563-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$6577		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
445563-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$34913		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445569-1	Roadway	Roadway - other			$48766		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445594-1	Lighting	Lighting - other			$16		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445599-1	Lighting	Lighting - other			$288		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445601-1	Roadway	Roadway - other			$6394		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445601-1	Roadway	Roadway - other			$176442		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445602-1	Roadway	Roadway - other			$105		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445602-1	Roadway	Roadway - other			$10769		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445602-1	Roadway	Roadway - other			$59635		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
445602-1	Roadway	Roadway - other			$11391		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445623-1	Lighting	Lighting - other			$3331		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445624-1	Roadway	Pavement surface - other			$4860		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445624-1	Roadway	Pavement surface - other			$4250		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445625-1	Lighting	Lighting - other			$30000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445628-1	Lighting	Lighting - other			$8956		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445656-1	Roadway	Roadway - other			$2099		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445657-1	Roadway	Roadway - other			$26676		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445663-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$36101		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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445665-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$103		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445665-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$10306		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445665-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$104612		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445666-1	Roadway	Roadway - other			$2672		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445666-1	Roadway	Roadway - other			$133921		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445685-1	Roadway	Roadway - other			$34		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445686-1	Roadway	Roadway - other			$460817		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445687-1	Roadway	Roadway - other			$3058		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445687-1	Roadway	Roadway - other			$602		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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445687-1	Roadway	Roadway - other			$2000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445689-1	Roadway	Roadway - other			$3768947		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445689-1	Roadway	Roadway - other			$10280		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445689-1	Roadway	Roadway - other			$310089		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445689-1	Roadway	Roadway - other			$49592		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445689-1	Roadway	Roadway - other			$4422		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445690-1	Roadway	Roadway - other			$56		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445690-1	Roadway	Roadway - other			$2000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445690-1	Roadway	Roadway - other			$7908		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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445691-1	Roadway	Roadway - other			$130913		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445691-1	Roadway	Roadway - other			$2449034		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445691-1	Roadway	Roadway - other			$146079		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445691-1	Roadway	Roadway - other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445692-1	Intersection traffic control	Modify traffic signal –other			$124475		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445692-1	Intersection traffic control	Modify traffic signal –other			$67330		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445693-1	Intersection traffic control	Modify traffic signal –other			$154671		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445694-1	Roadway	Roadway - other			$5704461		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445694-1	Roadway	Roadway - other			$186685		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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445694-1	Roadway	Roadway - other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445707-1	Intersection traffic control	Modify traffic signal –other			$14686		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445707-1	Intersection traffic control	Modify traffic signal –other			$44428		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445707-1	Intersection traffic control	Modify traffic signal –other			$16476		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445709-1	Roadway	Roadway - other			$115067		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445709-1	Roadway	Roadway - other			$24580		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445716-1	Roadway	Roadway - other			$2877		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445716-1	Roadway	Roadway - other			$2453916		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445716-1	Roadway	Roadway - other			$10280		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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445716-1	Roadway	Roadway - other			$381923		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445716-1	Roadway	Roadway - other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
445745-1	Intersection geometry	Intersection geometry - other			$11399		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445747-1	Intersection geometry	Intersection geometry - other			$12440		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445767-1	Intersection traffic control	Modify traffic signal –other			$67378		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445800-1	Intersection traffic control	Modify traffic signal –other			$25000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445800-1	Intersection traffic control	Modify traffic signal –other			$2809		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445800-1	Intersection traffic control	Modify traffic signal –other			$2129		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445800-1	Intersection traffic control	Modify traffic signal –other			$4531		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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445800-1	Intersection traffic control	Modify traffic signal –other			$208494		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445855-1	Intersection traffic control	Modify traffic signal –other			$50000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445855-1	Intersection traffic control	Modify traffic signal –other			$1824679		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445855-1	Intersection traffic control	Modify traffic signal –other			$10280		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445855-1	Intersection traffic control	Modify traffic signal –other			$237385		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445855-1	Intersection traffic control	Modify traffic signal –other			$25674		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
445991-1	Roadway	Pavement surface - other			$80692		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445991-1	Roadway	Pavement surface - other			$2662		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445991-1	Roadway	Pavement surface - other			$85843		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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445992-1	Roadway	Pavement surface - other			$1375		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
445992-1	Roadway	Pavement surface - other			$139938		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446031-2	Intersection traffic control	Intersection traffic control - other			$1513		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
446094-1	Roadway	Pavement surface - other			$1401		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446094-1	Roadway	Pavement surface - other			$64656		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446194-1	Roadway	Pavement surface - other			$182671		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446194-1	Roadway	Pavement surface - other			$225377		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446194-1	Roadway	Pavement surface - other			$90335		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446194-1	Roadway	Pavement surface - other			$20639		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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446196-1	Roadway	Pavement surface - other			$656756		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446196-1	Roadway	Pavement surface - other			$60746		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446196-1	Roadway	Pavement surface - other			$39391		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446266-1	Roadway	Roadway - other			$20797		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446266-1	Roadway	Roadway - other			$12308		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446269-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$8755		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
446270-1	Roadway	Pavement surface - other			$737886		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446270-1	Roadway	Pavement surface - other			$974712		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446293-1	Roadway	Pavement surface - other			$1178884		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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446293-1	Roadway	Pavement surface - other			$667208		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
446947-2	Advanced technology and ITS	Advanced technology and ITS - other			$6663037		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446947-2	Advanced technology and ITS	Advanced technology and ITS - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446947-2	Advanced technology and ITS	Advanced technology and ITS - other			$1371		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446947-2	Advanced technology and ITS	Advanced technology and ITS - other			$711917		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446947-2	Advanced technology and ITS	Advanced technology and ITS - other			$885316		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446996-1	Lighting	Lighting - other			$986		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446996-1	Lighting	Lighting - other			$78743		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446996-1	Lighting	Lighting - other			$252251		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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446996-1	Lighting	Lighting - other			$662		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446996-1	Lighting	Lighting - other			$138378		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446996-1	Lighting	Lighting - other			$28217		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446997-1	Lighting	Lighting - other			$1688		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446997-1	Lighting	Lighting - other			$554604		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446997-1	Lighting	Lighting - other			$119		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446997-1	Lighting	Lighting - other			$81060		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446997-1	Lighting	Lighting - other			$25092		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$2797		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
446998-1	Lighting	Lighting - other			$520284		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$365		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$74908		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$4177		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$32016		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446998-1	Lighting	Lighting - other			$2947		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$3966		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$37710		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
446999-1	Lighting	Lighting - other			$382662		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$148		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$429		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$58847		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$74079		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$25804		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
446999-1	Lighting	Lighting - other			$2043		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447000-1	Lighting	Lighting - other			$1211		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447000-1	Lighting	Lighting - other			$29271		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447000-1	Lighting	Lighting - other			$198210		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447000-1	Lighting	Lighting - other			$29601		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447000-1	Lighting	Lighting - other			$82576		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447000-1	Lighting	Lighting - other			$743		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$6781		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$18804		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$354250		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$392588		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$9700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447001-1	Lighting	Lighting - other			$389		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$134457		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447001-1	Lighting	Lighting - other			$29882		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$3048		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$6505		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$3047		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$92558		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$60103		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447002-1	Lighting	Lighting - other			$12352		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447002-1	Lighting	Lighting - other			$5996		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$4285		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$3050		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$28359		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$16510		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$36562		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447003-1	Lighting	Lighting - other			$16918		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447042-2	Lighting	Lighting - other			$118		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447122-2	Access management	Access management - other			$126		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447145-1	Lighting	Lighting - other			$267		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447166-1	Intersection geometry	Intersection geometry - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447166-1	Intersection geometry	Intersection geometry - other			$220		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447166-1	Intersection geometry	Intersection geometry - other			$14250		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447210-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447210-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$10454		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447210-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$458		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447211-1	Access management	Access management - other			$1315		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447211-3	Access management	Access management - other			$1505106		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447211-3	Access management	Access management - other			$2168		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447211-3	Access management	Access management - other			$75045		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447290-1	Intersection geometry	Intersection geometry - other			$2247		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$986		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$527904		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$5763		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$114241		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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447359-1	Intersection geometry	Intersection geometry - other			$15644		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447359-1	Intersection geometry	Intersection geometry - other			$52129		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$316		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$1987		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$712696		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$264		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$3563		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$96001		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$10690		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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447473-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$16254		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$2578		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$560612		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$629		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$145476		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$8250		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447475-1	Intersection geometry	Intersection geometry - other			$13254		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447476-1	Intersection geometry	Intersection geometry - other			$1		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447476-1	Intersection geometry	Intersection geometry - other			$716		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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447476-1	Intersection geometry	Intersection geometry - other			$73196		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447476-1	Intersection geometry	Intersection geometry - other			$25217		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447476-1	Intersection geometry	Intersection geometry - other			$2024		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447476-1	Intersection geometry	Intersection geometry - other			$4900		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447522-1	Intersection traffic control	Modify traffic signal –other			$166478		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447522-1	Intersection traffic control	Modify traffic signal –other			$1955686		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447522-1	Intersection traffic control	Modify traffic signal –other			$836		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447522-1	Intersection traffic control	Modify traffic signal –other			$63674		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447522-1	Intersection traffic control	Modify traffic signal –other			$125481		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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447522-1	Intersection traffic control	Modify traffic signal –other			$19280		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447535-1	Roadway	Roadway - other			$1000000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447543-1	Lighting	Lighting - other			$4525		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447543-1	Lighting	Lighting - other			$163		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447543-1	Lighting	Lighting - other			$7504		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447544-1	Lighting	Lighting - other			$2984		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447544-1	Lighting	Lighting - other			$13551		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447545-1	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447545-1	Lighting	Lighting - other			$174		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447545-1	Lighting	Lighting - other			$35398		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447546-1	Intersection traffic control	Modify traffic signal –other			$1618		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447547-1	Roadway	Roadway - other			$570		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447547-1	Roadway	Roadway - other			$15802		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447548-1	Lighting	Lighting - other			$582		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447549-1	Lighting	Lighting - other			$1433		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447550-1	Intersection geometry	Intersection geometry - other			$3742		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447551-1	Lighting	Lighting - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447551-1	Lighting	Lighting - other			$1584		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
447552-1	Intersection traffic control	Modify traffic signal –other			$551		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447552-1	Intersection traffic control	Modify traffic signal –other			$8646		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447552-1	Intersection traffic control	Modify traffic signal –other			$4860		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447553-1	Lighting	Lighting - other			$2077		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447553-1	Lighting	Lighting - other			$12001		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447553-1	Lighting	Lighting - other			$73184		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447555-1	Intersection geometry	Intersection geometry - other			$17660		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447574-1	Intersection geometry	Intersection geometry - other			$748876		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447575-1	Intersection geometry	Intersection geometry - other			$1592325		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
447575-1	Intersection geometry	Intersection geometry - other			$230000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447575-1	Intersection geometry	Intersection geometry - other			$28210		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$8215		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$294350		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$362182		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$439		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$82000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447582-1	Intersection geometry	Intersection geometry - other			$20055		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447593-1	Intersection traffic control	Modify traffic signal –other			$9		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
447593-1	Intersection traffic control	Modify traffic signal –other			$77121		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447603-1	Intersection traffic control	Modify traffic signal –other			$1007118		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447603-1	Intersection traffic control	Modify traffic signal –other			$8612		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447603-1	Intersection traffic control	Modify traffic signal –other			$196360		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447603-1	Intersection traffic control	Modify traffic signal –other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447607-1	Intersection traffic control	Modify traffic signal –other			$49043		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447607-1	Intersection traffic control	Modify traffic signal –other			$592942		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447607-1	Intersection traffic control	Modify traffic signal –other			$125582		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447607-1	Intersection traffic control	Modify traffic signal –other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
447636-1	Intersection geometry	Intersection geometry - other			$428000		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447717-1	Intersection traffic control	Intersection traffic control - other			$34276		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447717-1	Intersection traffic control	Intersection traffic control - other			$385089		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447717-1	Intersection traffic control	Intersection traffic control - other			$160000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447717-1	Intersection traffic control	Intersection traffic control - other			$25700		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
447805-1	Roadway	Pavement surface - other			$718227		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447805-1	Roadway	Pavement surface - other			$55075		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447805-1	Roadway	Pavement surface - other			$34501		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447805-1	Roadway	Pavement surface - other			$5939		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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447828-1	Roadway	Pavement surface - other			$9924		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447828-1	Roadway	Pavement surface - other			$244786		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
447870-1	Roadway	Roadway - other			$982		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447870-1	Roadway	Roadway - other			$31625		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447870-1	Roadway	Roadway - other			$2000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447871-1	Roadway	Roadway - other			$16		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447871-1	Roadway	Roadway - other			$34637		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447871-1	Roadway	Roadway - other			$15024		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447871-1	Roadway	Roadway - other			$67739		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
447872-1	Roadway	Roadway - other			$365		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$2072		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$50000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$2983679		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$108		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$982		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$46534		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$163244		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447872-1	Roadway	Roadway - other			$18729		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447872-1	Roadway	Roadway - other			$508		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447874-1	Roadway	Roadway - other			$2052156		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447874-1	Roadway	Roadway - other			$5117		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447874-1	Roadway	Roadway - other			$106002		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447874-1	Roadway	Roadway - other			$19788		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447875-1	Access management	Access management - other			$4633		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447875-1	Access management	Access management - other			$44501		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447875-1	Access management	Access management - other			$1889148		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447875-1	Access management	Access management - other			$831		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447875-1	Access management	Access management - other			$83413		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447875-1	Access management	Access management - other			$20548		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447878-1	Access management	Access management - other			$3443		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447878-1	Access management	Access management - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447878-1	Access management	Access management - other			$36108		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$3537		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$730064		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$1380466		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$1385		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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447880-1	Access management	Access management - other			$94772		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$59790		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$20213		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447880-1	Access management	Access management - other			$260		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447882-1	Access management	Access management - other			$3685		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447886-1	Access management	Access management - other			$22		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447887-1	Access management	Access management - other			$29		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447923-3	Roadway	Roadway - other			$153428		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447923-3	Roadway	Roadway - other			$179149		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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448040-1	Roadway	Pavement surface - other			$332830		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
448040-1	Roadway	Pavement surface - other			$669072		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
448390-1	Roadway	Roadway - other			$20799		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448390-1	Roadway	Roadway - other			$47109		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448390-1	Roadway	Roadway - other			$449438		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448520-2	Advanced technology and ITS	Advanced technology and ITS - other			$2533226		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448701-1	Roadway	Roadway - other			$287491		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448701-1	Roadway	Roadway - other			$480685		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448701-1	Roadway	Roadway - other			$500000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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448778-1	Lighting	Lighting - other			$797		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448958-1	Miscellaneous	Data analysis			$62661		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449129-5	Roadway	Pavement surface - other			$10097		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
449280-1	Roadway	Pavement surface - other			$19017		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
449280-1	Roadway	Pavement surface - other			$30671		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
449280-1	Roadway	Pavement surface - other			$4563		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
449282-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$26		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449282-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$3422		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449282-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$34593		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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449283-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$33053		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449360-1	Roadway	Roadway - other			$24219		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449360-1	Roadway	Roadway - other			$14559		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449361-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$417781		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
449362-1	Roadway	Roadway - other			$21197		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449362-1	Roadway	Roadway - other			$175150		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449362-1	Roadway	Roadway - other			$216711		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449363-1	Intersection traffic control	Modify traffic signal –other			$18079		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449363-1	Intersection traffic control	Modify traffic signal –other			$112829		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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449363-1	Intersection traffic control	Modify traffic signal –other			$35670		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449366-1	Intersection geometry	Intersection geometry - other			$25255		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449366-1	Intersection geometry	Intersection geometry - other			$188253		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449367-1	Roadway	Roadway - other			$31793		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449367-1	Roadway	Roadway - other			$137823		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449368-1	Roadway	Roadway - other			$72924		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449368-1	Roadway	Roadway - other			$218771		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449369-1	Intersection geometry	Intersection geometry - other			$151082		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449370-1	Intersection geometry	Intersection geometry - other			$192268		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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449371-1	Intersection geometry	Intersection geometry - other			$74230		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449372-1	Intersection geometry	Intersection geometry - other			$133		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449372-1	Intersection geometry	Intersection geometry - other			$74770		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449373-1	Intersection traffic control	Modify control – Modern Roundabout			$424		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449373-1	Intersection traffic control	Modify control – Modern Roundabout			$66190		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449520-1	Advanced technology and ITS	Advanced technology and ITS - other			$37564		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449520-1	Advanced technology and ITS	Advanced technology and ITS - other			$3131500		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449520-1	Advanced technology and ITS	Advanced technology and ITS - other			$381912		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449520-1	Advanced technology and ITS	Advanced technology and ITS - other			$57769		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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449523-1	Advanced technology and ITS	Advanced technology and ITS - other			$2433386		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449523-1	Advanced technology and ITS	Advanced technology and ITS - other			$313080		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449523-1	Advanced technology and ITS	Advanced technology and ITS - other			$60543		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449653-1	Roadway	Roadway - other			$1524		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449653-1	Roadway	Roadway - other			$5944		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449653-1	Roadway	Roadway - other			$68352		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449653-1	Roadway	Roadway - other			$108075		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449653-1	Roadway	Roadway - other			$236753		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449654-1	Roadway	Roadway - other			$1261		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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449654-1	Roadway	Roadway - other			$346922		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449655-1	Roadway	Roadway - other			$1		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449655-1	Roadway	Roadway - other			$27361		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449656-1	Roadway	Roadway - other			$569		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449657-1	Roadway	Roadway - other			$678		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449657-1	Roadway	Roadway - other			$2546		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449843-1	Intersection geometry	Intersection geometry - other			$292		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449843-1	Intersection geometry	Intersection geometry - other			$49		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449843-1	Intersection geometry	Intersection geometry - other			$1734609		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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449843-1	Intersection geometry	Intersection geometry - other			$14485		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449843-1	Intersection geometry	Intersection geometry - other			$117879		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449843-1	Intersection geometry	Intersection geometry - other			$2321		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449844-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$6592		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449852-1	Intersection traffic control	Modify traffic signal –other			$2077276		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449852-1	Intersection traffic control	Modify traffic signal –other			$32198		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449852-1	Intersection traffic control	Modify traffic signal –other			$178891		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449852-1	Intersection traffic control	Modify traffic signal –other			$22675		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
449868-1	Roadway	Roadway - other			$88		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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449872-1	Roadway	Roadway - other			$37		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
450329-1	Intersection traffic control	Intersection traffic control - other			$32441		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
450531-1	Intersection traffic control	Modify traffic signal –other			$81752		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
450531-1	Intersection traffic control	Modify traffic signal –other			$143248		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
450584-1	Intersection traffic control	Modify traffic signal – modernization/replacement			$375000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
450723-1	Roadway	Pavement surface - other			$410821		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
450976-1	Shoulder treatments	Pave existing shoulders			$2029318		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
450976-1	Shoulder treatments	Pave existing shoulders			$3533		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
450976-1	Shoulder treatments	Pave existing shoulders			$426		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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450976-1	Shoulder treatments	Pave existing shoulders			$95052		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
450976-1	Shoulder treatments	Pave existing shoulders			$420		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
450976-1	Shoulder treatments	Pave existing shoulders			$3413		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
451004-1	Lighting	Lighting - other			$253		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451004-1	Lighting	Lighting - other			$70965		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451035-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$120321		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451035-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$207428		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451036-1	Roadway	Roadway - other			$57286		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451036-1	Roadway	Roadway - other			$4000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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451036-1	Roadway	Roadway - other			$90714		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451037-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$159710		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451038-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$229861		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451053-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$213690		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451057-1	Roadway	Roadway - other			$89913		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451076-1	Lighting	Lighting - other			$698367		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451080-1	Lighting	Lighting - other			$217060		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451081-1	Lighting	Lighting - other			$51302		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451081-1	Lighting	Lighting - other			$218380		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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451082-1	Lighting	Lighting - other			$288255		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451083-1	Lighting	Lighting - other			$82942		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451084-1	Intersection geometry	Intersection geometry - other			$42827		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451084-1	Intersection geometry	Intersection geometry - other			$215381		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451084-1	Intersection geometry	Intersection geometry - other			$5383		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451084-1	Intersection geometry	Intersection geometry - other			$1937		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451085-1	Intersection geometry	Intersection geometry - other			$29251		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451085-1	Intersection geometry	Intersection geometry - other			$216089		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451085-1	Intersection geometry	Intersection geometry - other			$5495		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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451085-1	Intersection geometry	Intersection geometry - other			$1825		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451122-1	Intersection geometry	Intersection geometry - other			$330780		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451124-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$450958		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
451247-1	Roadway	Roadway - other			$250000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451253-1	Roadway	Roadway - other			$262500		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451358-1	Intersection geometry	Intersection geometry - other			$652		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451360-1	Access management	Access management - other			$16402		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451362-1	Intersection geometry	Intersection geometry - other			$5199		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451362-1	Intersection geometry	Intersection geometry - other			$321422		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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451362-1	Intersection geometry	Intersection geometry - other			$188901		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451545-1	Intersection geometry	Intersection geometry - other			$723023		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
451597-1	Advanced technology and ITS	Advanced technology and ITS - other			$140		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451597-1	Advanced technology and ITS	Advanced technology and ITS - other			$80000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451598-1	Advanced technology and ITS	Advanced technology and ITS - other			$93		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451598-1	Advanced technology and ITS	Advanced technology and ITS - other			$161646		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451969-1	Roadway	Roadway - other			$695000		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451969-1	Roadway	Roadway - other			$50000		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-1	Roadway	Roadway - other			$50001		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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452201-1	Roadway	Roadway - other			$1093457		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-1	Roadway	Roadway - other			$8836		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-1	Roadway	Roadway - other			$93591		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-1	Roadway	Roadway - other			$32982		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-2	Roadway	Roadway - other			$2814230		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-2	Roadway	Roadway - other			$4033		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-2	Roadway	Roadway - other			$234690		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-2	Roadway	Roadway - other			$11284		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-3	Roadway	Roadway - other			$2996701		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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452201-3	Roadway	Roadway - other			$1958		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-3	Roadway	Roadway - other			$402210		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-3	Roadway	Roadway - other			$14310		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-4	Roadway	Roadway - other			$181		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452201-4	Roadway	Roadway - other			$143549		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-2	Roadway	Roadway - other			$18212		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-2	Roadway	Roadway - other			$1547844		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-2	Roadway	Roadway - other			$29912		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-2	Roadway	Roadway - other			$55815		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
452212-3	Roadway	Roadway - other			$27230		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-3	Roadway	Roadway - other			$1471684		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-3	Roadway	Roadway - other			$17366		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-3	Roadway	Roadway - other			$51057		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-4	Roadway	Roadway - other			$741		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-4	Roadway	Roadway - other			$25608		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452212-5	Roadway	Roadway - other			$17903		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452213-1	Roadway	Roadway - other			$996823		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452213-1	Roadway	Roadway - other			$104431		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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452226-1	Roadway	Roadway - other			$12826		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452226-1	Roadway	Roadway - other			$614289		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452226-1	Roadway	Roadway - other			$1591		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452226-1	Roadway	Roadway - other			$177683		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452226-1	Roadway	Roadway - other			$3353		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452227-1	Roadway	Roadway - other			$20775		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452227-1	Roadway	Roadway - other			$614294		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452227-1	Roadway	Roadway - other			$929000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452227-1	Roadway	Roadway - other			$51		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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452227-1	Roadway	Roadway - other			$79902		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-1	Roadway	Roadway - other			$1180815		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-1	Roadway	Roadway - other			$50000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-1	Roadway	Roadway - other			$20964		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-2	Roadway	Roadway - other			$467724		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-2	Roadway	Roadway - other			$25290		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-2	Roadway	Roadway - other			$52873		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-3	Roadway	Roadway - other			$748399		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-3	Roadway	Roadway - other			$49388		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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452229-3	Roadway	Roadway - other			$37488		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-4	Roadway	Roadway - other			$740684		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-4	Roadway	Roadway - other			$90155		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-4	Roadway	Roadway - other			$15941		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-5	Roadway	Roadway - other			$381765		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-5	Roadway	Roadway - other			$74046		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-5	Roadway	Roadway - other			$82317		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452229-5	Roadway	Roadway - other			$12016		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452241-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$9121		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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452241-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$3218282		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452241-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$28002		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452241-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$267307		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452242-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$3229738		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452242-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$784963		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452391-1	Intersection traffic control	Intersection traffic control - other			$619386		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
452391-1	Intersection traffic control	Intersection traffic control - other			$309114		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
452391-1	Intersection traffic control	Intersection traffic control - other			$142097		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering
452391-1	Intersection traffic control	Intersection traffic control - other			$69637		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Intersections	Engineering

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452412-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$219895		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
452412-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$813638		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
452412-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$315		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
452412-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$85897		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
452412-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$13939		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
452487-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$183931		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-1	Roadway signs and traffic control	Roadway signs and traffic control - other			$16286		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-2	Roadway signs and traffic control	Roadway signs and traffic control - other			$64929		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-2	Roadway signs and traffic control	Roadway signs and traffic control - other			$6160		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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452487-3	Roadway signs and traffic control	Roadway signs and traffic control - other			$162406		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-3	Roadway signs and traffic control	Roadway signs and traffic control - other			$10415		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-4	Roadway signs and traffic control	Roadway signs and traffic control - other			$108317		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-4	Roadway signs and traffic control	Roadway signs and traffic control - other			$6788		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-5	Roadway signs and traffic control	Roadway signs and traffic control - other			$310353		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-5	Roadway signs and traffic control	Roadway signs and traffic control - other			$905		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
452487-5	Roadway signs and traffic control	Roadway signs and traffic control - other			$30843		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Lane Departure	Engineering
453069-1	Roadway	Roadway - other			$295572		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
453461-1	Roadway	Roadway - other			$279675		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

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454441-1	Lighting	Lighting - other			$44903		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
209443-5	Railroad grade crossings	Railroad grade crossings - other			$450000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
209443-6	Railroad grade crossings	Railroad grade crossings - other			$450000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
422814-1	Roadway	Roadway - other			$61502		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
422814-2	Roadway	Roadway - other			$95864		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433092-2	Railroad grade crossings	Railroad grade crossings - other			$376568		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
433092-3	Railroad grade crossings	Railroad grade crossings - other			$330434		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
438135-4	Pedestrians and bicyclists	Install sidewalk			$113		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
438980-1	Shoulder treatments	Pave existing shoulders			$96449		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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439894-1	Pedestrians and bicyclists	Install sidewalk			$1194		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			$293		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			$25		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440385-1	Pedestrians and bicyclists	Install sidewalk			$506		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
440483-1	Railroad grade crossings	Railroad grade crossings - other			$140788		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
441103-1	Pedestrians and bicyclists	Install sidewalk			$1481		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441105-1	Pedestrians and bicyclists	Install sidewalk			$2480		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441105-1	Pedestrians and bicyclists	Install sidewalk			$442468		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441107-1	Pedestrians and bicyclists	Install sidewalk			$1664		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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441153-1	Pedestrians and bicyclists	Install sidewalk			$1030		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441154-1	Pedestrians and bicyclists	Install sidewalk			$379		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441160-1	Pedestrians and bicyclists	Install sidewalk			$158061		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441160-1	Pedestrians and bicyclists	Install sidewalk			$736		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441160-1	Pedestrians and bicyclists	Install sidewalk			$92624		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441160-1	Pedestrians and bicyclists	Install sidewalk			$3049		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441196-1	Pedestrians and bicyclists	Install sidewalk			$5653		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441196-1	Pedestrians and bicyclists	Install sidewalk			$732604		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441196-1	Pedestrians and bicyclists	Install sidewalk			$59		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
441196-1	Pedestrians and bicyclists	Install sidewalk			$10000		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441196-1	Pedestrians and bicyclists	Install sidewalk			$9705		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441235-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$126		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
441480-2	Pedestrians and bicyclists	Install sidewalk			$54738		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443292-2	Pedestrians and bicyclists	Install sidewalk			$238		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443395-2	Pedestrians and bicyclists	Install sidewalk			$199		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443581-1	Pedestrians and bicyclists	Install sidewalk			$2664		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443581-1	Pedestrians and bicyclists	Install sidewalk			$1324565		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
443581-1	Pedestrians and bicyclists	Install sidewalk			$326		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
444219-2	Pedestrians and bicyclists	Install sidewalk			$293373		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444219-2	Pedestrians and bicyclists	Install sidewalk			$1870		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444219-2	Pedestrians and bicyclists	Install sidewalk			$84016		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	Install sidewalk			$390857		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444220-2	Pedestrians and bicyclists	Install sidewalk			$10269		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			$7253		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			$4775		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444221-1	Pedestrians and bicyclists	Install sidewalk			$827		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444222-1	Pedestrians and bicyclists	Install sidewalk			$450		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
444237-1	Pedestrians and bicyclists	Install sidewalk			$4740		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444237-1	Pedestrians and bicyclists	Install sidewalk			$4327		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444240-1	Pedestrians and bicyclists	Install sidewalk			$8660		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444274-2	Pedestrians and bicyclists	Install sidewalk			$112350		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444274-2	Pedestrians and bicyclists	Install sidewalk			$19380		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444275-1	Pedestrians and bicyclists	Install sidewalk			$59443		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444275-2	Pedestrians and bicyclists	Install sidewalk			$360264		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
444295-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$203		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445502-1	Pedestrians and bicyclists	Install sidewalk			$60		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
445502-1	Pedestrians and bicyclists	Install sidewalk			$243676		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445503-1	Pedestrians and bicyclists	Install sidewalk			$60		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445503-1	Pedestrians and bicyclists	Install sidewalk			$399626		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445570-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$116		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445570-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$107554		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445570-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1404		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445571-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1158		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445573-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$359		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445573-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$80394		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
445573-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1166		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445613-1	Pedestrians and bicyclists	Install sidewalk			$73		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445614-1	Pedestrians and bicyclists	Install sidewalk			$3382		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445743-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$117		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445743-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$134009		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445766-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$116		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
445766-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$145059		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
446549-2	Pedestrians and bicyclists	Install sidewalk			$207286		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
446550-1	Pedestrians and bicyclists	Install sidewalk			$89543		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
446552-1	Pedestrians and bicyclists	Install sidewalk			$2108		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
446712-1	Railroad grade crossings	Railroad grade crossings - other			$412100		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447599-1	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$75117		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Pedestrians and Bicyclists	Engineering
447738-1	Railroad grade crossings	Railroad grade crossings - other			$447982		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447741-1	Railroad grade crossings	Railroad grade crossings - other			$455798		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
447742-1	Railroad grade crossings	Railroad grade crossings - other			$473928		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448952-1	Railroad grade crossings	Railroad grade crossings - other			$409632		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
448953-1	Railroad grade crossings	Railroad grade crossings - other			$558316		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449414-1	Railroad grade crossings	Railroad grade crossings - other			$251105		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
449415-1	Railroad grade crossings	Railroad grade crossings - other			$232618		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449472-1	Railroad grade crossings	Railroad grade crossings - other			$226785		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449635-1	Railroad grade crossings	Railroad grade crossings - other			$238888		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449636-1	Railroad grade crossings	Railroad grade crossings - other			$233929		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
449637-1	Railroad grade crossings	Railroad grade crossings - other			$32339		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
450046-1	Railroad grade crossings	Railroad grade crossings - other			$361744		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451335-1	Railroad grade crossings	Railroad grade crossings - other			$382135		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451337-1	Railroad grade crossings	Railroad grade crossings - other			$398456		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451399-1	Railroad grade crossings	Railroad grade crossings - other			$400000		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

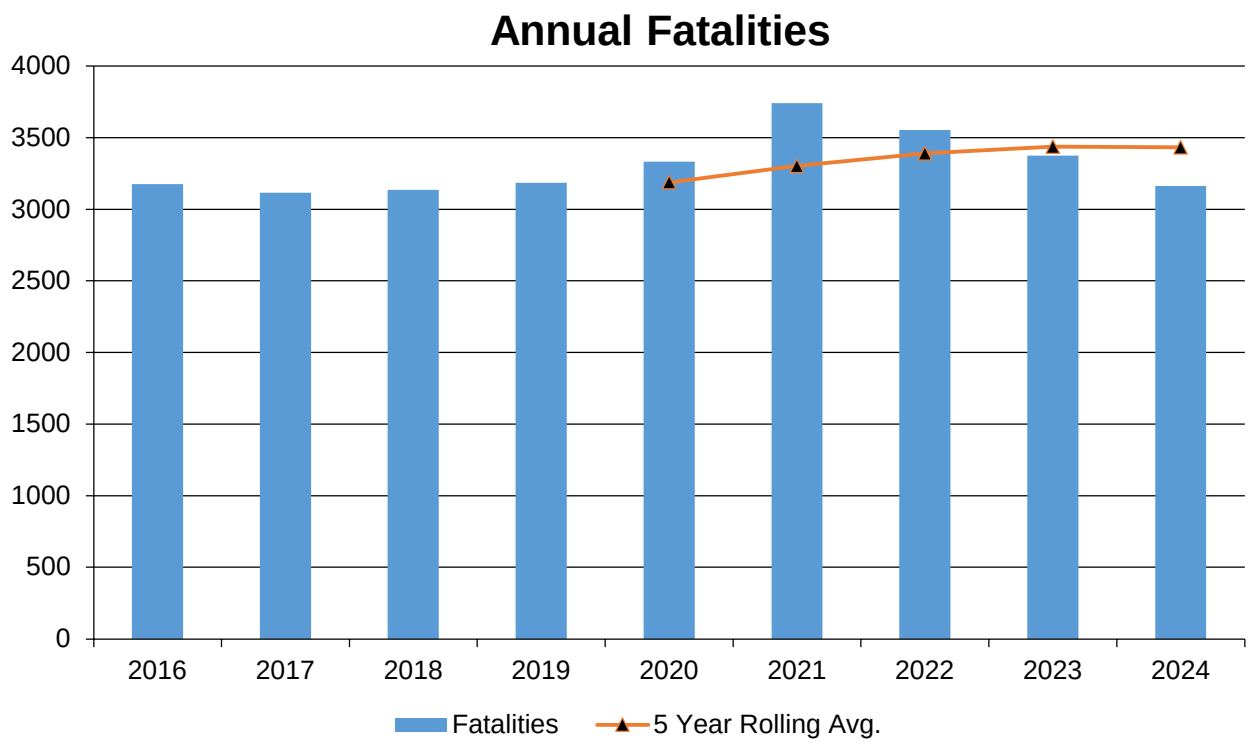
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
451433-1	Railroad grade crossings	Railroad grade crossings - other			$21894		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
451946-1	Railroad grade crossings	Railroad grade crossings - other			$398661		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452084-1	Railroad grade crossings	Railroad grade crossings - other			$424440		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
452216-1	Railroad grade crossings	Railroad grade crossings - other			$157527		HSIP (23 U.S.C. 148)			0		State Highway Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering
454371-1	Railroad grade crossings	Railroad grade crossings - other			$3000		HSIP (23 U.S.C. 148)			0		Other Local Agency	Benefit-cost ratio, net present value, or similar	Multiple	Engineering

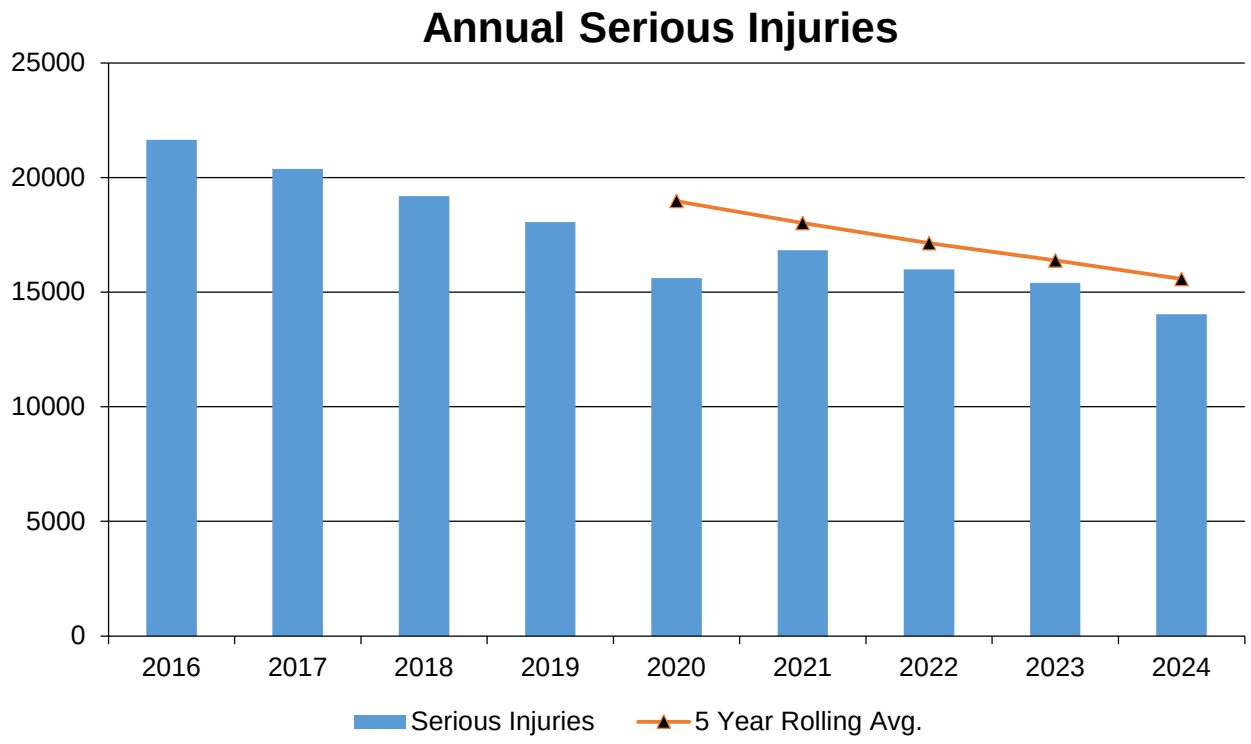
Safety Performance

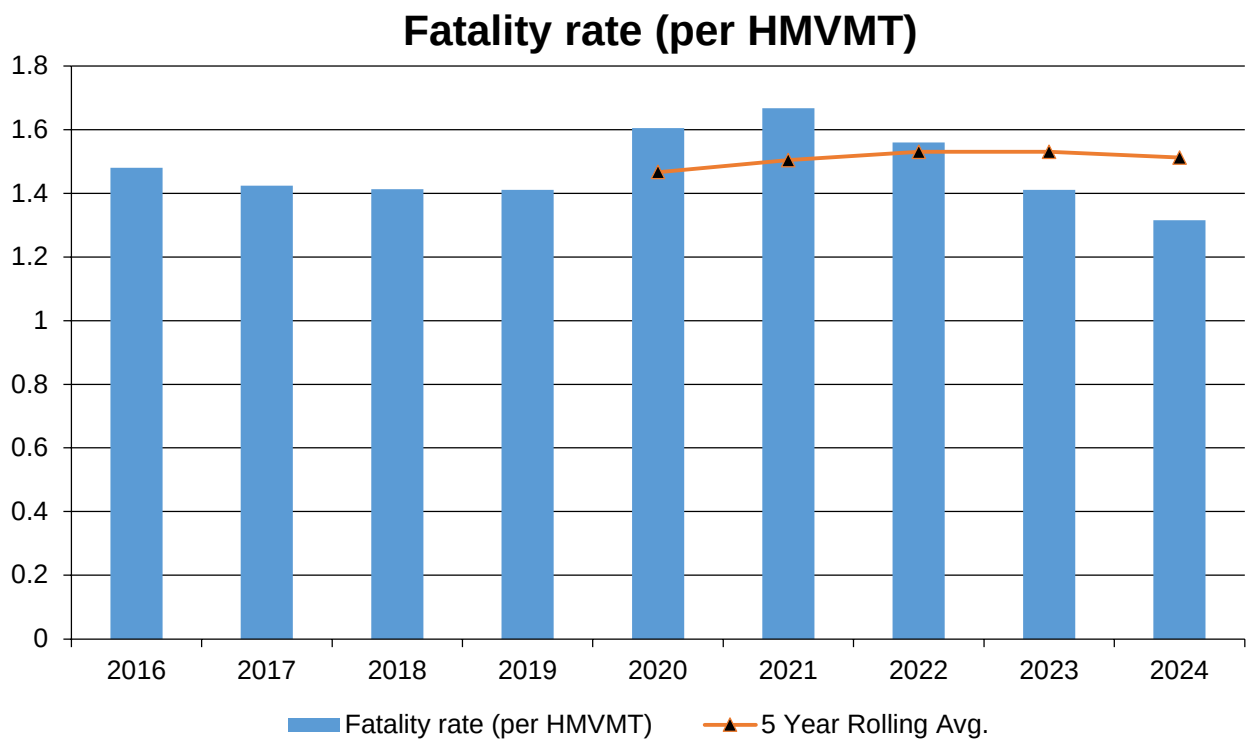
General Highway Safety Trends

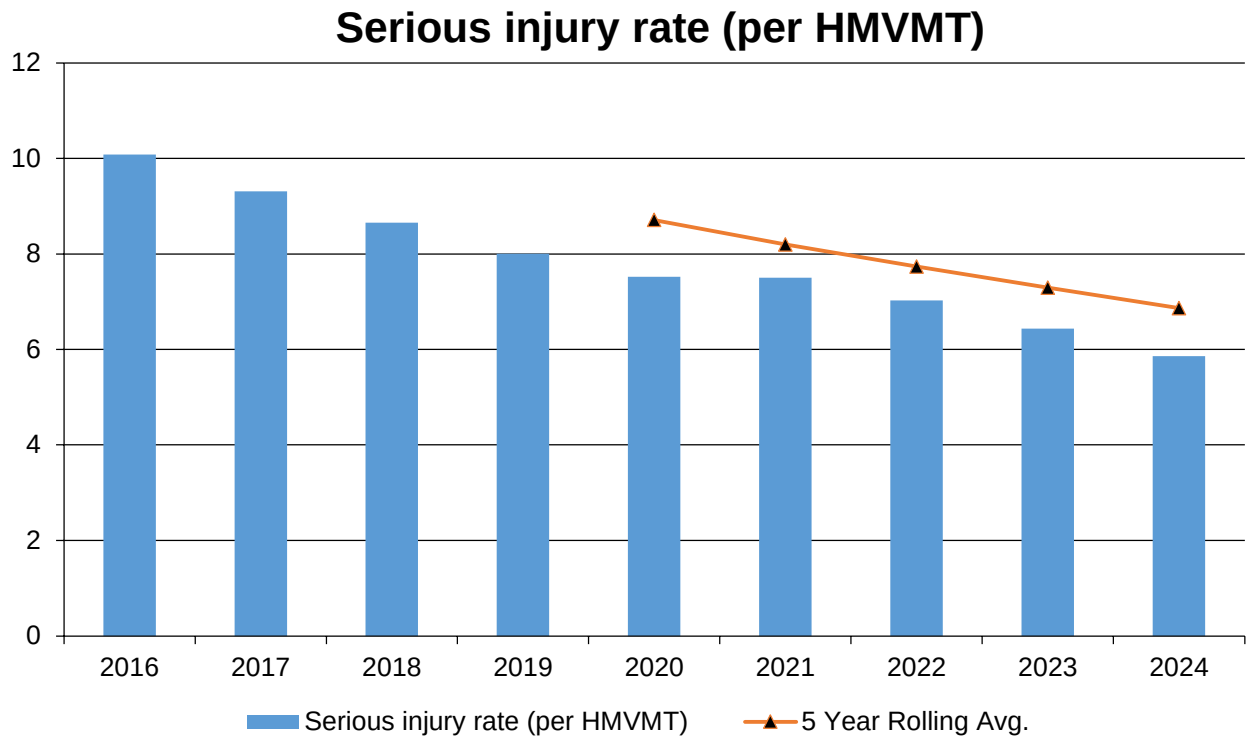
30. Present data showing the general highway safety trends in the State for the past five years.

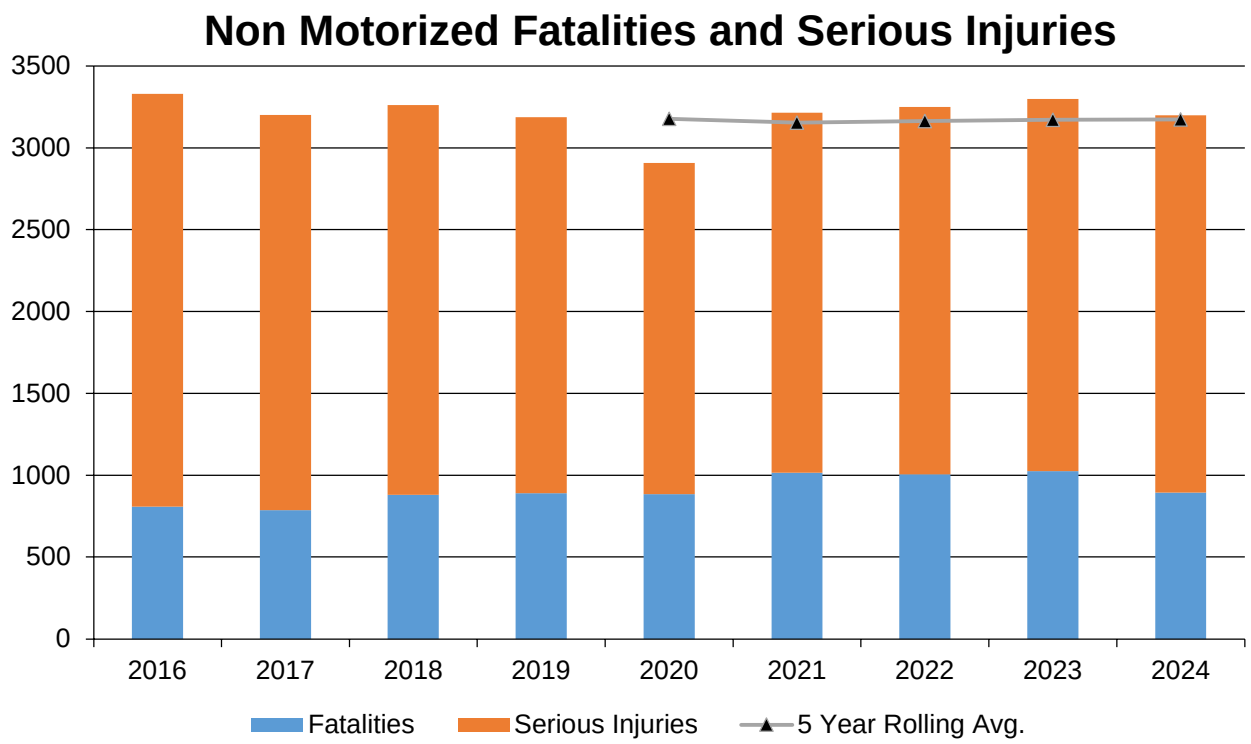
PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	3,176	3,116	3,135	3,185	3,332	3,741	3,553	3,375	3,163
Serious Injuries	21,645	20,380	19,196	18,063	15,614	16,826	15,996	15,400	14,031
Fatality rate (per HMVMT)	1.480	1.424	1.413	1.411	1.605	1.667	1.560	1.411	1.315
Serious injury rate (per HMVMT)	10.084	9.313	8.654	8.002	7.521	7.499	7.023	6.438	5.858
Number non-motorized fatalities	807	787	880	890	884	1,015	1,006	1,025	894
Number of non-motorized serious injuries	2,523	2,414	2,381	2,298	2,024	2,200	2,244	2,274	2,304


Annual Fatalities
4000
3500
3000
2500
2000
1500
1000
500
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
25000
20000
15000
10000
5000
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



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, 2024]
[Source: Traffic Crash Facts, 2023]
[Source: Florida Crash Dashboard (https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/) by FLHSMV as of 2025-07-17]
[Source: FDOT Public Mileage Report, 2009-2023]

31. Describe fatality data source.

State Motor Vehicle Crash Database

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, 2023]
[Source: Florida Crash Dashboard (https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/) as of 2025-07-17]

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

Year 2024

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	75.4	326.2	0.65	2.81
Rural Principal Arterial (RPA) - Other Freeways and Expressways	11.4	66.4	0.12	0.71
Rural Principal Arterial (RPA) - Other	229.8	614.8	9.93	26.52
Rural Minor Arterial	102.2	356.6	2.38	8.29
Rural Minor Collector	49.4	179.2	2.97	10.72
Rural Major Collector	129.8	406.8	2.97	9.37
Rural Local Road or Street	121.2	547.4	2.16	9.75
Urban Principal Arterial (UPA) - Interstate	193.6	1,036	0.62	3.29
Urban Principal Arterial (UPA) - Other Freeways and Expressways	81.4	401.8	0.5	2.46
Urban Principal Arterial (UPA) - Other	955.8	4,007.6	2.09	8.76
Urban Minor Arterial	612.6	2,899.2	2.07	9.79
Urban Minor Collector	85.2	835.6	2.02	11.37
Urban Major Collector	406.8	1,925	2.1	11.2
Urban Local Road or Street	270.8	1,708.8	0.67	4.27

Year 2024

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	2,933.4	13,055.2	2.38	10.58
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	499.4	2,530.2	1.09	5.54
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

[Source: Florida Traffic Safety Dashboard, https://signal4analytics.com/, as of 2025-08-14]

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

For context, state roads account for 10 percent of all road miles yet 56 percent of total vehicle miles travelled (VMT) and 62 percent of total fatalities and local roads account for 37 percent of roadway fatalities. To reach our vision of zero, a shared vision for safety and collaboration on key strategies is very important.

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

34. Safety Performance Targets

Calendar Year 2026 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 FY 2024–2026.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Table: Fatalities

Year	Target	Upper	Lower
2023	0	4,052	2,808
2024	0	4,208	2,683
2025	0	4,350	2,520
2026	0	4,482	2,369

Strategy: The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY 2024 annual application will enhance the downward trend to ultimately reduce the number of 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 VMT, gas consumption, vehicle registration and Florida GDP - with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables - the pre-forecasting process indicated 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 FY 2024–2026.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Table: Serious Injuries

Year	Target	Upper	Lower
2023	0	17,274	11,866
2024	0	17,177	10,404
2025	0	16,988	9,039
2026	0	16,785	7,722

Strategy: The data forecast indicates Florida's five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application 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 VMT, gas consumption, vehicle registration, and Florida 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 FY 2024–2026.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Table: Fatality Rate

Year	Target	Upper	Lower
2023	0	1.75	1.15
2024	0	1.85	1.03

2025 0 1.93 0.93
2026 0 2.00 0.84

Strategy: The data forecast indicates Florida's five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward 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 VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indicated 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 FY 2024–2026.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total serious injury rate per 100M VMT on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Table: Serious Injury Rate
Year Target Upper Lower
2023 0 7.409 7.409
2024 0 7.309 6.864
2025 0 7.240 6.324
2026 0 7.232 5.722

Strategy: The data forecast indicates Florida's five-year rolling average for serious injury rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen

for funding and included in the FY2024 annual application 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 serious injuries are statistically correlated with VMT, gas consumption, vehicle registration, and Florida 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 fatalities and serious injuries is zero in FY 2024–2026.

Annual Performance Forecast: Based on statistical forecasting, the five-year rolling average for total non-motorized fatalities and serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Table: Non-Motorized Fatalities and Serious Injuries

Year	Target	Upper	Lower
2023	0	3.145	3,145
2024	0	3,252	3,061
2025	0	3,289	3,049
2026	0	3,321	3,042

Strategy: The data forecast indicates Florida's five-year rolling average for non-motorized fatalities and serious injuries could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of 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 VMT, gas consumption, vehicle registration and Florida GDP - with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables - the pre-forecasting process indicated 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.

Targets
Florida shares the national traffic safety vision of zero deaths. Safety is Florida's top priority and a key component of the responsibilities and vision of FDOT, as well as a goal of the FTP, the state's long-range transportation plan. FDOT, the State Safety Office, and our 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. Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Data Forecasts
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. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.

35. 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 Triennial Highway Safety Plan, 2024-2026]

36. Does the State want to report additional optional targets?

No

37. Describe progress toward meeting the State's 2024 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	3432.8
Number of Serious Injuries	0.0	15573.4
Fatality Rate	0.000	1.512
Serious Injury Rate	0.000	6.868
Non-Motorized Fatalities and Serious Injuries	0.0	3174.0

The HSIP Implementation Plan was developed to demonstrate Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA) under 23 U.S.C. 148(i). The HSIP Implementation Plan will help the state continue to focus limited resources on reducing the number of fatalities and serious injuries on the transportation system with the understanding that no death is acceptable on Florida's transportation system. The Florida Department of Transportation (FDOT) set zero as the target for all safety performance measures required by the Federal Highway Administration (FHWA), including fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

Florida's Implementation Plan also provides an opportunity for FDOT and its partners – metropolitan planning organizations, local governments, and educational, law enforcement, emergency management, and other safety professionals – to recommit to the vision and target of zero, as well as additional actions each organization can take to help make this target a reality. Consistent with FHWA requirements, this plan focuses specifically on implementation of the Highway Safety Improvement Program (HSIP) as a core federal-aid highway program focused on the mission of reducing fatalities and serious injuries.

Applicability of Special Rules

38. 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 (HMVMT) on rural minor collectors, rural major collectors, and rural local roads is approximately 2.50 and 2.21 for 2023 and 2024, respectively.

Aside from District-led traffic safety on rural roads, over 71 project items totaling above $9.5 million of HSIP funding address rural road safety through the Statewide Rumble Strip Initiative - a risk-based systemic safety initiative implementing auditory, vibratory treatments to rural state roads to minimize lane departure.

[Source: FDOT Office of Work Program and Budget, MADDOG system, FY 2024/2025, as of 2025-07-17]

38. Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Based on the preliminary fatal and serious injury data for 2024, vulnerable road user fatalities account for about 28 percent of total fatalities for 2024.

[Source: Signal 4 Analytics, https://signal4analytics.com/, 2025]

39. 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	2018	2019	2020	2021	2022	2023	2024
Number of Older Driver and Pedestrian Fatalities	481	496	481	527	525	561	407
Number of Older Driver and Pedestrian Serious Injuries	2,012	1,997	1,590	1,745	1,772	1,732	1,530

Evaluation

Program Effectiveness

40. 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. FDOT uses statistical hypothesis testing and simple before-after comparisons to assess any changes in fatalities and serious injuries.

[Source: FDOT Mission, Vision, and Values, 2025]
[Source: Florida Strategic Highway Safety Plan, 2021

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

FDOT developed the Highway Safety Improvement Program (HSIP) dashboard to monitor the safety performance of construction projects on public roads that used HSIP funds. Evaluations are based on simple before and after comparative studies of fatal or serious injuries (i.e., frequencies and rates) for which FDOT has reliable data for 3 years before construction and 3 years after. The current dashboard shows 2016-2020 with the following highlights.

1) 204 construction projects
2) about $219.8 million in HSIP funding
3) a reduction of 308 fatal or serious injury crashes

[Source: Highway Safety Improvement Program Dashboard, https://fldot.sharepoint.com/sites/Safety-HSIP, 2025]

42. 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]

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

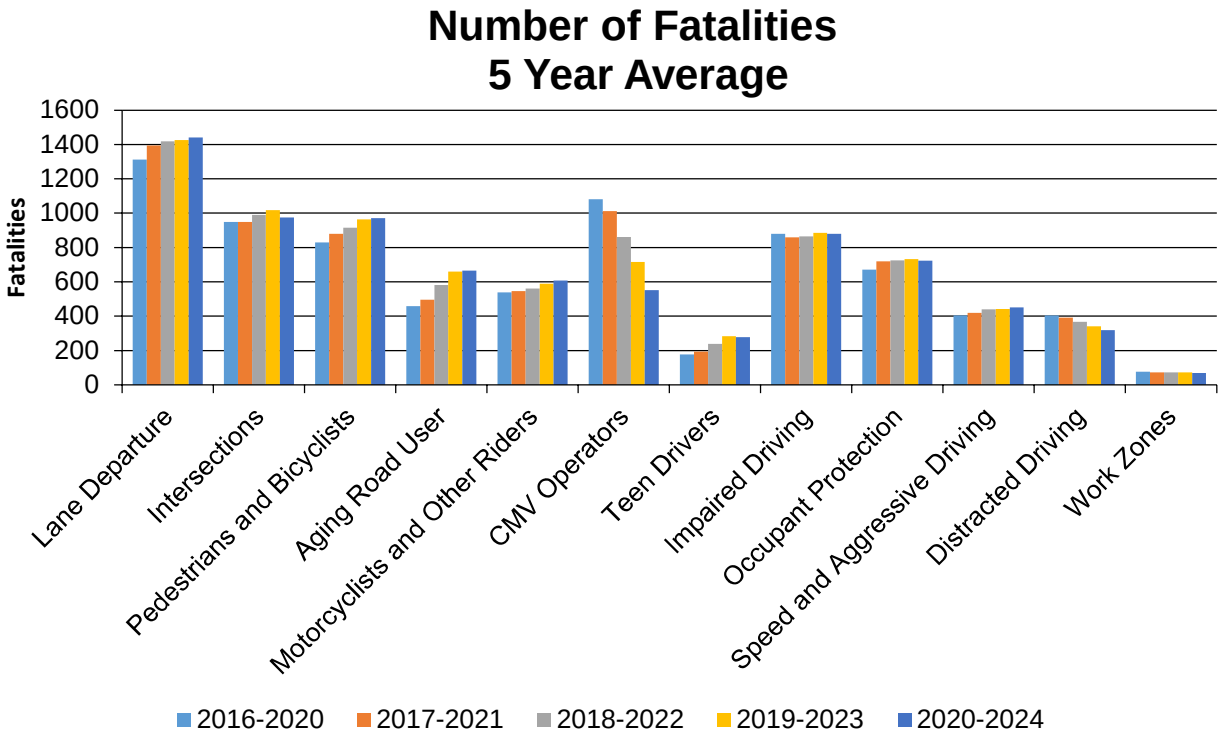
No-This question will not appear on the report output when the report status changes to “Final”

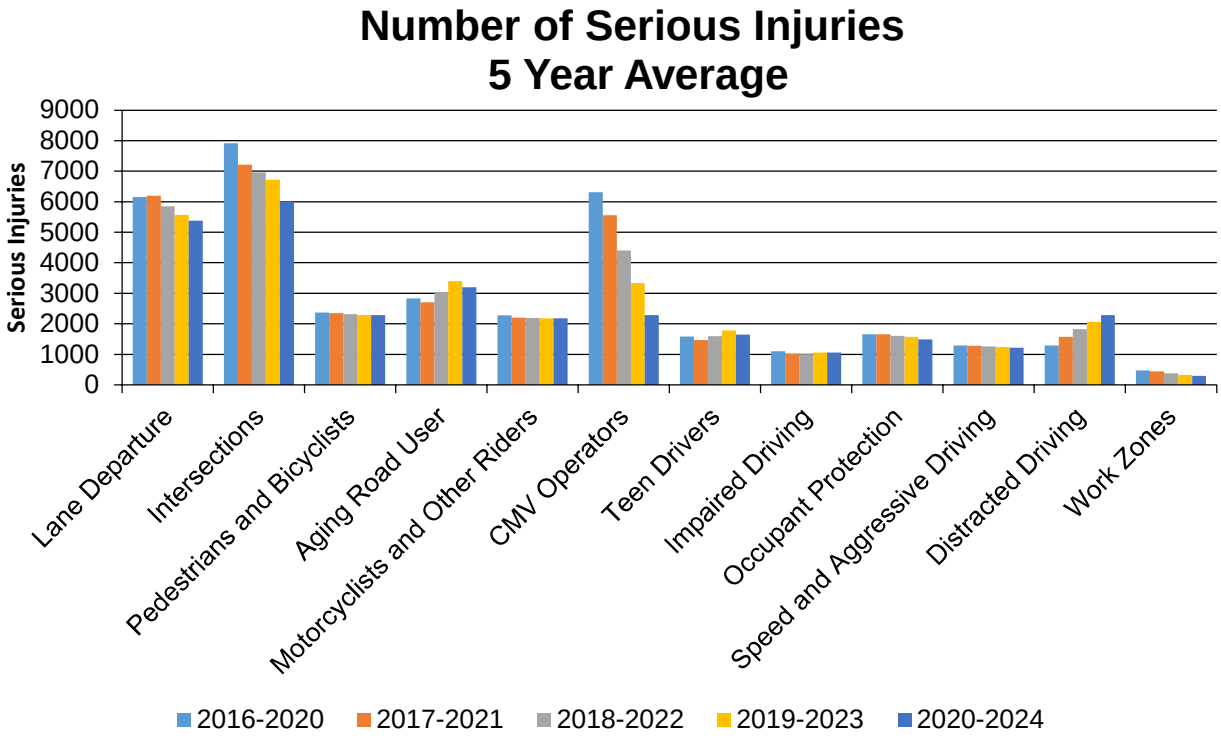
Effectiveness of Groupings or Similar Types of Improvements

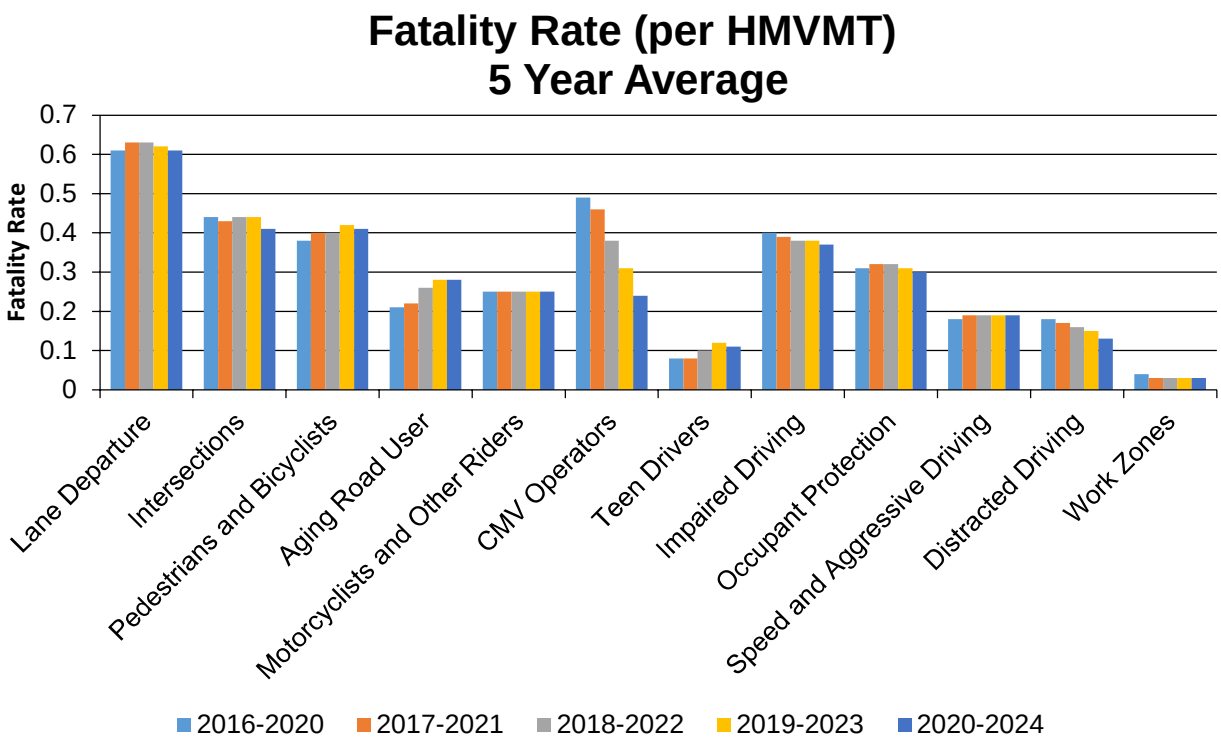
44. Present and describe trends in SHSP emphasis area performance measures.

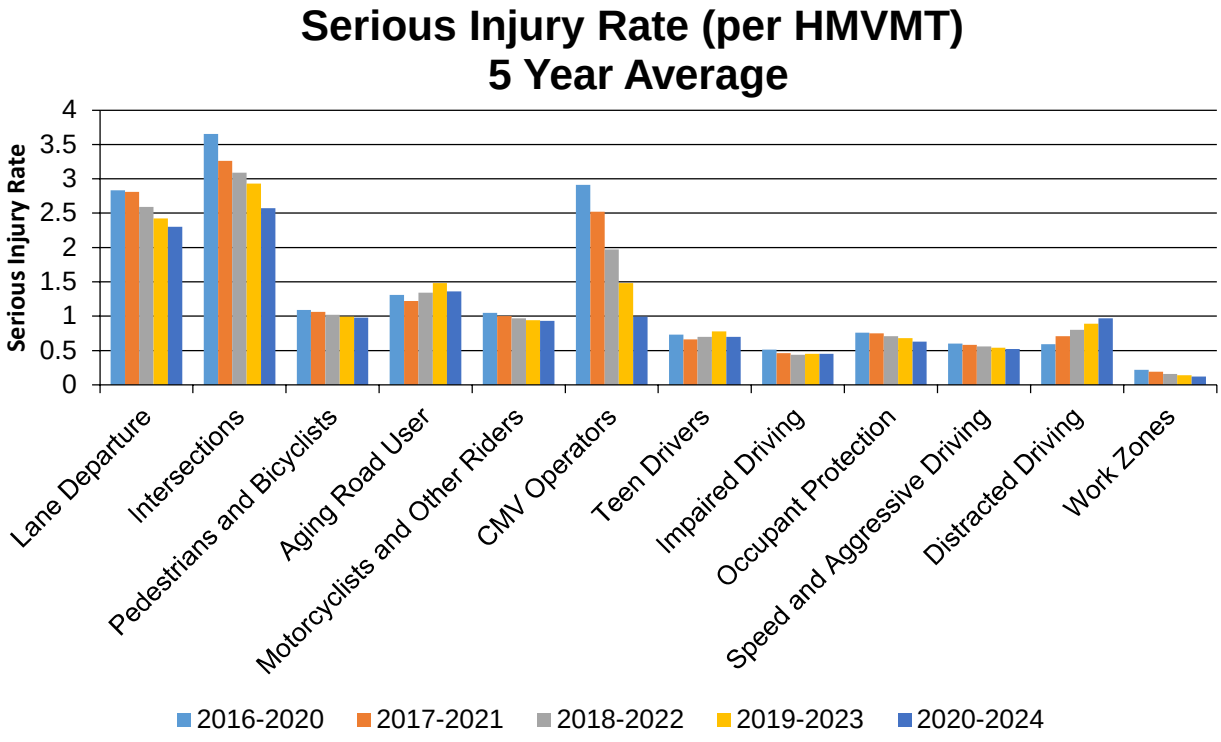
Year 2024

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		1,439.8	5,374.8	0.61	2.3
Intersections		974.8	6,001.8	0.41	2.57
Pedestrians and Bicyclists		971.4	2,282.8	0.41	0.98
Aging Road User		664.8	3,198.6	0.28	1.36
Motorcyclists and Other Riders		607.8	2,181.8	0.25	0.93
CMV Operators		551	2,282.2	0.24	0.99
Teen Drivers		278.2	1,643	0.11	0.7
Impaired Driving		879.6	1,063	0.37	0.45
Occupant Protection		722.4	1,490.2	0.3	0.63
Speed and Aggressive Driving		450.2	1,214.8	0.19	0.52
Distracted Driving		318	2,283.6	0.13	0.97
Work Zones		69.6	297.6	0.03	0.12


Number of Fatalities
5 Year Average
Fatalities
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Intersections
Pedestrians and Bicyclists
Aging Road User
Motorcyclists and Other Riders
CMV Operators
Teen Drivers
Impaired Driving
Occupant Protection
Speed and Aggressive Driving
Distracted Driving
Work Zones
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024


Number of Serious Injuries
5 Year Average
Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Intersections
Pedestrians and Bicyclists
Aging Road User
Motorcyclists and Other Riders
CMV Operators
Teen Drivers
Impaired Driving
Occupant Protection
Speed and Aggressive Driving
Distracted Driving
Work Zones
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024





45. 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:	Through the HSIP Dashboard, FDOT evaluated 204 projects that used HSIP funds from 2016 through 2020 using 3 years of data before and after construction. Over 20 work mixes of these projects correspond to traffic safety countermeasures or treatments, and their correlated effects on fatal and serious injury crash rates are also given in the HSIP Dashboard. [Source: Highway Safety Improvement Program Dashboard, https://fldot.sharepoint.com/sites/Safety-HSIP, 2025]
Target Crash Type:	
Number of Installations:	
Number of Installations:	
Miles Treated:	
Years Before:	
Years After:	
Methodology:	Simple before/after
Results:	Through the HSIP Dashboard, FDOT evaluated 204 projects that used HSIP funds from 2016 through 2020 using 3 years of data before and after construction. Over 20 work mixes of these projects correspond to traffic safety countermeasures or treatments, and their correlated effects on fatal and serious injury crash rates are also given in the HSIP Dashboard. [Source: Highway Safety Improvement Program Dashboard, https://fldot.sharepoint.com/sites/Safety-HSIP, 2025]

File Name: Hyperlink

Project Effectiveness

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

Through the Highway Safety Improvement Program (HSIP) Dashboard, FDOT evaluated 204 projects that used HSIP funds from 2016 through 2020. The evaluations were simple before-after comparisons based on 3 years of data before and after construction. The HSIP Dashboard also lists all projects and their corresponding statistics.

A $100M multi-year statewide pedestrian safety intersection lighting retrofit initiative addresses pedestrian safety at 2,500 intersections statewide and is almost complete. Of the 2,500 intersections in the program, over 1,000 now have 3 years of before and after data. There have been 633 less nighttime fatalities and serious injuries, and over 1,500 less nighttime crashes total at these locations. We continue to monitor this as more locations become ready to evaluate.

[Source: FDOT Highway Safety Improvement Program Dashboard, as of 2025-08-13]

47. Describe any other aspects of HSIP effectiveness on which the State would like to elaborate.

FDOT uses before-after comparisons based on fatal or serious injuries when examining HSIP effectiveness. SSO developed a dashboard to increase and enhance awareness of the safety performance of HSIP investments.
The methodology uses three years of crash data both before and after construction of mappable projects. Users may explore HSIP funding, present values of fatal and serious injury reductions over 10 years, and benefit-cost ratios as well as changes in fatal and serious injury crashes and crash rates. Additionally, users may examine the distribution of HSIP funding by work mix, county, and FDOT District.

[Source: Highway Safety Improvement Program Dashboard, https://fldot.sharepoint.com/sites/Safety-HSIP, 2025]

Compliance Assessment

48. 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

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100
	Median Type (54) [55]	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
	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					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	100						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					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
	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**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

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

Roadway data for public Florida roads may be found at the FDOT Transportation Data Portal (fdot.gov).

[Source: Roadway Characteristics Inventory (RCI), as of 2025-08-13]
[Source: All Roads Base Map (ARBM), 2024]
[Source: Florida All Roads Intersections and Streets (FLARIS), version 4.0.1, 2025]

50. 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.2024 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]
[Source: FDOT FLARIS, version 4.0.1, 2025]

Optional Attachments

Program Structure:

fdot-cav-business-plan-2019.pdf
florida hsip manual v2021 F (2021-08-12).pdf
Project Implementation:

Safety Performance:

Evaluation:

hsip 2025 - dashboard power bi (2025-08-14).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.