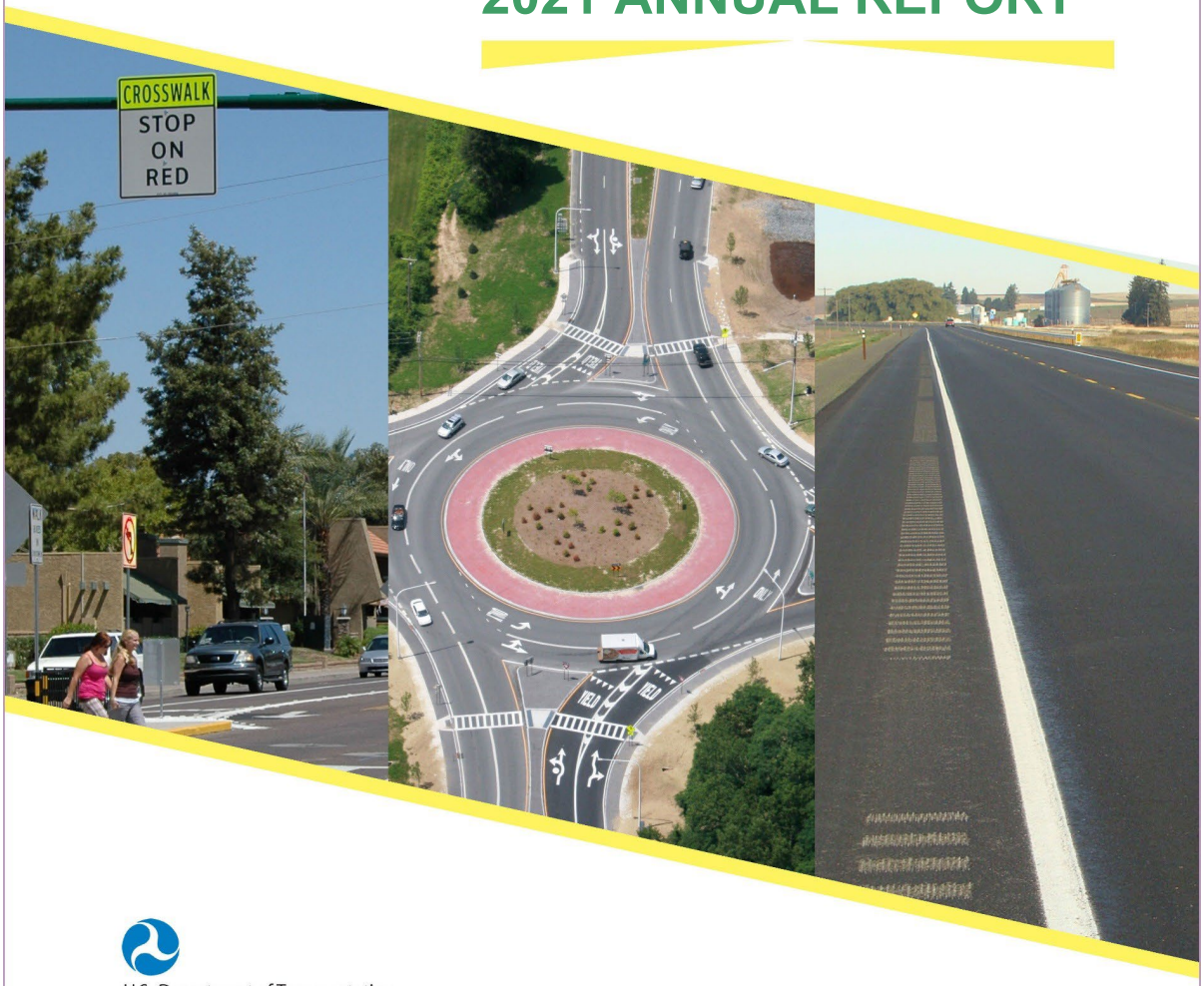
GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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

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

Executive Summary

The purpose of the Georgia Highway Safety Improvement Program (HSIP) is to provide for a continuous and data-driven process that identifies and reviews specific traffic safety issues around the state to identify locations for potential safety enhancements. The ultimate goal of the HSIP process is to eliminate all roadway fatality & serious injury crashes on all Georgia's roadways through the implementation of engineering solutions. Each year, the Department sets aside safety funding to implement safety projects. The total HSIP funds allocated in a given fiscal year (FY) is approximately $ 100 million. In addition to this amount, the Department delivered an additional $25.1 million in safety focused projects for FY 21. These additional projects included intersection improvements, such as roundabouts, and signage improvements that span across several districts. Across the US, motor vehicle fatal crashes in 2020 estimated to be the highest in 13 years, despite dramatic drops in vehicles miles driven. There are an estimated 42,060 people to have died in motor vehicles crashes in 2020, a 24 percent increase to the previous year and the highest in 96 years. Georgia saw similar trends with a 14% increase in fatal crashes. The trends in fatal crashes increase in most emphasis areas, including roadway departure, lane departure, pedestrians and bicycles. City and County roadways saw a large increase in fatal crashes compared to the state routes system. Upon reviewing all fatal crashes reports there is one notable trend, speed. With volumes decreasing because of the pandemic there was observed speed increases up more than 10%. The assumption is that with less congestion the roadways are more open, and people felt more comfortable traveling higher rates of speeds. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

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

Over the past FY the GDOT Safety Program used a data-driven process to successfully locate viable safety projects that meet our HSIP goals. Projects that comprise the HSIP are usually moderately-sized projects that include safety improvements in the follow areas; intersection, pedestrian and bicycle, roadway departure, corridor, off-system, and high-risk rural roads. In addition, safety improvements identified through Road Safety Audits (RSA)s are pursued through district resources, local agencies, and capital projects. Safety projects may be nominated or identified from a large number of sources. RSAs are selected using Sliding Window in Numetric. This application allows the Department to utilize resources efficiently and develop a top 10 data-driven list for each District. The Safety Program then works with the District and local governments to confirm at least 14 RSAs for the FY. During the pandemic, the Safety Program was able to exceeds its goals and complete 15 RSAs by creating a virtual RSA process. This process will be highlighted in a ITE quick bite for other programs to replicate.

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

Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. Redefining our processes, revision of guidelines, and continued enhancement of Numetric is a highlight of these efforts. GDOT worked with FHWA, engineering consultants and local governments to test and validate the tools using examples from daily work to ensure the tools will support their efforts to identify potential safety project locations throughout the state on all public roads. The new tools have already provided significant safety benefits by reducing the time it takes to analyze and locate potential safety projects.

Additionally, the Office of Traffic Operations is refining and utilizing our crash data to improve safety and eliminate fatality crashes and reduce serious injuries crashes. This past year GDOT has been working closely with our safety partners and local law enforcement to improve the reporting accuracy in the State's Motor Vehicle Crash Report. The effort to improve reporting accuracy will further advance the identification of potential safety enhancement opportunities for both engineered and behavioral countermeasures. These efforts continue to advance the overall objectives of the Governor's Strategic Highway Safety Plan. Cumulatively, GDOT has advanced several initiatives to promote safety on all Georgia roadways. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, installing concrete medians, installing rumble strips, installing more retro-reflective signage, applying pavement markings, improving intersection conspicuity, installing high friction surface treatment, coordinating traffic signal timing, and installing pedestrian accommodations to make our roads safer for all users.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the Reporting Guidance. Projects identified for the program are requested by our GDOT District Engineers, local governments and GDOT Central Office Engineers. All ideas are evaluated to determine if the proposed projects fit our HSIP program and support the SHSP. If a proposed project is determined to be a candidate for the HSIP it must compete with all other non systemic projects based upon its benefit : cost ratio. Those projects with the highest B:C are advanced based on our available funding capacity.

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

Pedestrian & Bicycle Safety ($10-12.5 million)

Intersection Safety ($35-44 million)

Roadway and Lane Departure ($20-30 million)

High Risk Rural Roads ($6.5 million)

Off System Safety ($7 million)

Where is HSIP staff located within the State DOT?

Operations

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

How are HSIP funds allocated in a State?

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

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

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

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

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

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

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

Describe coordination with internal partners.

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

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

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

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

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

Identify which external partners are involved with HSIP planning.

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

Georgia’s Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was updated and in place during FY 2015 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency management, enforcement and education professionals who come from community organizations, private businesses, schools, and public institutions. The teams work together to establish measurable goal(s) that are designed to improve one or more of the established emphasis areas. Throughout the year, the teams track their progress against their goal(s). The teams report their progress to the participating groups and to the Governor’s Office of Highway Safety (GOHS). Also, the GOHS holds semi-annual Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT’s Pedestrian, Bicycle, Intersection and Roadway Departure Safety Action Plans are executed to implement engineering solutions to address highway safety problems. GDOT’s Safety Action Plans are key components of its HSIP and all are aligned with the goals of the state’s SHSP and a number of its Emphasis Areas.
Georgia’s SHSP Key Emphasis Areas are as follows:
Occupant Protection - Seatbelts and Air Bags
Serious Crash Type - Intersections, Keeping Vehicles on the Road - lane departure, Head-on and Cross Median Crashes
Impaired Driver
Distracted Driving
Age related issues - Graduated Driver's Licensing, Younger Adult Drivers, Older Drivers
Non-motorized User - Pedestrians, Bicyclists
Vehicle Type - Heavy Trucks, Motorcycles
Additionally, the following teams support the task teams by addressing unique needs associated with the teams goals.
Trauma System/Increasing EMS Capabilities
Traffic/Crash Records and Data Analysis
Traffic Incident Management Enhancement (TIME)

Describe coordination with external partners.

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

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

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

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

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

If the crash screening provides a justification for a safety project the analysis is moved to an intersection control evaluation (ICE), if applicable. Alternatives proposed in the crash screening are evaluated and confirmed in stage 1 ICE. The most viable safety alternatives are selected for stage 2 ICE. The ICE tool ranks the final alternatives and provides a more defined benefit-cost. The alternative that has the highest ranking and benefit-cost, and shows to be a competitive safety project, is selected to move to the next stage, a traffic engineering (TE) study. A TE study can be performed once an alternative is selected from the ICE. The TE study takes the information gathered so far in the process and provides more details on the proposed project.

For example, site visits are conducted to gain exact measures, update crash analysis, provide operational analysis, develop a layout, review of alternatives found in stage 2 ICE and recommendations. In addition, risk factors such as environmental, ROW, and utility are examined.

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

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

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

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

Program: Bicycle Safety

Date of Program Methodology:7/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:2
Available funding:1
Other-stakeholder interest:3

Program: Horizontal Curve

Date of Program Methodology:7/1/2013

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: HRRR

Date of Program Methodology:7/1/2012

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

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

Program: Intersection

Date of Program Methodology:7/1/2012

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic	

- Fatal and serious injury crashes only
- Volume

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

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

Program: Local Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Other-Local Funding

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

Roadway

- Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Local Safety Plans

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

Rank of Priority Consideration

Available funding:1

Program: Median Barrier

Date of Program Methodology:7/1/2013

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:2
Available funding:1

Program: Pedestrian Safety

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:3
Other-stakeholder interest:2

Program: Roadway Departure

Date of Program Methodology:7/1/2013

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:2

Program: Sign Replacement And Improvement

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Other-Clear Messaging and guidance

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	• Volume	• Functional classification

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- 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: Skid Hazard

Date of Program Methodology:7/1/2013

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Wrong Way Driving

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Other-GDOT Focus

What is the funding approach for this program?

Other-Available Funding

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

Roadway

- Other-Interchange Design

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Other-Systemic

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

Rank of Priority Consideration

Available funding:1

Program: Other-Off System Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- Other-Support Local Government Road Safety Concerns

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Ownership

What project identification methodology was used for this program?

- Crash frequency
- Relative severity index

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

Yes

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

No

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

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

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2
Other-stakeholder interest:1

What percentage of HSIP funds address systemic improvements?

29

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

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

- Horizontal curve signs
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Wrong way driving treatments

What process is used to identify potential countermeasures?

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

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

At this time we are not leveraging this technology, but over the past year the state has started exploring the opportunities that connected vehicles offer. As we continue to investigate the impact of newer technologies, the state will incorporate various components that align to our program development.

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 Numetric and engineering consultants to calibrate the state using our geo-located crash data loaded to our Numetric platform. We have been leveraging the Empirical Bayes method to identify roadways for analysis. Over the next several months we will be working to calibrate each of our seven districts. We will keep FHWA and our safety partners informed of our progress as we work with our network screening team and the web based crash analysis tools being developed by Numetric Inc. As part of the standard ranking criteria, the Numetric tools also include Equivalent Property Damage Only (ePDO) estimates for roads and road segments as well as a Relative Severity Index (RSI) and crash rate.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$102,100,307	$119,257,599	116.8%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$8,068,512	$7,988,531	99.01%
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	$110,168,819	$127,246,130	115.5%

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?

$8,684,833

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

1%

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

1%

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

$1,177,360

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

$0

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

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

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016903 OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN TERRELL CO-HRRR	Roadway delineation	Roadway delineation - other	13	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016904 OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOC IN IRWIN COUNTY-HRRR	Roadway delineation	Roadway delineation - other	18	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016904 OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOC IN IRWIN COUNTY-HRRR	Roadway delineation	Roadway delineation - other	18	Locations	$370409.1	$370409.1	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016905 OFF-SYSTEM SAFETY IMPROVEMENTS @ 26 LOCS IN CLAY COUNTY-HRRR	Roadway delineation	Roadway delineation - other	26	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016906 OFF-SYSTEM SAFETY IMPROVEMENTS @ 52 LOC IN BUTTS COUNTY-HRRR	Roadway delineation	Roadway delineation - other	52	Locations	$293660.48	$293660.48	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016906 OFF-SYSTEM SAFETY IMPROVEMENTS @ 52 LOC IN BUTTS COUNTY-HRRR	Roadway delineation	Roadway delineation - other	52	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016907 OFF-SYSTEM SAFETY IMPROVEMENTS @ 27 LOC IN WILKINSON CO-HRRR	Roadway delineation	Roadway delineation - other	27	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016908 OFF-SYSTEM SAFETY IMPROVEMENTS @20 LOC IN	Roadway delineation	Roadway delineation - other	20	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
TALIAFERRO CO-HRRR															
0016908 OFF-SYSTEM SAFETY IMPROVEMENTS @20 LOC IN TALIAFERRO CO-HRRR	Roadway delineation	Roadway delineation - other	20	Locations	$348655.14	$348655.14	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016912 CR 466 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$7200	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	230	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016913 CR 325/CS 625 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$7200	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,280	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016914 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOC IN CHATTAHOOCHEE -HRRR	Roadway delineation	Roadway delineation - other	4	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016915 OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN HANCOCK CO-HRRR	Roadway delineation	Roadway delineation - other	11	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016916 CR 200 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$7200	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,000	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016917 CR 87 & CR 173 @ 2 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Locations	$7200	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016929 OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN	Roadway delineation	Roadway delineation - other	13	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
WEBSTER CO-HRRR															
0016929 OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN WEBSTER CO-HRRR	Roadway delineation	Roadway delineation - other	13	Locations	$378314.67	$378314.67	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017700 OFF-SYSTEM SAFETY IMPROVEMENTS @ 29 LOCS IN BANKS COUNTY	Roadway delineation	Roadway delineation - other	29	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017701 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN MILLER CO - HRRR	Roadway delineation	Roadway delineation - other	12	Locations	$7200	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017702 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS IN RANDOLPH CO-HRRR	Roadway delineation	Roadway delineation - other	10	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017703 OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS IN SEMINOLE CO-HRRR	Roadway delineation	Roadway delineation - other	23	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017705 OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN RICHMOND COUNTY	Roadway delineation	Roadway delineation - other	18	Locations	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0015751 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOC IN FULTON COUNTY	Roadside	Barrier- metal	12	Locations	$534455.04	$534455.04	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016887 OFF-SYSTEM SAFETY IMPROVEMENTS	Pedestrians and bicyclists	Pedestrian beacons	4	Locations	$604750	$604750	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	County Highway Agency	Spot	Pedestrians	Improve safety for all road users

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
@ 4 LOCS IN DEKALB COUNTY															
0016903 OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN TERRELL CO-HRRR	Roadway delineation	Roadway delineation - other	13	Locations	$225937.22	$225937.22	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016905 OFF-SYSTEM SAFETY IMPROVEMENTS @ 26 LOCS IN CLAY COUNTY-HRRR	Roadway delineation	Roadway delineation - other	26	Locations	$304668.77	$304668.77	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016907 OFF-SYSTEM SAFETY IMPROVEMENTS @ 27 LOC IN WILKINSON CO-HRRR	Roadway delineation	Roadway delineation - other	27	Locations	$433183	$433183	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016909 OFF-SYSTEM SAFETY IMPROVEMENTS @ 49 LOCS IN FLOYD COUNTY	Roadway delineation	Roadway delineation - other	49	Locations	$512023.38	$512023.38	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016909 OFF-SYSTEM SAFETY IMPROVEMENTS @ 49 LOCS IN FLOYD COUNTY	Roadway delineation	Roadway delineation - other	49	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016910 OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN PAULDING COUNTY	Roadway delineation	Roadway delineation - other	17	Locations	$386281.07	$386281.07	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016910 OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN PAULDING COUNTY	Roadway delineation	Roadway delineation - other	17	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016911 OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway delineation	Roadway delineation - other	39	Locations	$584325.4	$584325.4	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
@ 39 LOCS IN CARROLL COUNTY															
0016911 OFF-SYSTEM SAFETY IMPROVEMENTS @ 39 LOCS IN CARROLL COUNTY	Roadway delineation	Roadway delineation - other	39	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016912 CR 466 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$435320.181	$483689.09	HSIP (23 U.S.C. 148)	Rural	Major Collector	230	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016913 CR 325/CS 625 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$443967.89	$443967.89	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,280	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016914 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOC IN CHATTAHOOCHEE -HRRR	Roadway delineation	Roadway delineation - other	4	Locations	$396370.35	$396370.35	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016915 OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN HANCOCK CO-HRRR	Roadway delineation	Roadway delineation - other	11	Locations	$468988.39	$468988.39	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0016916 CR 200 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Locations	$666487.539	$740541.71	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,000	45	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016918 CR 51;CR 266 & CS 586@2 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Locations	$518690.007	$576322.23	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016918 CR 51;CR 266 & CS 586@2 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Locations	$7200	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016930 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN FULTON COUNTY	Pedestrians and bicyclists	Install new crosswalk	5	Locations	$188655.399	$209617.11	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	County Highway Agency	Spot	Pedestrians	Improve safety for all road users
0017122 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN SANDY SPRINGS	Roadside	Barrier- metal	4	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	City or Municipal Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017180 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN TUCKER	Pedestrians and bicyclists	Pedestrian beacons	4	Locations	$76673.14	$76673.14	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	City or Municipal Highway Agency	Spot	Pedestrians	Improve safety for all road users
0017180 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN TUCKER	Pedestrians and bicyclists	Pedestrian beacons	4	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	City or Municipal Highway Agency	Spot	Pedestrians	Improve safety for all road users
0017699 OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN ELBERT COUNTY	Roadway delineation	Roadway delineation - other	25	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017704 OFF-SYSTEM SAFETY IMPROVEMENTS @ 35 LOCS IN FRANKIN CO-HRRR	Roadway delineation	Roadway delineation - other	35	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017706 CR 333 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway delineation	Roadway delineation - other	1	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,560	55	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017707 OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HOUSTON COUNTY	Roadway delineation	Roadway delineation - other	4	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017708 OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway delineation	Roadway delineation - other	14	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
@ 14 LOCS IN HENRY COUNTY															
0017709 CR 103; CR 465 & CR 553 - OFF-SYSTEM SAFETY IMPROVEMENTS	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3	Locations	$7200	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0017710 OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN MCDUFFIE COUNTY	Roadway delineation	Roadway delineation - other	19	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017711 OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN CITY OF ACWORTH	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	City or Municipal Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017712 OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN PICKENS COUNTY	Roadway delineation	Roadway delineation - other	17	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017713 OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN MURRY COUNTY	Roadway delineation	Roadway delineation - other	18	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017714 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN FULTON COUNTY	Roadway delineation	Roadway delineation - other	9	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017715 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN ROCKDALE COUNTY	Roadway delineation	Roadway delineation - other	12	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017716 OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN BALDWIN COUNTY	Roadway delineation	Roadway delineation - other	20	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road

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0017728 OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY	Roadway delineation	Roadway delineation - other	16	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017742 OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN FULTON COUNTY	Roadway delineation	Roadway delineation - other	2	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	County Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0013332 SR 22 @ CR 740/FULTON MILL ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3292152.88	$3292152.88	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0015589 SR 17 @ CR 156/BLUE JAY ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3161338.72	$3161338.72	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	100	35	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0006935 SR 20 @ CR 98/WEST HIGHTOWER TRAIL & CHANDLER RD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1550000	$1550000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,380	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009880 SR 23/US 25/US 301 @ SR 196	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2539424.22	$2539424.22	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,200	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009901 I-20 @ CR 826/WACO ROAD - EB & WB RAMPS	Intersection traffic control	Modify control – Modern Roundabout	2	Intersections	$4262503.6	$4262503.6	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	35,500	70	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009916 SR 88 @ CR 58/BATH EDIE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$590000	$590000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,100	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009931 SR 11 @ SR 211	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1960000	$1960000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,430	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009960 SR 22 @ CR 715/KNOXVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$270000	$270000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,620	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes

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0009967 SR 14 @ SR 41	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$560000	$560000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,070	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009975 I-85 @ SR 18 & SR 18 @ SR 103	Intersection traffic control	Modify control – Modern Roundabout	2	Intersections	$10341429.12	$10341429.12	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	30,900	70	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009989 SR 138 @ CR 6/CR 443/UNION CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$530000	$530000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,150	50	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0009990 SR 138 @ CR 8/CR 15/EAST FAIRVIEW ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$780000	$780000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,000	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0011730 SR 38/US 84 @ CR 73/OLD SUNBURY ROAD	Intersection traffic control	Intersection traffic control - other	1	Intersections	$3301962.156	$3668846.84	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	29,400	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0013333 I-20 EB @ CS 2776/MAYNARD TERRACE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1230000	$1230000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	163,000	65	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0013373 SR 22 @CR 1505/BRADLEY PARK DR-DIVERGING DIAMOND INTERCHANGE	Interchange design	Innovative Interchange Modifications	1	Interchanges	$243000	$270000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	61,700	65	State Highway Agency	Spot	Intersections	Reduce crashes by older, impaired, distracted and inexperienced drivers
0013684 SR 1 @ SR 151	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$884221.91	$884221.91	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,420	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0013685 SR 90 @ CR 250/LOWER REBECCA ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$170000	$170000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,710	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0013686 SR 155 @ CR 672/PANOLA ROAD	Intersection traffic control	Modify control – Modern Roundabout	10	Locations	$3159676.85	$3159676.85	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,500	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes

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0013689 PEDESTRIAN UPGRADES @ 10 LOCS IN PAULDING & POLK COUNTY	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Locations	$54000	$60000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100		State Highway Agency	Spot	Pedestrians	Improve safety for all road users
0013697 SR 81 @ CR 434/JACKSON LAKE ROAD/CR 656/SNAPPING SHOALS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1050000	$1050000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,250	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0013859 SR 11 @ SR 12	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1080000	$1080000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,810	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0014083 SR 22/US 80 FROM ALABAMA STATE LINE TO SR 85/US 27 ALT	Roadway signs and traffic control	Roadway signs (including post) - new or updated	9.8	Miles	$3324984.18	$3324984.18	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	68,200	55	State Highway Agency	Systemic	Older Drivers	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014087 I-75 FM CR 633/NEW HOPE RD/GLADE RD TO TENNESSEE STATE LINE	Roadway signs and traffic control	Roadway signs (including post) - new or updated	76.62	Miles	$4038607.92	$4038607.92	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	67,100	70	State Highway Agency	Systemic	Older Drivers	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014090 I-75 FROM SR 215/DOOLY TO CS 636/BILL GARDNER PKWY/HENRY	Roadway signs and traffic control	Roadway signs (including post) - new or updated	101.35	Miles	$18456090.52	$18456090.52	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	75,300	70	State Highway Agency	Systemic	Older Drivers	Reduce crashes by older, impaired, distracted and inexperienced drivers
0014159 SR 16 @ CR 301/HIGGINS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2405599.41	$2405599.41	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,300	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0014159 SR 16 @ CR 301/HIGGINS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$270000	$270000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,300	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes

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0015504 Additionall PE Expenses on projects under development	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$4069080	$4521200	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Intersections	Reduce severity of crashes
0015504 Historical CST misc. Expenses on projects under CST	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$10585866.303	$11762073.67	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Intersections	Reduce severity of crashes
0015504 Historical ROW Expenses on projects under acquisition	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$731700	$813000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Intersections	Reduce severity of crashes
0015672 CR 1840/BROWN BRIDGE ROAD @ CR 13/MAGNET ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1430000	$1430000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	910	45	County Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0015686 SR 11/SR 49 @ SR 247	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$730000	$730000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	26,200	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0015687 SR 1 @ SR 520 & CR 109/LAFAYETTE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$625000	$625000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,410	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0016105 SR 140 @ CR 776/AVERY ROAD	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$441000	$490000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	14,900	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0016110 SR 101 @ CR 352/OLD DRAKETOWN TRAIL	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$234000	$260000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,330	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0016111 SR 247 @ SR 247 SPUR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1576373.33	$1576373.33	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,630	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0016353 SR 365/US 23 FROM SR 52 TO SR 369	Roadside	Barrier – cable	7.42	Miles	$774295.983	$860328.87	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	28,500	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes

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0016354 SR 365/US 23 FROM SR 52 TO SR 384	Roadside	Barrier – cable	8.49	Miles	$897195.465	$996883.85	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	24,400	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016355 SR 365/US 23 FROM SR 384 TO SR 17	Roadside	Barrier – cable	10.57	Miles	$1471919.364	$1635465.96	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	21,300	65	State Highway Agency	Systemic	Roadway Departure	Reduce severity of roadway departure crashes
0016461 SR 30/US 280 @ SR 15/SR 135	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$800000	$800000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,130	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0016464 SR 73/US 25 @ SR 67	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$800000	$800000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,300	35	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017126 I -285@ SR 141	Interchange design	Interchange improvements	1	Locations	$990000	$1100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	208,000	65	County Highway Agency	Spot	Intersections	Reduce crashes by older, impaired, distracted and inexperienced drivers
0017318 ROAD SAFETY AUDITS - REGION A - FY 2021	Miscellaneous	Road safety audits	4	Locations	$202500	$225000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	State Highway Agency	Spot	Pedestrians	Data driven safety
0017319 ROAD SAFETY AUDITS - REGION B - FY 2021	Miscellaneous	Road safety audits	4	Locations	$202500	$225000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	State Highway Agency	Spot	Pedestrians	Data driven safety
0017320 ROAD SAFETY AUDITS - REGION C - FY 2021	Miscellaneous	Road safety audits	4	Locations	$202500	$225000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	State Highway Agency	Spot	Pedestrians	Data driven safety
0017321 TRAFFIC ENGINEERING STUDIES - REGION A - FY 2021	Miscellaneous	SHSP Development	1	HSIP Progam Support	$1350000	$1500000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017322 TRAFFIC ENGINEERING STUDIES - REGION B - FY 2021	Miscellaneous	SHSP Development	1	HSIP Progam Support	$990000	$1100000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety

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0017323 TRAFFIC ENGINEERING STUDIES - REGION C - FY 2021	Miscellaneous	SHSP Development	1	HSIP Progam Support	$990000	$1100000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017324 TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION B - FY 2021	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$405000	$450000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017325 TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION C - FY 2021	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$315000	$350000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017326 SAFETY IMPROVEMENT PROJECT MOSD - REGION A - FY 2021	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$2070000	$2300000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017327 SAFETY IMPROVEMENT PROJECT MOSD - REGION B - FY 2021	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$2070000	$2300000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017328 SAFETY IMPROVEMENT PROJECT MOSD - REGION C - FY 2021	Miscellaneous	Miscellaneous - other	1	HSIP Progam Support	$2070000	$2300000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017332 CRASH DATA SOFTWARE & ANALYSIS SERVICES - FY 2021	Miscellaneous	Data analysis	1	HSIP Progam Support	$180000	$200000	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety
0017394 SR 74 FROM CR 5462/OGLESBY PLACE TO CR 741/COLUMBUS ROAD	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$1125000	$1250000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,100	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017395 SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$620000	$620000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,500	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017396 SR 3/SR 300/US 19 @ CR 39/NELMS ROAD	Intersection geometry	Innovative Intersection (e.g.	1	Intersections	$315000	$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,500	55	State Highway Agency	Spot	Intersections	Reduce severity of

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		MUT, RCUT, QR)													intersection crashes
0017397 SR 32 @ SR 300	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$315000	$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,030	55	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017398 SR 92 @ CR 515/JONES ROAD & @ CR 485/DEMOONEY ROAD	Intersection traffic control	Modify control – Modern Roundabout	2	Intersections	$810000	$810000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,300	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017399 SR 410/US 78 @ CR 9476/MOUNTAIN IND BLVD	Intersection geometry	Modify lane assignment	2	Intersections	$13500	$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	96,200	55	City or Municipal Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017401 SR 42 @ CS 2199/UNITED AVE & CS 2935/SKYHAVEN ROAD	Intersection geometry	Modify lane assignment	1	Intersections	$261000	$290000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,900	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017454 SR 12 FROM TURNER LAKE ROAD TO HENDERSON DRIVE	Intersection geometry	Intersection geometry - other	3	Intersections	$1530000	$1700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,300	45	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017697 SR 38/US 84 FM CS 971/FLOWERS DRIVE TO CS 502/PATRIOTS TRAIL	Roadway delineation	Roadway delineation - other	7.02	Miles	$540000	$600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,400	45	State Highway Agency	Systemic	Roadway Departure	Keeping vehicles on the road
0017698 SR 5/SR 515 @ CR 220/WHITESTONE ROAD	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$136800	$152000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	18,300	65	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes
0017717 SCHOOL ROAD SAFETY AUDIT - FY 2021-2024	Miscellaneous	Road safety audits	1	HSIP Progam Support	$900000	$1000000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	35	State Highway Agency	Spot	Pedestrians	Improve safety for all road users
0017920 SR 61 @ CR 1688/OLD ALABAMA ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$650000	$650000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,860	50	State Highway Agency	Spot	Intersections	Reduce severity of intersection crashes

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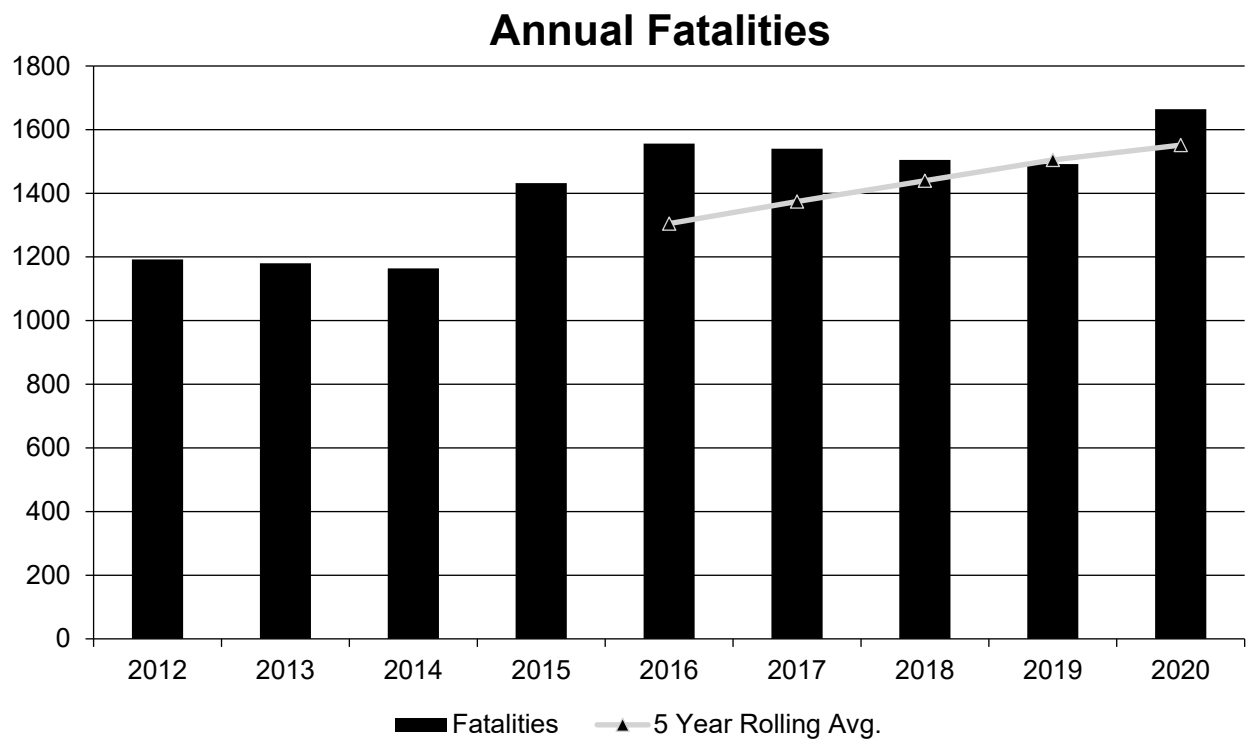
0017922 I-95 FROM S OF CSX #635042S TO S OF EFFINGHAM COUNTY LINE	Roadway signs and traffic control	Roadway signs (including post) - new or updated	21.9	Miles	$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	79,200	70	State Highway Agency	Systemic	Older Drivers	Reduce crashes by older, impaired, distracted and inexperienced drivers
0017952 SAFETY DATA ANALYTICS	Miscellaneous	Data analysis	1	HSIP Progam Support	$129685.698	$144095.22	HSIP (23 U.S.C. 148)	N/A	N/A	1	10	State Highway Agency	Statewide	Data	Data driven safety

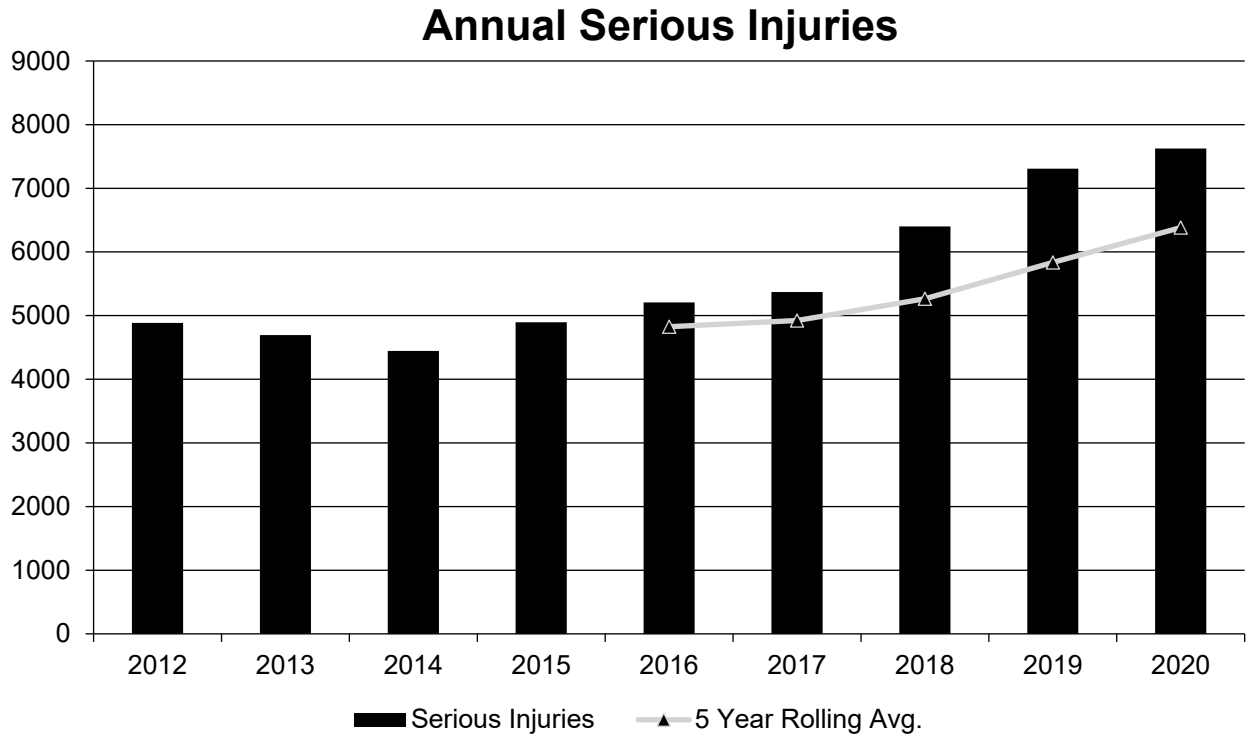
Safety Performance

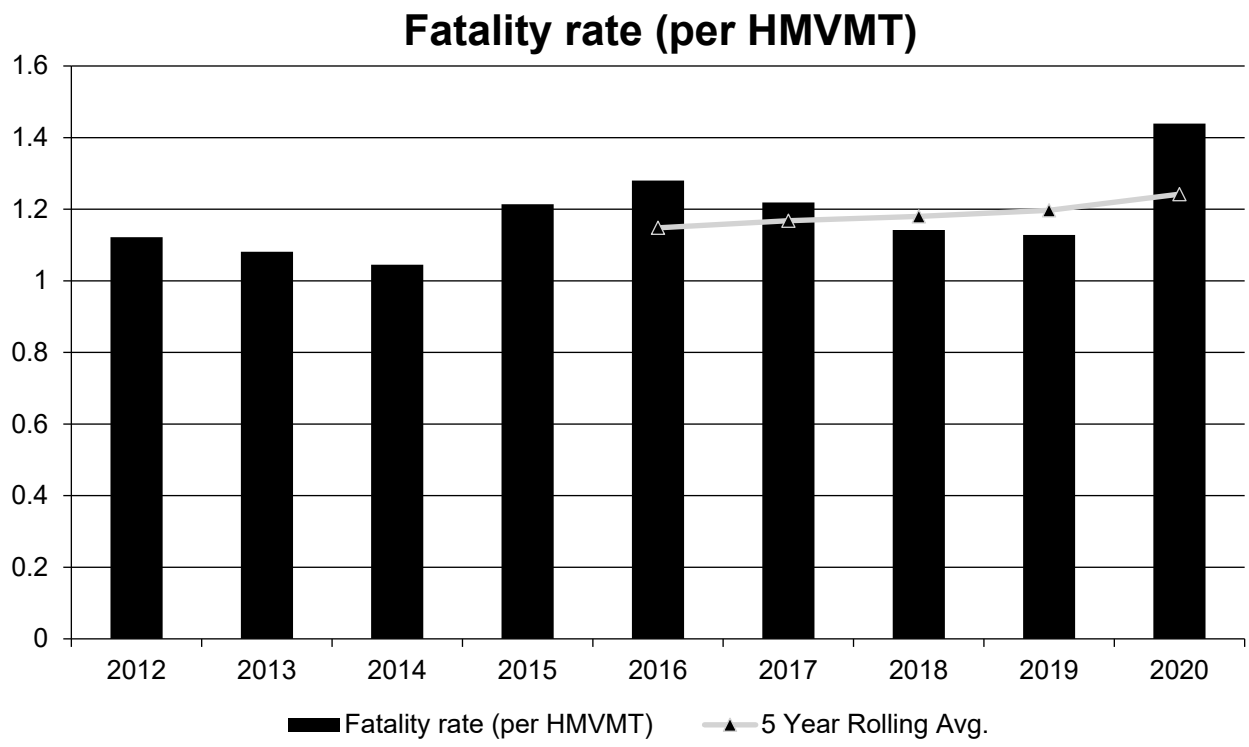
General Highway Safety Trends

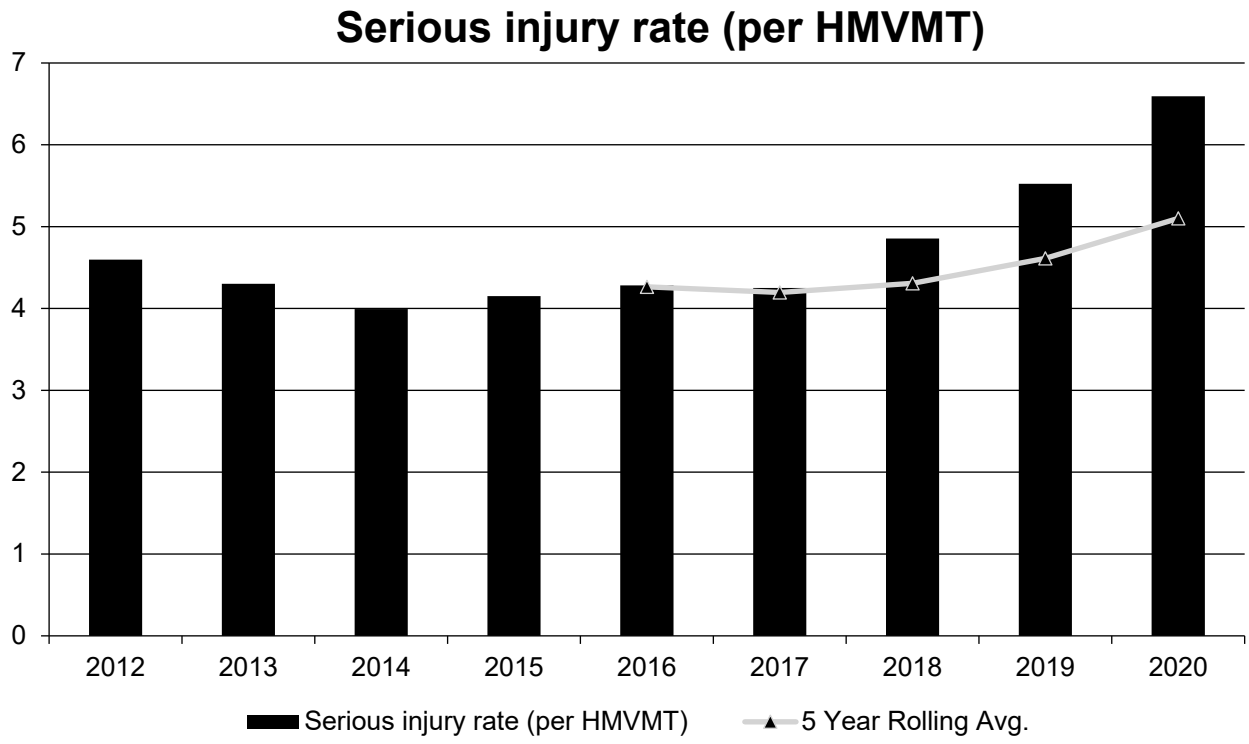
Present data showing the general highway safety trends in the State for the past five years.

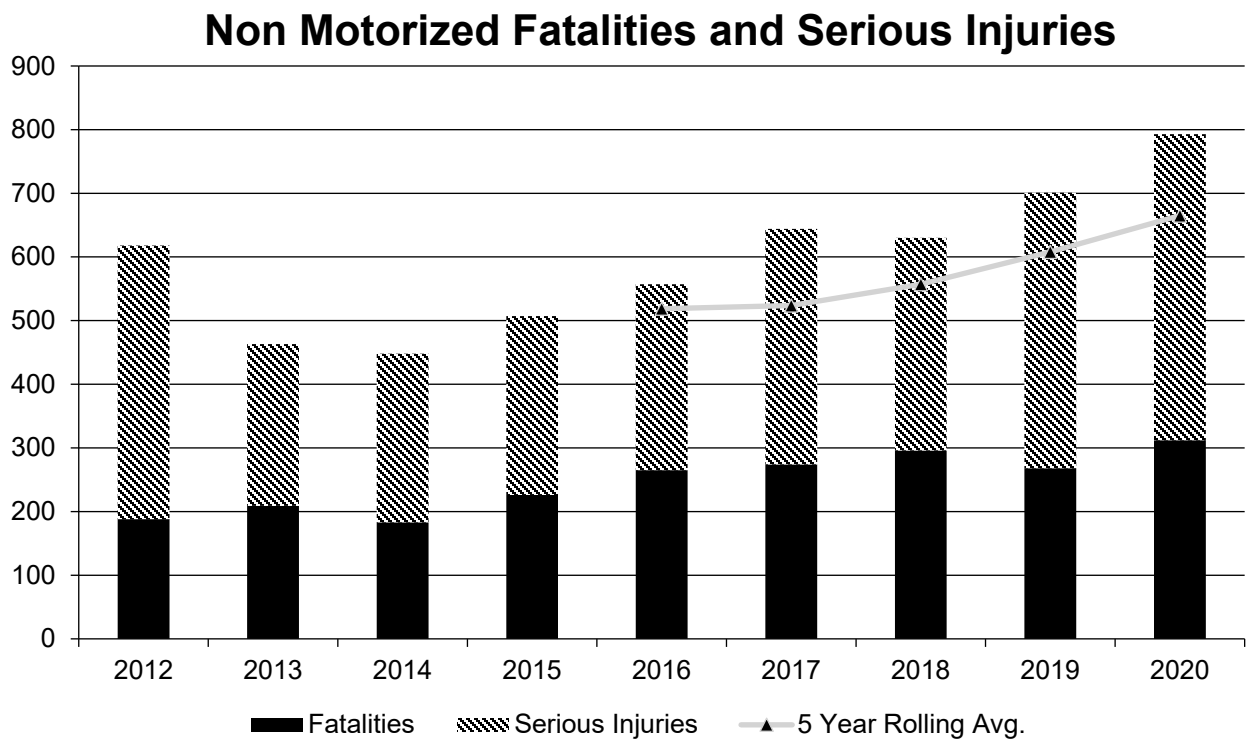
PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	1,192	1,180	1,164	1,432	1,556	1,540	1,505	1,492	1,664
Serious Injuries	4,884	4,694	4,446	4,896	5,206	5,370	6,401	7,308	7,625
Fatality rate (per HMVMT)	1.122	1.081	1.045	1.214	1.280	1.219	1.142	1.128	1.439
Serious injury rate (per HMVMT)	4.598	4.301	3.993	4.152	4.282	4.251	4.856	5.523	6.593
Number non-motorized fatalities	188	209	183	226	265	274	296	268	312
Number of non-motorized serious injuries	430	254	265	281	292	370	334	433	481


Annual Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
7
6
5
4
3
2
1
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2020

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	61.2	507.2	0.79	6.6
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	120.2	500.8	1.93	7.94
Rural Minor Arterial	130.4	697.2	2.28	12.17
Rural Minor Collector	35.6	168.2	1.52	6.27
Rural Major Collector	156.2	773.4	9.06	49.47

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	81	569.6	1.82	12.79
Urban Principal Arterial (UPA) - Interstate	163	511.8	0.68	2.13
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.8	66.8	0.54	1.94
Urban Principal Arterial (UPA) - Other	279.8	836.6	1.63	4.88
Urban Minor Arterial	279.6	872	1.5	4.68
Urban Minor Collector	107.4	298.2	1.39	3.84
Urban Major Collector	0	0	0	0
Urban Local Road or Street	117.8	580.2	0.51	2.53

Year 2020

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	1,012.2	4,113.2	1.38	5.6
County Highway Agency	432	1,848	1.27	5.43
Town or Township Highway Agency				
City or Municipal Highway Agency	106.8	420.8	0.6	2.37
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:1671.0

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

During the period of 2015-2019, there was an increase in the unweighted 5-year rolling average number of traffic fatalities. Despite this increase in the averages, the actual number of traffic fatalities decreased in 2019 compared to 2018. Using the 5-year rolling average and polynomial modeling (R2 of 0.99), The State's SHSP set the target to maintain traffic fatalities under the projected 1,696 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it is a lower number compared to the previous FY2021 HSP target of 1,715 traffic fatalities (2017-2021 rolling average). Additionally, this established target takes into consideration preliminary crash data that shows an increase in the number of overall traffic fatalities in 2020

Number of Serious Injuries:8443.0

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

To maintain serious injuries in traffic crashes under the projected 8,443 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it should be noted as mentioned earlier, this estimate is impacted by the recent updates to the state's crash report. In a few years, the trend line should reflect a reasonable trend solely based on the new injury definitions.

Fatality Rate:1.210

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

Since 2015, the 5-year rolling average traffic fatalities per 100M VMT has steadily increased. However, the rate decreased from 1.27 fatalities/100M VMT in 2016 to 1.12 in 2019. Using the 5-year rolling averaging method and polynomial modeling (R2 of 0.99), The State's SHSP set the target to maintain traffic fatalities per 100M VMT under the projected 1.21 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it is a lower rate compared to the previous FY2021 HSP target of 1.23 fatalities/100M VMT (2017-2021 rolling average).

Serious Injury Rate:4.610

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

To maintain serious injuries in traffic crashes per 100M VMT under the projected 6.08 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it should be noted as mentioned earlier, this estimate is impacted by the recent updates to the state's crash report. In a few years, the trend line should reflect a reasonable trend solely based on the new injury definitions.

Total Number of Non-Motorized Fatalities and Serious Injuries:793.0

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

Individually, the SHSP program goals state that we will maintain pedestrian fatalities under the projected 281 (2018 - 2022 rolling average) by 2022, and maintain bicyclist fatalities under the projected 25 (2018 - 2022 rolling average) by 2022.

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 CODES and Data Task Team sessions to review the state's data and the state's approach to developing performance targets. GDOT presented the finding and approach to GDOT Planning and the State's MPOs. Additionally, we held separate meeting with FHWA and NHTSA regional representatives to discuss our serious injury data analysis efforts. We highlighted how the updates to the serious injury data will impact to our performance measures and data reporting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1698.0	1551.4
Number of Serious Injuries	24094.0	6382.0
Fatality Rate	1.280	1.242
Serious Injury Rate	21.800	5.101
Non-Motorized Fatalities and Serious Injuries	1163.0	665.0

Reviewing the number of Serious Injuries and the rate it is clear that the data has changed dramatically. The reasons for this change has been shared with both FHWA and NHTSA regional representatives. In 2016, the state adopted the MMUCC injury definitions. The new definitions were implemented through the state's revised crash report that was rolled out in 2018. Prior to this time, the state did not have a serious injury value on the crash report. Therefore, the SHSP CODES Task Team developed a Serious Injury estimate based on hospital records and motor vehicle crash data. Like the old crash report, the hospital injury codes do not align with MMUCC injury definitions. Now that our law enforcement officers are applying the correct definitions, we are able to pull crash data verses applying an estimated injury definition. Because the crash report has changed, it is impossible to back into the previous SI estimates. Therefore, it is necessary to use the data as is knowing that the serious injury targets will move to more appropriate measures in the near future.

Applicability of Special Rules

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

No

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	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	139	206	229	226	207	238	234
Number of Older Driver and Pedestrian Serious Injuries	290	298	314	344	406	556	557

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

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

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

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

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

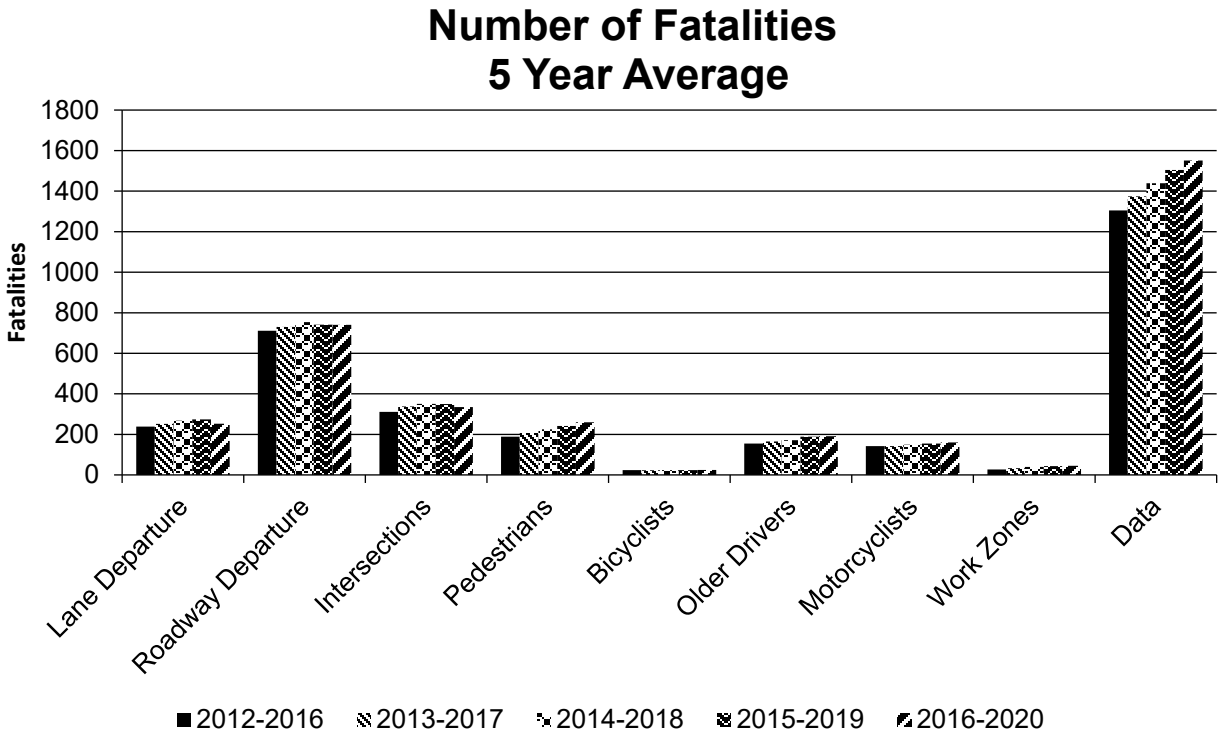
- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

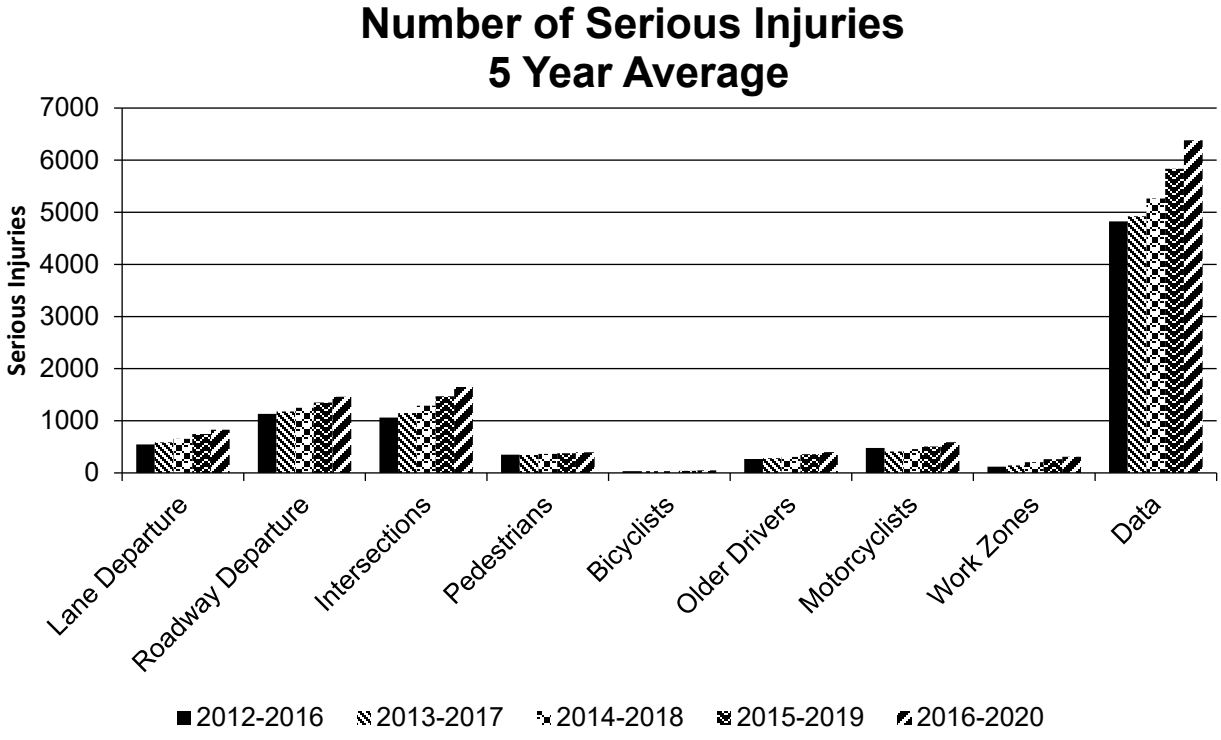
Effectiveness of Groupings or Similar Types of Improvements

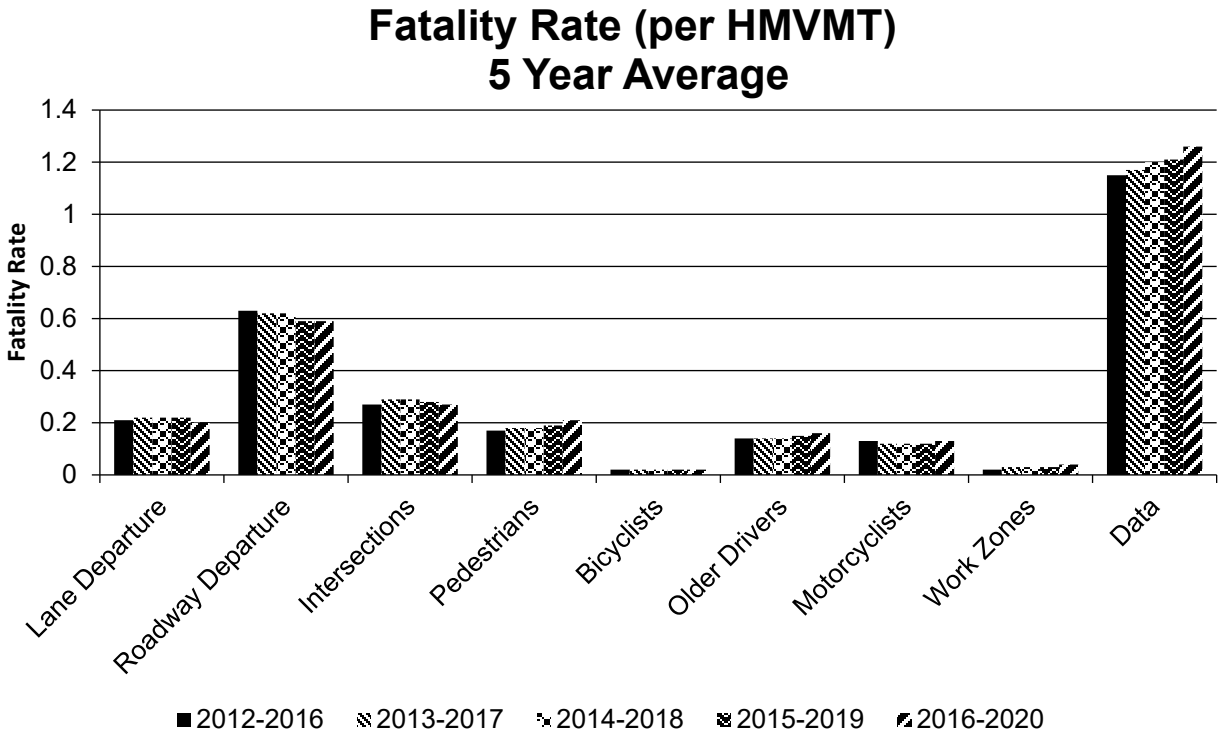
Present and describe trends in SHSP emphasis area performance measures.

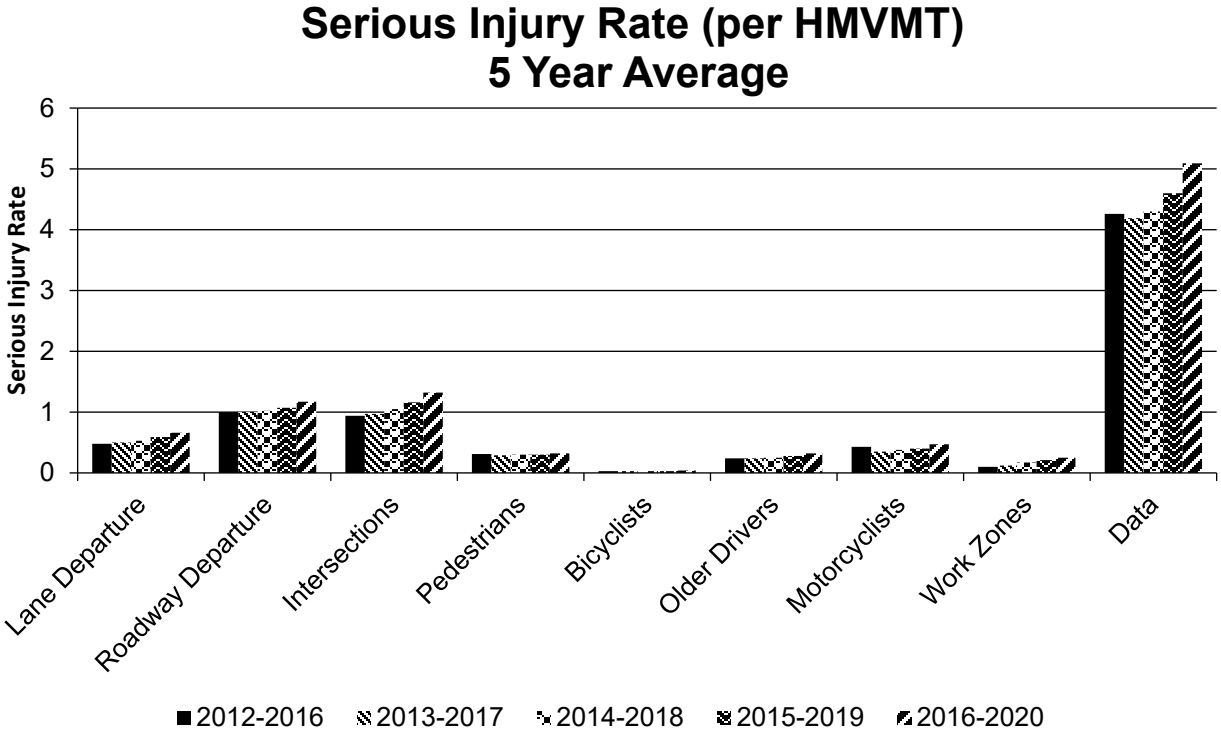
Year 2020

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		252.6	828	0.2	0.66
Roadway Departure		740.4	1,462.2	0.59	1.17
Intersections		334.4	1,648.4	0.27	1.32
Pedestrians		259.4	396.4	0.21	0.32
Bicyclists		24.4	49.6	0.02	0.04
Older Drivers		191.2	400.4	0.16	0.32
Motorcyclists		160	589.2	0.13	0.47
Work Zones		45.2	309.8	0.04	0.25
Data		1,551	6,382	1.26	5.09


Number of Fatalities
5 Year Average
Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020

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)
0008420 Lowndes SR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOLLYWOOD STREET	Rural Principal Arterial (RPA) - Other	Intersection geometry	Intersection realignment	20.00	6.00	1.00		1.00	1.00	7.00	1.00	29.00	8.00	13.5963836244651
0009620 Murray SR 225 @ MT Carmel Road/Mitchell Bridge Road - ROUNDABOUT	Rural Major Collector	Intersection traffic control	Modify control – Modern Roundabout	6.00	5.00			1.00		1.00	1.00	8.00	6.00	6.07631578947368
232330- Newton SR 36 @ CR 181/FLAT SHOALS/STEELE RD & CR 508/HENDERSON MILL	Rural Minor Arterial	Intersection geometry	Intersection realignment	18.00	13.00	2.00			1.00	22.00	5.00	42.00	19.00	31.6914999062556
0009950 Lumpkin Sr 9 @ SR 60	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	2.00	1.00					3.00		5.00	1.00	0.971884740679882
0009870 Effingham SR 17 @ SR 119	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	25.00	17.00					4.00	2.00	29.00	19.00	1.2375792640971

Compliance Assessment

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

05/24/2019

What are the years being covered by the current SHSP?

From: 2019 To: 2021

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

2021

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]										
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	20	20								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100								
	Begin Point Segment Descriptor (10) [10]										
	End Point Segment Descriptor (11) [11]										
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

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

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

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

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

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

Optional Attachments

Program Structure:

HSIP Implem Plan 2020_GDOT.pdf
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.