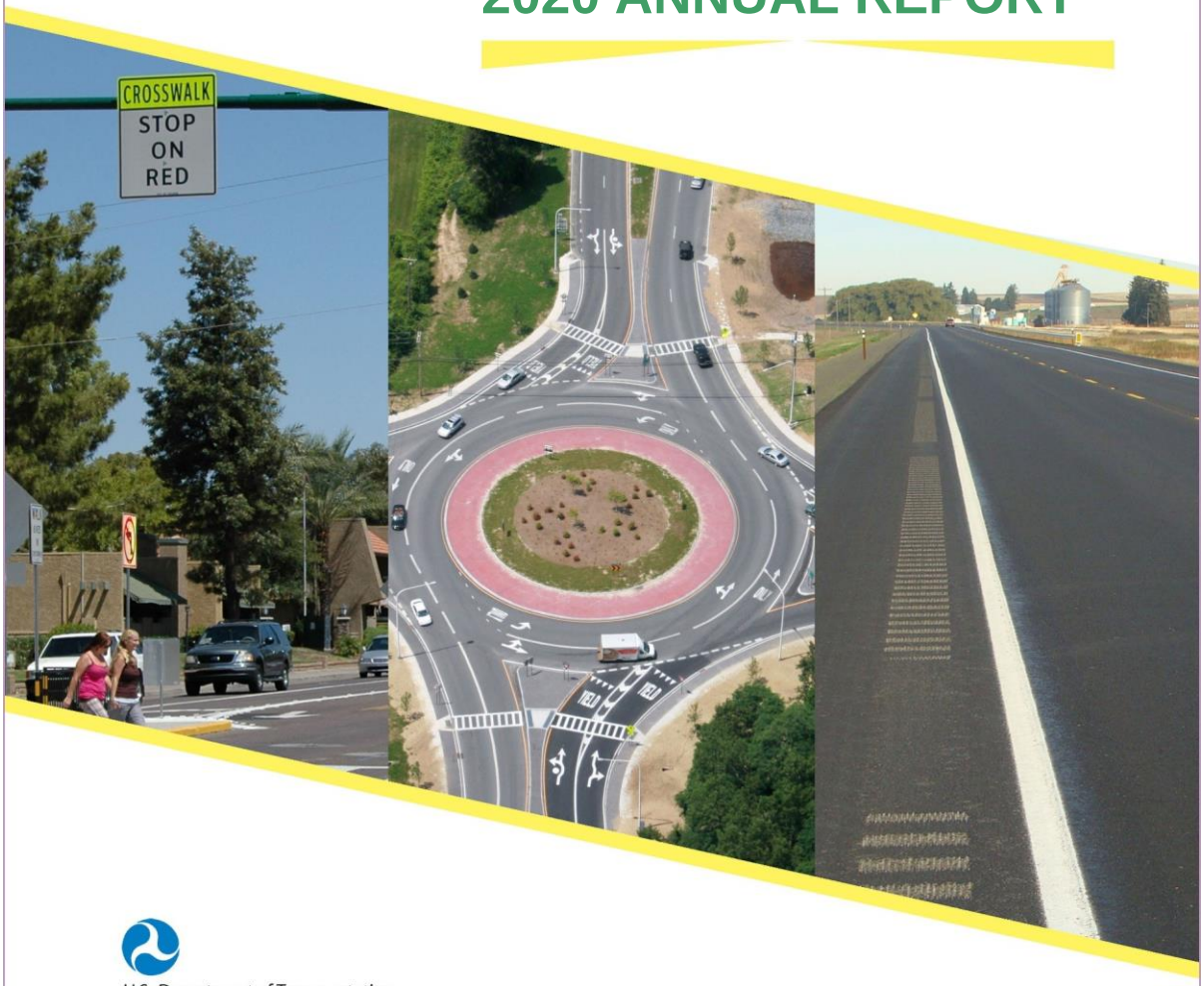
GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

The purpose of the Georgia Highway Safety Improvement Program (HSIP) is to provide for a continuous and data-driven process that identifies and reviews specific traffic safety issues around the state to identify locations for potential safety enhancements. The ultimate goal of the HSIP process is to eliminate all roadway fatality crashes and reduce serious injury crashes on all Georgia's roadways through the implementation of engineering solutions.

Each year, the Department sets aside safety funding to implement safety projects. The total HSIP funds allocated in a given fiscal year (FY) is approximately $ 100 million. In addition to this amount, the Department delivered an additional $76.6 million in safety focused projects for FY 20. These additional projects included approximately 2850 miles of rumble strips, approximately 200 miles of cable barrier, and several wrong way signage projects that span across several districts. This past year, 2019, indicated a third year of leveling off in motor vehicle fatalities following the previous two-year rise. Georgia's total number of fatalities decreased almost one percent (-0.9%) from the previous year considering an estimated 0.3% rise in statewide travel. It is projected that Georgia's statewide fatalities will continue to flatten in 2020, but unclear on how the current health crisis will impact annual travel estimates. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

The Governor's Office of Highway Safety (GOHS) and the Georgia Department of Transportation (GDOT) develops and supports the SHSP. The plan has specific Emphasis Area Task Teams that are organized to develop specific countermeasures. These teams have continued their work over the past year and remain a critical part of the SHSP, HSP and HSIP collaborative.

Over the past FY we successfully advertised and selected three engineering consulting firms for three new safety design contracts. These contracts have additional capacity when compared to the existing contracts. The Safety Program intends to complete work on already established task orders under the existing contract. As part of these contracts, we are aggressively identifying and implementing safety projects to meet our HSIP goals. Projects that comprise the HSIP are usually moderately-sized projects that include safety improvements in the follow areas; intersection, pedestrian and bicycle, roadway departure, corridor, off-system, and high-risk rural roads. In addition, safety improvements identified through Road Safety Audits (RSA)s are pursued through district resources, local agencies, and capital projects. Safety projects may be nominated or identified from a large number of sources. One of the most common resources leveraged in the program is a data-driven analysis of vehicle crash locations and types.

Locations reported by citizens, elected officials, local governments, city and county engineers, emergency agencies and metropolitan planning organizations are also accepted for analysis. A project may qualify as a safety project because of an existing safety problem, because of evidence that it will prevent an unsafe condition, or because it falls into one of several identified categories of improvements that are known to provide safety benefits. Examples of this last category include guardrail, traffic signals, railroad crossing warning devices, and most intersection improvements. Pedestrian and bicycle facilities are an important feature of the safety program, which is eligible for safety enhancement projects. Once a location has been identified, a crash screening is performed to confirm if there is a viable safety project. If viable, an intersection control evaluation (if applicable) and traffic engineering study is performed to confirm a safety benefit/cost for a potential project.

Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. Redefining our processes, revision of guidelines, and continued enhancement of our WEB based data analytics platform is a highlight of these efforts. GDOT worked with FHWA, engineering consultants and local governments to test and validate the tools using examples from daily work to ensure the tools will support their efforts to identify potential safety project locations throughout

the state on all public roads. The new tools have already provided significant safety benefits by reducing the time it takes to analyze and locate potential safety projects.

Additionally, the Office of Traffic Operations is refining and utilizing our crash data to improve safety and eliminate fatality crashes and reduce serious injuries crashes. This past year GDOT has been working closely with our safety partners including GOHS and local law enforcement to improve the reporting accuracy in the State's Motor Vehicle Crash Report. As part of the effort, GDOT developed crash reporting performance tools to analysis reporting completeness, timeliness and accuracy by agency. These tools were developed in cooperation with GOHS, TRCC and NHTSA following the State's Traffic Records Assessment. The effort to improve reporting accuracy will further advance the identification of potential safety enhancement opportunities for both engineered and behavioral countermeasures. These efforts continue to advance the overall objectives of the Governor's Strategic Highway Safety Plan.

Cumulatively, GDOT has advanced several initiatives to promote safety on all Georgia roadways. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, installing concrete medians, installing rumble strips, installing more retro-reflective signage, applying pavement markings, improving intersection conspicuity, installing high friction surface treatment, coordinating traffic signal timing, installing bicycle lanes and installing pedestrian accommodations to make our roads safer for all users.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The 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 Reporting Guidance. Projects identified for the program are requested by our GDOT District Engineers, local governments and GDOT Central Office Engineers. All ideas are evaluated to determine if the proposed projects fit our HSIP program and support the SHSP. If a proposed project is determined to be a candidate for the HSIP it must compete with all other non systemic projects based upon its benefit : cost ratio. Those projects with the highest B:C are advanced based on our available funding capacity.

Following our planned HSIP budget, GDOT's program has the following core elements which will have some overlap:

Pedestrian & Bicycle Safety ($10-12.5 million)

Intersection Safety ($35-44 million)

Roadway and Lane Departure ($20-30 million)

High Risk Rural Roads ($6.5 million)

Off System Safety ($7 million)

Where is HSIP staff located within the State DOT?

Operations

The HSIP staff is located within the Safety section of the Office of Traffic Operations.

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data
- Other-systemic

- Other-Data Driven Safety Analysis
- Other-Off System Safety

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

The state is continuing the high-risk rural roads program as part of the HSIP. Additionally, the state has an established Off System Safety (OSS) Program that works through the District coordinators. The Department employs District coordinators that work with the Department's District Traffic Operations and local government to identify a group of roads that are not part of the state highway system that have safety deficiencies. The District coordinators use a data-driven approach to identify potential safety enhancements on off-system roads and intersections. Score-cards for each county is developed as a part of the Safety Program's data-driven approach. The score-card ranks named roads based on a weighted scale. Additionally, we have been working with FHWA and pilot counties to develop Local Road Safety Plans (LRSP) where local DOTs develop their own plans in coordination with GDOT. The goal is to get local governments to proactively think about and address road safety. Like our traditional approach, local governments would develop a list of roads and countermeasures based upon the LRSP.

Once potential off-system safety projects are identified, the list is prioritized and selected by a review team. The cost of planned safety improvements is taken into consideration as well as the effectiveness of each countermeasure. The Department dedicates at least $1 million annually for each of the state's seven districts for off-system safety projects. This money is solely used to fund our off-system safety program. Additionally, larger HRRR projects are individually programmed using HSIP funds. The work normally consists of installing retro-reflective signage, applying pavement markings, installing rumble strips, intersection improvements or guardrail. GDOT has also programmed HRRR roundabout projects and will be starting off system sharp curve projects in the coming year.

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-Office of Environmental Services
- Other-Other-District traffic engineers

Describe coordination with internal partners.

The Safety Program works closely with GDOT Maintenance and District Traffic Operations. Each month we meet with each of our seven districts and our safety design consulting teams. We work together to identify sites based on local knowledge and crash data. Additionally, as road maintenance plans are being developed the district traffic operations teams review sites and plans to ensure signs and pavement markings meet current specifications. We are also working with these teams to advance rumble strips and safety edge as part of all resurfacing projects. The traffic operations teams and HSIP/Safety Section work with our Off-System Local State Aid Coordinators to identify viable project locations using the data driven county report cards.

The Office of Program Delivery (OPD) plays a large role in the delivery of safety projects for the Department. The Safety Program coordinates weekly with OPD to discuss ongoing safety projects, task orders, and

upcoming safety projects to be transitioned. Coordination with other offices, such as Environmental Services, Utilities, Railroad Safety, Roundabout and Alternative Intersection Design (RAID), and Engineering Services, is key in the development and delivery of safety projects.

The Safety Program coordinates with Design Policy and our consulting team to update and refine pedestrian safety through the Pedestrian Streetscape Guide and coordinates these efforts with other GDOT offices to ensure design elements are incorporated when appropriate. We worked with these same teams to update our rumble strip/stripe details and the Design Policy Manual, when needed. We work with our Planning Office to educate MPOs on our 5 core performance measures and their roles. Lastly, the Safety Program works with our GDOT Materials and Testing partners to explore updates in our high friction surface treatment standards.

These activities are critical pieces to support the goals of the Serious Crash Type Task Team, OSS, HRRR efforts.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-Public Safety & Local Law Enforcement

Georgia's Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was updated and in place during FY 2015 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency management, enforcement and education professionals who come from community organizations, private businesses, schools, and public institutions. The teams work together to establish measurable goal(s) that are designed to improve one or more of the established emphasis areas. Throughout the year, the teams track their progress against their goal(s). The teams report their progress to the participating groups and to the Governor's Office of Highway Safety (GOHS). Also, the GOHS holds semi-annual Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT's Pedestrian, Bicycle, Intersection and Roadway Departure Safety Action Plans are executed to implement engineering solutions to address highway safety problems. GDOT's Safety Action Plans are key components of its HSIP and both are aligned with the goals of the state's SHSP and a number of its Emphasis Areas.

Georgia's SHSP Key Emphasis Areas are as follows:

Occupant Protection - Seatbelts and Air Bags

Serious Crash Type - Intersections, Keeping Vehicles on the Road - lane departure, Head-on and Cross

Median Crashes

Impaired Driver

Distracted Driving

Age related issues - Graduated Driver's Licensing, Younger Adult Drivers, Older Drivers

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Additionally, the following teams support the task teams by addressing unique needs associated with the teams goals.

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

Describe coordination with external partners.

GDOT works with local governments, agencies and MPOs to develop the HSIP. The groups connect with our Office of Planning, District Offices and directly to the Office of Traffic Operations. They can present project ideas, provide studies and relate public comment. Each request is examined to determine if it is a reasonable fit and eligible for HSIP funding. GDOT continues to work closely with the State's GOHS and MPOs to develop the state's safety performance targets. The process includes multiple presentations and working sessions. The crash data queries and data forecasting methodology was presented to local FHWA and NHTSA representatives last year and adopted by the TRCC working group. Over the past year GDOT has successfully launched a crash data query and analysis platform by partnering with Numetric Inc. The tools allow for graphic, spatial and tabular views of the states crash data. We have given multiple presentations to both internal and external partners. One example, GDOT Safety worked closely with FHWA and local government engineers to support the development of Local Road Safety Plans. We have also allowed both FHWA and local engineers to participate in our weekly conference call with Numetric Inc. This example highlights how Georgia's safety partners collaborate across organizational boundaries to advance safety for all road users.

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

see response to question number 12 below

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

The State is continuing the enhancement of a web-based crash and network screening application that is available to all our safety partners. This tool promotes the rapid identification and analysis of all public road locations applying the Highway Safety Manual (HSM). This approach is improving how safety projects are identified for the Safety Program. New upcoming features are the auto-generated crash collision diagrams and intersection analysis tool. Additionally, we continue to improve our safety project tracking database (GOASIS). This database is accessible to GDOT and our engineering teams. The interface allows for tracking of projects as they work their way through the Plan Development Process (PDP).

The Safety Program is also in the development of a new process to deliver a certain safety projects in a more efficient manner. Projects that have no right-of-way, limited environmental impact, and follow HSIP procedures might have the ability to be delivered through an indefinite delivery indefinite quantity (IDIQ) type process. This new process is being explored within the Department and in coordination with FHWA for a potential Special Experimental Project (SEP)-14.

The Safety Program also redefined several procedures in the past year. The process for which a safety project is developed has been redefined into several steps to ensure the most viable safety projects are selected for Georgia’s roadways. The process starts by identifying a potential safety concern. A crash screening is a new

tool that was developed recently by the Safety Program. This document main purpose is to confirm a safety justification. If a strong justification is not provided the location goes into a monitoring status for a determined period. The crash screening provides high level information on a location's geometric characteristics, evaluation of other projects in the area, probe speed data, GIS information, and traffic volumes. More importantly the crash screening provides a detailed review of the crashes at a given location by breaking out manner of collision, severity, and time. This analysis provides a look into what the potential crash trends are. The last section of a crash screening is the alternative analysis. Given the crash trends at the intersection alternatives are proposed and a preliminary benefit-cost is provided.

If the crash screening provides a justification for a safety project the analysis is moved to an intersection control evaluation (ICE), if applicable. Alternatives proposed in the crash screening are evaluated and confirmed in stage 1 ICE. The most viable safety alternatives are selected for stage 2 ICE. The ICE tool ranks the final alternatives and provides a more defined benefit-cost. The alternative that has the highest ranking and benefit-cost, and shows to be a competitive safety project, is selected to move to the next stage, a traffic engineering (TE) study. A TE study can be performed once an alternative is selected from the ICE. The TE study takes the information gathered so far in the process and provides more details on the proposed project. For example, site visits are conducted to gain exact measures, update crash analysis, provide operational analysis, develop a layout, review of alternatives found in stage 2 ICE and recommendations. In addition, risk factors such as environmental, ROW, and utility are examined.

A project is transitioned to OPD once a TE study has been signed. This is when the project is assigned a project identification (PI) number. A transition meeting is scheduled to discuss the project and what coordination needs to take place with other offices or agencies. Depending on the project size and complexity, additional meetings can be scheduled. A full or limited concept report is developed for most projects. This document provides additional information to confirm all applicable offices agree with the scope. Design on a project can start once a concept report is approved. Design may include one or several field plan meetings, scheduled at different stages of the design. This is to ensure the design is being done correctly. When the project package is complete the project is ready for construction letting. Once approved for letting, the project is sent out to GDOT prequalified contractors. All completed safety projects are reviewed to gain a bettering understanding of their effectiveness on Georgia roadways. A project is evaluated once there is an adequate amount of safety data for a project. Any improvements during this review are documented and can be used for similar future safety projects.

The RSA process was also revised to ensure the best process is in place to select locations using a safety data-driven and collaborative process. In addition to 14 RSA, additional RSAs performed under the Safe Routes to School Program each year. These RSAs are focused on segments of roadways that are near schools and have documented crash trends. A top ten list of potential RSA locations for the upcoming fiscal year is developed for each District in the final quarter of a fiscal year. The projects are ranked in terms of safety benefit, which is directly derived from the frequency and severity of crashes along a segment of roadway. The list of potential RSA locations is shared with the corresponding District and other essential stakeholders. The goal is to select at least two RSAs per District. The Safety Program's RSA team then collects data and performs preliminary analysis. All RSAs are performed in the first two quarters of a fiscal year to ensure there is enough time to develop recommendations and deliver a final report.

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- HRRR
- Intersection
- Local Safety
- Median Barrier
- Pedestrian Safety
- Roadway Departure
- Skid Hazard
- Wrong Way Driving
- Other-Off System Safety

Program: Bicycle Safety

Date of Program Methodology:7/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only • Other-Bicycle Crashes		

What project identification methodology was used for this program?

- Crash 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?

- selection committee

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:2
Available funding:1
Other-stakeholder interest:3

Program: Horizontal Curve

Date of Program Methodology:7/1/2013

What is the justification for this program?

- 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	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: HRRR

Date of Program Methodology:7/1/2012

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only		• Functional classification

What project identification methodology was used for this program?

- Crash 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
- selection committee

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).

Ranking based on B/C:1
Other-District / Commitee:2

Program: Intersection

Date of Program Methodology:7/1/2012

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

Roadway

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?

- 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).

Relative Weight in Scoring

Ranking based on B/C:1
Total Relative Weight:1

Program: Local Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Other-Local Funding

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Ownership

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)
- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Local Safety Plans

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

Rank of Priority Consideration

Available funding:1

Program: Median Barrier

Date of Program Methodology:7/1/2013

What is the justification for this program?

- 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	Exposure	Roadway
• All crashes		• Median width • Functional classification

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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:2
Available funding:1

Program: Pedestrian Safety

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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:3
Other-stakeholder interest:2

Program: Roadway Departure

Date of Program Methodology:7/1/2013

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?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Excess proportions of specific crash types
- Relative severity index

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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:2

Program: Skid Hazard

Date of Program Methodology:7/1/2013

What is the justification for this program?

- 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	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- 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:1

Program: Wrong Way Driving

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Other-GDOT Focus

What is the funding approach for this program?

Other-Available Funding

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

Roadway

- Other-Interchange Design

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Other-Systemic

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

Rank of Priority Consideration

Available funding:1

Program: Other-Off System Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Ownership

What project identification methodology was used for this program?

- Crash frequency
- Relative severity index

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

Yes

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

No

Describe the methodology used to identify local road projects as part of this program.

Because this is Off System Safety, State owned roads can't compete

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2
Other-stakeholder interest:1

What percentage of HSIP funds address systemic improvements?

46

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Clear Zone Improvements
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Wrong way driving treatments

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
- Other-ICE

This past year, we partnered with Numetric Inc. to provide analytic tools to our safety teams. We successfully loaded our road data, boundary data and crash data into a single application that provides graphical, spatial and tabular views of data. Additionally, it supports network screening and local road safety plan development. Based on the analysis, the tools also provides countermeasure suggestions including CMFs.

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

GDOT has been working with our engineering consultants to calibrate the state using our geo-located crash data. We have been leveraging the Empirical Bayes method to identify roadways for analysis. To date we have calibrated our seven districts. This data has been shared with our network screening team and is part of the new web based crash analysis tools developed by Numetric Inc. As part of the standard ranking criteria, the Numetric tools also include Equivalent Property Damage Only (EPDO) estimates for roads and road segments as well as a Relative Severity Index (RSI) and crash rate.

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

The Safety Program also redefined several procedures in the past year. The process for which a safety project is developed has been redefined into several steps to ensure the most viable safety projects are selected for Georgia's roadways. The process starts by identifying a potential safety concern. A crash screening is a new tool that was developed recently by the Safety Program. This document main purpose is to confirm a safety justification. If a strong justification is not provided the location goes into a monitoring status for a determined period. The crash screening provides high level information on a location's geometric characteristics, evaluation of other projects in the area, probe speed data, GIS information, and traffic volumes. More importantly the crash screening provides a detailed review of the crashes at a given location by breaking out manner of collision, severity, and time. This analysis provides a look into what the potential crash trends are. The last section of a crash screening is the alternative analysis. Given the crash trends at the intersection alternatives are proposed and a preliminary benefit-cost is provided.

The RSA process was also revised to ensure the best process is in place to select locations using a safety data-driven and collaborative process. In addition to 14 RSA, additional RSAs performed under the Safe Routes to School Program each year. These RSAs are focused on segments of roadways that are near schools and have documented crash trends. A top ten list of potential RSA locations for the upcoming fiscal year is developed for each District in the final quarter of a fiscal year. The projects are ranked in terms of safety benefit, which is directly derived from the frequency and severity of crashes along a segment of roadway. The list of potential RSA locations is shared with the corresponding District and other essential stakeholders. The goal is to select at least two RSAs per District. The Safety Program's RSA team then collects data and performs preliminary analysis. All RSAs are performed in the first two quarters of a fiscal year to ensure there is enough time to develop recommendations and deliver a final report.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$92,000,000	$93,005,084	101.09%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$6,299,452	$6,823,998	108.33%
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	$73,786,452	0%
State and Local Funds	$0	$0	0%
Totals	$98,299,452	$173,615,534	176.62%

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

$7,000,000

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

$6,072,837

Georgia typically invest more than the seven million dollar goal each year. This past year, our estimates were inflated and the resulting annual investment fell below our target. The state will continue to pursue off system safety projects and meet our annual goals.

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

1%

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

1%

Funding for data systems and data development is considered within the response.

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

$73,786,452

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

$0

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

In previous years the state was challenged to obligate all available HSIP funds. We were often faced with projects being pushed into the next fiscal year because of design, ROW or environmental schedules. Over the past few years we have been actively improving our crash data, and we have enhanced project development and identification by executing our safety design contracts. This has allowed the HSIP team to actively seek out quality safety projects and advance them to the plan development process. By working closely with our design consultants and program delivery project managers, we have minimized the impacts created by shifting schedules. This helps to ensure that the department has the capability to deliver our annual HSIP commitments.

We have accomplished these improvements to deliver and mitigate project delivery delays and scheduling impacts by working with the Office of Program Delivery (OPD) to ensure an efficient hand-off between the offices and clarify the plan delivery process.. A project is transitioned from OTO Safety to OPD once a TE study has been signed. This is when the project is assigned a project identification (PI) number. A transition meeting is scheduled to discuss the project and what coordination needs to take place with other offices or agencies. Depending on the project size and complexity, additional meetings can be scheduled. A full or limited concept report is developed for most projects. This document provides additional information to confirm all applicable offices agree with the scope. Design on a project can start once a concept report is approved. Design may include one or several field plan meetings, scheduled at different stages of the design. This is to ensure the design is being done correctly. When the project package is complete the project is ready for construction letting. Once approved for letting, the project is sent out to GDOT prequalified contractors.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0000003 All Counties Identified CST-Safety CST	Non-infrastructure	Transportation safety planning			$2544168.65	$2544168.65	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0000001 All Counties Identified PE-Safety Preliminary Engineering	Non-infrastructure	Transportation safety planning			$12745422.47	$12745422.47	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016447 All Counties RUMBLE STRIPS - REGION B - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$400000	$400000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016455 All Counties SAFETY PROGRAM CONCEPT DEVELOPMENT - REGION B - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$500000	$500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016456 All Counties RUMBLE STRIPS - REGION A - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$400000	$400000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016459 All Counties TRAFFIC ENGINEERING STUDIES - REGION A - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$300000	$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016882 All Counties TRAFFIC OPERATIONS PROGRAM SUPPORT - REGION A - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$295000	$295000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016883 All Counties TRAFFIC OPERATIONS PROGRAM SUPPORT - REGION B - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$472000	$472000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016884 All Counties TRAFFIC OPERATIONS PROGRAM SUPPORT - REGION C - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$295000	$295000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016999 All Counties SAFETY PROGRAM CONCEPT DEVELOPMENT - REGION C - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$550000	$550000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0017005 All Counties TRAFFIC ENGINEERING STUDIES - REGION C - FY 2020 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$550000	$550000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0017212 All Counties TRAFFIC OPERATIONS PROGRAM SUPPORT - REGION A - FY 2020-2021 Preliminary Engineering	Non-infrastructure	Transportation safety planning			$500000	$500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0017240 All Counties CRASH DATA SOFTWARE & ANALYSIS SERVICES Preliminary Engineering	Non-infrastructure	Transportation safety planning			$199159.09	$199159.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0000002 All Counties Identified ROW-Safety ROW	Non-infrastructure	Transportation safety planning			$9482025	$9482025	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	All roads or projects considered	Combination of Spot and Systemic	Data	Data driven safety
0016858 Jeff Davis CR 331 @ 1 LOC - OFF-SYSTEM SAFETY IN JEFF DAVIS COUNTY-HRRR Shoulder Work	Roadside	Roadside grading	1	County Roads	$683770.37	$683770.37	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Spot	Roadway Departure	Reduce severity of roadway departure crashes
0017213 All Counties STATEWIDE SAFETY EQUIPMENT PURCHASE Equip. Purchase	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Signal equipment inventory for upgrades	$1000000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	1000	State Highway Agency	Spot	Intersections	Reduce severity ofintersection crashes
0016460 All Counties ROAD SAFETY AUDITS - REGION A - FY 2020 Preliminary Engineering	Non-infrastructure	Road safety audits	1	Research to ID RSAs in region	$150000	$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Combination of Spot and Systemic	Road Safety Audit	Improve safety for all road users
0017006 All Counties ROAD SAFETY AUDITS - REGION C - FY 2020 Preliminary Engineering	Non-infrastructure	Road safety audits	1	Research to ID RSAs in region	$150000	$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Combination of Spot and Systemic	Road Safety Audit	Improve safety for all road users
0016468 Fulton I-75 SB @ I-85 NB RAMP Interchange	Roadway	Roadway - other	1	Ramps	$700071.54	$700071.54	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	100,000	35	State Highway Agency	Spot	Roadway Departure	Keeping vehicles on th eroad
0013332 Bibb SR 22 @ CR 740/FULTON MILL ROAD - HRRR Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$370000	$370000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	9,250	55	State Highway Agency	Spot	Intersections	Reduce severity ofintersection crashes
0015589 Effingham SR 17 @ CR 156/BLUE JAY ROAD - HRRR Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$490000	$490000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	6,900	45	State Highway Agency	Spot	Intersections	Reduce severity ofintersection crashes
0016350 Barrow SR 211 @ CR 1/CR 326/COUNTY LINE AUBURN ROAD - HRRR Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$700000	$700000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	11,800	45	State Highway Agency	Spot	Intersections	Reduce severity ofintersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016357 Laurens SR 26 @ CR 68/BETHLEHEM CHURCH ROAD - HRRR Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$700000	$700000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	6,650	45	State Highway Agency	Spot	Intersections	Reduce severity ofintersection crashes
0011730 Liberty SR 38/US 84 @ CR 73/OLD SUNBURY ROAD Intersection Improvement	Intersection traffic control	Intersection traffic control - other	1	Intersections	$1650000	$1650000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,700	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0016347 Banks SR 98 @ SR 164 Intersection Improvement Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$700000	$700000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	8,000	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0009880 Tattnall SR 23/US 25/US 301 @ SR 196 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$530000	$530000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,600	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0009949 Lumpkin SR 9 @ SR 52 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$3096963.94	$3096963.94	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,760	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0013682 Dawson SR 9 @ CR 194/CR 252/DAWSON FOREST ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$4577082.47	$4577082.47	HSIP (23 U.S.C. 148)	Rural	Major Collector	8,800	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0013686 DeKalb, Henry SR 155 @ CR 672/PANOLA ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$490000	$490000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,800	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0015883 Barrow SR 211 @ CR 47/OLD HOG MOUNTAIN ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$3450791.15	$3450791.15	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,100	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0016111 Houston SR 247 @ SR 247 SPUR Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$760000	$760000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,670	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016319 McDuffie SR 17/US 1 @ CR 159/WIRE ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$350000	$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	4,850	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0016349 Barrow SR 211 @ CR 38/DEE KENNEDY ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,800	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0016351 Barrow SR 8/SR 53 @ CR 139/JACKSON TRAIL ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,070	45	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0016359 Troup SR 219 @ CR 407/BARTLEY ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$550000	$550000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	5,780	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0017139 Troup SR 219 @ CR 419/WARES CROSS ROAD/CAMERON MILL ROAD Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$560000	$560000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,860	55	State Highway Agency	Spot	Intersections	Reduce severity of roadway departure crashes
0013061 DeKalb, Fulton SR 42 FROM CS 1795/MANSFIELD AVE TO CS 3694/DEKALB AVE Bicycle/Ped. Facility	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Intersections	$2050612.37	$2050612.37	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	43,200		State Highway Agency	Spot	Pedestrians	Improve safety for all road users
0013956 Wayne SR 27 FM CS 1005/BAMBOO STREET TO CS 796/EAST CHERRY STREET Pedestrian Crossings	Pedestrians and bicyclists	Modify existing crosswalk	1	Intersections	$382004.69	$382004.69	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,000	35	State Highway Agency	Spot	Pedestrians	Improve safety for all road users
0016861 Fulton CS 562; CS 1384 & CS 5043 - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway delineation	Longitudinal pavement markings - remarking	3	City Streets	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	City or Municipal Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Signingand Pavement Marking															
0017071 Morgan, Oglethorpe RUMBLE STRIPS IN DISTRICT 2 - AREA 5 @ 3 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	3	State Roads	$616328.91	$616328.91	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016888 Talbot OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN TALBOT CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	4	County Roads	$386104.82	$386104.82	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016887 DeKalb OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN DEKALB COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	4	County Roads	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017102 Fulton SR 6;SR 14 ALT;SR 14 CONN & SR 70 @ 4 LOC - CABLE BARRIER Barriers	Roadside	Barrier - cable	4	State Roads	$2448268.11	$2448268.11	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100,000	55	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017069 Burke, Emanuel, Jefferson, Jenkins RUMBLE STRIPS IN DISTRICT 2 - AREA 3 @ 5 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	5	State Roads	$1055462.23	$1055462.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017068 Bleckley, Dodge, Laurens, Treutlen RUMBLE STRIPS IN DISTRICT 2 - AREA 2 @ 6 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	6	State Roads	$1124189.25	$1124189.25	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017070 Columbia, McDuffie, Richmond, Wilkes RUMBLE STRIPS IN DISTRICT 2 - AREA	Roadway	Rumble strips - edge or shoulder	6	State Roads	$778560.79	$778560.79	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
4 @ 6 ROUTES Rumble Strips															
0017085 Bacon, Brantley, Charlton, Ware RUMBLE STRIPS IN DISTRICT 5 - AREA 2 @ 6 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	6	State Roads	$1213076.23	$1213076.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017066 Habersham, Rabun, Union, White RUMBLE STRIPS IN DISTRICT 1 - AREA 4 @ 7 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	7	State Roads	$1239549.11	$1239549.11	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017067 Baldwin, Hancock, Putnam, Wilkinson RUMBLE STRIPS IN DISTRICT 2 - AREA 1 @ 7 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	7	State Roads	$1624354.66	$1624354.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017087 Bulloch, Effingham, Evans, Screven RUMBLE STRIPS IN DISTRICT 5 - AREA 4 @ 7 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	7	State Roads	$1334476.2	$1334476.2	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017089 Bartow, Gordon, Pickens RUMBLE STRIPS IN DISTRICT 6 - AREA 1 @ 7 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	7	State Roads	$1013986.38	$1013986.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017104 Dougherty, Lowndes, Tift WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 7 LOCS IN DISTRICT 4 Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	7	Interchanges	$178230.02	$178230.02	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017081 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 3 @ 8 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	8	State Roads	$789951.87	$789951.87	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017064 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 1 & 2 @ 9 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	9	State Roads	$1063865.34	$1063865.34	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017065 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 3 @ 9 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	9	State Roads	$1507723.96	$1507723.96	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017103 All Counties WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 10 LOC IN DISTRICT 3 Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	10	Interchanges	$1342633.48	$1342633.48	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0016886 Rabun OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN RABUN CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	11	County Roads	$154950.96	$154950.96	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016860 Cherokee OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN CHEROKEE COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	11	County Roads	$261260.24	$261260.24	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017074 Marion, Stewart, Webster RUMBLE STRIPS IN DISTRICT 3 - AREA 2 @ 11 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	11	State Roads	$1736007.65	$1736007.65	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017084 All Counties RUMBLE STRIPS IN DISTRICT 5 - AREA 1 @ 11 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	11	State Roads	$1933882.36	$1933882.36	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016885 Coweta, Heard OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOC IN HEARD/COWETA-HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	12	County Roads	$267492.5	$267492.5	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017091 Carroll, Haralson, Paulding, Polk RUMBLE STRIPS IN DISTRICT 6 - AREA 3 @ 12 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	12	State Roads	$1164886.36	$1164886.36	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017090 All Counties RUMBLE STRIPS IN DISTRICT 6 - AREA 2 @ 13 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	13	State Roads	$1117163.39	$1117163.39	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016853 Appling OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN APPLING COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	14	County Roads	$342880.31	$342880.31	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017092 Chattooga, Dade, Floyd, Walker RUMBLE STRIPS IN DISTRICT 6 - AREA 4 @ 14 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	14	State Roads	$1247267.41	$1247267.41	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017073 Chattahoochee, Harris, Muscogee RUMBLE STRIPS IN DISTRICT 3 - AREA 2 @ 15 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	15	State Roads	$1840220.43	$1840220.43	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017075 Dooly, Houston, Pulaski RUMBLE STRIPS IN DISTRICT 3 - AREA 3 @ 15 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	15	State Roads	$1380803.13	$1380803.13	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017077 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 4 @ 15 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	15	State Roads	$977165.3	$977165.3	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017086 All Counties RUMBLE STRIPS IN DISTRICT 5 - AREA 3 & 5 @ 15 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	15	State Roads	$1676472.32	$1676472.32	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017076 Macon, Schley, Sumter RUMBLE STRIPS IN DISTRICT 3 - AREA 3 @ 16 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	16	State Roads	$931253.5	$931253.5	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017082 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 4 @ 16 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	16	State Roads	$1756896.38	$1756896.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017093 Cobb, DeKalb, Douglas, Fulton RUMBLE STRIPS IN DISTRICT 7 - AREA 1; 2 & 3 @ 16 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	16	State Roads	$1108203.35	$1108203.35	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016880 Marion OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN MARION CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	17	County Roads	$364138.3	$364138.3	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016854 Bartow OFF-SYSTEM SAFETY	Roadway delineation	Longitudinal pavement markings - remarking	17	County Roads	$350190.08	$350190.08	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
IMPROVEMENTS @ 17 LOCS IN BARTOW COUNTY Signingand Pavement Marking													and Systemic		
0017079 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 1 @ 17 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	17	State Roads	$1456827.38	$1456827.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017080 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 2 @ 17 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	17	State Roads	$1438138.55	$1438138.55	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017083 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 5 @ 17 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	17	State Roads	$1891495.85	$1891495.85	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016856 Whitfield OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN WHITFIELD COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	18	County Roads	$313541.74	$313541.74	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016857 Douglas OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN DOUGLAS COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	19	County Roads	$116108.8	$116108.8	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016851 Brooks OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN BROOKS CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	20	County Roads	$292091.56	$292091.56	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016879 Madison OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN MADISON CO-HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	20	County Roads	$312551.59	$312551.59	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016848 Lincoln OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS IN LINCOLN CO-HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	21	County Roads	$408095.25	$408095.25	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016852 Turner OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS IN TURNER CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	21	County Roads	$371245.25	$371245.25	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017072 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 1 @ 22 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	22	State Roads	$1125074.85	$1125074.85	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017078 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 5 @ 24 ROUTES Rumble Strips	Roadway	Rumble strips - edge or shoulder	24	State Roads	$1767388.03	$1767388.03	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0017105 All Counties WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 24 LOC IN DISTRICT 6 Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	24	Interchanges	$355728.95	$355728.95	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0016850 Berrien OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN	Roadway delineation	Longitudinal pavement markings - remarking	25	County Roads	$271115.51	$271115.51	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
BERRIEN - HRRR Signingand Pavement Marking															
0016847 Emanuel OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN EMANUEL COUNTY Signing and Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	25	County Roads	$482019.13	$482019.13	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0017106 Clayton, Cobb, DeKalb, Fulton WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 27 LOC IN DISTRICT 7 Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	27	Interchanges	$804935.92	$804935.92	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0016881 Stephens OFF-SYSTEM SAFETY IMPROVEMENTS @ 39 LOCS IN STEPHENS COUNTY Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	39	County Roads	$326838.39	$326838.39	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	1,000	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0016849 Putnam OFF-SYSTEM SAFETY IMPROVEMENTS @ 76 LOCS IN PUTNAM CO - HRRR Signingand Pavement Marking	Roadway delineation	Longitudinal pavement markings - remarking	76	County Roads	$352441.82	$352441.82	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	500	45	County Highway Agency	Combination of Spot and Systemic	Roadway Departure	Keeping vehicles on th eroad
0015782 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 1 & 2 Rumble Strips	Roadway	Rumble strips - edge or shoulder	8	State Roads	$1595757.93	$1595757.93	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0015783 All Counties RUMBLE STRIPS IN DISTRICT 5 - AREA 1 & 4 Rumble Strips	Roadway	Rumble strips - edge or shoulder	2	Numbers	$2037363.65	$2037363.65	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016434 All Counties RUMBLE STRIPS IN DISTRICT 5 - AREA	Roadway	Rumble strips - edge or shoulder	3	Numbers	$1777572.94	$1777572.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad

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2; 3 & 5 Rumble Strips															
0016435 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 3 Rumble Strips	Roadway	Rumble strips - edge or shoulder	6	State Roads	$1430237.85	$1430237.85	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0016436 All Counties RUMBLE STRIPS IN DISTRICT 4 - AREA 4 & 5 Rumble Strips	Roadway	Rumble strips - edge or shoulder	12	State Roads	$2281724.06	$2281724.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on th eroad
0014085 Coweta, Harris, Meriwether, Troup I-85 FROM ALABAMA STATE LINE TO CR 548/COLLINSWORTH ROAD Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	52	Miles	$6524651.18	$6524651.18	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014086 All Counties I-75 FROM FLORIDA STATE LINE TO CR 361/FARMERS MARKET ROAD Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	100	Miles	$7394197.86	$7394197.86	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014089 Troup I-185 FROM SR 1/US 27 TO I-85 Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	39	Miles	$1818417.09	$1818417.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014091 Clayton, DeKalb, Henry I-675 FROM I-75/HENRY TO I-285/DEKALB; INC I-285 RAMPS Signing	Roadway signs and traffic control	Roadway signs and traffic control - other	10	Miles	$2981712.19	$2981712.19	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired, distracted and inexperienced drivers
0015786 All Counties WRONG WAY DRIVING SAFETY ENHANCEMENTS	Roadway signs and traffic control	Roadway signs and traffic control - other	15	Interchanges	$653268.89	$653268.89	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	150,000	70	State Highway Agency	Systemic	Improve signing and navigation	Reduce crashes by older, impaired,

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IN DISTRICT 1 Signing															distracted and inexperienced drivers
0017098 All Counties I-20 @ 5 LOCS & I-520 @ 1 LOC - CABLE BARRIER Barriers	Roadside	Barrier - cable	60	Miles	$7978362.06	$7978362.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	200,000	70	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017099 Meriwether, Muscogee, Troup I-85 @ 1 LOC; I-185 @ 2 LOCS & SR 22 @ 1 LOC - CABLE BARRIER Barriers	Roadside	Barrier - cable	25	Miles	$3962886.85	$3962886.85	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	200,000	70	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017100 All Counties I-95 @ 1 LOC & SR 21 @ 1 LOC - CABLE BARRIER Barriers	Roadside	Barrier - cable	100	Miles	$4817920.43	$4817920.43	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	200,000	70	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017101 Dade I-59 FROM ALABAMA STATE LINE TO I-24 - CABLE BARRIER Barriers	Roadside	Barrier - cable	20	Miles	$2431009.4	$2431009.4	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	200,000	70	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0015814 Gwinnett I-85 FM S OF SR 317 TO N OF CR 134/HAMILTON MILL RD@34 LOCS Guardrail	Roadside	Barrier- metal	34	Locations	$330000	$330000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	200,000	70	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016353 Hall SR 365/US 23 FROM SR 52 TO SR 369 Barriers	Roadside	Barrier - cable	8	Miles	$300000	$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	36,500	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016354 Habersham, Hall SR 365/US 23 FROM SR 52 TO SR 384 Barriers	Roadside	Barrier - cable	10	Miles	$300000	$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	25,300	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016355 Habersham SR 365/US 23 FROM SR 384 TO SR 17 Barriers	Roadside	Barrier - cable	11	Miles	$300000	$300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	23,500	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway

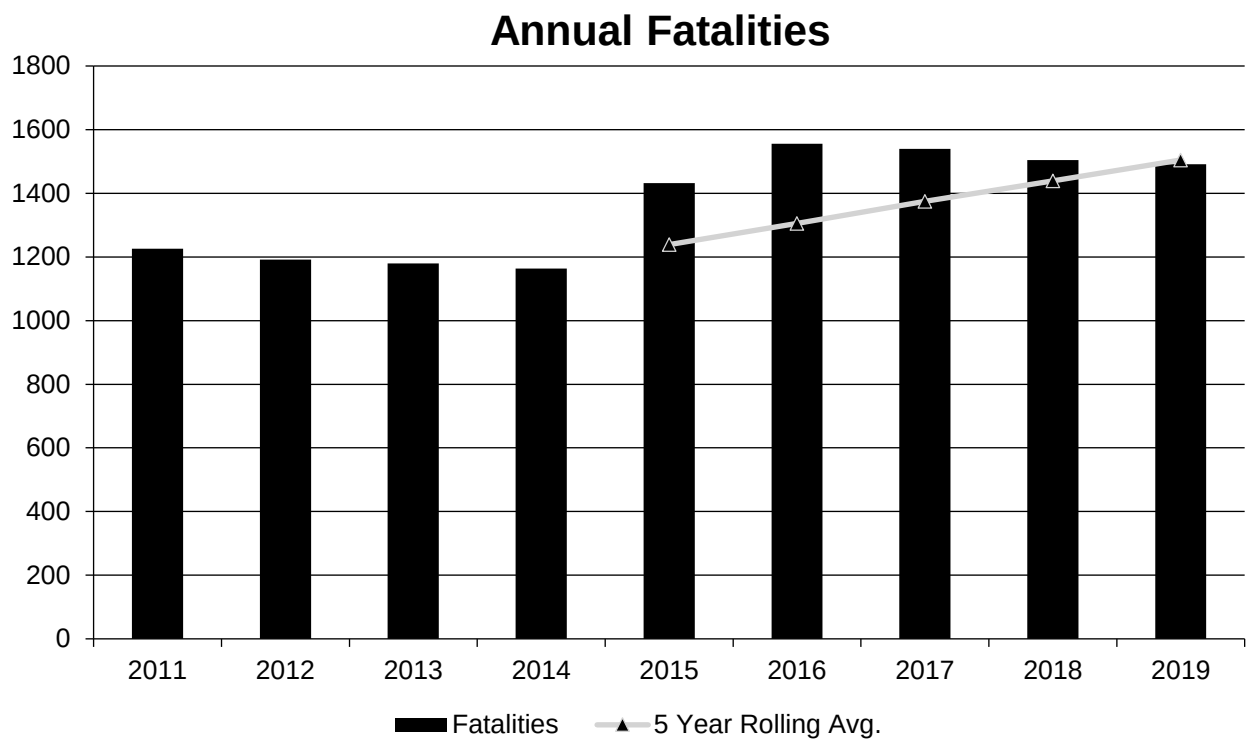
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															departure crashes
0017097 Barrow, Gwinnett, Oconee SR 316 @ 3 LOCS - CABLE BARRIER Barriers	Roadside	Barrier - cable	25	Miles	$3708351.18	$3708351.18	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	30,000	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0008314 Pickens SR 136 FROM SR 136 CONN TO SR 515 Realignment	Roadway	Roadway - other	2	Miles	$14039146.78	$14039146.78	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,900	55	State Highway Agency	Spot	Roadway Departure	Keeping vehicles on th eroad
0015595 Fulton SR 9 FROM SR 9 SO TO CS 361/WINDSOR PKWY CST	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Miles	$3799348.35	$3799348.35	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,500	35	State Highway Agency	Spot	Intersections	Improve safety for all road users

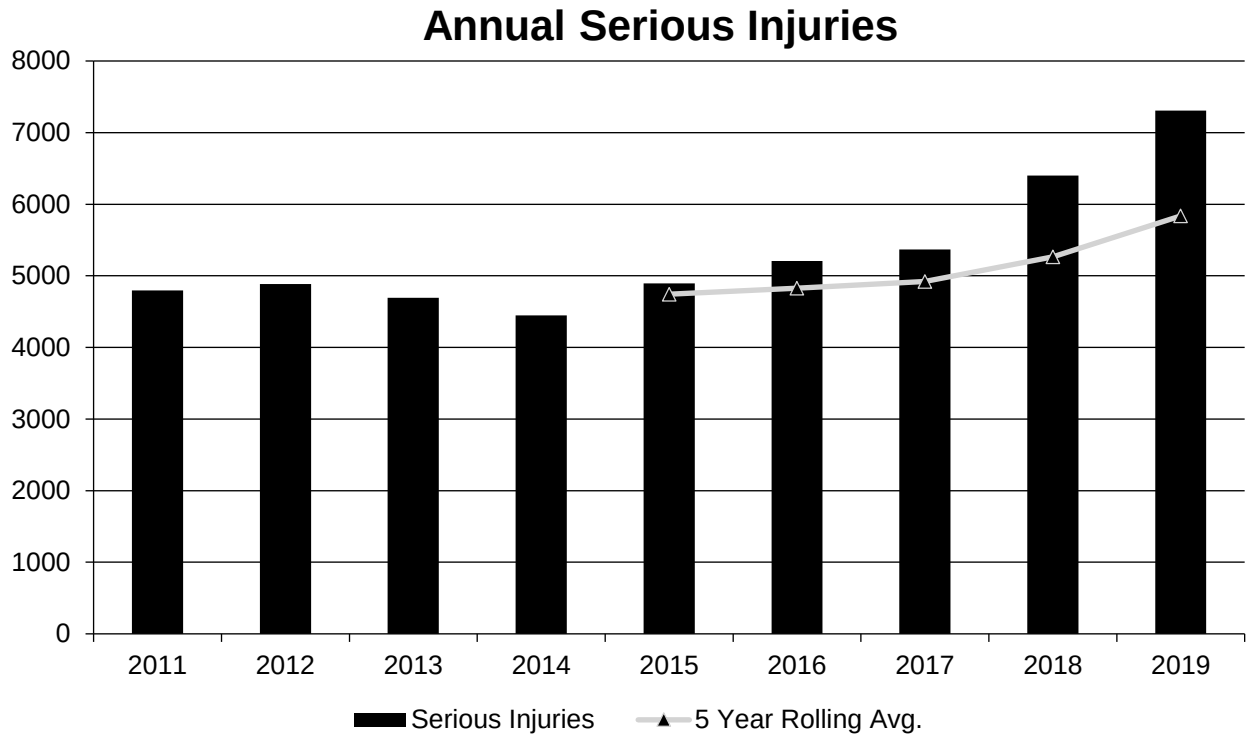
Safety Performance

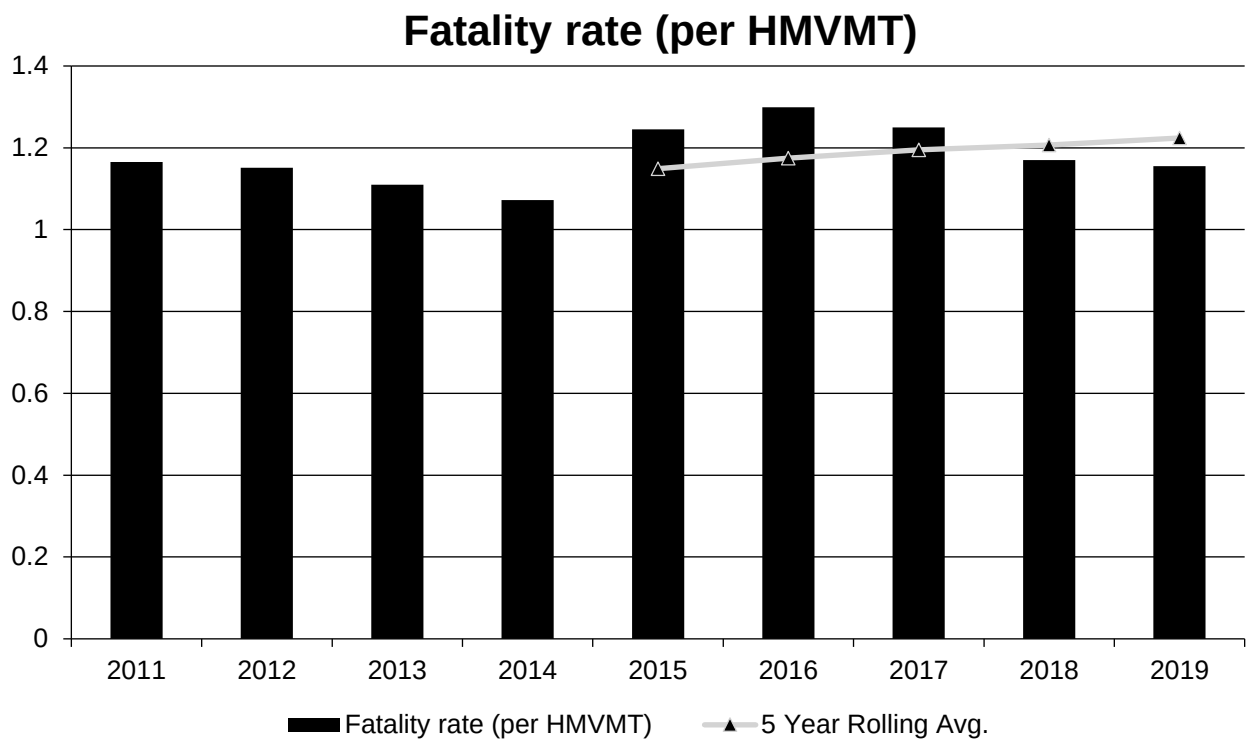
General Highway Safety Trends

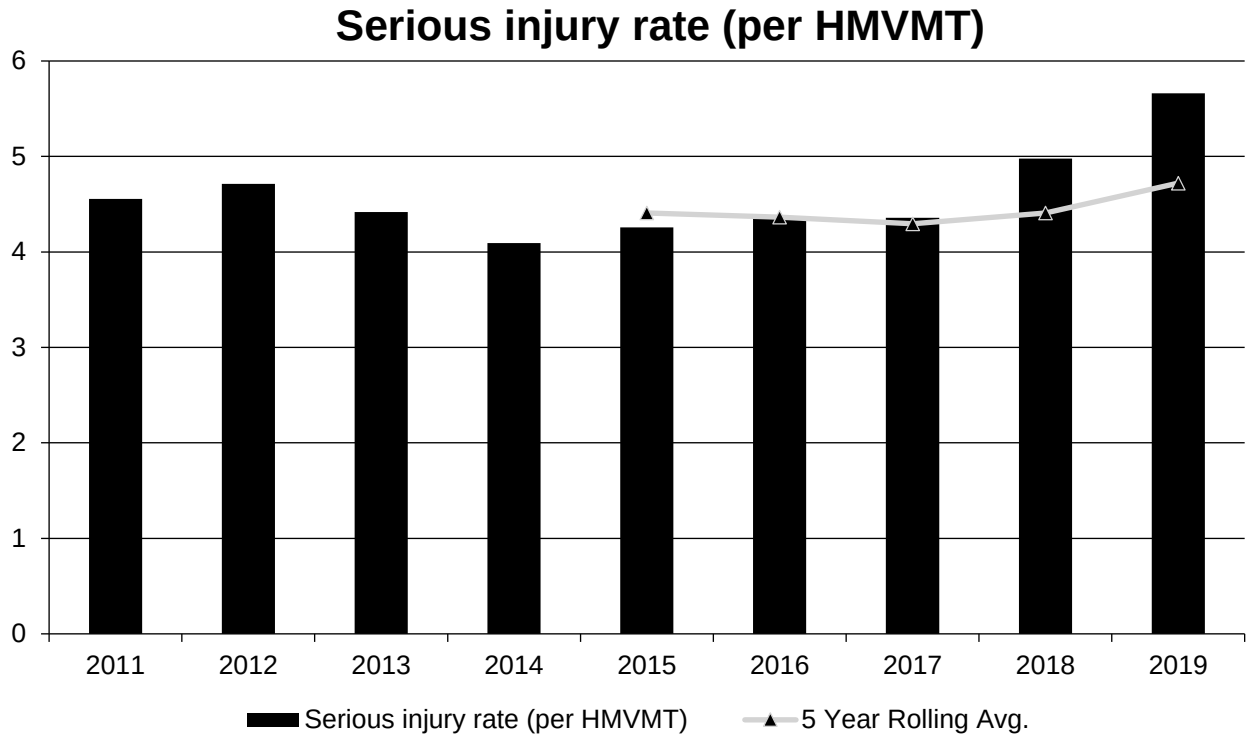
Present data showing the general highway safety trends in the State for the past five years.

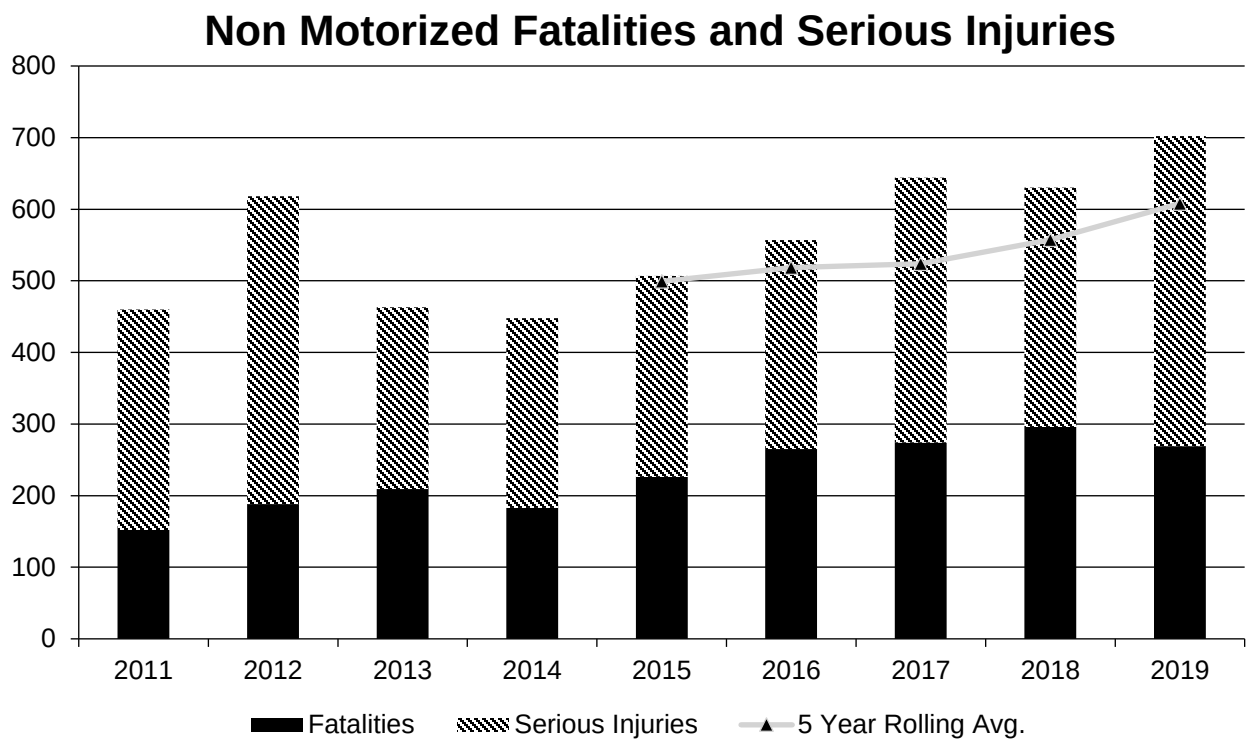
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	1,226	1,192	1,180	1,164	1,432	1,556	1,540	1,504	1,491
Serious Injuries	4,797	4,884	4,694	4,446	4,896	5,206	5,370	6,401	7,308
Fatality rate (per HMVMT)	1.165	1.151	1.110	1.072	1.245	1.299	1.250	1.170	1.155
Serious injury rate (per HMVMT)	4.556	4.714	4.417	4.094	4.257	4.347	4.359	4.979	5.663
Number non-motorized fatalities	152	188	209	183	226	265	274	296	269
Number of non-motorized serious injuries	308	430	254	265	281	292	370	334	433


Annual Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Fatality data is from FARS and serious injury data has been updated based upon CODES and TRCC analysis.

Describe fatality data source.

FARS

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

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	57.8	438	0.75	5.67
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	115.2	460	1.86	7.33
Rural Minor Arterial	129.8	624.6	2.25	10.72
Rural Minor Collector	30.6	146.2	1.76	7.49
Rural Major Collector	152.8	694.2	6.86	35.33

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 Local Road or Street	82.8	500.8	1.87	11.13
Urban Principal Arterial (UPA) - Interstate	154	480.2	0.63	1.97
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.4	62.6	0.52	1.78
Urban Principal Arterial (UPA) - Other	269.8	793.8	1.57	4.6
Urban Minor Arterial	267.8	819.4	1.42	4.34
Urban Minor Collector	104.4	286.2	1.44	3.93
Urban Major Collector	0	0	0	0
Urban Local Road or Street	121	530.2	0.51	2.22

Year 2019

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	977.2	3,761.6	1.32	5.06
County Highway Agency	426.4	1,689.8	1.24	4.87
Town or Township Highway Agency				
City or Municipal Highway Agency	101	384.8	0.58	2.19
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

Georgia DOT has been working with the SHSP TRCC / CODES and Data task teams to evaluate the coding of (A) Suspected Serious Injury data recorded on the state's crash reports. We studied the consistency and alignment to EMS and hospital data. Based upon our findings, we reached out to our local FHWA and NHTSA representatives and advised them that we would be updating our (A) Suspected Serious Injury quantities. It is the state's desire to continually improve the quality of our reporting, and this report reflects the revisions to our (A) Suspected Serious Injury data.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:1715.0

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

To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021. (source FARS data) see narrative below

Number of Serious Injuries:6407.0

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

To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021. (source state's crash database GEARS) see narrative below

Fatality Rate:1.230

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

To maintain the 5-year moving average traffic fatalities per 100MVMT under the projected 1.23 (2017-2021) 5-year average by December 2021. (source FARS data and States VMT estimates) see narrative below

Serious Injury Rate:4.422

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

To maintain the 5-year moving average serious injury per 100MVMT under the projected 4.42 (2017-2021) 5-year average by December 2021. (source state's crash database GEARS and VMT estimates) see narrative below

Total Number of Non-Motorized Fatalities and Serious Injuries:686.5

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

To maintain the 5-year moving average serious injury and fatalities among non-motorist under the projected 687 (2017-2021) 5-year average by December 2021. (source state's crash database GEARS and FARS data) see narrative below

Support for the SHSP Vision Zero:

The Traffic Records Coordinating Committee working with other state agencies, law enforcement, federal partners, and MPOs have shared the status of our performance metrics. By communicating these measures annually, it is our expectation that we will build a common appreciation for the hazards associated with motor vehicle travel. This acknowledgement will encourage safety investment and cooperation between safety advocates.

Serious Injury Data Considerations:

The Traffic Records Coordinating Committee (TRCC), Georgia Department of Transportation (GDOT), and Crash Outcomes Data Evaluation System (CODES) are making great strides in improving the quality of traffic

serious injuries reporting in Georgia. After expanding the serious injury definitions (more detailed and specific for law enforcement) to meet the requirements of the Model Minimum Uniform Crash Criteria (MMUCC) KABCO scale in**2013**, GDOT modified the Georgia Uniform Motor Vehicle Accident Report and conducted a series of training for law enforcement. Part of the training emphasized how to properly report critical accident fields (such as the new 'suspected' serious injury definitions) and how to submit crash reports (electronic and/or paper) to GDOT. In addition to the police training, the data subcommittee is developing a process for checking police-reported serious injuries in the crash database by cross-referencing the queried values with Emergency Medical Services data and Hospital Records. Additionally, CODES is performing data linkages across all three data sources to assess the quality of recent crash reports and to re-calibrate the values from serious injury values in previous years. In June 2020, the data subcommittee took the first step towards redefining and re-calibrating the 'suspected serious injuries' from 2009 to 2019.

KABCO scale is a functional measure of the injury severity for any person involved in the crash. K-Fatal Injury, A-Suspected Serious Injury, B-Suspected Minor Injury, C-Possible Injury, and O-No Apparent Injury.

Other Considerations

The FY2021 targets did not include the assessment of external or unforeseen circumstances that can impact traffic safety outcome measures, such as the Corona-virus (COVID-19) events and changes in police monitoring, government responses, hospitalization rates, etc.

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

GDOT met multiple times with Governor's Office of Highway Safety, FHWA, the State's MPO's, NHTSA and our safety partners. In particular, the SHSP data team conducted several working sessions to review the state's data and the state's approach to developing performance targets. GDOT presented the finding and approach to GDOT Planning and the State's MPOs. Additionally, we held separate meeting with FHWA and NHTSA regional representatives to discuss our serious injury data analysis efforts. We highlighted how the updates to the serious injury data will impact to our performance measures and data reporting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 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	1652.0	1504.6
Number of Serious Injuries	24324.0	5836.2
Fatality Rate	1.310	1.224
Serious Injury Rate	18.900	4.721
Non-Motorized Fatalities and Serious Injuries	1126.0	608.0

Because the state has updated the serious injury data, it will be necessary for the state to update all targets that contain serious injury calculations. We look forward to working with FHWA and NHTSA in the coming year to update these targets.

Since the inception of the 5-year moving average traffic fatalities performance measure, the state has noticed a flattening of the annual fatality curve. This will significantly alter future projections if the trend continues. All evidence indicates that we will continue to meet our near term performance targets

With the continued steady rise in the state's 5-year moving average of non-motorized fatalities and serious injuries, we consider this our greatest challenge. With the rise in e-scooters and a diverse population, achieving the performance measure is not assured. The state will continue to monitor trends and adjust pedestrian safety and bicycle safety programs as needed.

Applicability of Special Rules

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

Yes

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	150	139	206	229	226	207	238
Number of Older Driver and Pedestrian Serious Injuries	274	290	298	314	344	406	556

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Other-Fatality Rates

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

Over the past five years GDOT has aggressively pursued quality safety projects and enhanced our total program. The state has been divided into three geographic regions being served by three separate engineering teams. This approach has promoted improved communication and coordination between the department's central office and our districts. We have consolidated our safety program projects into a web-based database that will support program tracking from origin through the Plan Development Process (PDP). GDOT has adopted an Intersection Control Evaluation (ICE) policy to ensure safety and alternative design is a core consideration when evaluating intersection traffic control options. The Department has updated the specifications for high friction surface treatment to help ensure reliable and consistent construction practices are followed. We have worked closely with law enforcement, software developers, the TRCC working group and executive board to bring the state's crash report into closer alignment with MMUCC 5th edition. The improved report and associated software will provide our safety teams the data needed to advance our safety programs outlined in the SHSP. We have identified and collected curve data to meet the MUTCD requirements for curve signing and are scheduling implementation with our districts and engineering consultants. We have launched our Numetric Inc. safety analytics software that incorporates the HSM EB methodology for ranking road segments and provides data analysis for our safety community. We have delivered an updated Pedestrian Streetscape Guide and Pedestrian Safety Action Plan to enhance pedestrian safety. Lastly, we have developed a Road Safety Audit Manual that will improve the selection and execution of RSAs.

All of the efforts support the improved identification of standalone projects such as roundabouts, intersection turn lanes or (reduced conflict U-turns) R-Cuts to address intersection safety and projects that are systemic such as rumble strips, cable barrier, guardrail end treatments, pavement marking and high friction surface treatment to address lane and roadway departure crashes. We have identified our pedestrian focus corridors and are delivering pedestrian hybrid beacons to address the states rising pedestrian fatality numbers. GDOT has identified interchanges that have common features and developed specific countermeasures to address wrong way driving crashes.

Overall, the state has put several key elements in place to curb the rise in motor vehicle fatalities and serious injuries. We are confident that these efforts have and will have a positive impact on the lives of Georgia's road users and support our Vision Zero goal.

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

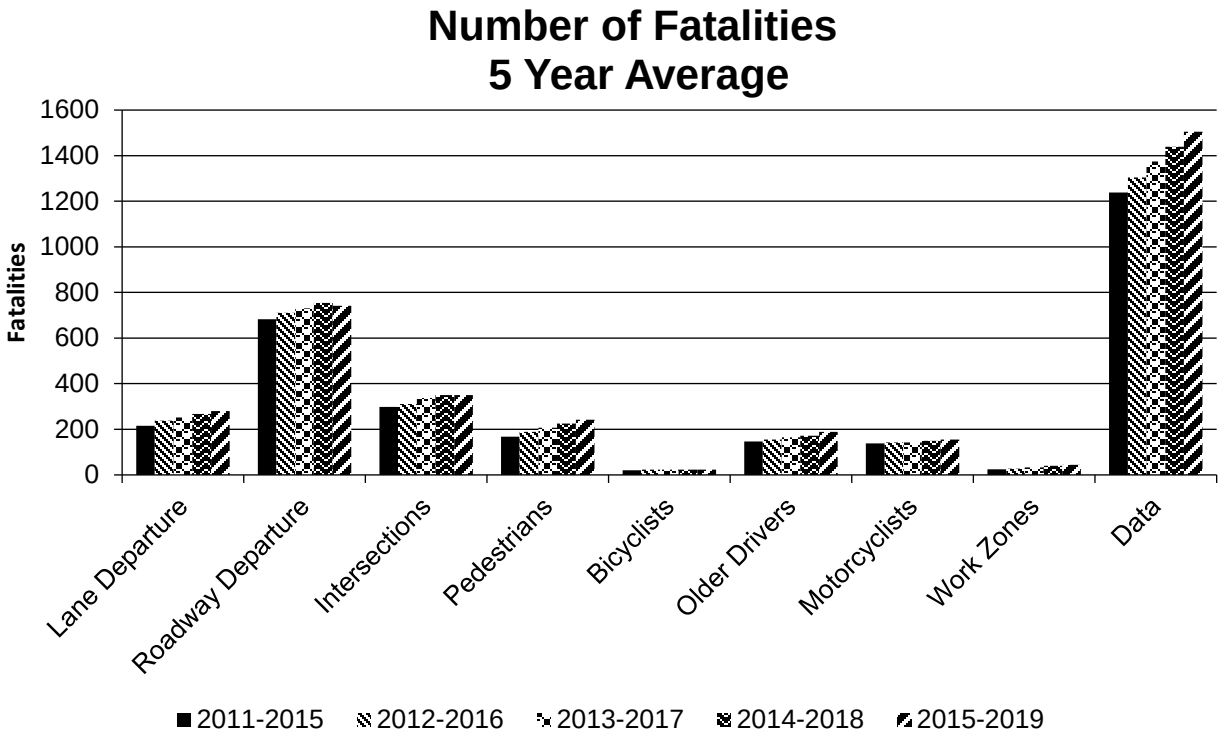
- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

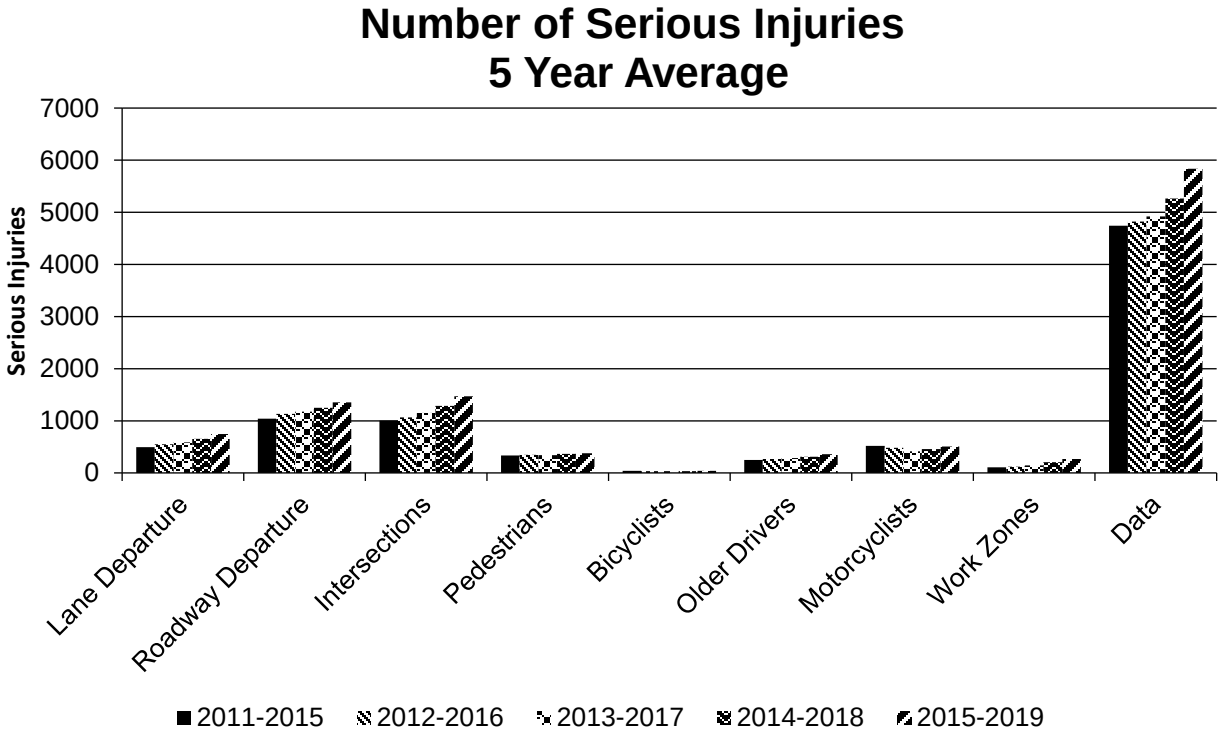
Effectiveness of Groupings or Similar Types of Improvements

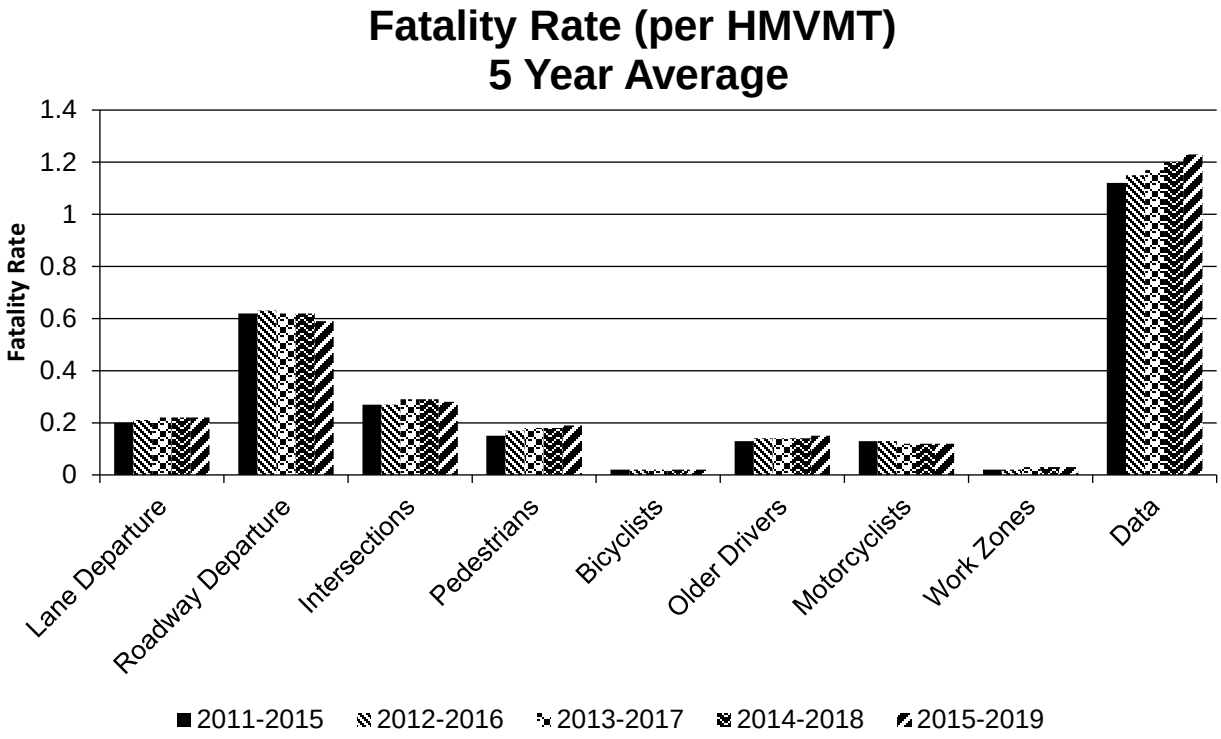
Present and describe trends in SHSP emphasis area performance measures.

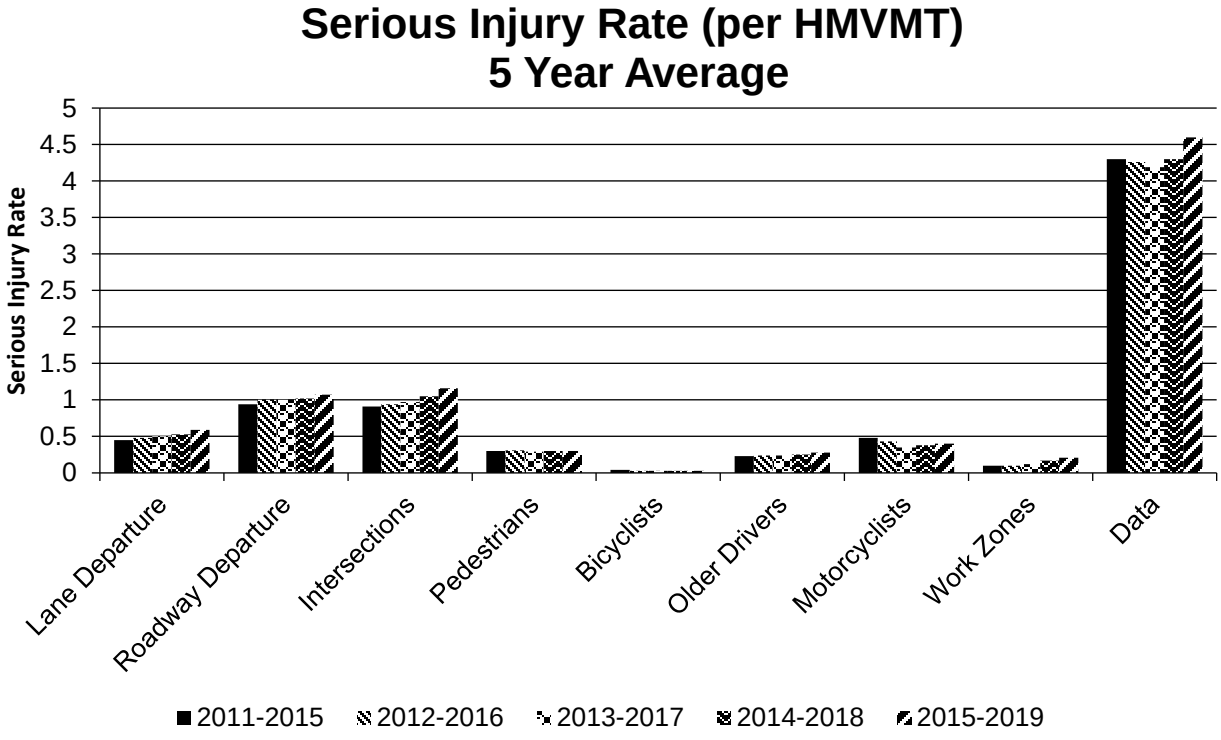
Year 2019

SHSP Emphasis Area	Targeted Crash Type	Number 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		280.2	746.8	0.22	0.59
Roadway Departure		741.2	1,351.8	0.59	1.07
Intersections		349.8	1,470.6	0.28	1.16
Pedestrians		241.4	378.4	0.19	0.3
Bicyclists		23.6	41.4	0.02	0.03
Older Drivers		188.4	358.2	0.15	0.28
Motorcyclists		154.6	508	0.12	0.4
Work Zones		43.6	264.6	0.03	0.21
Data		1,504.6	5,836.2	1.23	4.6


Number of Fatalities
5 Year Average
Fatalities
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019





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

No

The majority of the state's effort over the past year has been to make data more accessible and develop tools for both better project identification and simplify the evaluation of program effectiveness. The state has also redefined several procedures in the past year. The process for which a safety project is developed has been redefined into several steps to ensure the most viable safety projects are selected, including the RSA process that was revised to ensure the best process is in place to select locations using a safety data-driven and collaborative process. It is anticipated that the improved data platform and project identification will fully support future countermeasure analysis.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
0008457 Lee SR 3/US 19 @ CR 101/CENTURY ROAD - INTERSECTION IMPROVEMENT	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Intersection traffic control - other	8.00	8.00			2.00		2.00	3.00	12.00	11.00	24:1
0000410 Spalding SR 362 @ CR 507/ROVER-WILLIAMSON ROADS - INTERSECTION IMPROVEMENT	Urban Minor Arterial	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	4.00	4.00			4.00		2.00	3.00	10.00	7.00	17:1
0008542 Henry SR 42 FM CR 328/ROBERTS RD TO CR 648/LOCUST GROVE GRIFFIN RD - INTERSECTION IMPROVEMENT	Urban Minor Arterial	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	24.00	12.00			1.00		8.00	2.00	33.00	14.00	7:1
0008627 Hall CR 1300/UNION CHURCH ROAD @ MULBERRY CREEK	Urban Major Collector	Roadway	Pavement surface - high friction surface	17.00	14.00			2.00		8.00	6.00	27.00	20.00	3:1
0008884 Monroe SR 18 @ SR 87 ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control - two-way stop to roundabout	10.00	5.00					7.00	2.00	17.00	7.00	3:1
0009846 Colquitt SR 33/US 319 @ SR 33 SO - ROUNDABOUT	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control - two-way stop to roundabout	31.00	4.00			1.00		11.00	1.00	43.00	5.00	11:1
0013266 Hart OFF SYSTEM SAFETY IMPROVEMENTS @ 99 LOCS IN HART COUNTY	Rural Collectors and Rural Local Roads	Roadway delineation	Longitudinal pavement markings - remarking	209.00	227.00	2.00	1.00	26.00	16.00	83.00	93.00	320.00	337.00	92:1

All projects used for analysis had at the least three years of data from before and after construction.

Compliance Assessment

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

05/24/2019

What are the years being covered by the current SHSP?

From: 2019 To: 2021

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

2021

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]										
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	20	20								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100								
	Begin Point Segment Descriptor (10) [10]										
	End Point Segment Descriptor (11) [11]										
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	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]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]										
	Roadway Type at End Ramp Terminal (199) [189]										
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**78.89**	**78.89**	**0.00**	**0.00**	**45.45**	**45.45**	**55.56**	**55.56**	**40.00**	**40.00**

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

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Georgia is fortunate to have had forward thinking leadership which invested the time and resources to have established a reasonably complete geospatial inventory of all public roads well before ARNOLD or MIRE were introduced. Additionally, the department was one of the first to initiate the contract to implement ESRI's Roads and Highways road inventory system. Based on the advantages introduced with the new system, the Georgia Dept of Transportation, through the Office of Transportation Data, started a program in 2016 that is systematically verifying, updating, and collecting the MIRE fundamental data elements. This effort is being conducted in unison with the 12 Georgia Regional Commissions, which cover the 159 Counties and 538 Cities within the state of Georgia. This multi-year, multi-agency effort will, in the end, provide more than the required 37 FDE for non-local paved roads, the 9 FDE for paved local roads, and the 5 required FDE for the unpaved roads.

Optional Attachments

Program Structure:

HSIP Program Final-2016 FAST.docx
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.