Florida
Highway Safety Improvement Program
2013 Annual Report

Prepared by: FL
## 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. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”
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**Executive Summary**

**FDOT Highway Safety Improvement Program**

The purpose of the report is to demonstrate that Florida met its effectiveness and achievement marks by producing a 5% reduction in the number of fatalities and serious injuries for Florida's SHSP Emphasis Areas.

**Progress in Implementing HSIP Projects**

Florida demonstrated progress by implementing a total of 213 HSIP projects for 2012. The implementation required $89,537,480 in programmed HSIP funds.

**Progress in Implementing HRRR Projects**

Florida demonstrated progress by implementing a total of twelve (12) HRRR projects for 2012. The implementation required $5,382,991 in programmed HRRR funds.

**Program Effectiveness**

Florida’s Highway Safety Improvement Program for 2012 was effectively carried out, and the projects implemented achieved positive results. There was an average reduction of 183 fatalities, and 1,540 serious injuries annually (based on a five year rolling average starting in 2004 and ending in 2011). Also based on the same methodology, there was an average reduction of .08 fatalities, and .71 serious injuries per hundred-million vehicle miles traveled annually. Additionally, the SHSP Emphasis Areas had the following 2011 reduction results based on a five year rolling average:

<table>
<thead>
<tr>
<th>Emphasis</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Keep vehicles in the proper travel lane</td>
<td>22%</td>
<td>17%</td>
</tr>
</tbody>
</table>
The Department will continue its efforts to exceed its effectiveness and achievements by continuing the significant decline in the number of fatalities and serious injuries on Florida’s roads.
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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

- Central

- District

- Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

High Crash segments and intersections are determined for local roads based on a minimum number of four crashes over a three year timeline; the locations are the priority projects and included in our high crash lists. Other local projects are addressed as needed through a coordination effort with the District Safety Engineer and the Community Traffic Safety Teams.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

- Design
Briefly describe coordination with internal partners.

Special emphasis areas teams are formed based on the Strategic Highway Safety Plan (SHSP) structure. The teams are made up of key personnel within the department and from other agencies with attributes suited for the emphasis areas. The teams meet to develop goals, objectives and action items using the SHSP as the guiding principle.

Identify which external partners are involved with Highway Safety Improvement Program planning.

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-Community Traffic Safety Team (CTST)

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

- Multi-disciplinary HSIP steering committee
Other: Other-Expansion of the SHSP Emphasis Areas and partners.

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

None at this time.

Program Methodology
Select the programs that are administered under the HSIP.

☐ Median Barrier  ☑ Intersection  ☐ Safe Corridor
☐ Horizontal Curve  ☐ Bicycle Safety  ☐ Rural State Highways
☑ Skid Hazard  ☑ Crash Data  ☐ Red Light Running Prevention
☐ Roadway Departure  ☐ Low-Cost Spot Improvements  ☐ Sign Replacement And Improvement
☐ Local Safety  ☑ Pedestrian Safety  ☐ Right Angle Crash
☐ Left Turn Crash  ☐ Shoulder Improvement  ☑ Segments
☐ Other:

Program:  Intersection
Date of Program Methodology:  9/1/2007
What data types were used in the program methodology?

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ All crashes</td>
<td>☒ Traffic</td>
<td>☐ Median width</td>
</tr>
<tr>
<td>☐ Fatal crashes only</td>
<td>☐ Volume</td>
<td>☐ Horizontal curvature</td>
</tr>
<tr>
<td>☒ Fatal and serious injury</td>
<td>☐ Population</td>
<td>☐ Functional classification</td>
</tr>
<tr>
<td>crashes only</td>
<td></td>
<td>☐ Roadside features</td>
</tr>
<tr>
<td>☐ Other</td>
<td>☐ Lane miles</td>
<td>☒ Other-Mile Point</td>
</tr>
<tr>
<td></td>
<td>☐ Other</td>
<td></td>
</tr>
</tbody>
</table>

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFns

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

If yes, are local road projects identified using the same methodology as state roads?

Yes

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- 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).

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness

A score is provided for each project that includes the following: B/C greater than 1, and High Crash Segment or Intersection List.
Program: Florida Highway Safety Improvement Program

Date of Program Methodology: 9/1/2007

What data types were used in the program methodology?

**Crashes**
- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

**Exposure**
- Traffic
- Volume
- Population
- Lane miles
- Other

**Roadway**
- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Mile Point

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPF
Are local roads (non-state owned and operated) included or addressed in this program?

☑ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☑ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☑ 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).

☐ Relative Weight in Scoring

☑ Rank of Priority Consideration

☐ Ranking based on B/C
What proportion of highway safety improvement program funds address systemic improvements?

27

Highway safety improvement program funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- Traffic Control Device Rehabilitation
- Install/Improve Signing
- Upgrade Guard Rails
- Safety Edge
- Add/Upgrade/Modify/Remove Traffic Signal
- Other Other-Existing Crosswalk to High Emphasis Crosswalk
- Rumble Strips
- Pavement/Shoulder Widening
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Lighting
- Other Other-Close median, offset lane and construct shoulders
- Other Other-Offset left turn lanes
- Clear Zone Improvements
- Install/Improve Lighting
What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment
- Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

- Highway Safety Manual
- Road Safety audits
- Systemic Approach
- Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

Emphasis has been placed on increasing implementation of systemic improvements through the FDOT Districts. Currently, three of FDOT Districts use approximately 27% of the HSIP funds
on systemic improvements. Florida’s goal is to continue placing emphasis on systemic improvements to include involvement by all Districts.

### Progress in Implementing Projects

#### Funds Programmed

Report period for Highway Safety Improvement Program funding.

- [ ] Calendar Year
- [x] State Fiscal Year
- [ ] Federal Fiscal Year

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

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Programmed*</th>
<th>Obligated</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP (Section 148)</td>
<td>89537480</td>
<td>77529293</td>
</tr>
<tr>
<td>HRRRP (SAFETEA-LU)</td>
<td>5382991</td>
<td>5958361</td>
</tr>
<tr>
<td>HRRR Special Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penalty Transfer - Section 154</td>
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<td></td>
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<tr>
<td>Penalty Transfer – Section 164</td>
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<tr>
<td>Incentive Grants - Section 163</td>
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<td></td>
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<tr>
<td>Incentive Grants (Section 406)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Federal-aid Funds</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
How much funding is programmed to local (non-state owned and maintained) safety projects?
$7,020,442.00

How much funding is obligated to local safety projects?
$9,209,200.00

How much funding is programmed to non-infrastructure safety projects?
$1,043,306.00

How much funding is obligated to non-infrastructure safety projects?
$1,052,494.00

How much funding was transferred in to the HSIP from other core program areas during the reporting
period?
0 %

How much funding was transferred out of the HSIP to other core program areas during the reporting period?
0 %

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

The plan is to continue efficiently tracking Federal HSIP apportionment, available and obligations values to assure effective and timely use of Federal HSIP funds. Most key, we will continue to streamline the programming process by using our web based tool CRASH (Crash Reduction Analysis System Hub) that standardizes and automates the project prioritization methodology for all the districts.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

None at this time.
### General Listing of Projects
List each highway safety improvement project obligated during the reporting period.

<table>
<thead>
<tr>
<th>Project</th>
<th>Improvement Category</th>
<th>Output</th>
<th>HSIP Cost</th>
<th>Total Cost</th>
<th>Funding Category</th>
<th>Functional Classification</th>
<th>AADT</th>
<th>Speed</th>
<th>Roadway Ownership</th>
<th>Relationship to SHSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2505483</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>5.536 Miles</td>
<td>20000</td>
<td>20000</td>
<td>HSIP (Section 148)</td>
<td>Urban Minor Arterial</td>
<td>7200</td>
<td>30</td>
<td>State Highway Agency</td>
<td></td>
</tr>
<tr>
<td>2096925</td>
<td>Intersection traffic control Systemic improvements - signal-controlled</td>
<td>0.584 Miles</td>
<td>6993</td>
<td>6993</td>
<td>HSIP (Section 148)</td>
<td>Urban Major Collector</td>
<td>6300</td>
<td>45</td>
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<td>2546772</td>
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<td>4673646</td>
<td>HSIP (Section 148)</td>
<td>State</td>
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<td>0</td>
<td>State Highway Agency</td>
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<tr>
<td>4112101</td>
<td>Intersection traffic control Systemic</td>
<td>0.319 Miles</td>
<td>11</td>
<td>11</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Other</td>
<td>950</td>
<td>35</td>
<td>State Highway Agency</td>
<td></td>
</tr>
<tr>
<td>Improvement Type</td>
<td>Project Number</td>
<td>Project Description</td>
<td>Length (Miles)</td>
<td>Milepost</td>
<td>Agency</td>
<td>Design Speed (mph)</td>
<td>Agency Type</td>
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<tr>
<td>4239221 Intersection traffic control Systemic improvements - signal-controlled</td>
<td>4239221</td>
<td>0.917 Miles 4785131 HSIP (Section 148) Urban Principal Arterial - Interstate 112000 45 State Highway Agency</td>
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</tr>
<tr>
<td>4245301 Intersection traffic control Systemic improvements - signal-controlled</td>
<td>4245301</td>
<td>2.442 Miles 2065369 HSIP (Section 148) Urban Minor Arterial 13600 45 State Highway Agency</td>
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<tr>
<td>4065521 Roadway Pavement surface - miscellaneous</td>
<td>4065521</td>
<td>6.289 Miles 4052 HSIP (Section 148) Rural Principal Arterial - Other 6700 55 State Highway Agency</td>
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<td>0.58 Miles 1036 HSIP (Section 148) Urban Major Collector 13600 35 State Highway Agency</td>
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<tr>
<td>4193081 Roadway Pavement surface -</td>
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<td>1.903 Miles 180941 HSIP (Section 148) Urban Principal Arterial - 22500 35 State Highway</td>
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2013 Florida Highway Safety Improvement Program
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Miles</th>
<th>Project Cost</th>
<th>Work Description</th>
<th>Length</th>
<th>Agency</th>
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<tbody>
<tr>
<td>4193131</td>
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<tr>
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<td>Other</td>
<td></td>
<td>8300</td>
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<td>269025</td>
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<td>Rural Minor Collector</td>
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<td></td>
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<td>Urban Minor Arterial</td>
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<td>State Highway Agency</td>
</tr>
<tr>
<td>Project Number</td>
<td>Roadway Pavement surface</td>
<td>Length</td>
<td>HSIP (Section 148)</td>
<td>Roadway Type</td>
<td>Budget</td>
<td>Population</td>
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<td>1.04 Miles</td>
<td>HSIP (Section 148)</td>
<td>Urban Local Road or Street</td>
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<td>4229561</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>3.589 Miles</td>
<td>HSIP (Section 148)</td>
<td>Urban Major Collector</td>
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<tr>
<td>4229571</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>2.017 Miles</td>
<td>HSIP (Section 148)</td>
<td>Urban Principal Arterial - Other</td>
<td>9300</td>
<td>50</td>
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<tr>
<td>4230071</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>0.348 Miles</td>
<td>HSIP (Section 148)</td>
<td>Urban Minor Arterial</td>
<td>36000</td>
<td>35</td>
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<td>4245611</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>4.395 Miles</td>
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<td>Urban Principal Arterial - Other</td>
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<td>50</td>
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<td>4248981</td>
<td>Roadway Pavement surface - miscellaneous</td>
<td>1.94 Miles</td>
<td>HSIP (Section 148)</td>
<td>Urban Minor Arterial</td>
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<td>45</td>
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<tr>
<td>Project Number</td>
<td>Description</td>
<td>Miles</td>
<td>Milepost 1</td>
<td>Milepost 2</td>
<td>Category</td>
<td>Funding</td>
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| 2013 Florida Highway Safety Improvement Program |

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Longitudinal pavement markings - new | 2 Miles | 3148 | HSIP (Section 148) | Rural Local Road or Street | 14900 | 45 | State Highway Agency |
| 4286031 | Roadway delineation
Longitudinal pavement markings - new | 23.673 Miles | 157760 | HSIP (Section 148) | Rural Minor Collector | 15100 | 65 | State Highway Agency |
| 4294851 | Roadway delineation
Longitudinal pavement markings - new | 0.612 Miles | 246512 | HSIP (Section 148) | State | 0 | 0 | State Highway Agency |
| 4296731 | Roadway delineation
Longitudinal pavement markings - new | 6.36 Miles | 64546 | HSIP (Section 148) | Rural Major Collector | 11000 | 45 | State Highway Agency |
| 4296771 | Roadway delineation
Longitudinal pavement | 4.378 Miles | 131679 | HSIP (Section 148) | Rural Local Road or Street | 5900 | 30 | State Highway Agency |
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| 2395172    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546461    | Non-infrastructure Non-infrastructure - other | 0         | 318052         | 318052         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546471    | Non-infrastructure Non-infrastructure - other | 0         | 451971         | 451971         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 4230181    | Non-infrastructure Non-infrastructure - other | 0.196     | 367769         | 367769         | HSIP  | Urban Major Collector | 13400 | 35     | State Highway |

| 2078378    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2395172    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546461    | Non-infrastructure Non-infrastructure - other | 0         | 318052         | 318052         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546471    | Non-infrastructure Non-infrastructure - other | 0         | 451971         | 451971         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 4230181    | Non-infrastructure Non-infrastructure - other | 0.196     | 367769         | 367769         | HSIP  | Urban Major Collector | 13400 | 35     | State Highway |

| 2078378    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2395172    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546461    | Non-infrastructure Non-infrastructure - other | 0         | 318052         | 318052         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546471    | Non-infrastructure Non-infrastructure - other | 0         | 451971         | 451971         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 4230181    | Non-infrastructure Non-infrastructure - other | 0.196     | 367769         | 367769         | HSIP  | Urban Major Collector | 13400 | 35     | State Highway |

<p>| 2078378    | Non-infrastructure Non-infrastructure - other | 0         | 731653         | 731653         | HSIP  | State        | 0      | 0      | State Highway Agency |
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| 2546461    | Non-infrastructure Non-infrastructure - other | 0         | 318052         | 318052         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 2546471    | Non-infrastructure Non-infrastructure - other | 0         | 451971         | 451971         | HSIP  | State        | 0      | 0      | State Highway Agency |
| 4230181    | Non-infrastructure Non-infrastructure - other | 0.196     | 367769         | 367769         | HSIP  | Urban Major Collector | 13400 | 35     | State Highway |</p>
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<td>4308661 Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists</td>
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<tr>
<td>4184391 Miscellaneous</td>
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<td>213686</td>
<td>213686</td>
<td>HSIP (Section 148)</td>
<td>State</td>
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<td>Project No.</td>
<td>Description</td>
<td>Length</td>
<td>Cost</td>
<td>Program</td>
<td>Roadway or Street</td>
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<td>4254571</td>
<td>Shoulder treatments</td>
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<td>Roadside Barrier - metal</td>
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<td>$66415</td>
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<td>HRRRP (SAFETEA-LU)</td>
<td>Rural Minor Collector</td>
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<td>Agency Number</td>
<td>Description</td>
<td>Miles</td>
<td>Project Number</td>
<td>HRRRP (SAFETEA-LU)</td>
<td>Type</td>
<td>Length</td>
<td>Agency</td>
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<td>-----------------------------</td>
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<tr>
<td>4288742</td>
<td>Shoulder treatments Pave existing shoulders</td>
<td>8.439</td>
<td>2331131</td>
<td>HRRRP (SAFETEA-LU)</td>
<td>Rural Minor Collector</td>
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<tr>
<td>4136122</td>
<td>Intersection geometry Auxiliary lanes - add left-turn lane</td>
<td>2.493</td>
<td>553</td>
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<td>4272991</td>
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</tbody>
</table>
Progress in Achieving Safety Performance Targets

Overview of General Safety Trends
Present data showing the general highway safety trends in the state for the past five years.

<table>
<thead>
<tr>
<th>Performance Measures*</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>3272</td>
<td>3133</td>
<td>2915</td>
<td>2722</td>
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</tr>
<tr>
<td>Number of serious injuries</td>
<td>27204</td>
<td>25846</td>
<td>24296</td>
<td>22585</td>
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<tr>
<td>Fatality rate (per HMVMT)</td>
<td>1.63</td>
<td>1.56</td>
<td>1.46</td>
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<td>Serious injury rate (per HMVMT)</td>
<td>13.55</td>
<td>12.86</td>
<td>12.14</td>
<td>11.42</td>
<td>0</td>
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</tbody>
</table>

*Performance measure data is presented using a five-year rolling average.
Number of Fatalities and Serious injuries for the Last Five Years

![Graph showing the number of fatalities and serious injuries over the last five years, with a decline trend.](image-url)
Rate of Fatalities and Serious Injuries for the Last Five Years

![Graph showing the rate of fatalities and serious injuries from 2008 to 2012. The graph indicates a decrease in both rates over the years.]
To the maximum extent possible, present performance measure* data by functional classification and ownership.

### Year - 2012

<table>
<thead>
<tr>
<th>Function Classification</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
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<tbody>
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<td>100</td>
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<td>1</td>
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<tr>
<td>FREEWAYS AND EXPRESSWAYS</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RURAL PRINCIPAL ARTERIAL - OTHER</td>
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<tr>
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<tr>
<td>COLLECTOR</td>
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</tr>
<tr>
<td>RURAL MAJOR</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>COLLECTOR</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>RURAL LOCAL ROAD OR STREET</td>
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<td>ARTERIAL - INTERSTATE</td>
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<tr>
<td>URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS</td>
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</tr>
<tr>
<td>URBAN PRINCIPAL ARTERIAL - OTHER</td>
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<tr>
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<tr>
<td>OTHER</td>
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</tbody>
</table>
# Serious Injuries by Roadway Functional Classification
Fatality Rate by Roadway Functional Classification

2008  2009  2010  2011  2012

Roadway Functional Classification
Serious Injury Rate by Roadway Functional Classification

2008  2009  2010  2011  2012

Roadway Functional Classification
## Year - 2012

<table>
<thead>
<tr>
<th>Roadway Ownership</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
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</tbody>
</table>
Number of Fatalities by Roadway Ownership

Roadway Functional Classification

# of Fatalities

2008  2009  2010  2011  2012

2500

2000

1500

1000

500

0
Number of Serious Injuries by Roadway Ownership

- 2008
- 2009
- 2010
- 2011
- 2012

Roadway Functional Classification

- State
- County
- Town
- City
- State Park
- Other, State
- Other, Local
- Private
- Railroad
- State Toll
- Local Toll
- Other Public
- Tribe
- Other
Fatality Rate by Roadway Ownership

- 2008
- 2009
- 2010
- 2011
- 2012

Roadway Functional Classification:
- State
- County
- City
- State Park
- Other State
- Private
- Railroad
- State Toll
- Local Toll
- Other Public
- Other

Fatality Rate (per HMVNT)
Serious Injury Rate by Roadway Ownership

- 2008
- 2009
- 2010
- 2011
- 2012

Roadway Functional Classification

Serious Injury Rate (per HRVMT)
Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Florida is capturing crash data through Traffic Crash Reports used by Law Enforcement; however, Florida faces a challenge with capturing some trends and data elements on local roads to include functional classification and traffic volumes. To address these challenges of safety on local roads, FDOT is working with 300 plus local agencies throughout the state that also includes law enforcement and health care/emergency agencies. Key goals are to integrate data systems across agencies, and promote the timeliness, accurateness, completeness, and uniformity of the elements.

Additional Notes:
1. Low Cost values for projects listed on the General Listing of Projects are attributed to pre-construction, construction-complete, or line-item-complete activities.
2. Geographic Information Systems spatial analysis was used to derive Functional Class trends. FDOT creates spatial layers based on the roadway characteristic inventoried and georeferenced crash reports, and records the value of the corresponding outputs.

Application of Special Rules
Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

<table>
<thead>
<tr>
<th>Older Driver Performance Measures</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality rate (per capita)</td>
<td>9.4</td>
<td>8.78</td>
<td>8.56</td>
<td>8.37</td>
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<tr>
<td>Serious injury rate (per capita)</td>
<td>47.19</td>
<td>45.38</td>
<td>43.32</td>
<td>42.72</td>
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<tr>
<td>Fatality and serious injury rate (per capita)</td>
<td>56.59</td>
<td>54.16</td>
<td>51.89</td>
<td>51.09</td>
<td>0</td>
</tr>
</tbody>
</table>

*Performance measure data is presented using a five-year rolling average.

Calculation/Methods of deriving at the values entered for Fatality and serious injury rate (per capita)

Calculation/Methods Rate of Fatal (F) and Serious Injuries (SI) per capita for crashes involving Drivers 65 years of age and older for year 2008, 2009, 2010, 2011. (Data not available for 2012.)

Fatal, Serious Injury, and Fatal and Serious Injury Rate (2008 shown as an example. Same process used for 2009, 2010, and 2011 rates)
References: Fatals – FARS; Serious Injuries - Florida Department of Transportation; Population Figures - http://www.fhwa.dot.gov/map21/guidance/guideolder.cfm

2008

(F+SI 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure*) + (F+SI 2007 Drivers and Pedestrians 65 years of age and older /2007 Population Figure) + (F+SI 2006 Drivers and Pedestrians 65 years of age and older/2006 Population Figure) + (F+SI 2005 Drivers and Pedestrians 65 years of age and older/2005 Population Figure) + (F+SI 2004 Drivers and Pedestrians 65 years of age and older/2004 Population Figure) / 5

Values Used

<table>
<thead>
<tr>
<th>Year</th>
<th>Count of Seriously Injured Drivers and Pedestrians (SI)</th>
<th>Count of Fatally Injured Drivers and Pedestrians (F)</th>
<th>combined F and SI</th>
<th>Population Figure</th>
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</thead>
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<td>2004</td>
<td>2188</td>
<td>445</td>
<td>2633</td>
<td>166</td>
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<td>2005</td>
<td>2019</td>
<td>426</td>
<td>2445</td>
<td>166</td>
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<td>2006</td>
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<td>2007</td>
<td>1745</td>
<td>353</td>
<td>2098</td>
<td>170</td>
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<tr>
<td>2008</td>
<td>1775</td>
<td>336</td>
<td>2111</td>
<td>174</td>
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<td>2009</td>
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<td>173</td>
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<tr>
<td>2010</td>
<td>1725</td>
<td>371</td>
<td>2096</td>
<td>174</td>
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<tr>
<td>2011</td>
<td>1758</td>
<td>339</td>
<td>2097</td>
<td>176</td>
</tr>
</tbody>
</table>
Rate of Fatalities and Serious injuries for the Last Five Years

Does the older driver special rule apply to your state?

No
Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-The assessment of the HSIP should be made on meeting the goals of the SHSP which is a 5% reduction in the fatal and serious injury rate.
What significant programmatic changes have occurred since the last reporting period?

- ☑ Shift Focus to Fatalities and Serious Injuries
- ☑ Include Local Roads in Highway Safety Improvement Program
- ☑ Organizational Changes

☐ None
☐ Other:
Briefly describe significant program changes that have occurred since the last reporting period.

The SHSP Emphasis Areas multi-jurisdictional teams are continually meeting to discuss plans addressing their respective area; developing and strengthening subprograms; and working with management to coordinate statewide efforts and initiate projects.
SHSP Emphasis Areas
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

### Year - 2012

<table>
<thead>
<tr>
<th>HSIP-related SHSP Emphasis Areas</th>
<th>Target Crash Type</th>
<th>Number of Fatalities</th>
<th>Number of Serious Injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
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## Number of Fatalities by SHSP Emphasis Area

**Year 2008 to Year 2012**

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<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<td>Pedestrian</td>
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<td>Bicycle</td>
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<tr>
<td>Run off road</td>
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Number of Serious Injuries by SHSP Emphasis Area

Year 2008 to Year 2012

- Older drivers
- Aggressive driving
- Impaired driving
- Seat belt
- Pedestrian
- Bicycle
- Motorcycle
- Run off road

SHSP Emphasis Area

# of Serious Injuries

- 2008
- 2009
- 2010
- 2011
- 2012

2013 Florida Highway Safety Improvement Program
Fatality Rate by SHSP Emphasis Area

Year 2008 to Year 2012

SHSP Emphasis Area

Rate of Fatalities

-0.6 -0.4 -0.2 0 0.2 0.4 0.6

Older drivers Aggressive driving Impaired driving Seat Belt Pedestrian Bicycle Motorcycle Run off road

2008 2009 2010 2011 2012
Serious Injury Rate by SHSP Emphasis Area

Year 2008 to Year 2012

SHSP Emphasis Area

Rate of Serious Injury

-0.6 -0.4 -0.2 0 0.2 0.4 0.6

Older drivers Aggressive driving Impaired driving Seat Belt Pedestrian Bicycle Motorcycle Run off road
Groups of similar project types
Present the overall effectiveness of groups of similar types of projects.

**Year - 2012**

<table>
<thead>
<tr>
<th>HSIP Sub-program Types</th>
<th>Target Crash Type</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
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</tbody>
</table>
# Fatalities by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

![Graph showing the number of fatalities by target crash type from 2008 to 2012.](image-url)
#Serious Injuries by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

Target Crash Type

- All
- Angle
- Cross median
- Fixed object
- Sideswipe
- Head on
- Left-turn
- Night-time
- Non-intersection
- Rear-end
- Right-turn
- Run-off-road
- Speed-related
- Truck-related
- Vehicle/animal
- Vehicle/bicycle
- Wet road

# of Serious Injuries

- 2008
- 2009
- 2010
- 2011
- 2012
Fatality Rate by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

Target Crash Type
Serious Injury Rate by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012
Systemic Treatments
Present the overall effectiveness of systemic treatments.

### Year - 2012

<table>
<thead>
<tr>
<th>Systemic improvement</th>
<th>Target Crash Type</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
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<td>Other-Existing Crosswalk to High Emphasis Crosswalk</td>
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<tr>
<td>Traffic Control Device Rehabilitation</td>
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<td>Other-Offset left turn lanes</td>
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<td>Other-Close median, offset lane and construct shoulders</td>
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<td>Add/Upgrade/Modify/Remove Traffic Signal</td>
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<td>Install/Improve Lighting</td>
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<td>Upgrade Guard Rails</td>
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<tr>
<td>Install/Improve Pavement Marking and/or Delineation</td>
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<tr>
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<td>Pavement/Shoulder Widening</td>
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</table>
# Fatalities by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

## Target Crash Type

- All
- Angle
- Cross median
- Fixed object
- Sideswipe
- Head-on
- Left-turn
- Night-time
- Non-intersection
- Rear-end
- Right-turn
- Run-off-road
- Speed-related
- Truck-related
- Vehicle/animal
- Vehicle/bicycle
- Vehicle/Pedestrian

## # of Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td></td>
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</tbody>
</table>
# Serious Injuries by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

![Bar chart showing serious injuries by target crash type from 2008 to 2012.](chart_image)
Fatality Rate by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

Rate of Fatalities

Target Crash Type
Serious Injury Rate by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

Rate of Serious Injury

Target Crash Type
Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

Florida’s Highway Safety Improvement Program for 2012 was effectively carried out, and the projects implemented achieved positive results. There was an average reduction of 183 fatalities, and 1,540 serious injuries annually (based on a five year rolling average starting in 2004 and ending in 2011). Also based on the same methodology, there was an average reduction of .08 fatalities, and .71 serious injuries per hundred-million vehicle miles traveled annually. Additionally, the SHSP Emphasis Areas had the following 2011 reduction results based on a five year rolling average:

<table>
<thead>
<tr>
<th>Emphasis</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
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</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Keep vehicles in the proper travel lane</td>
<td>22%</td>
<td>17%</td>
</tr>
<tr>
<td>At intersections or influenced by</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Aggressive driving</td>
<td>43%</td>
<td>49%</td>
</tr>
<tr>
<td>Drivers aged 15-20</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>Safety belt and child restraint</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>Drivers aged 65 and older</td>
<td>6%</td>
<td>1%</td>
</tr>
<tr>
<td>Alcohol related</td>
<td>3%</td>
<td>6%</td>
</tr>
<tr>
<td>Pedestrians and bicyclists</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Motorcyclists &amp; passengers</td>
<td>5%</td>
<td>4%</td>
</tr>
</tbody>
</table>

The Department will continue its efforts to exceed its effectiveness and achievements by continuing the significant decline in the number of fatalities and serious injuries on Florida’s roads.
Provide project evaluation data for completed projects (optional).

<table>
<thead>
<tr>
<th>Location</th>
<th>Functional Class</th>
<th>Improvement Category</th>
<th>Improvement Type</th>
<th>Bef-Fatal</th>
<th>Bef-Serious Injury</th>
<th>Bef-Other Injury</th>
<th>Bef-PDO</th>
<th>Bef-Total</th>
<th>Aft-Fatal</th>
<th>Aft-Serious Injury</th>
<th>Aft-Other Injury</th>
<th>Aft-PDO</th>
<th>Aft-Total</th>
<th>Evaluation Results (Benefit/Cost Ratio)</th>
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</thead>
<tbody>
<tr>
<td>Segment</td>
<td>Urban Principal Arterial - Other</td>
<td>Pedestrians and bicyclists</td>
<td>Install sidewalk</td>
<td>1</td>
<td>27</td>
<td>277</td>
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<td>305</td>
<td>0</td>
<td>5</td>
<td>73</td>
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<td>Shoulder treatments</td>
<td>Pave existing shoulders</td>
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<td>14</td>
<td>53</td>
<td>0</td>
<td>71</td>
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<td>1</td>
<td>7</td>
<td>0</td>
<td>9</td>
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<tr>
<td>Segment</td>
<td>Rural Principal Arterial - Other</td>
<td>Intersection geometry</td>
<td>Auxiliary lanes - add right-turn lane</td>
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<td>15</td>
<td>75</td>
<td>0</td>
<td>91</td>
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<td>Rural Principal Arterial - Other</td>
<td>Intersection geometry</td>
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<td>75</td>
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<td>91</td>
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<td>Rural Minor</td>
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<tr>
<td>Collector</td>
<td>Other</td>
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<td>36</td>
<td>129</td>
<td>0</td>
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<td>5</td>
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<td>Other</td>
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<td>36</td>
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2013 Florida Highway Safety Improvement Program
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<tr>
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<td>Urban</td>
<td>Major Collector Intersection traffic control</td>
<td>Intersection signing - add basic advance warning</td>
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<td>102</td>
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<td>Local Road or Street Lighting</td>
<td>Continuous roadway lighting</td>
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<td>1</td>
<td>30</td>
<td>0</td>
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5 year rolling average means the average of five individual, 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.

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.