GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: 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. 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 systematic procedure that identifies and reviews specific traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

Each year, the Department sets aside safety funding to implement safety projects. The total Highway Safety Improvement Program allocated approximately $ 100,329,000 in highway safety funds during Fiscal Year 2018. This past year, 2017, indicated a possible leveling off of motor vehicle fatalities following a two year rise. Georgia's total number of fatalities decreased 1.1% from the previous year considering a 3.1% rise in statewide travel. It is projected that Georgia's statewide fatalities will continue to flatten in 2018 and 2019. 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. This previous year, we launched two new task teams. The Distracted Driving and Impaired Driving teams continue to be active since their launch at the June 2016 SHSP Safety Summit held at Georgia Tech. These teams have continued their work over the past year and remain a critical part of the SHSP, HSP and HSIP collaborative.

We have completed our second year of a three/five year contract with three engineering consulting firms. As part of the contract, we are aggressively identifying safety projects to meet our HSIP goals. Projects that comprise the HSIP are usually moderately-sized projects that include intersection improvements, signal upgrades (LEDs), ramp improvements, corridor improvements, turn lanes, signage, corridor improvements identified through RSAs and traffic engineering studies. All public roads are included in one or more of the various emphasis areas of the program. Safety projects may be nominated or identified from a large number of sources. One of the most common methods is by an 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 all accepted for analysis. A project may qualify as a safety project because of an existing safety problem, because of evidence that it will prevent a hazardous 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. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects. Once a project has been identified, a benefit/cost analysis is performed.

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. This past year's implementation of ICE (Intersection Control Evaluation) is a highlight of these efforts. GDOT worked with FHWA using examples from other states to develop both a policy and the ICE tool to promote intersection safety as part of all projects. By working through the ICE process and using the ICE worksheet tool, safety is integrated into the intersection control selection. This new practice will provide significant safety benefits over time.

Additionally, the Office of Traffic Operations is refining and utilizing our crash data to improve safety and reduce fatalities, injuries and crashes. This past year GDOT working with our safety partners completed the launch of the State Motor Vehicle Crash Report following the SHSP and TRCC Executive Board unanimous approval of the proposed changes in October 2016. The revised report includes the recommended injury

definitions and codes along with the addition of latitude and longitude being required for all crashes. Several other items were revised to align with MMUCC and ensure proper coding of all crashes including improved reporting of CMV crashes. Calendar year 2018 marks the first full year of implementation.

Cumulatively, GDOT has advanced several initiatives to promote safety on our roads and highways. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, raising center concrete median barriers, installing rumble strips, installing more retro-reflective signage, applying pavement markings, coordinating traffic signal timing, 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:

Intersection Safety ($30-40 million)
Roadway and Lane Departure ($30-40 million)
Pedestrian & Bicycle Safety ($7-10 million)
High Risk Rural Roads ($6.5 million)
Off System Safety ($7 million)

Where is HSIP staff located within the State DOT?

Operations

Enter additional comments here to clarify your response for this question or add supporting information.

Within the Office of Traffic Operations the HSIP staff is located in the Safety Section

How are HSIP funds allocated in a State?

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

Enter additional comments here to clarify your response for this question or add supporting information.

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 Program that works through the same program 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 the county score-card to aid in the identification of roads and intersections. The score-card ranks named roads based on a weighted scale. Once the roads are selected, the list is prioritized and selected by a review team. The cost of the planned safety improvements are taken into consideration as well as the effectiveness of each countermeasure. The Department dedicates $1 million annually for each of the state's seven districts. 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 recently started programming HRRR roundabout projects and will be starting off system sharp curve projects in the coming years.

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Local Aid Programs Office/Division
Governors Highway Safety Office
Other-District traffic egnineers

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

We work 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 TO teams

review sites and plans to ensure signs and pavement markings meet current specifications. The TO teams and HSIP/Safety Section work with our Off System Local State Aid Coordinators to identify good project locations using the data driven county report cards.

The Safety Team coordinates with Design Policy and our consulting team to update and refine pedestrian safety through the Pedestrian Streetscape Guide and coordinate these efforts with other GDOT offices to ensure design elements are incorporated when appropriate. We worked with these same teams to update our rubble strip/stripe details and the Design Policy Manual. Lastly we worked with our GDOT Materials and Testing partners to update 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.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

Consequences of Leaving Road, Work Zones

Aggressive Driving/Super Speeder

Impaired Driver

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

Distracted Driving

Describe coordination with external partners.

In order to execute the Governor’s Strategic Highway Safety Plan (SHSP), the work involves a variety of internal and external partners at the state and local levels. A critical piece of the SHSP is the HSIP. As part of the planning and development of the state's HSIP, GDOT works with the Governor’s Office of Highway Safety to ensure that the engineering and data needs of the task teams are fulfilled. By working closely with these teams, the implementation elements that fit into the HSIP are advanced.

Additionally, 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 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 continued meeting and presenting the updated crash report that was approved by the TRCC Executive Board. Additionally, we have completed or worked with the software developers that service the law enforcement agencies. The updates include improved alignment to MMUCC and the adoption of KABCO injury severity coding. These changes will improve the quality of the state’s motor vehicle crash reporting and advance our HSIP objectives.

The HSIP team also worked with several safety partners to support the State’s new Hands Free bill. The team provided data and comparative analysis used by the state’s executive management and legislative panel in multiple presentations throughout the state. This example highlights how Georgia's safety partners collaborate across organizational boundaries to advance safety for all road users.

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

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

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

As noted in the introduction, GDOT worked with FHWA to develop both an ICE (Intersection Control Evaluation) policy and tool. For every intersection project, including HSIP projects, the policy applies. An excerpt of the policy (below) defines the breadth of what project types will be applicable. This approach will "provide trace-ability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria." All HSIP intersection projects will go through an ICE evaluation.

Also, we are nearing the completion of HSM calibration of the state. Once completed, we will be leveraging this data to guide and support the HSIP investment decisions. This data will be shared with all of our internal and external safety partners.

Program Methodology

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

Yes

To upload a copy of the State processes, attach files below.

File Name:
HSIP Program Final-2016 FAST.docx

Select the programs that are administered under the HSIP.

Median Barrier
Intersection
Horizontal Curve
Bicycle Safety
Skid Hazard
Roadway Departure
Low-Cost Spot Improvements
Sign Replacement And Improvement
Local Safety
Pedestrian Safety
HRRR
Wrong Way Driving

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Bicycle Safety

Date of Program Methodology: 7/1/2012

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

What project identification methodology was used for this program? [Check all that apply]

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

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

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

Program: Horizontal Curve

Date of Program Methodology: 7/1/2012

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic	Horizontal curvature

What project identification methodology was used for this program? [Check all that apply]

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?

Yes

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

How are projects under this program advanced for implementation?

Other-Ball Bank and 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: HRRR

Date of Program Methodology: 7/1/2012

What is the justification for this program? [Check all that apply]

FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

What project identification methodology was used for this program? [Check all that apply]

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

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

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? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	
Fatal and serious injury crashes only	Volume	

What project identification methodology was used for this program? [Check all that apply]

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

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

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: 7/1/2013

What is the justification for this program? [Check all that apply]

FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program? [Check all that apply]

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?

Yes

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

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

Available funding : 1

Program: Low-Cost Spot Improvements

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

Other-GDOT Focus

What is the funding approach for this program? [Check one]

Other-Available Funding

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Probability 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

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

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

Available funding : 1

Program: Median Barrier

Date of Program Methodology: 7/1/2012

What is the justification for this program? [Check all that apply]

FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Other-Available Funding

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Median width Functional classification

What project identification methodology was used for this program? [Check all that apply]

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?

Yes

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

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: Pedestrian Safety

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

What project identification methodology was used for this program? [Check all that apply]

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?

2018 Georgia Highway Safety Improvement Program
Yes

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

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

Available funding : 1

Program: Roadway Departure

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Horizontal curvature
Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Relative severity index
Crash rate
Critical rate
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?

Yes

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

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: Sign Replacement And Improvement

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

Other-GDOT Focus

What is the funding approach for this program? [Check one]

Other-Available Funding

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification

What project identification methodology was used for this program? [Check all that apply]

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?

No

Describe the methodology used to identify local road projects as part of this program.
Coordination between GDOT District Office and Local Government is used to identify project locations

How are projects under this program advanced for implementation?

Competitive application process
Other-Off system route can receive marking upgrades from the off system safety program application

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: Skid Hazard

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic	Horizontal curvature

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Probability of specific crash types
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?

No

Describe the methodology used to identify local road projects as part of this program.
Coordination between GDOT District Office and Local Government is used to identify project locations

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: Wrong Way Driving

Date of Program Methodology: 7/1/2013

What is the justification for this program? [Check all that apply]

Other-GDOT Focus

What is the funding approach for this program? [Check one]

Other-Available Funding

What data types were used in the program methodology? [Check all that apply]

Crashes **Exposure** **Roadway**

All crashes
Fatal and serious injury crashes only

Traffic

Other-Interchange Design

What project identification methodology was used for this program? [Check all that apply]

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?

No

Describe the methodology used to identify local road projects as part of this program.
Coordination between GDOT District Office and Local Government is used to identify project locations

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

What percentage of HSIP funds address systemic improvements?

30

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers
Rumble Strips
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs
High friction surface treatment

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Other-ICE

Enter additional comments here to clarify your response for this question or add supporting information.

The HSIP team takes suggestions from all our safety partners and evaluates those using available data. GDOT performs a benefit cost analysis on all non systemic safety projects using the CMFs from the CMF Clearinghouse. Also, our safety consultant uses the HSM to evaluate expected crash frequency as part of our engineering studies.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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 three of our seven districts. We hope to have all seven districts calibrated by the end of September, 2018.

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

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$88,700,548	$90,864,549	102.44%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$6,299,452	$9,464,308	150.24%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$95,000,000	$100,328,857	105.61%

Enter additional comments here to clarify your response for this question or add supporting information.

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?

$7,788,430

Enter additional comments here to clarify your response for this question or add supporting information.

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

$0

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

$0

Enter additional comments here to clarify your response for this question or add supporting information.

It is the state's understanding of the current safety funding guidance that all HSIP funding is to be used for only infrastructure related projects/activities. Below is a paragraph directly from the FHWA Safety web site at this link: https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm

"The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related ."

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

$0

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

$0

Enter additional comments here to clarify your response for this question or add supporting information.

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 delivery by executing our safety design contracts. This has allowed the HSIP team to actively seek out quality safety projects and advance them through 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.

Our management of Road Safety Audits (RSA) is an example of our improved HSIP planning. Historically, RSAs would be conducted at any given time of the year. We have now implemented the business practice of completing our RSAs within the first two quarters of the state fiscal year and completing the RSA reports by the end of the third quarter. This is followed by maintenance activities and plan development in the fourth quarter. By scheduling activities to better align with our fiscal calendar, we have improved our delivery and mitigated project delivery delays and scheduling impacts.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0001572 SR 300/US 19 Turn Lanes from Doughtery Co to Warwick	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Locations	$10235177.24	$10235177.24	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,500	65	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0003948 SR 3/US 41 @ CR 381/GRAYSVILLE ROAD - ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	4	Locations	$10000	$10000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,420	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0004166 SR 3/Northside Drive @ CS 53/Collier Rd	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	17	Locations	$2719470.64	$2719470.64	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,700	35	State Highway Agency	Spot	Pedestrians	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0006294 PEDESTRIAN IMPROVEMENTS @ 5 SR LOCATIONS IN DISTRICT 6	Pedestrians and bicyclists	Pedestrian signal - modify existing	5	Locations	$1622884.79	$1622884.79	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality and Serious Injury Crashes
0006416 SR 53 FM E OF CR 269/RYO MOUNTAIN RD TO W OF CR 178/DAVIS RD	Roadway	Pavement surface - high friction surface	1	Miles	$1045301.07	$1045301.07	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,630	55	State Highway Agency	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0006463 PEDESTRIAN UPGRADES @ 58 INTERSECTIONS IN DISTRICT 2	Pedestrians and bicyclists	Pedestrian signal - modify existing	58	Intersections	$240000	$240000	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality and Serious Injury Crashes
0007495 PEDESTRIAN UPGRADES @ 19 INTERSECTIONS IN DISTRICT 1	Pedestrians and bicyclists	Pedestrian signal - modify existing	19	Locations	$95000	$95000	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality and Serious Injury Crashes
0008314 SR 136 FROM SR 136 CONN TO SR 515 - ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$3930000	$3930000	HSIP (23 U.S.C. 148)	Rural Major Collector	4,210	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0008375 SR 8 @ CONNERS RD; MANN RD/MASON CREEK RD & @ POST RD	Roadway	Roadway - other	3	Intersections	$49896	$49896	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,570	55	State Highway Agency	Spot	Mitigate high crash area	Mitigate Fatality and Serious Injury Crashes at Intersections
0009400 SR 13 FROM AFTON LN TO SHALLOWFORD	Pedestrians and bicyclists	Medians and pedestrian refuge areas	2.6	Miles	$5706236.94	$5706236.94	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	33,900	45	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
TERRACE - PHASE II														and Serious Injury Crashes
0009620 SR 225 @ MT CARMEL CHURCH RD/MITCHELL BRIDGE ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$2263006	$2263006	HSIP (23 U.S.C. 148)	Urban Major Collector	6,030	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009872 SR 275 @ CR 307/RINCON-STILL ROAD-ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$3027572.19	$3027572.19	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	1,040	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009874 SR 25/US 17 @ SR 99	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,720	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009880 SR 23/US 25/US 301 @ SR 196	Intersection traffic control	Modify control - modifications to roundabout	2	Intersections	$340000	$340000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,550	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009887 SR 372 at SR 369	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$78775.3	$78775.3	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,110	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009901 I-20 at SR 348/Waco Road - EB & WB Ramps - Roundabout	Intersection traffic control	Modify control - modifications to roundabout	2	Intersections	$220816.16	$220816.16	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	34,300	70	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009903 I-575 @ SR 5BU - SB & NB Ramps	Intersection traffic control	Modify control - modifications to roundabout	2	Intersections	$220816	$220816	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	56,900	65	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009919 SR 81 @ SR 12 - ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$2687020.55	$2687020.55	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,050	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009938 SR 53 @ SR 183	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$102618.52	$102618.52	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,540	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009948 SR 52 @ SR 115/CR 41/COPPER MINE ROAD-ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$2988870.1	$2988870.1	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,610	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009950 SR 9 @ SR 60-ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$4877321.11	$4877321.11	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,550	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0009953 SR 81 @ CR 461/CR 462/BOLD SPRINGS ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$144099.49	$144099.49	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,640	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009988 SR 212 @ CR 593/SALEM ROAD-ROUNDABOUT	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$4877321.11	$4877321.11	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,600	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0009993 SHARP CURVE TREATMENTS @ SEV LOCS IN DISTRICT 2	Roadway	Pavement surface - high friction surface	1	Locations	$136602.7	$136602.7	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Systemic	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0009996 SHARP CURVE TREATMENTS @ SEV LOCS IN DISTRICT 4	Roadway	Pavement surface - high friction surface	1	Locations	$305674.26	$305674.26	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Systemic	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0010347 SR 154/SR 166 @ CR 1386/STONEWALL TELL ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$650000	$650000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	15,400	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0010419 SR 140 @ CS 186/HEMBREE ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$14503.06	$14503.06	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,200	35	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0010739 SR 144 @ I-95 SB & NB OFF RAMPS	Intersection traffic control	Modify control - modifications to roundabout	2	Intersections	$2430000	$2430000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	13,800	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0010925 I-285 RAMPS @ CR 209/RIVERSIDE DRIVE	Intersection traffic control	Modify control - modifications to roundabout	2	Intersections	$270000	$270000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	216,000	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0012870 SR 9/US 19 FROM CS 3377/PHARR RD TO BUFORD-SPRING CONN RAMP	Roadway	Roadway - other	2.8	Miles	$35268.8	$35268.8	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	41,100	35	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013061 SR 42 FM CS 1795/MANSFIELD AVE TO CS 3694/DEKALB AVE	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	1	Locations	$910000	$910000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	99	35	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality and Serious Injury Crashes
0013149 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN CALHOUN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	9	Locations	$1075.53	$1075.53	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0013174 SR 12 @ CR 700/Young Road	Intersection geometry	Intersection geometry - other	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	29,700	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013175 SR 12 @ CR 5192/Cove Lake Road/Wellborn Rd	Intersection geometry	Intersection geometry - other	1	Intersections	$420000	$420000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	22,900	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013197 CR 396/RAYONIER ROAD @ cr 392/SPRING GROVE ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$400000	$400000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Minor Collector	2,870	50	County Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013333 I-20 EB @ CS 2776/MAYNARD TERRACE	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$600000	$600000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	167,000	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013334 SR 42 @ CR 331/JACKSON STREET & CR 3092/LOCUST ROAD - Roundabout	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$200000	$200000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,800	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013557 SR 38/US 84 FM BAINBRIDGE TO GRADY COUNTY - MEDIAN TURN LANES	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	11.5	Miles	$100000	$100000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	6,460	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013643 I-16 @ 6 Locs in Dist 2 &@ 5 Locs in Dist 5 - Cable Barriers	Roadside	Barrier - cable	11	Locations	$1914491.11	$1914491.11	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	99	65	State Highway Agency	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013650 I-20 fm Walton Co Line to Taliaferro Co Line - Cable Barriers	Roadside	Barrier - cable	42.2	Miles	$385511.75	$385511.75	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	32,000	70	State Highway Agency	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013690 PEDESTRIAN UPGRADES @ 21 LOCS IN FLOYD COUNTY	Pedestrians and bicyclists	Pedestrian signal - modify existing	21	Locations	$315000	$315000	HSIP (23 U.S.C. 148)	Varies	99	55	State Highway Agency	Spot	Pedestrians	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013696 SR 42 @ CS 716/ENGLAND CHAPEL ROAD/BURG ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,930	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013697 SR 81 @ CR 434/JACKSON LAKE ROAD/CR 656/SNAPPING	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	4,400	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SHOALS ROAD - Roundabout														
0013780 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN WARE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	5	Locations	$1000	$1000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013782 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN CANDLER COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	9	Locations	$149.72	$149.72	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013784 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN OGLETHORPE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	9	Locations	$2500	$2500	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013786 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN MCDUFFIE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	7	Locations	$2000	$2000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013788 SAFETY PROJECT IDENTIFICATION & EVALUATION - PHASE II	Non-infrastructure	Transportation safety planning	1	Locations	$1222000	$1222000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013790 OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN CRISP COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	25	Locations	$5000	$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013805 OFF-SYSTEM SAFETY IMPROVEMENTS @ 37 LOCS IN STEPHENS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	37	Locations	$7000	$7000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013845 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN WILCOX COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	8	Locations	$7000	$7000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0013862 SR 16 @ SR 42	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$250000	$250000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,660	35	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0013865 OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway delineation	Longitudinal pavement markings - remarking	14	Locations	$3000	$3000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
@ 14 LOCS IN UPSON COUNTY														and Road Departure
0013871 OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN DEKALB COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	3	Locations	$8093.26	$8093.26	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015152 SR 6 @ BUTNER RD; @ OLD FAIRBURN RD & @ WELCOME ALL ROAD	Roadway delineation	Longitudinal pavement markings - remarking	1	Intersections	$300000	$300000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	40,400	55	State Highway Agency	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015170 OFF-SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	46	Locations	$2500	$2500	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015181 OFF SYSTEM SAFETY IMPROVEMENTS @ 32 LOCS IN ELBERT COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	32	Locations	$30815.25	$30815.25	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015184 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	7	Locations	$5000	$5000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015185 OFF-SYSTEM SAFETY IMPROVEMENTS @ 28 LOCS IN LOWNDES COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	28	Locations	$13000	$13000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015195 OFF SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN DOUGLAS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	15	Locations	$725074.64	$725074.64	HSIP (23 U.S.C. 148)	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015201 I-95 AT 5 LOCS IN MCINTOSH COUNTY - CABLE BARRIERS	Roadside	Barrier - cable	5	Locations	$173411.95	$173411.95	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	99	70	State Highway Agency	Systemic	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015589 SR 17 @ CR 156/BLUE JAY ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$30000	$30000	HSIP (23 U.S.C. 148)	Rural Major Collector	5,170	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0015595 SR 9 FROM SR 9 SO TO CS 361/WINDSOR	Roadside	Removal of roadside objects (trees, poles, etc.)	0.53	Miles	$5000000	$5000000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	29,220	35	State Highway Agency	Systemic	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
PKWY - UTILITY RELOCATION														
0015725 OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOC IN MADISON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	15	Locations	$5500	$5500	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015726 OFF-SYSTEM SAFETY IMPROVEMENTS @ 45 LOC IN TOWNS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	44	Locations	$212111.31	$212111.31	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015727 OFF-SYSTEM SAFETY IMPROVEMENTS @ 44 LOC IN WHITE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	44	Locations	$275267.12	$275267.12	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015728 OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOC IN GLASCOCK COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	$302409.98	$302409.98	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015729 OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOC IN JENKINS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	11	Locations	$369124.4	$369124.4	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015730 OFF-SYSTEM SAFETY IMPROVEMENTS @ 22 LOC IN TREUTLEN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	22	Locations	$534129.41	$534129.41	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015731 OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOC IN WARREN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	19	Locations	$402225.06	$402225.06	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015732 OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN PULASKI COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	7.39	Miles	$439170.72	$439170.72	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	320	50	County Highway Agency	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015733 OFF-SYSTEM SAFETY IMPROVEMENTS @ 27 LOC IN COFFEE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	27	Locations	$282125.43	$282125.43	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0015734 OFF-SYSTEM SAFETY IMPROVEMENTS @ 27 LOC IN COOK COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	27	Locations	$359526.08	$359526.08	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015735 OFF-SYSTEM SAFETY IMPROVEMENTS @ 22 LOC IN WORTH COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	22	Locations	$2000	$2000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015736 OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOC IN CHATHAM COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	$428064.79	$428064.79	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015740 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOC IN CAMDEN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	9	Locations	$527904.48	$527904.48	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015741 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOC IN LIBERTY COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	12	Locations	$537411.1	$537411.1	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015742 CR 337 @ 1 LOC IN TOOMBS - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Roadway - other	6.47	Miles	$535815.91	$535815.91	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Minor Collector	1,650	55	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015745 COVE RD@1 LOC IN PICKENS CO - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Pavement surface - high friction surface	9.9	Miles	$384404.28	$384404.28	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015747 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN FULTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	12	Locations	$294599.83	$294599.83	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015748 NORTH CLARENDON AVE @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Pedestrians and bicyclists	Modify existing crosswalk	1	Locations	$2000	$2000	HSIP (23 U.S.C. 148)	Urban Major Collector	21,100	55	County Highway Agency	Spot	Pedestrians	Reduce Pedestrian and Bicyclest Fatality and Serious Injury Crashes
0015749 OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN COLLEGE PARK	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	$180819.69	$180819.69	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0015750 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN ROCKDALE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	$117135.35	$117135.35	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015751 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOC IN FULTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	10	Locations	$2000	$2000	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015754 OFF-SYSTEM SAFETY IMPROVEMENTS @ 30 LOCS IN MACON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	30	Locations	$494888.43	$494888.43	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015761 OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN TAYLOR COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	15	Locations	$292681.69	$292681.69	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Collectors and Rural Local	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015775 TRAFFIC OPERATIONS PROGRAM SUPPORT - FY 2018	Non-infrastructure	Transportation safety planning	1	Locations	$4000000	$4000000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Reduce Fatality and Serious Injury Crashes - Data
0015776 TRAFFIC ENGINEERING STUDIES - FY 2018	Non-infrastructure	Transportation safety planning	1	Locations	$5000000	$5000000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Reduce Fatality and Serious Injury Crashes - Data
0015777 TRAFFIC OPERATIONS INITIAL CONCEPT DEVELOPMENT	Non-infrastructure	Transportation safety planning	1	Locations	$6000000	$6000000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Reduce Fatality and Serious Injury Crashes - Data
0015778 ROAD SAFETY AUDITS - FY 2018	Non-infrastructure	Road safety audits	1	Locations	$5000000	$5000000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Mitigate high crash area	Reduce Fatality and Serious Injury Crashes - Data
0015786 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 1	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015787 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 2	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015788 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 3	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0015789 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 4	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015790 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 5	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015791 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 6	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015792 WRONG WAY DRIVING SAFETY ENHANCEMENTS IN DISTRICT 7	Interchange design	Interchange design - other	1	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Varies	99	35	State Highway Agency	Systemic	WRONG WAY DRIVING	Mitigate Fatality and Serious Injury Crashes at Intersections
0015815 OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN ATLANTA	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	$2000	$2000	HSIP (23 U.S.C. 148)	Varies	99	45	Other	Spot	Roadway Departure	Mitigate Fatality and Serious Injury Crashes by Lane and Road Departure
0015817 SAFETY INNOVATIVE INTERSECTIONS	Non-infrastructure	Transportation safety planning	1	Locations	$1000000	$1000000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Reduce Fatality and Serious Injury Crashes - Data
0015844 SR 14/US 29 @ CS 2334/CORINTH ROAD IN NEWNAN	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$400000	$400000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	11,400	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0015852 STRATEGIC HIGHWAY SAFETY PLAN COORDINATION - FY 2018	Non-infrastructure	Transportation safety planning	1	Locations	$540000	$540000	HSIP (23 U.S.C. 148)	Varies	99	0	State Highway Agency	Spot	Data	Reduce Fatality and Serious Injury Crashes - Data
0015882 SR 124 @ CR 47/OLD HOG MOUNTAIN ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$600000	$600000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,130	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0015883 SR 211 @ CR 47/OLD HOG MOUNTAIN ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$600000	$600000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,130	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
0015917 SR 60/SR 11/Green Street at SR 60/Thompson Brg Rd and SR 11/Riverside Dr RA	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$900000	$900000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,000	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
0015918 SR 60/SR 11/E Butler Parkway/Green Street at Academy Street - Roundabout	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$900000	$900000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	35,900	35	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
232330- SR 36 @ CR 181/FLAT SHOALS ROAD/STEELE RD & CR 506/HENDERSON MILL ROAD	Intersection traffic control	Intersection traffic control - other	1	Locations	$28000	$28000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,200	55	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections
532780- SR 204 @ LARGO DRIVE IN SAVANNAH	Intersection geometry	Auxiliary lanes - modify turn lane storage	1	Locations	$19667.13	$19667.13	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	49,400	45	State Highway Agency	Spot	Intersections	Mitigate Fatality and Serious Injury Crashes at Intersections

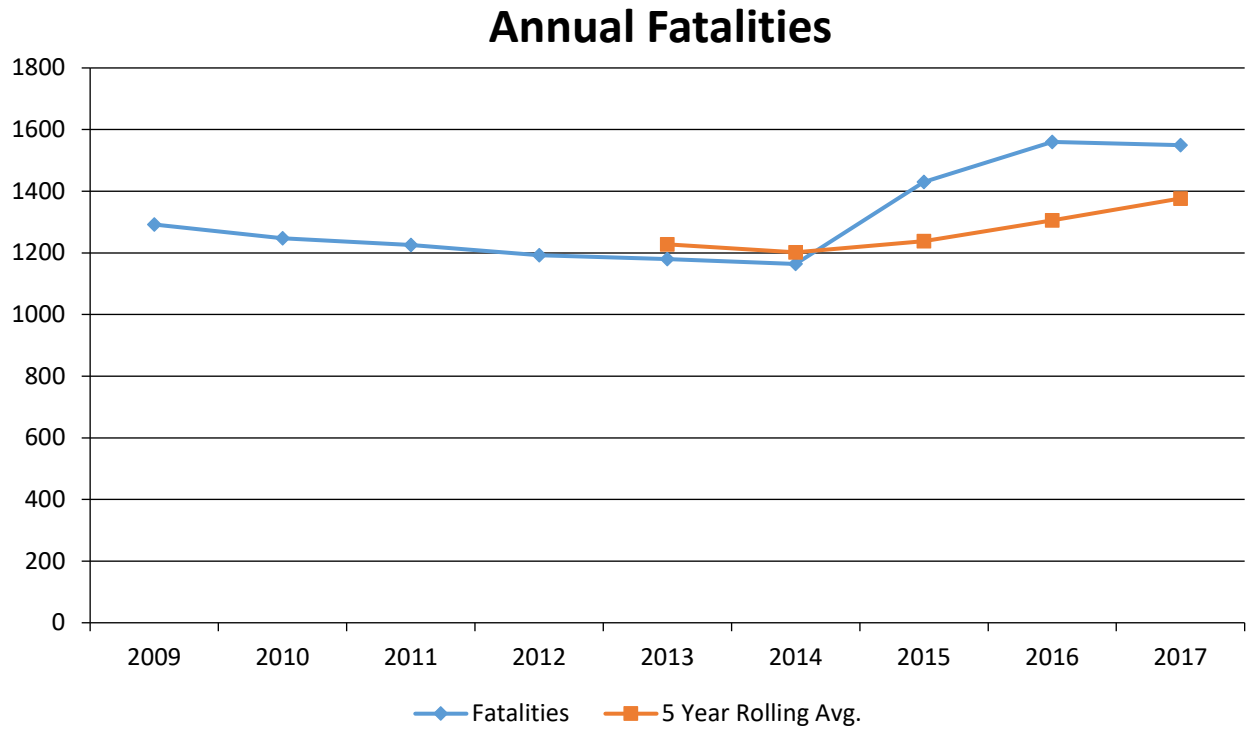
Enter additional comments here to clarify your response for this question or add supporting information.

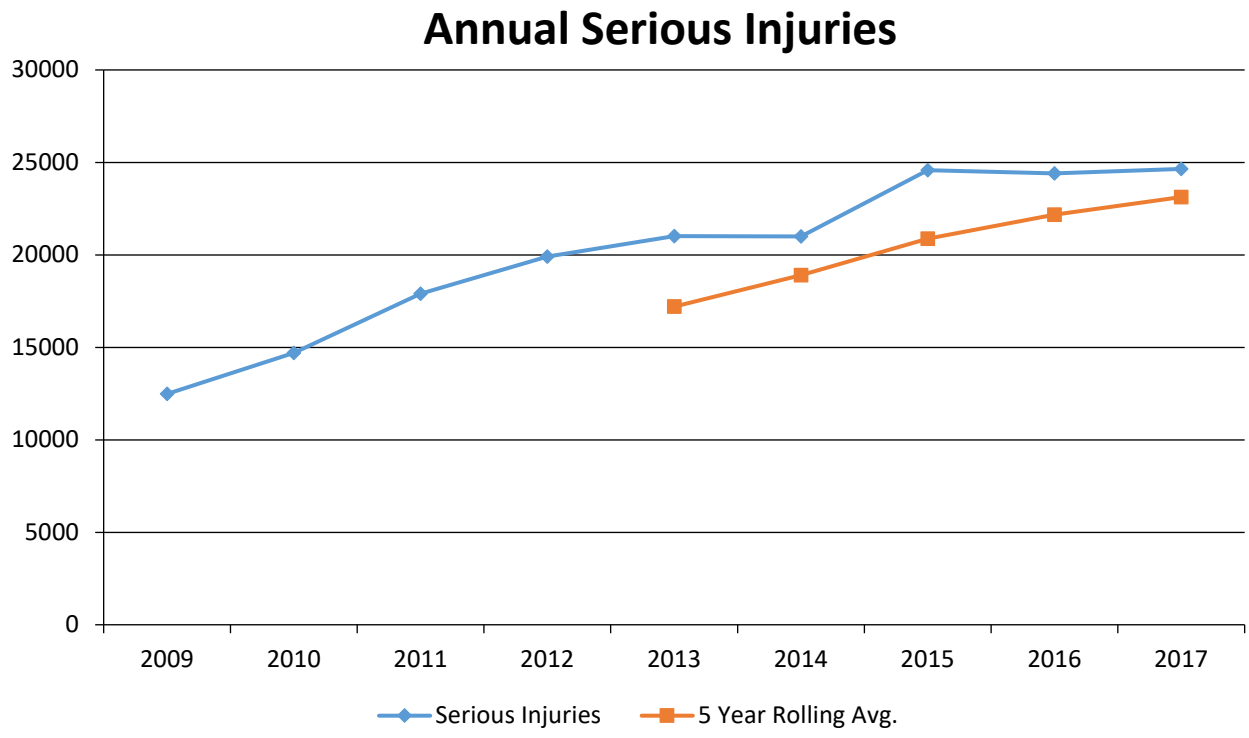
Safety Performance

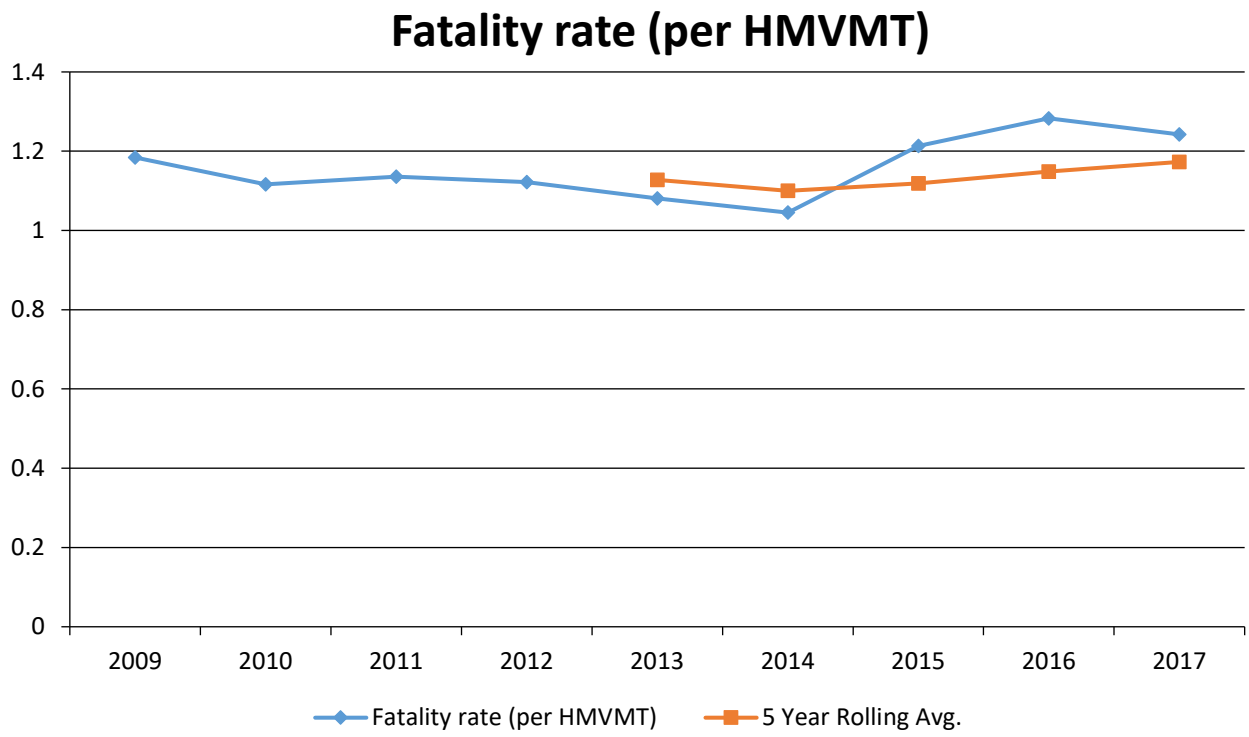
General Highway Safety Trends

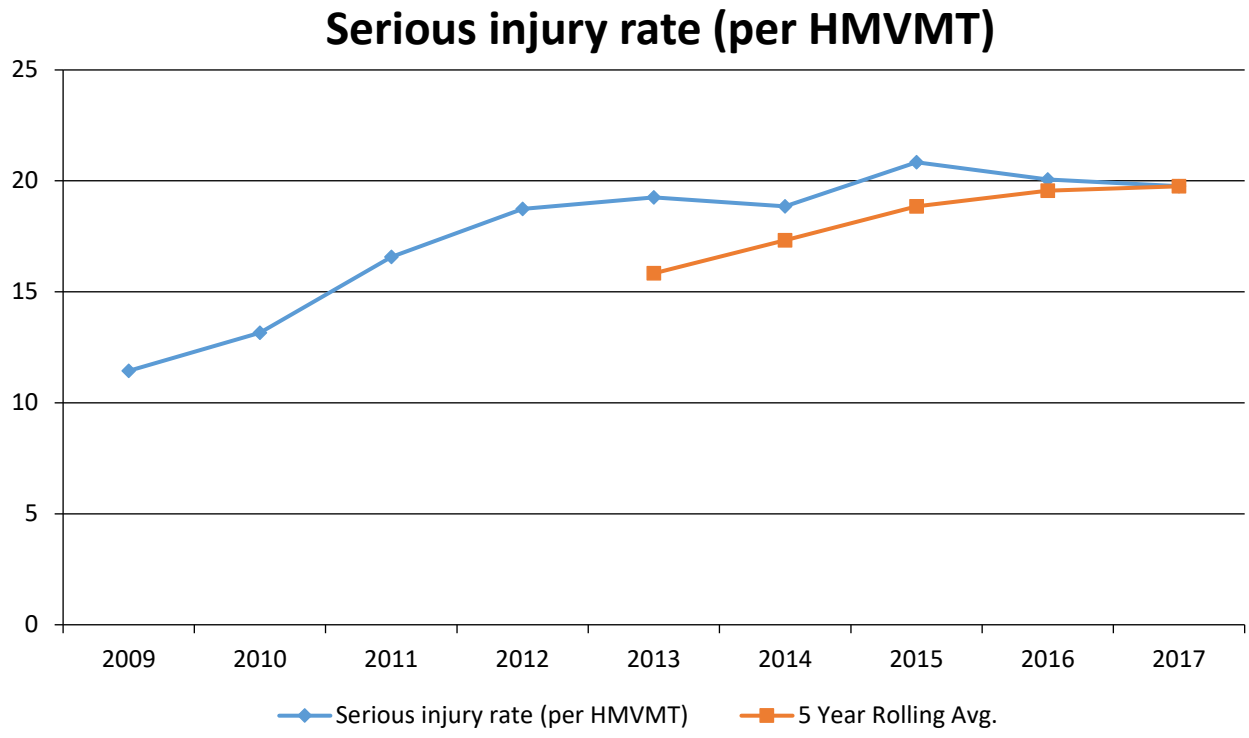
Present data showing the general highway safety trends in the State for the past five years.

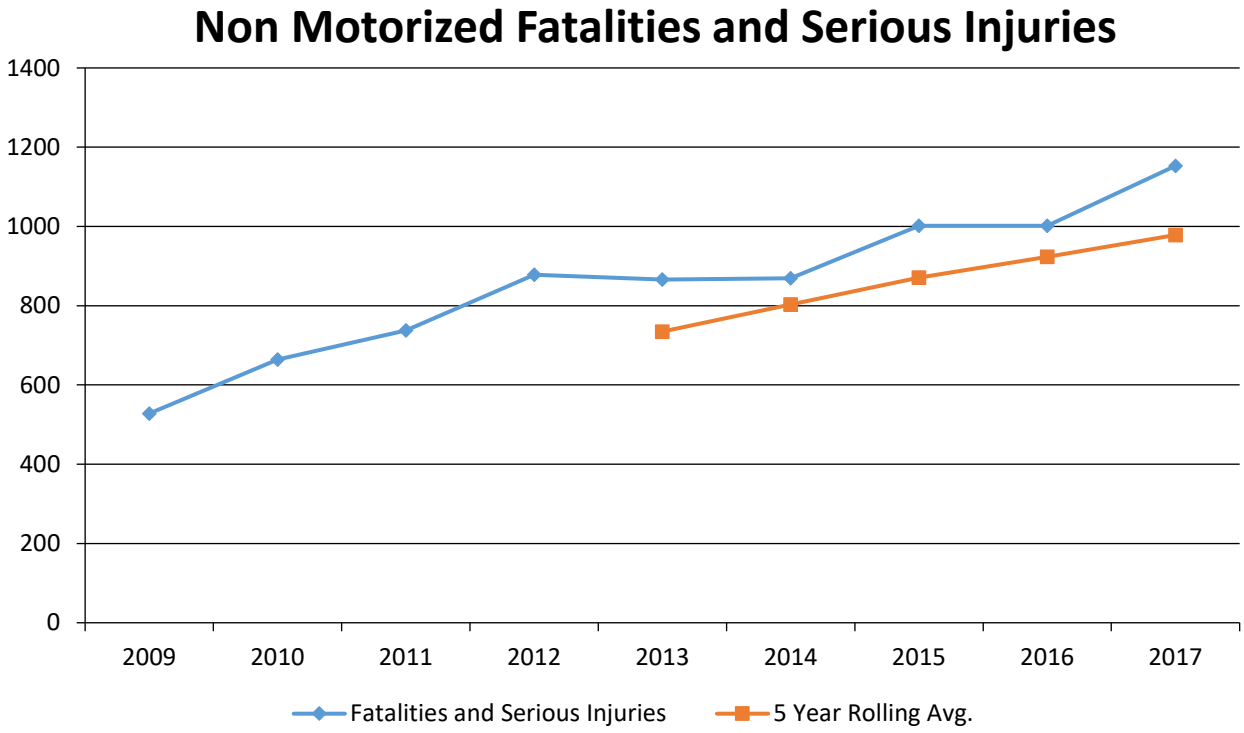
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	1,292	1,247	1,226	1,192	1,180	1,164	1,430	1,560	1,549
Serious Injuries	12,482	14,696	17,898	19,909	21,022	20,993	24,573	24,398	24,648
Fatality rate (per HMVMT)	1.184	1.116	1.136	1.122	1.081	1.045	1.213	1.283	1.242
Serious injury rate (per HMVMT)	11.441	13.155	16.581	18.744	19.261	18.854	20.840	20.068	19.760
Number non-motorized fatalities	178	192	152	188	209	183	228	265	275
Number of non-motorized serious injuries	350	472	586	690	657	686	774	737	878


Annual Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
30000
25000
20000
15000
10000
5000
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
25
20
15
10
5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

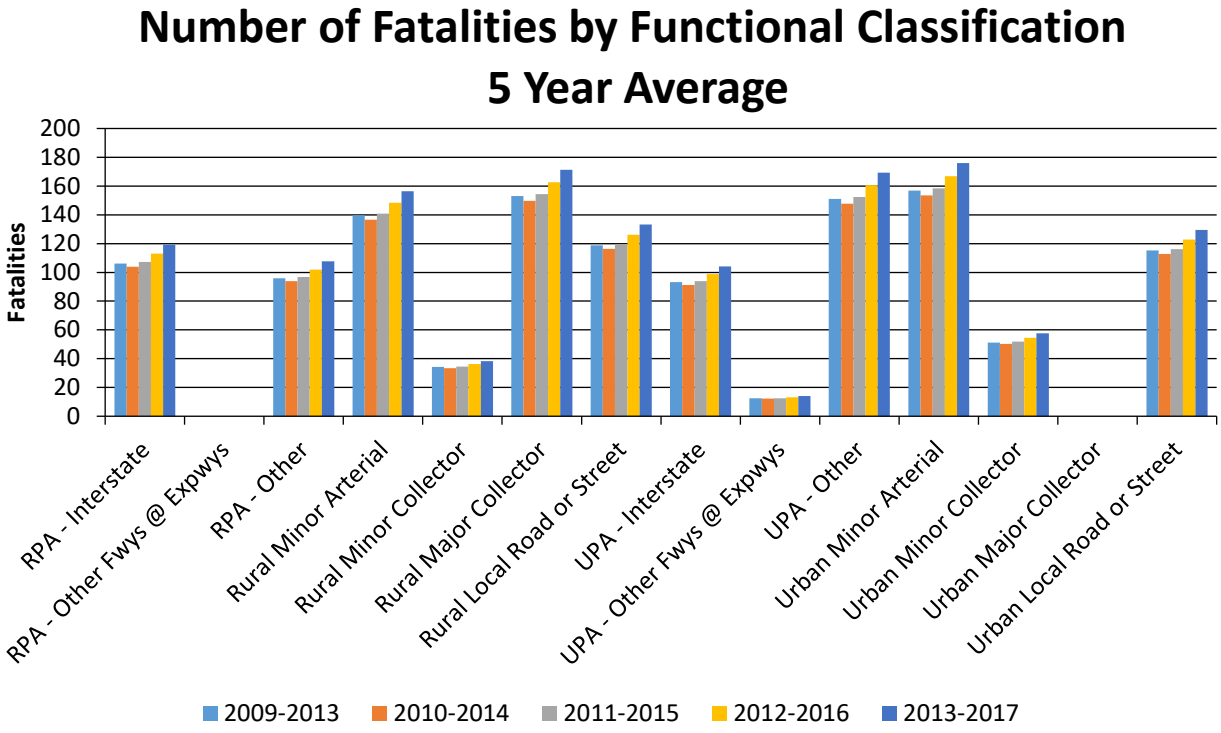
Year 2017

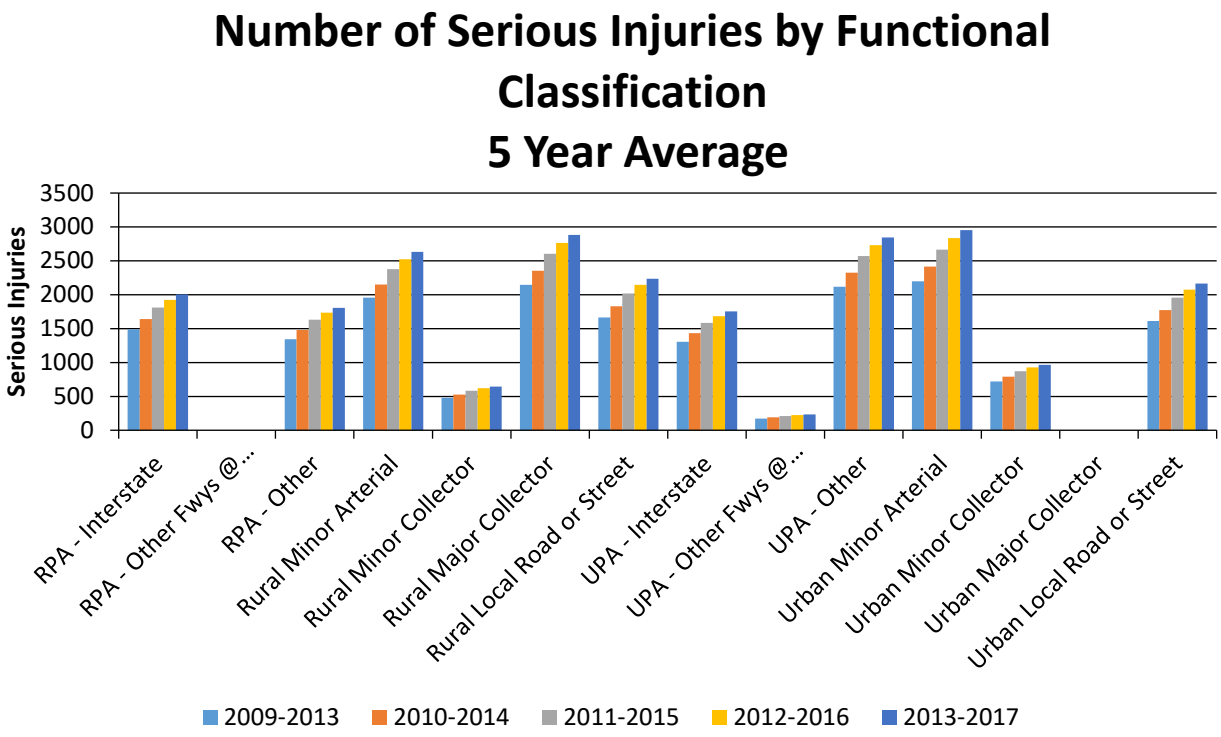
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	119.2	2,004.8	1.63	27.57
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	107.6	1,807.8	1.92	32.31
Rural Minor Arterial	156.4	2,631.4	2.95	51.17
Rural Minor Collector	38.2	644.6	3.68	53.1
Rural Major Collector	171.4	2,881.6	3.61	62.03

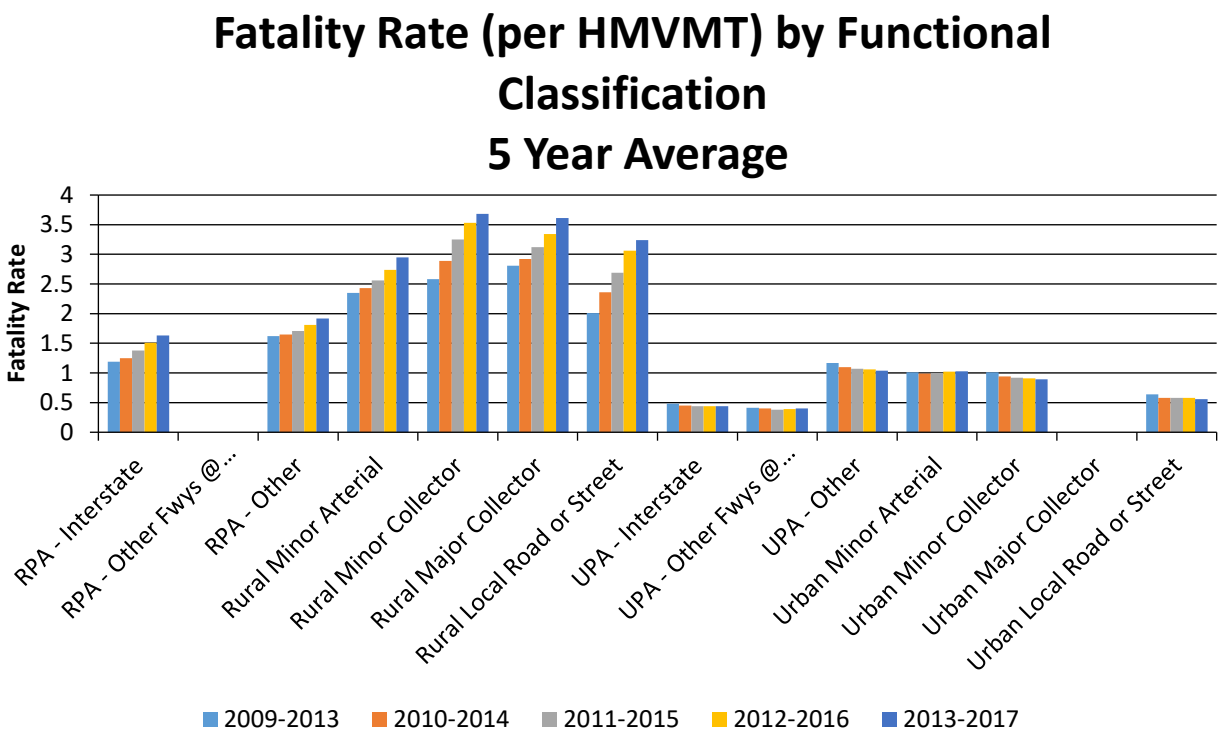
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	133.2	2,237.4	3.24	54.74
Urban Principal Arterial (UPA) - Interstate	104.2	1,754.2	0.44	7.46
Urban Principal Arterial (UPA) - Other Freeways and Expressways	14	232.6	0.4	6.71
Urban Principal Arterial (UPA) - Other	169.4	2,846	1.04	17.58
Urban Minor Arterial	176	2,953.6	1.03	17.39
Urban Minor Collector	57.6	966.6	0.89	14.87
Urban Major Collector	0	0	0	0
Urban Local Road or Street	129.4	2,165.4	0.56	9.48

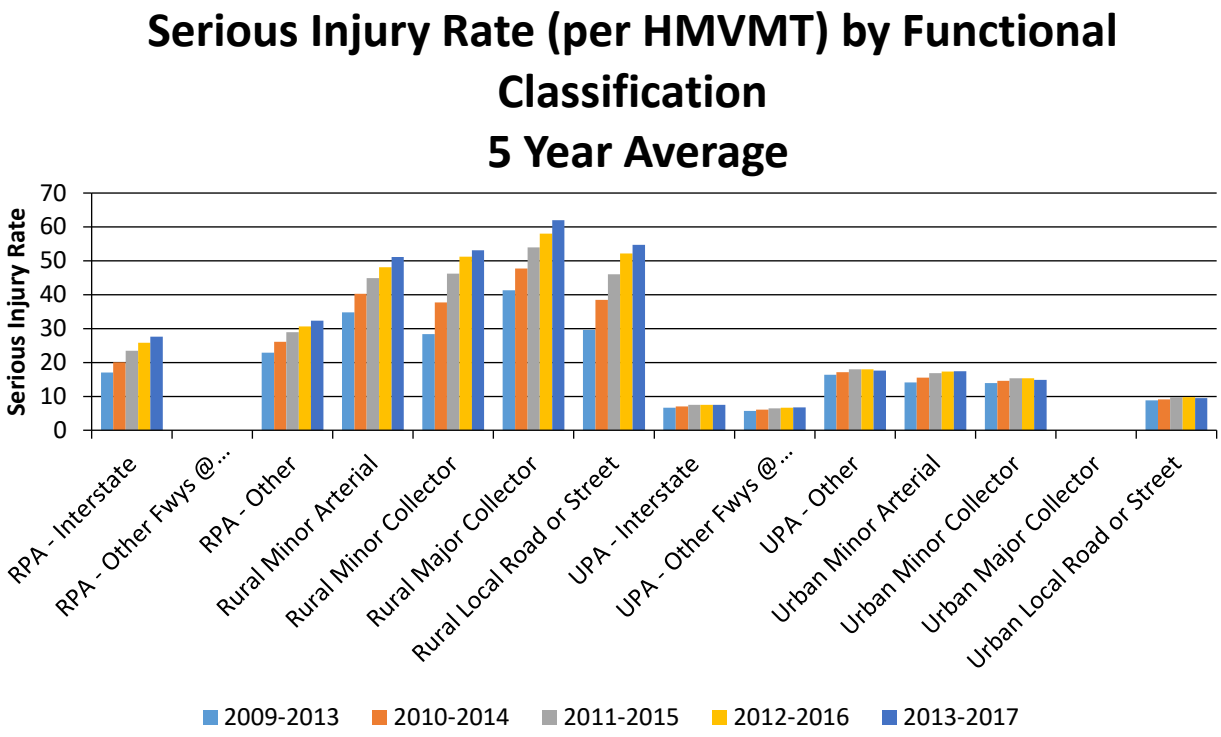
Year 2017

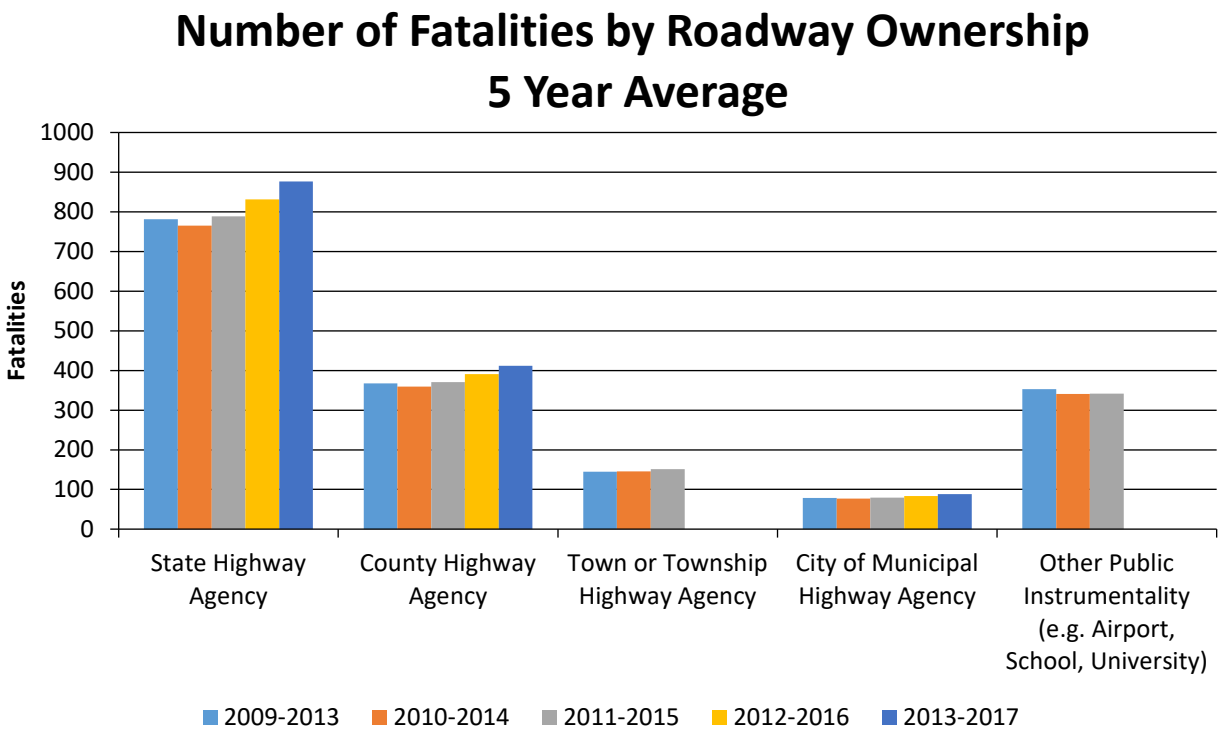
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	876.6	14,306.6	1.24	20.34
County Highway Agency	411.8	6,925.2	1.28	21.54
Town or Township Highway Agency				
City of Municipal Highway Agency	88.4	1,894.2	0.59	12.69
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				

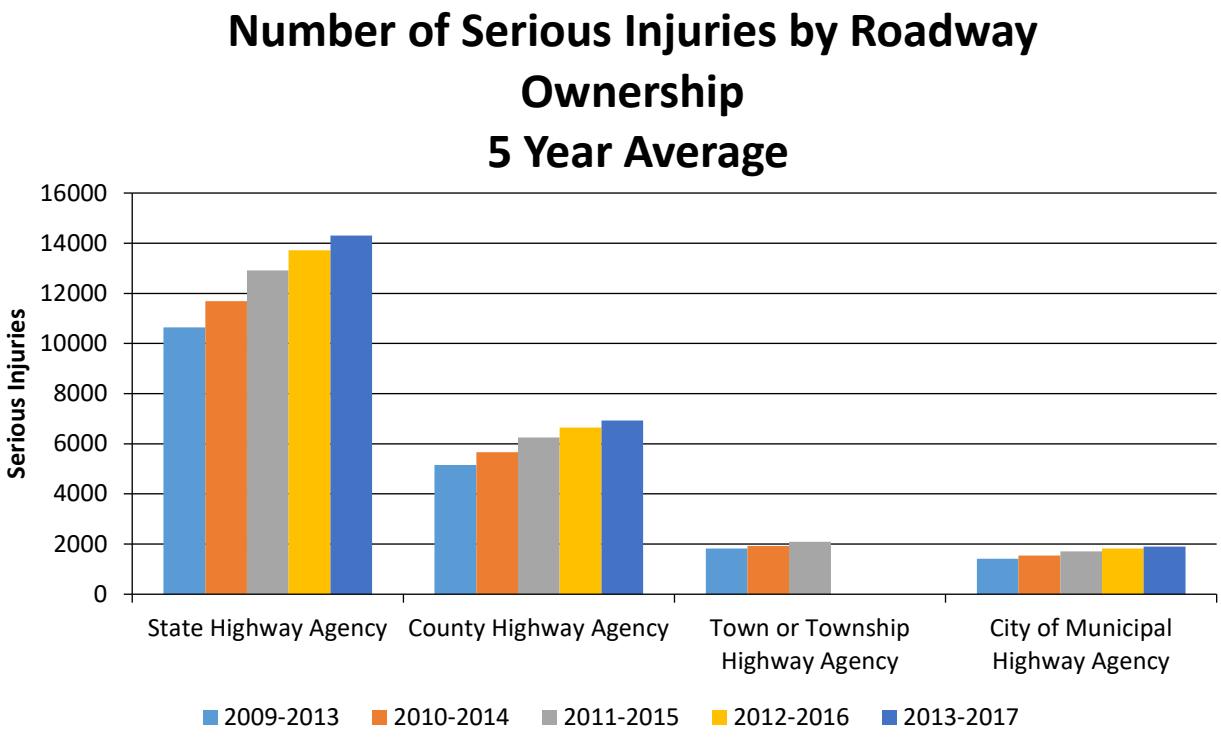

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

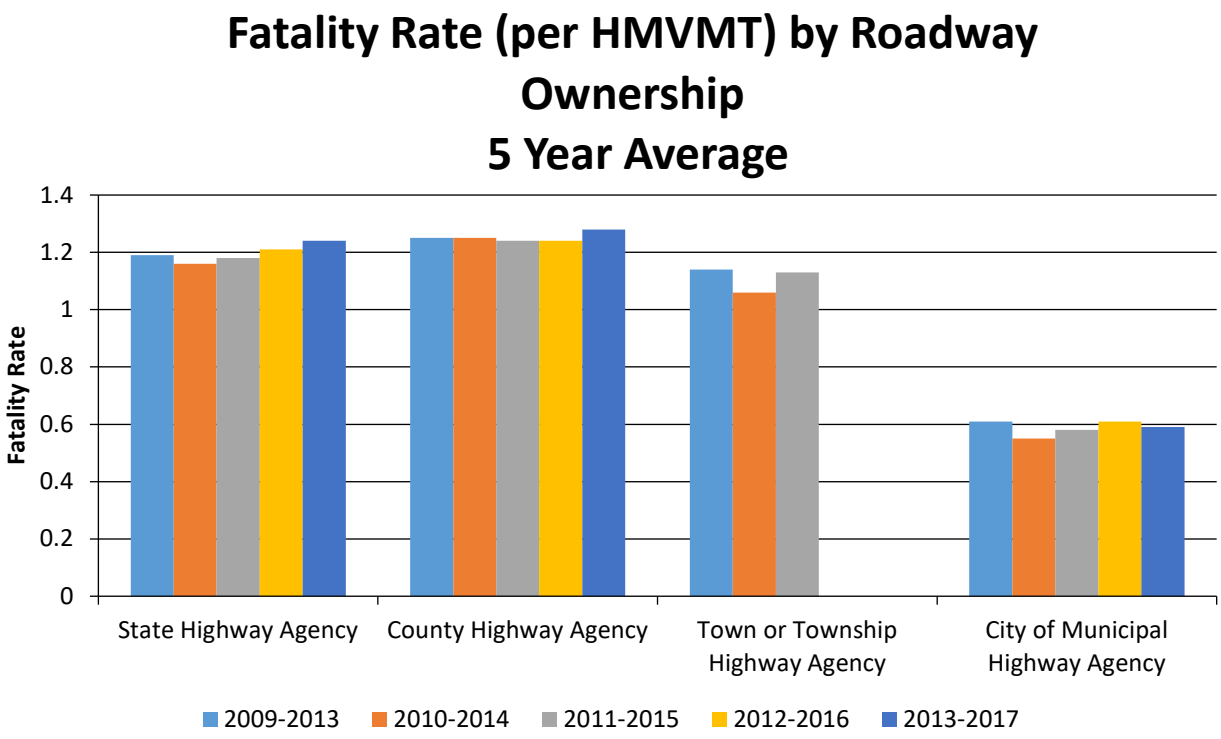

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

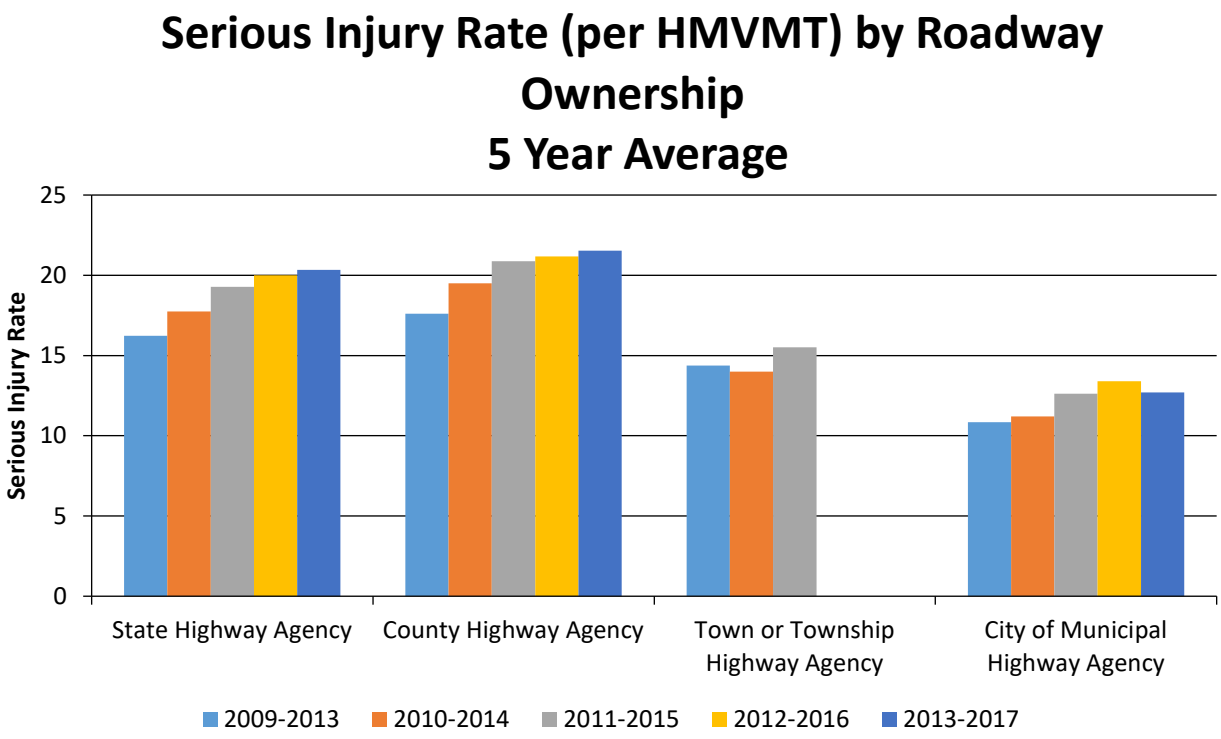

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
70
60
50
40
30
20
10
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
1000
900
800
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
Other Public Instrumentality (e.g. Airport, School, University)
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
16000
14000
12000
10000
8000
6000
4000
2000
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities 1652.0

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

To maintain the 5-year moving average traffic fatalities under the projected 1,655 (2015-2019) 5-year average by December 2019. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.98) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2015 - 2019 calendar year.

Number of Serious Injuries 24324.0

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 24,324 (2015-2019) 5-year average by December 2019 Using 5-year moving averaging method and using polynomial modeling (R2 of 0.98) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2015 - 2019 calendar year.

Fatality Rate	1.310

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

To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.31 (2015-2019) 5-year average by December 2019. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.98) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2015 - 2019 calendar year.

Serious Injury Rate	18.900

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

To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.98) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2015 - 2019 calendar year.

Total Number of Non-Motorized Fatalities and Serious Injuries	1126.0

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

To maintain the 5-year moving average non-motorist fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.98) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2015 - 2019 calendar year.

Enter additional comments here to clarify your response for this question or add supporting information.

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.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

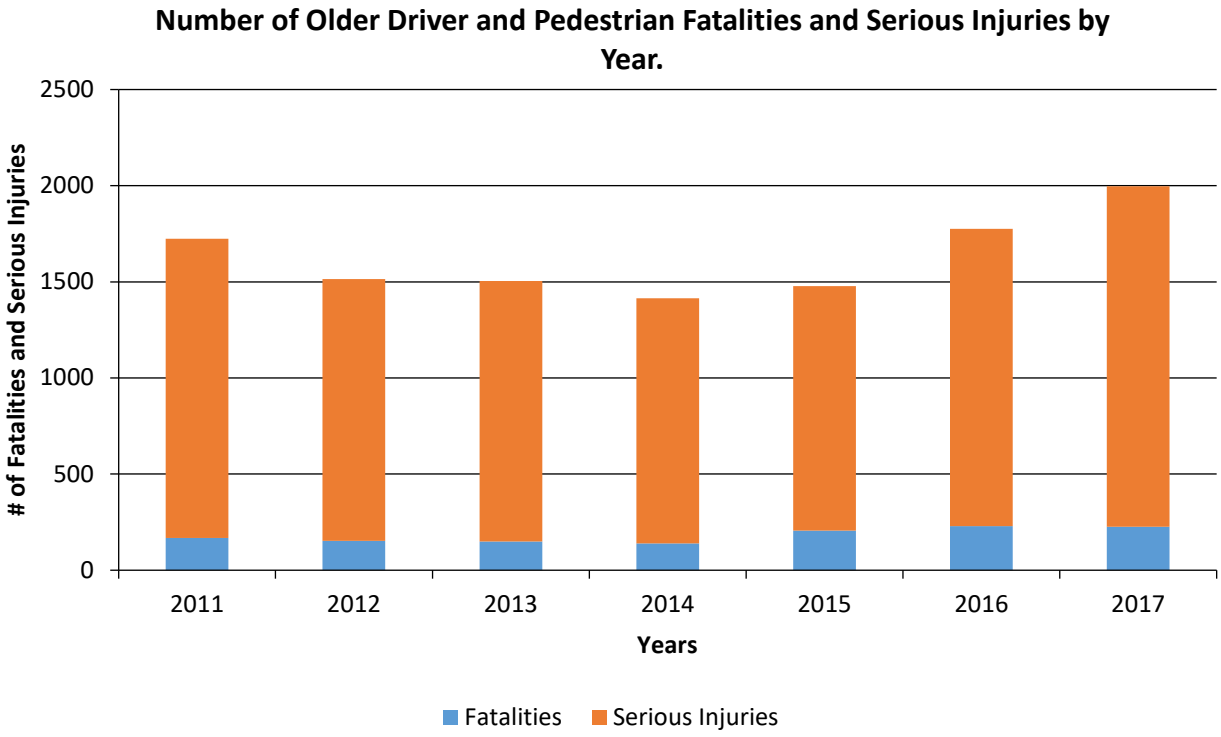
Does the HRRR special rule apply to the State for this reporting period?

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

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	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	168	153	150	139	206	229	226
Number of Older Driver and Pedestrian Serious Injuries	1,556	1,362	1,355	1,276	1,271	1,547	1,771



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

The state samples the effectiveness of the safety projects delivered by calculating the b:c ratios after projects have been constructed. This effort is focused on non-systemic programs such as intersection improvements. The state challenges our District Engineers to reduce both the number and rate of serious injuries. Each district engineer and senior staff engineer has a performance measure tied to minimizing fatalities and serious injuries in their district. The district engineering teams and the central office work closely to identify and evaluate locations that would be good candidates for the safety program. These locations are studied and ranked based upon the benefit cost.

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

More systemic programs
RSAs completed
Policy change
Increased awareness of safety and data-driven process

Enter additional comments here to clarify your response for this question or add supporting information.

Over the past year, we instituted the ICE policy. This change has ensured that safety will be a critical aspect of every intersection project. This will increase safety awareness of everyone that plans, studies and designs intersections.

Also, over the past year we have updated our transverse rumble strip design details and will ensure that these updates will be included with all applicable projects let in the next fiscal year. This simple change will integrate a systemic change that will have significant long term benefits that will enhance intersection safety.

We have also collected curve data that will be used to drive our systemic Sharp Curve/High Friction Surface projects.

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

Yes

Describe significant program changes that have occurred since the last reporting period.

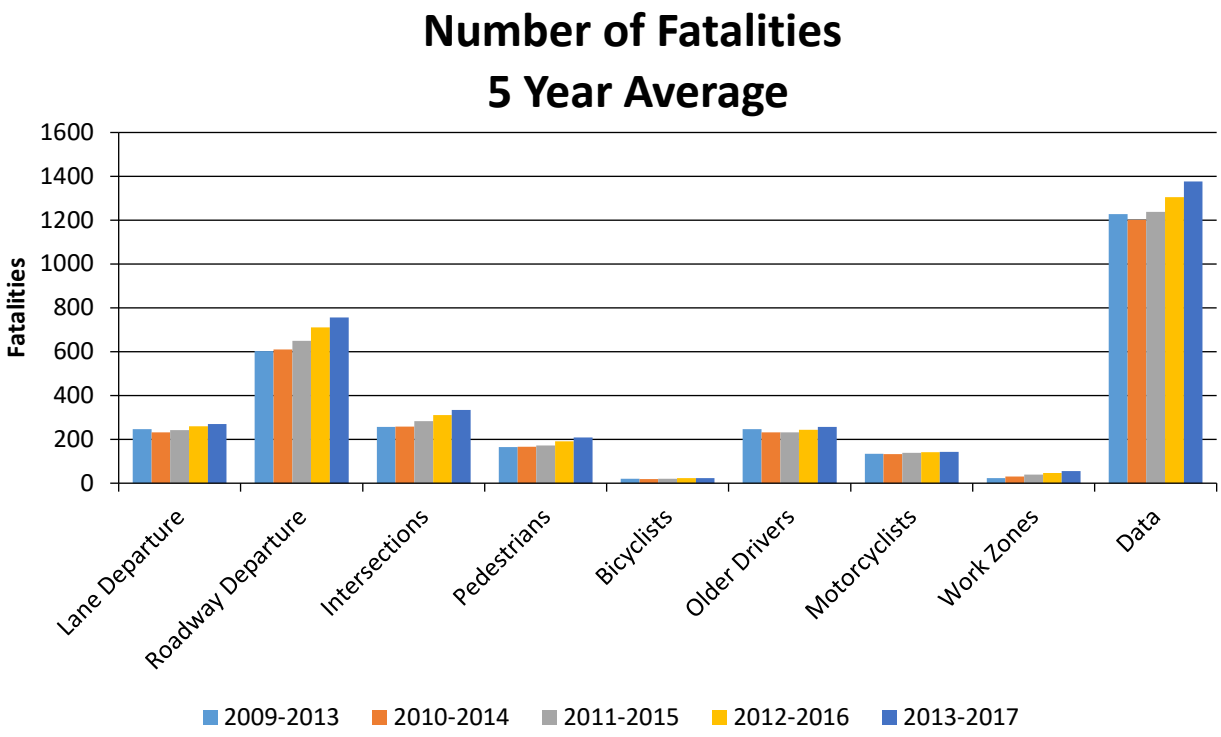
Yes, ICE policy, previously discussed in the Executive Summary.

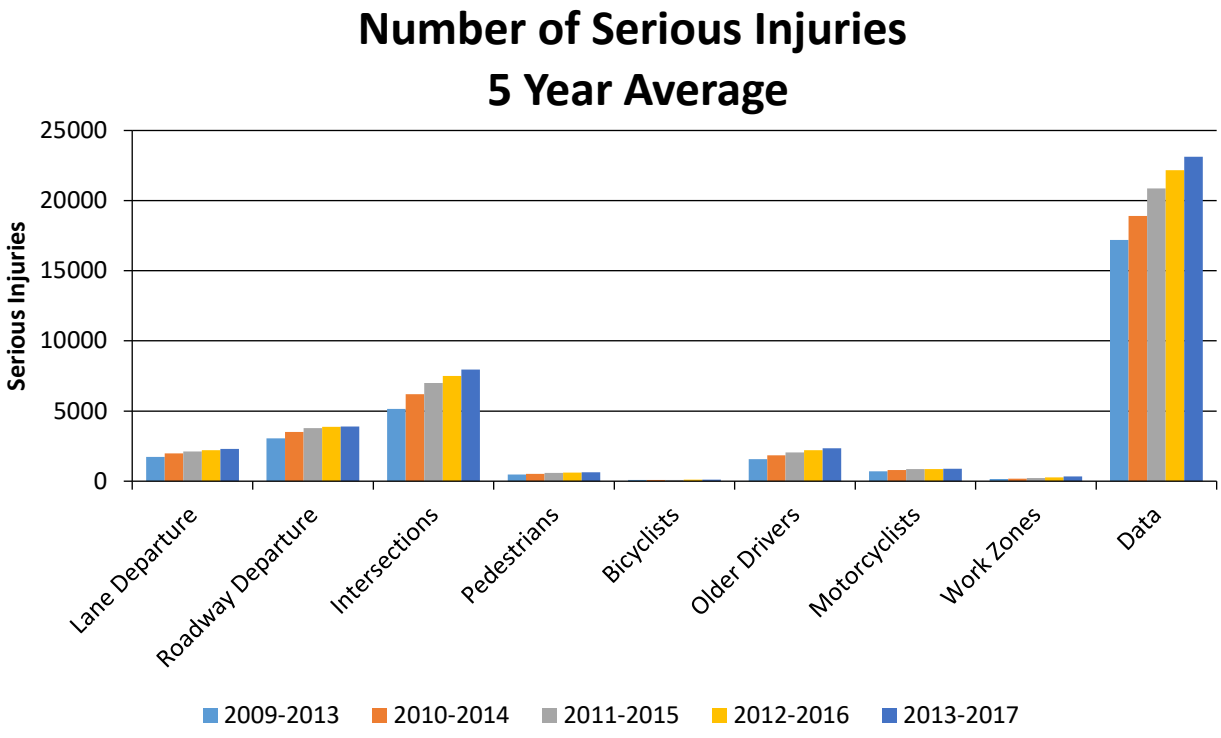
Effectiveness of Groupings or Similar Types of Improvements

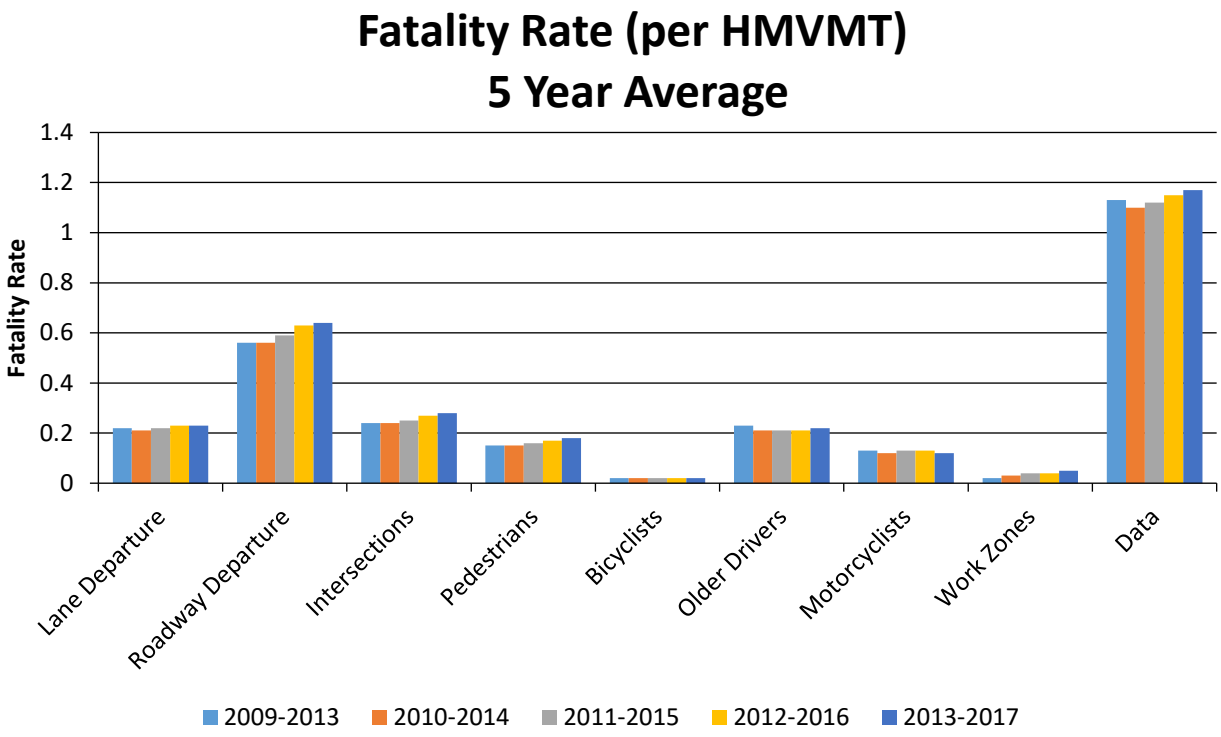
Present and describe trends in SHSP emphasis area performance measures.

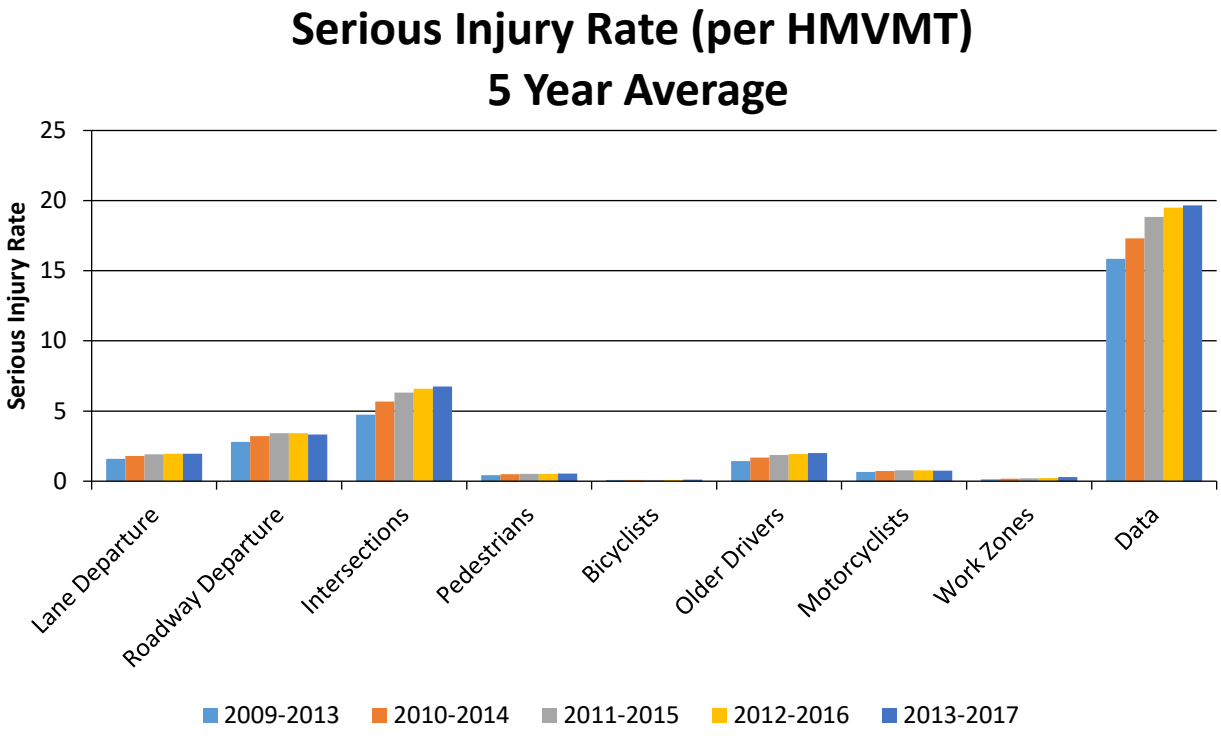
Year 2017

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)	Other 1	Other 2	Other 3
Lane Departure		269.8	2,307.2	0.23	1.96	0	0	0
Roadway Departure		756	3,889.4	0.64	3.32	0	0	0
Intersections		334.2	7,950.4	0.28	6.75	0	0	0
Pedestrians		209.2	635	0.18	0.54	0	0	0
Bicyclists		22.6	111.4	0.02	0.1	0	0	0
Older Drivers		256.6	2,349.6	0.22	2	0	0	0
Motorcyclists		142.4	876	0.12	0.74	0	0	0
Work Zones		55.6	341.2	0.05	0.29	0	0	0
Data		1,376.6	23,126	1.17	19.67	0	0	0


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
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
25000
20000
15000
10000
5000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

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

No

Enter additional comments here to clarify your response for this question or add supporting information.

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)
0007644 Bibb County SR 74/THOMASTON ROAD @ CR 61/LAMAR ROAD RA	Urban Minor Arterial	Intersection traffic control	Modify control - two-way stop to roundabout	14.00	9.00			1.00		9.00		24.00	9.00	5.47 : 1
0008533 Floyd County SR 1/US 27 @ SR 140 Install Signal and Turn Lanes	Rural Minor Arterial	Intersection traffic control	Intersection traffic control - other	11.00	19.00	1.00		5.00	4.00	11.00	11.00	28.00	34.00	93.53 : 1
0001933 Jackson County SR 98 @ CR 286/B WILSON & CR 536/KING ROAD	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	13.00	10.00			1.00	1.00	14.00	2.00	28.00	13.00	2.85 : 1
0008534 Peach County SR 247 CONN @ CR 189/JOHN E SULLIVAN ROAD/WALKER ROAD RA	Urban Minor Arterial	Intersection traffic control	Modify control - two-way stop to roundabout	9.00	20.00					16.00	1.00	25.00	21.00	8.2 : 1
0000408 Spalding County SR 16 @ CR 35/VAUGHN RD & CR 507/ROVER RD - SIGNAL & TURN LANES	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	5.00	6.00			11.00	2.00	10.00	2.00	26.00	10.00	6.99 : 1
221875 Wilkinson County SR 57 @ SR 18 RA	Rural Minor Arterial	Intersection traffic control	Modify control - two-way stop to roundabout	8.00	2.00			1.00		5.00		14.00	2.00	4.74 : 1

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

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

12/09/2015

What are the years being covered by the current SHSP?

From: 2016 To: 2018

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

2018

Enter additional comments here to clarify your response for this question or add supporting information.

The SHSP Coordinator and task teams are currently working on the next update to the SHSP. The updated plan should be finalized for publication by mid December 2018.

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

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)	0	0					0	0	0	0
Route Number (8)	100	100								
Route/Street Name (9)	20	20								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					0	0		
Begin Point Segment Descriptor (10)	0	0					0	0	0	0
End Point Segment Descriptor (11)	0	0					0	0	0	0
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100

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)	100	100								
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			0	0						
AADT Year (80)			0	0						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					0	0				
Location Identifier for Roadway at Ending Ramp Terminal (201)					0	0				
Ramp Length (187)					100	100				

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 Type at Beginning of Ramp Terminal (195)					0	0				
Roadway Type at End Ramp Terminal (199)					0	0				
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (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

Enter additional comments here to clarify your response for this question or add supporting information.

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

The state DOT is nearing the end of a complete update of the state's road center-line model. The state is migrating the data into the ESRI model. As part of the effort, considerable care has been made to document the needs and actions that will be met as part of the Georgia DOT Roads and Highways Implementation Logical Roads and Highways Geo-database Design. Specific care has been taken to ensure the MIRE requirements have been achieved. These steps support the state's efforts to meet the September 30, 2026, deadline.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Serious Injury	Yes	A suspected serious injury is any injury other than fatal which results in one or more of the follow	Yes	2(A)	Yes
Crash Database	Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Serious Injury	Yes	A suspected serious injury is any injury other than fatal which results in one or more of the follow	Yes	2 (A)Suspected Serious Injury	Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Because our crash report has been recently updated, our crash database contains both our old injury definitions and the MMUCC definitions. Because of limited space in the table above, the state's complete definition for suspected serious injury:

A suspected serious injury is any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; Broken or distorted extremity (arm or leg); Crush injuries; Suspected skull, chest or abdominal injury other than bruises or minor lacerations; Significant burns (second and third degree burns over 10% or more of the body); Unconsciousness when taken from the crash scene; or Paralysis

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Georgia had several accomplishments over the past year. These have been highlighted throughout the report. There are a few other efforts that should be completed in early fall of 2018. Among these are: the state's HSM calibration using the state's crash data, the full implementation and use of the new crash report, update of the state's Design Policy Manual incorporating the use of the revised transverse rumble strip details and the delivery of crash diagramming software using our crash query reporting format. Therefore, a well timed assessment of the state's HSIP program could be conducted sometime after October of 2018.

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.