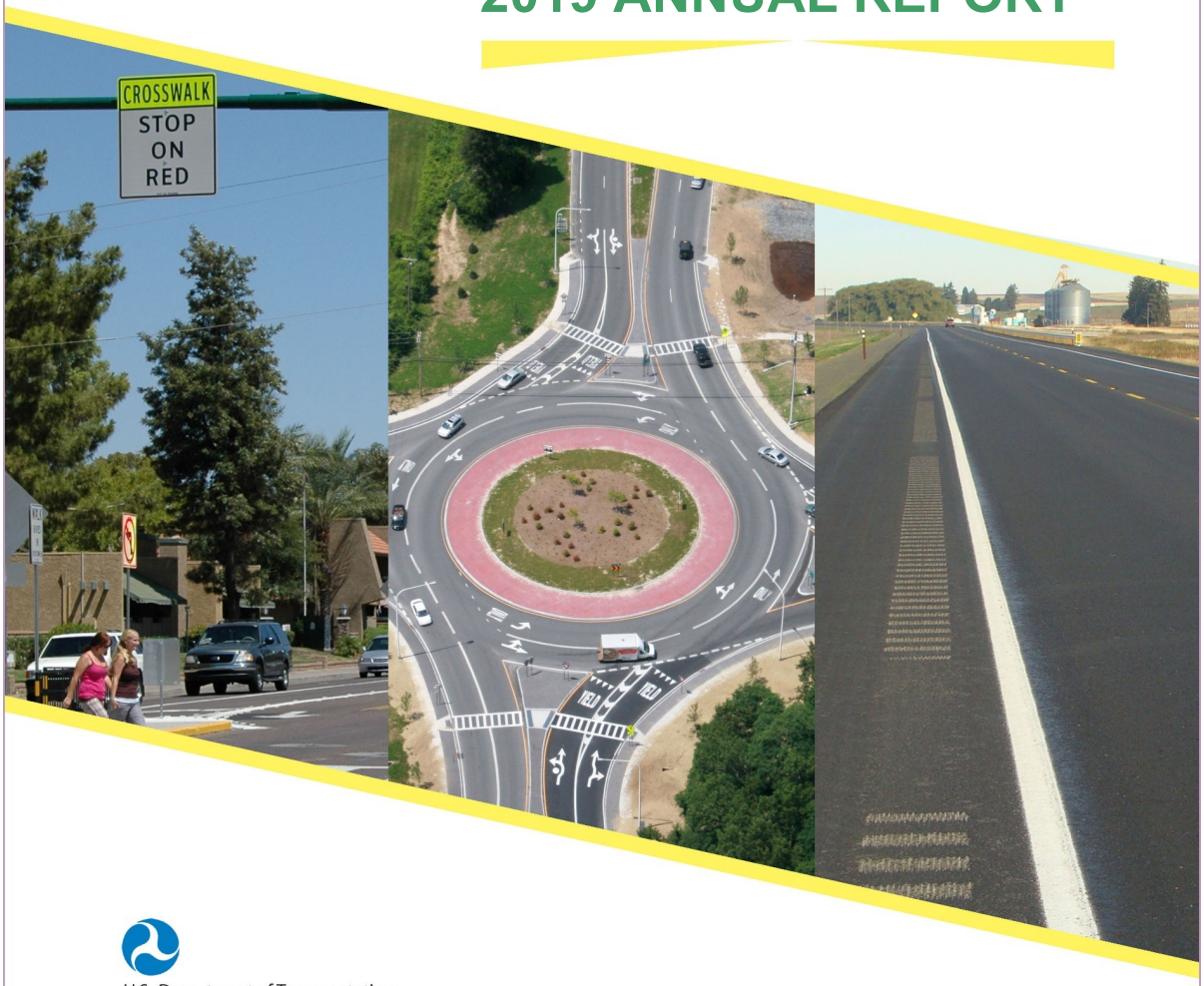
GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

The purpose of the Georgia Highway Safety Improvement Program (HSIP) is to provide for a continuous and systematic procedure that identifies and reviews specific traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

Each year, the Department sets aside safety funding to implement safety projects. The total Highway Safety Improvement Program allocated approximately $ 100,000,000 in highway safety funds during Fiscal Year 2018. This past year, 2018, indicated a second year of leveling off in motor vehicle fatalities following the previous two year rise. Georgia's total number of fatalities decreased 2.2% from the previous year considering an estimated 3% rise in statewide travel. It is projected that Georgia's statewide fatalities will continue to flatten in 2019. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

The Governor's Office of Highway Safety (GOHS) and the Georgia Department of Transportation (GDOT) develops and supports the SHSP. The plan has specific Emphasis Area Task Teams that are organized to develop specific countermeasures. The previous year (2017), we launched two new task teams. The Distracted Driving and Impaired Driving teams continue to be active since their launch at the June SHSP Safety Summit held at Georgia Tech. These teams have continued their work over the past year and remain a critical part of the SHSP, HSP and HSIP collaborative.

We are completing our third year of a three/five year contract with three engineering consulting firms. As part of the contract, we are aggressively identifying safety projects to meet our HSIP goals. Projects that comprise the HSIP are usually moderately-sized projects that include intersection improvements, signal upgrades (LEDs), ramp improvements, corridor improvements, turn lanes, signage, corridor improvements identified through Road Safety Audits (RSA)s and traffic engineering studies. All public roads are included in one or more of the various emphasis areas of the program. Safety projects may be nominated or identified from a large number of sources. One of the most common resources leveraged in the program is an analysis of vehicle crash locations and types.

Locations reported by citizens, elected officials, local governments, city and county engineers, emergency agencies and metropolitan planning organizations are all accepted for analysis. A project may qualify as a safety project because of an existing safety problem, because of evidence that it will prevent a hazardous condition, or because it falls into one of several identified categories of improvements that are known to provide safety benefits. Examples of this last category include guardrail, traffic signals, railroad crossing warning devices, and most intersection improvements. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects. Once a project has been identified, a benefit/cost analysis is performed.

Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. This past year's launch of a WEB based data analytics platform is a highlight of these efforts. GDOT worked with FHWA, engineering consultants and local governments to test and validate the tools using examples from daily work to ensure the tools will support their efforts to identify potential safety project locations throughout the state on all public roads. The new tools will provide significant safety benefits over time.

Additionally, the Office of Traffic Operations is refining and utilizing our crash data to improve safety and reduce fatalities, injuries and crashes. This past year GDOT 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 our roads and highways. 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:

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

Where is HSIP staff located within the State DOT?

Operations

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

How are HSIP funds allocated in a State?

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

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

The state is continuing the high risk rural roads program as part of the HSIP. Additionally the state has an established Off System Safety Program that works through the same program coordinators. The Department employs District Coordinators that work with the Department's District Traffic Operations and local government to identify a group of roads that are not part of the state highway system that have safety deficiencies. The District coordinators use the county score-card to aid in the identification of roads and intersections. The score-card ranks named roads based on a weighted scale. 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. Similar to our traditional approach, local governments would develop a list of roads and countermeasures based upon the LRSP.

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

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

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

Describe coordination with internal partners.

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

The Safety Team coordinates with Design Policy and our consulting team to update and refine pedestrian safety through the Pedestrian Streetscape Guide and 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. We work with our Planning Office to educate MPOs on our 5 core performance measures and their roles. Lastly we worked with our GDOT Materials and Testing partners to update our high friction surface treatment standards.

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

Identify which external partners are involved with HSIP planning.

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

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

Georgia's SHSP Key Emphasis Areas are as follows:

Occupant Protection - Seatbelts and Air Bags

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

Impaired Driver

Distracted Driving

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

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

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

Describe coordination with external partners.

In order to execute the Governor's Strategic Highway Safety Plan (SHSP), the work involves a variety of internal and external partners at the state and local levels. A critical piece of the SHSP is the HSIP. As part of the planning and development of the state's HSIP, GDOT works with the Governor's Office of Highway Safety to ensure that the engineering and data needs of the task teams are fulfilled. By working closely with these teams, the implementation elements that fit into the HSIP are advanced.
Additionally, GDOT works with local governments, agencies and MPOs to develop the HSIP. The groups connect with our Office of Planning, District Offices and directly to the Office of Traffic Operations. They can present project ideas, provide studies and relate public comment. Each request is examined to determine if it is a reasonable fit 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 continued meeting and presenting the updated crash report that was approved by the TRCC Executive Board. Additionally, we have completed or worked with the software developers that service the law enforcement agencies. The updates include improved alignment to MMUCC and the adoption of KABCO injury severity coding. These changes will improve the quality of the state's motor vehicle crash reporting and advance our HSIP objectives.
The HSIP team also worked with several safety partners to monitor the impact of the State's new "Hands Free" bill. The team has been providing data and comparative analysis to our SHSP Distracted Driving Task Team, Georgia State Patrol and local law enforcement in multiple presentations throughout the state. This example highlights how Georgia's safety partners collaborate across organizational boundaries to advance safety for all road users.

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

The State is in the early stages of delivering a web-based crash and network screening application that will be made available to all our safety partners. This tool will promote the rapid identification and analysis of all public road locations applying the HSM. Once fully developed, this approach will improve how projects are identified for Off-system/local road safety, pedestrian safety, systemic safety, roadway departure and intersections safety projects. 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).

Program Methodology

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

Yes
FileName:
HSIP Program Final-2016 FAST.docx

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- HRRR

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

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	Traffic	

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

Available funding:1

Program: Horizontal Curve

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?

Funding set-aside

What data types were used in the program methodology?

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

- Other-Ball Bank and Systemic

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

Rank of Priority Consideration

Available funding:1

Program: HRRR

Date of Program Methodology:7/1/2012

What is the justification for this program?

- 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 Volume	
Fatal and serious injury crashes only		

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:7/1/2013

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		

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?

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

Available funding:1

Program: Low-Cost Spot Improvements

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	Exposure	Roadway
All crashes	Traffic Volume	Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1

Program: Median Barrier

Date of Program Methodology:7/1/2012

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Other-Available Funding

What data types were used in the program methodology?

Crashes	Exposure	Roadway	
All crashes	Traffic	Median Functional classification	width

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: Pedestrian Safety

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

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

Available funding:1

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	Exposure	Roadway
All crashes	Traffic Volume	Horizontal curvature
Fatal and serious injury crashes only		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:7/1/2013

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	Exposure	Roadway
All crashes	Traffic	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?

No

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

Coordination between GDOT District Office and Local Government is used to identify project locations

How are projects under this program advanced for implementation?

- Competitive application process

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

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

Rank of Priority Consideration

Available funding:1

Program: Skid Hazard

Date of Program Methodology:7/1/2013

What is the justification for this program?

- 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	Traffic	Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- 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

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

Program: Wrong Way Driving

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Other-GDOT Focus

What is the funding approach for this program?

Other-Available Funding

What data types were used in the program methodology?

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

What percentage of HSIP funds address systemic improvements?

30

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

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

What process is used to identify potential countermeasures?

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

GDOT has been working with FHWA and local governments to develop Local Road Safety Plans. The plans are being developed and will be applicable in the near future.

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

GDOT has been working with our engineering consultants to calibrate the state using our geo-located crash data. We have been leveraging the Empirical Bayes method to identify roadways for analysis. To date we have calibrated our seven districts. This data has been shared with our network screening team and is part of the new web based crash analysis tools.

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

As part of project identification, the network screening tools and the HSM calibrated data are being used to aid in the identification of potential HSIP projects.

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)	$81,108,866	$88,653,705	109.3%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$6,299,452	$11,346,295	180.12%
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	$87,408,318	$100,000,000	114.41%

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?

$9,300,748

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

1%

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

1%

These funds were used to procure data analytics WEB based software used for safety project identification and evaluation. The funds were also used to coordinate efforts with our state safety partners in support of the state's SHSP.

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

0%

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

0%

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

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

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

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
0000001 All Counties PE Funds Re-Obligated	Roadway	Roadway - other	1	Studies	$5430533.34	$5430533.34	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Data	Incorporate Crash Data
0000003 All Counties Historical Projects Expense Carried Over From Previous Fiscal Years	Roadway	Roadway - other	1	Studies	$2829135.58	$2829135.58	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Data	Incorporate Crash Data
0000004 All Counties Additional PE Request	Roadway	Roadway - other	1	Studies	$13055638.59	$13055638.59	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Data	Incorporate Crash Data
0006463 Washington SR 15 @ 3 LOCS & SR 24 @ 2 LOCS - PEDESTRIAN UPGRADES	Pedestrians and bicyclists	Pedestrian signal	5	Locations	$1583471.05	$1583471.05	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	3,680	55	State Highway Agency	Systemic	Pedestrians	Incorporate Treatments at Maintenance
0009835 Douglas SR 166 @ SR 92/SR 154	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$4470213.42	$4470213.42	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	19,700	50	State Highway Agency	Spot	Intersections	Alternative Intersections
0009932 Barrow SR 11 @ SR 53	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$215000	$215000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	19,500	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0009949 Lumpkin SR 9 @ SR 52	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$420000	$420000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,590	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0009971 Fayette SR 92 @ CR 149/ANTIOCH ROAD & CR 308/LOCKWOOD ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$2620000.1	$2620000.1	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	11,000	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0009972 Fayette SR 92 @ CR 138/SEAY ROAD & CR 129/HARP ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$2630497.5	$2630497.5	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	11,000	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0009975 Troup I-85 @ SR 18 & SR 18 @ SR 103	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$1440000	$1440000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	8,970	45	State Highway Agency	Spot	Intersections	Alternative Intersections

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
0010739 Bryan SR 144 @ I-95 SB & NB OFF RAMPS	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$6422476.74	$6422476.74	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,100	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0010926 Decatur SR 38BU/US 84BU @ SR 38/US 84	Intersection geometry	Intersection geometry - other	1	Intersections	$4742826.91	$4742826.91	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,610	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0013174 DeKalb SR 12 @ CR 700/YOUNG ROAD	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$1895593.74	$1895593.74	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	35,400	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0013175 DeKalb SR 12 @ CR 5192/COVE LAKE ROAD/WELLBORN ROAD	Intersection geometry	Intersection geometry - other	1	Intersections	$1546286.73	$1546286.73	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	29,200	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0013194 Fulton SR 9/US 19 @ CS 351/GLENRIDGE DRIVE	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	1	Intersections	$3014438.94	$3014438.94	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	38,100	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0013687 Screven SR 73 LOOP @ ROCKY FORD RD; @ BUTTERMILK RD & @ BASCOM RD	Intersection traffic control	Intersection traffic control - other	3	Intersections	$2290761.87	$2290761.87	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,530	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0014088 Richmond I-520 FROM I-20 TO SOUTH CAROLINA STATE LINE	Roadway signs and traffic control	Roadway signs (including post) - new or updated	12.19	Miles	$5162931.66	$5162931.66	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	95,500	65	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0015590 Glynn SR 25 SPUR EAST FROM SR 25 TO CR 584/KINGS WAY	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	4.1	Miles	$3226849.03	$3226849.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,100	45	State Highway Agency	Spot	Bicyclists	Incorporate Treatments at Maintenance
0015591 Forsyth SR 9 @ CR 741/BANNISTER ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$210000	$210000	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,040	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0015744 Gordon CARTER MTN RD @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway delineation	Roadway delineation - other	2	Miles	$260780.78	$260780.78	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	6,425	35	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures

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
0015746 Walker NICKAJACK RD @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway delineation	Roadway delineation - other	4.02	Miles	$802733.03	$802733.03	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	950	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0015748 DeKalb NORTH CLARENDON AVE @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway delineation	Roadway delineation - other	42.26	Miles	$169668.74	$169668.74	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	20,000	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0015779 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 1 & 2 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$1119135	$1119135	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0015780 All Counties RUMBLE STRIPS IN DISTRICT 2 - AREA 1; 4 & 5 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$3096199.44	$3096199.44	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0015781 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 1 - FY 2019	Roadway	Rumble strips - unspecified or other	1	Locations	$1448417.14	$1448417.14	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0015784 All Counties RUMBLE STRIPS IN DISTRICT 6 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$1578952.87	$1578952.87	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0015882 Barrow SR 124 @ CR 47/OLD HOG MOUNTAIN ROAD -	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$440000	$440000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,400	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0015883 Barrow SR 211 @ CR 47/OLD HOG MOUNTAIN ROAD -	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$270000	$270000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,600	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016004 Barrow OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN BARROW CO - HRRR	Roadway delineation	Roadway delineation - other	47.05	Miles	$441129.92	$441129.92	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	9,430	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures

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
0016006 Habersham OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOC IN HABERSHAM CO-HRRR	Roadway delineation	Roadway delineation - other	42.46	Miles	$201706.13	$201706.13	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	13,900	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016014 Columbia OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN COLUMBIA COUNTY	Roadway delineation	Roadway delineation - other	76.17	Miles	$490580.96	$490580.96	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	10,100	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016046 Greene OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOC IN GREENE CO - HRRR	Roadway delineation	Roadway delineation - other	66.42	Miles	$348073.07	$348073.07	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	2,920	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016046 Greene OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOC IN GREENE CO - HRRR	Roadway delineation	Roadway delineation - other	66.42	Miles	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	2,920	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016050 Jasper, Newton OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN JASPER CO - HRRR	Roadway delineation	Roadway delineation - other	63.28	Miles	$334122.08	$334122.08	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	2,480	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016051 Wilkes OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN WILKES CO - HRRR	Roadway delineation	Roadway delineation - other	65.35	Miles	$329491.33	$329491.33	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	2,690	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016057 Ben Hill OFF-SYSTEM SAFETY IMPROVEMENTS @ 27 LOCS IN BEN HILL CO-HRRR	Roadway delineation	Roadway delineation - other	66.7	Miles	$350512.17	$350512.17	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	5,420	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures

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
0016059 Grady OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOC IN GRADY COUNTY-HRRR	Roadway delineation	Roadway delineation - other	66.7	Miles	$282118.64	$282118.64	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	2,290	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016060 Lee OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN LEE COUNTY-HRRR	Roadway delineation	Roadway delineation - other	60.6	Miles	$318544.25	$318544.25	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	5,180	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016064 Bulloch OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN BULLOCH CO - HRRR	Shoulder treatments	Shoulder grading	2.8	Miles	$8000	$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Local Road or Street	7,780	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016064 Bulloch OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN BULLOCH CO - HRRR	Shoulder treatments	Shoulder grading	2.8	Miles	$553377.57	$553377.57	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Local Road or Street	7,780	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016065 Jackson SR 53 @ CR 433/NEW CUT ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$800000	$800000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	9,060	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016105 Cherokee SR 140 @ CR 776/AVERY ROAD	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$407239.41	$407239.41	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	14,000	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0016106 Polk SR 6 @ SR 100	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$332975	$332975	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	4,190	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016107 Gwinnett SR 378 FROM CR 560/INDIAN TRAIL LILBURN RD TO SR 13	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon	1.71	Miles	$500000	$500000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	38,100	35	State Highway Agency	Spot	Pedestrians	Mid-block Crossing
0016108 Carroll SR 16 @ CS 1110/COLUMBIA DR/CS 1120/BRUMBELOW RD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$350000	$350000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,100	40	State Highway Agency	Spot	Intersections	Alternative Intersections

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
0016109 Berrien, Lanier, Lowndes SR 122 @ SR 125	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	2,110	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016110 Carroll SR 101 @ CR 352/OLD DRAKETOWN TRAIL	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$110402	$110402	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,900	45	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0016112 Sumter SR 30 @ CR 311/LAMAR ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	6,660	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016113 Meriwether SR 41 @ CR 174/JUDSON BULLOCH ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Locations	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,550	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016114 Brooks SR 122 @ SR 333	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	2,080	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016115 Bartow SR 3 @ CS 1181/RED TOP MOUNTAIN ROAD CONN	Interchange design	Interchange design - other	1	Intersections	$556245	$556245	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,700	55	State Highway Agency	Spot	Intersections	Intersection Safety Audit
0016116 Pickens SR 53BU @ DRAGON DRIVE	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$344368	$344368	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,040	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016117 Peach SR 247 CONN @ CR 83/CS 668/HOUSERS MILL ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	11,400	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016118 Hall SR 369 FROM SR 53 TO SR 53 CONN	Pedestrians and bicyclists	Pedestrian signal	3.34	Miles	$550000	$550000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,100	45	State Highway Agency	Systemic	Pedestrians	Incorporate Treatments at Maintenance
0016119 Decatur SR 97 @ CS 1013/OLD QUINCY ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,630	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016124 Pierce CASON RD @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Shoulder treatments	Shoulder grading	8.5	Miles	$2148912.33	$2148912.33	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,230	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures

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
0016166 Jackson SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,600	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016329 Clarke EPPS BRIDGE RD @ TIMOTHY RD-OFF-SYSTEM SAFETY IMPROVEMENTS	Intersection traffic control	Intersection flashers - modify existing	1	Intersections	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	22,800	45	County Highway Agency	Systemic	Intersections	Ranked List by County
0016330 Clarke OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN CLARKE COUNTY	Roadway delineation	Roadway delineation - other	50.17	Miles	$514390.01	$514390.01	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	15,500	35	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016331 Dooly CR 215/CALHOUN RD @1 LOC-OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Shoulder treatments	Shoulder grading	5.2	Miles	$361520.86	$361520.86	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	320	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016332 Spalding OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN SPALDING COUNTY	Roadway delineation	Roadway delineation - other	38.5	Miles	$309353.95	$309353.95	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	8,320	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016333 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN COLLEGE PARK	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	$115509.25	$115509.25	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures
0016339 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN FULTON COUNTY	Roadside	Barrier- metal	2	Locations	$232470.48	$232470.48	HSIP (23 U.S.C. 148)	Urban	Major Collector	710	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016344 Troup OFF-SYSTEM SAFETY IMPROVEMENTS @ 34 LOC IN TROUP COUNTY-HRRR	Roadway delineation	Roadway delineation - other	93.16	Miles	$695752.32	$695752.32	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	5,470	45	County Highway Agency	Systemic	Lane Departure	Evaluate and Apply Countermeasures

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
0016345 Rockdale CR 207 & CR 439 - OFF-SYSTEM SAFETY IMPROVEMENTS IN ROCKDALE	Roadside	Barrier- metal	1	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,250	45	County Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016346 Rockdale OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN ROCKDALE COUNTY	Intersection traffic control	Intersection flashers - modify existing	2	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	7,760	45	County Highway Agency	Systemic	Intersections	Ranked List by County
0016348 Forsyth SR 9 @ CR 3705/AC SMITH RD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,875	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016352 Gwinnett SR 84 @ CR 556/LAKEVIEW ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,400	45	State Highway Agency	Spot	Intersections	Alternative Intersections
0016356 Newton SR 162 @ CR 228/ROCKY PLAINS ROAD - HRRR	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,270	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016363 Walton SR 81 @ CR 29/OZORA CHURCH ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	10,600	55	State Highway Agency	Spot	Intersections	Alternative Intersections
0016412 All Counties CRASH MODIFICATION & ANALYTIC SOFTWARE	Non-infrastructure	Data/traffic records	1	Software	$400000	$400000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Data	Link Data Systems
0016429 All Counties PEDESTRIAN SAFETY PROGRAM SUPPORT - CY 2019	Non-infrastructure	Transportation safety planning	1	Program Support	$313710	$313710	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Pedestrians	Road Safety Audits
0016430 All Counties BICYCLE SAFETY PROGRAM SUPPORT - CY 2019	Non-infrastructure	Transportation safety planning	1	Program Support	$300000	$300000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	N/A	Bicyclists	Road Safety Audits

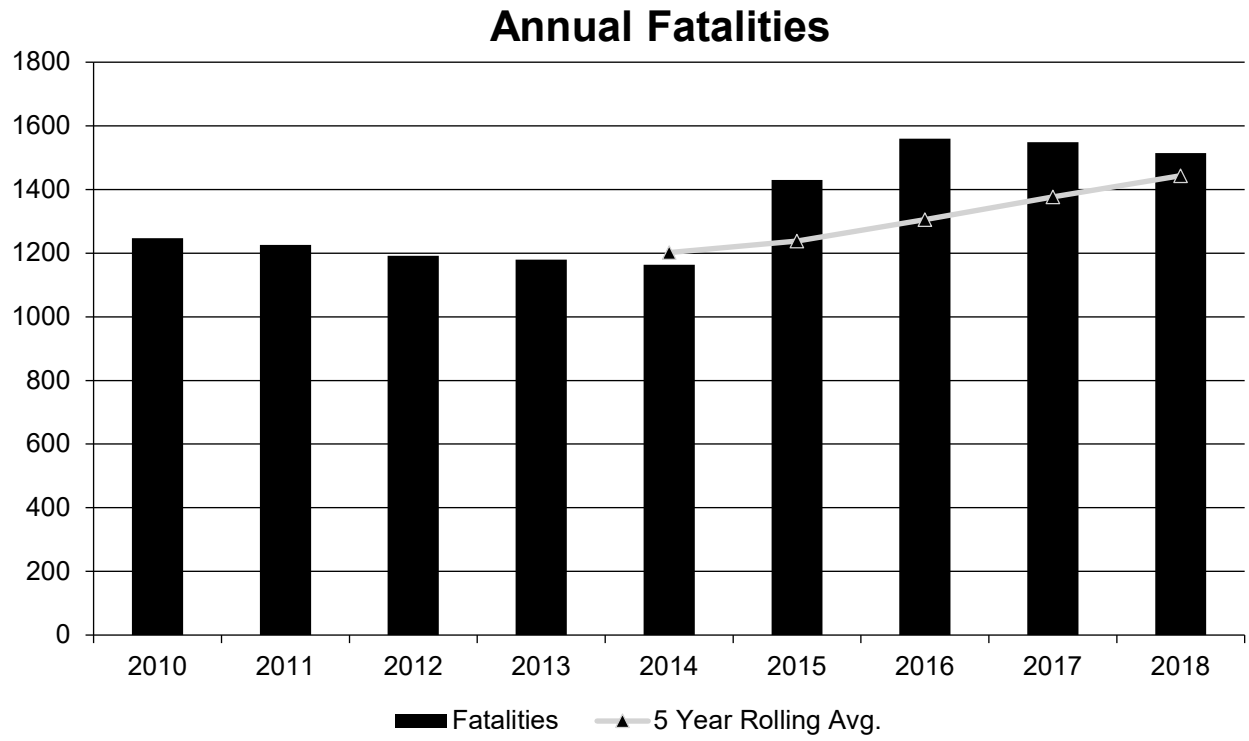
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0016432 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 3 & 4 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$2141260.6	$2141260.6	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016433 All Counties RUMBLE STRIPS IN DISTRICT 2 - AREA 2 & 3 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$2307562.66	$2307562.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016437 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 2 & 4 - FY 2019	Roadway	Rumble strips - unspecified or other	2	Locations	$1685263.38	$1685263.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016438 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 3 - FY 2019	Roadway	Rumble strips - unspecified or other	1	Locations	$1685263.38	$1685263.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
0016439 All Counties RUMBLE STRIPS IN DISTRICT 3 - AREA 5 - FY 2019	Roadway	Rumble strips - unspecified or other	1	Locations	$1562451.32	$1562451.32	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Evaluate and Apply Countermeasures
003948 Catoosa SR 3 @ CR 381/GRAYSVILLE ROAD	Intersection geometry	Intersection geometry - other	1	Intersections	$830000	$830000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,780	45	State Highway Agency	Spot	Intersections	Alternative Intersections
009855 Colquitt SR 37 @ CR 238/INDUSTRIAL DRIVE/CR 477/COOL SPRINGS ROAD	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$590000	$590000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	6,140	45	State Highway Agency	Spot	Intersections	Alternative Intersections

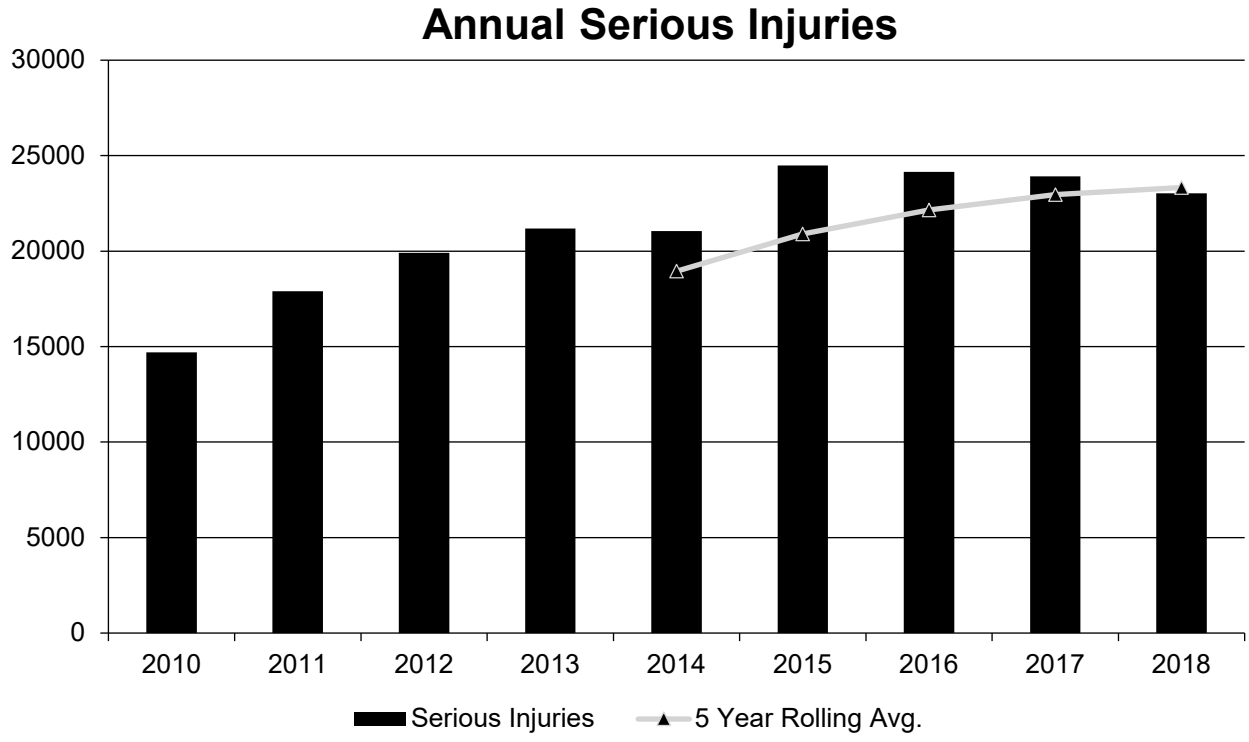
Safety Performance

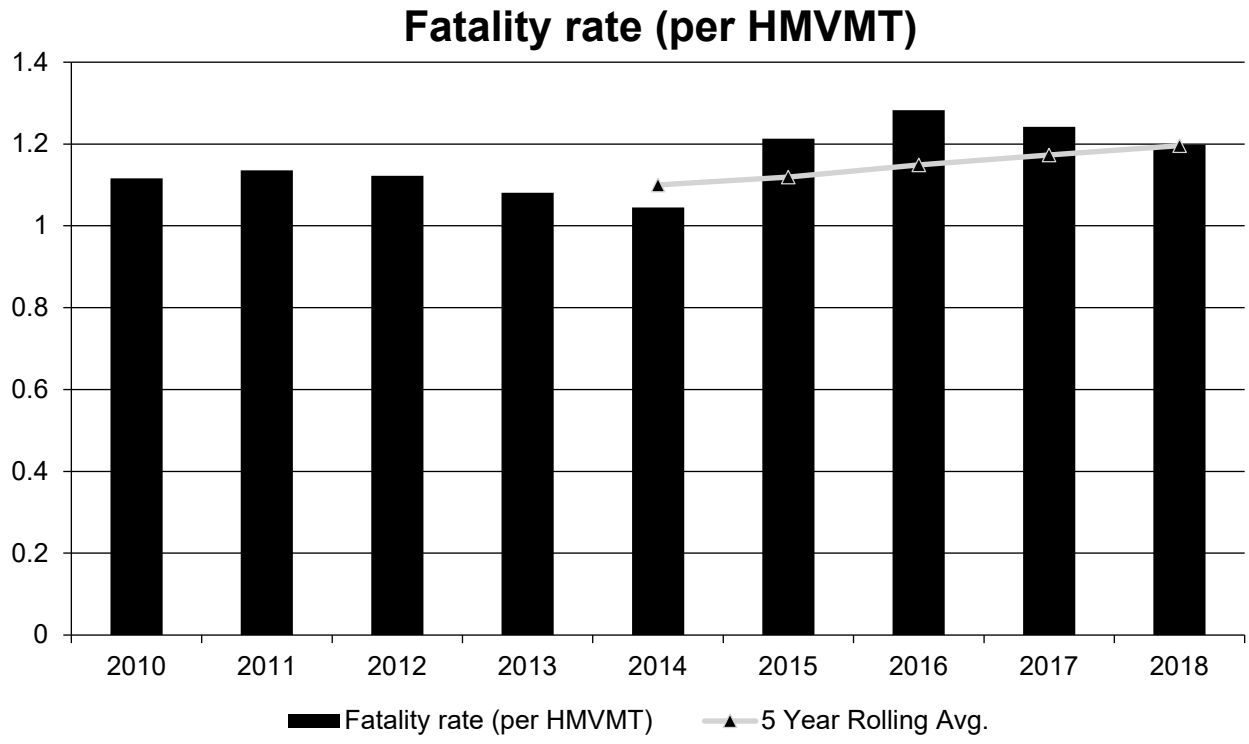
General Highway Safety Trends

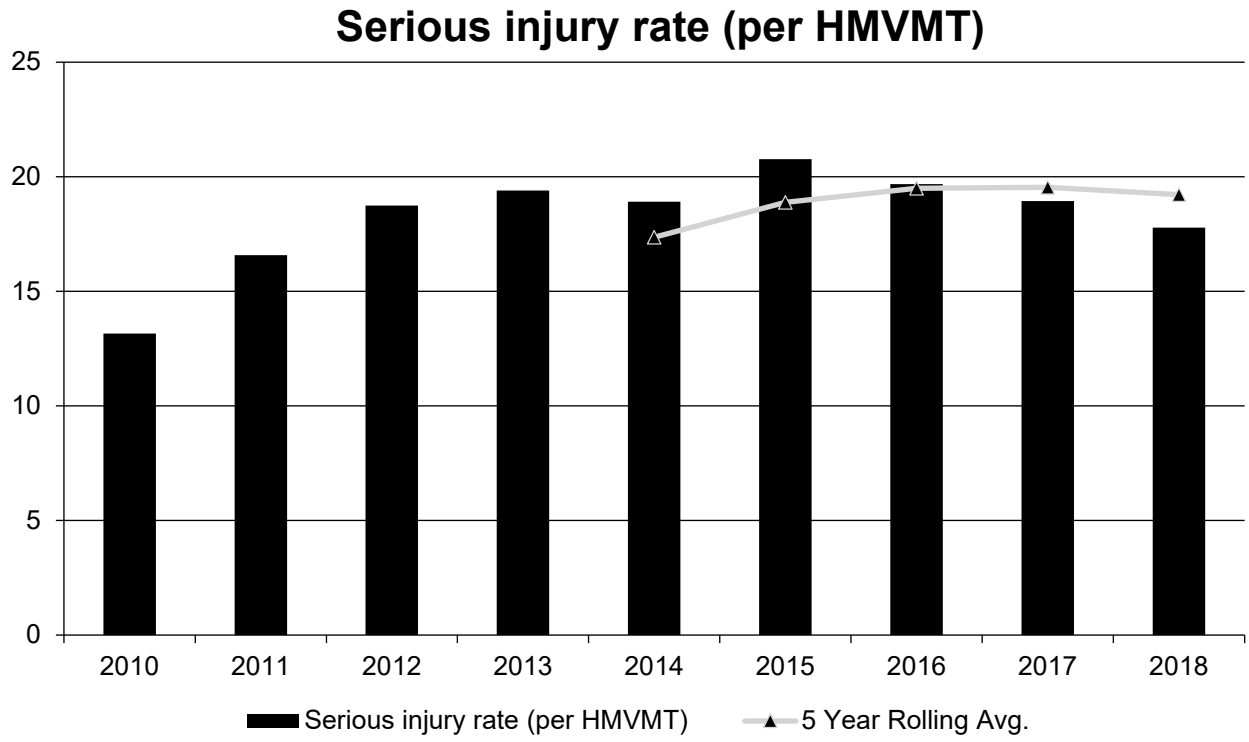
Present data showing the general highway safety trends in the State for the past five years.

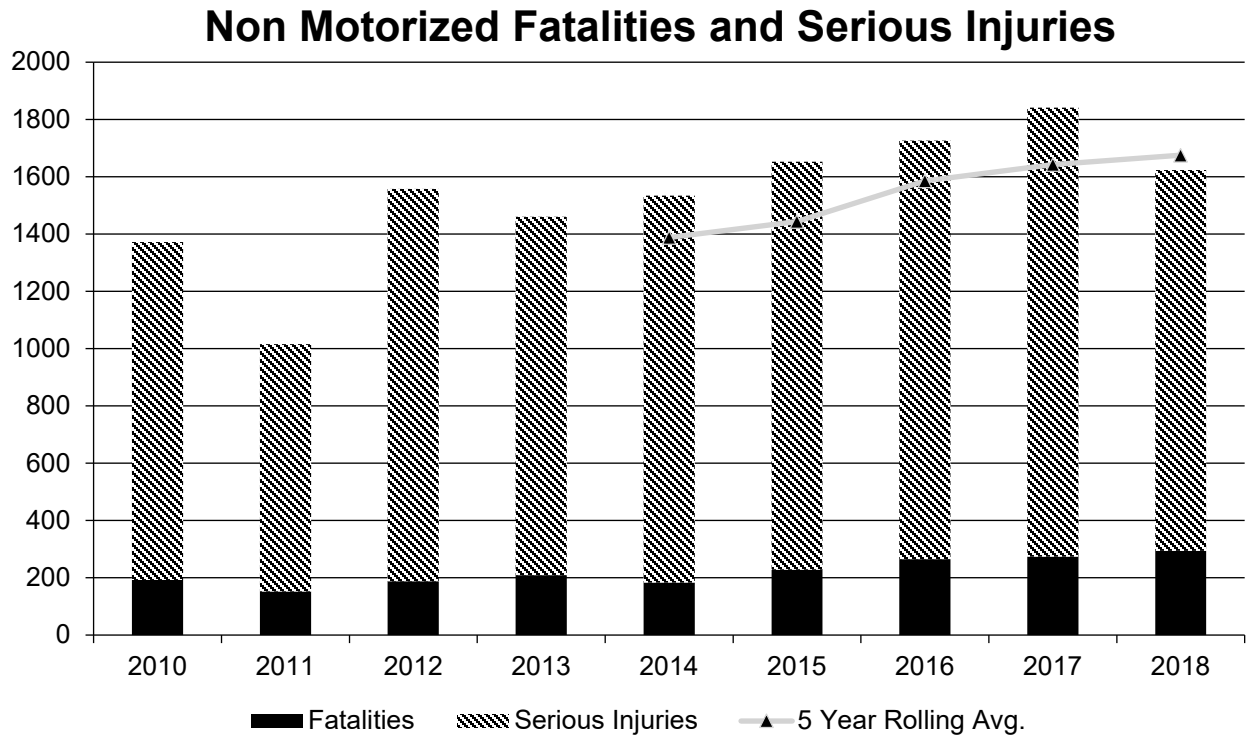
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	1,247	1,226	1,192	1,180	1,164	1,430	1,560	1,549	1,514
Serious Injuries	14,696	17,898	19,909	21,179	21,059	24,494	24,158	23,919	23,030
Fatality rate (per HMVMT)	1.116	1.136	1.122	1.081	1.045	1.213	1.283	1.242	1.198
Serious injury rate (per HMVMT)	13.155	16.581	18.744	19.405	18.913	20.773	19.674	18.937	17.784
Number non-motorized fatalities	192	152	188	209	183	228	265	274	294
Number of non-motorized serious injuries	1,180	864	1,370	1,251	1,351	1,424	1,461	1,567	1,330


Annual Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
30000
25000
20000
15000
10000
5000
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
25
20
15
10
5
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

GDOT uses the FARS database and cross checks against the state's fatality database to ensure they are aligned.

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

Year 2018

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	113.8	1,850.4	1.51	24.61
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	112.4	1,817.2	1.92	31.25
Rural Minor Arterial	166.2	2,684.6	3.06	49.6
Rural Minor Collector	36.4	591.8	3.1	55.56
Rural Major Collector	171.2	2,775.4	5.3	57.25

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	127.2	2,068	3	49.16
Urban Principal Arterial (UPA) - Interstate	113.4	1,829	0.48	7.6
Urban Principal Arterial (UPA) - Other Freeways and Expressways	14.2	230	0.4	6.42
Urban Principal Arterial (UPA) - Other	188.4	3,035	1.17	17.94
Urban Minor Arterial	201.2	3,236.8	1.19	18.54
Urban Minor Collector	70.2	1,126	1.14	17.16
Urban Major Collector	0	0	0	0
Urban Local Road or Street	128.8	2,088.2	0.55	8.79

Year 2018

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	919.6	14,862.2	1.27	20.56
County Highway Agency	427	6,905.8	1.3	20.99
Town or Township Highway Agency				
City or Municipal Highway Agency	97	1,564	0.59	9.67
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.

We have been studying the variability in injury severity reported on the crash report by various law enforcement agencies. We would ask that both FHWA and NHTSA consider using both (A) Suspected Serious Injury and (B) Suspected Minor Injury as a combined value vs. just using (A) Suspected Serious Injury. We consider fatality, complaint and PDO crash injury severity to be consistently identified, but even with the KABCO definition for suspected serious injury, we see local Field Training Officers (FTO) having a greater impact than our training documents.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:1698.0

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

To maintain the 5-year moving average traffic fatalities under the projected 1,698 (2016-2020) 5-year average by December 2020

Number of Serious Injuries:24094.0

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

To maintain the 5-year moving average serious traffic injuries under the projected 24,094 (2016-2020) 5-year average by December 2020

Fatality Rate:1.280

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

To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.28 (2016-2020) 5-year average by December 2020

Serious Injury Rate:21.800

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

To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 21.8 (2016-2020) 5-year average by December 2020

Total Number of Non-Motorized Fatalities and Serious Injuries:1163.0

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

To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 1,163 (2016-2020) 5-year average by December 2020

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

GDOT met multiple times with Governor's Office of Highway Safety, FHWA, the State's MPO's, NHTSA and our safety partners. In particular the SHSP data team conducted several working sessions to review the state's data and the state's approach to developing performance targets. GDOT presented the finding and approach to GDOT Planning and the State's MPOs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 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.

Since the inception of the 5-year moving average traffic fatalities performance measure, the state has noticed a flattening of the annual fatality curve. This will significantly alter future projections if the trend continues. All evidence indicates that we will meet our 2018 performance target

Similarly, since the inception of the 5-year moving average serious traffic injuries performance measure, the state has noticed a flattening of the annual serious injury curve. The projected trend line should start to reflect this change within the next year. All evidence indicates that we will meet our 2018 performance target.

Over the past two years the state notes a gradual decline in fatality and serious injury rates. This is a positive sign that we should meet our 2018 performance targets.

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

Applicability of Special Rules

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

Yes

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

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	153	150	139	206	229	226	201
Number of Older Driver and Pedestrian Serious Injuries	1,362	1,355	1,276	1,271	1,547	1,771	1,517

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 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 departments 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) process. 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. Lastly we have launched our safety analytics software that incorporates the HSM EB methodology for ranking road segments and provides data analysis for our safety community.

All of the efforts support the improved identification of stand alone 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 confidant that these efforts have and will have a positive impact on the lives of Georgia's road users.

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

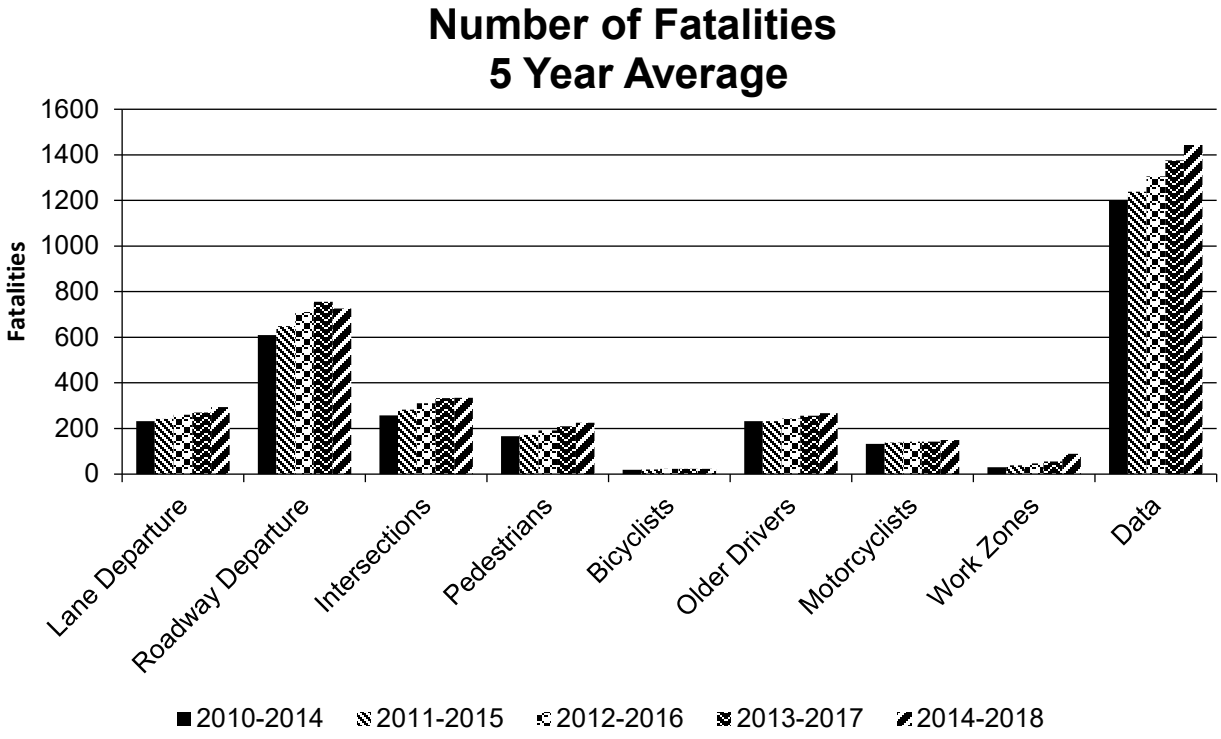
- # RSAs completed
- Increased awareness of safety and data-driven process
- More systemic programs
- Policy change

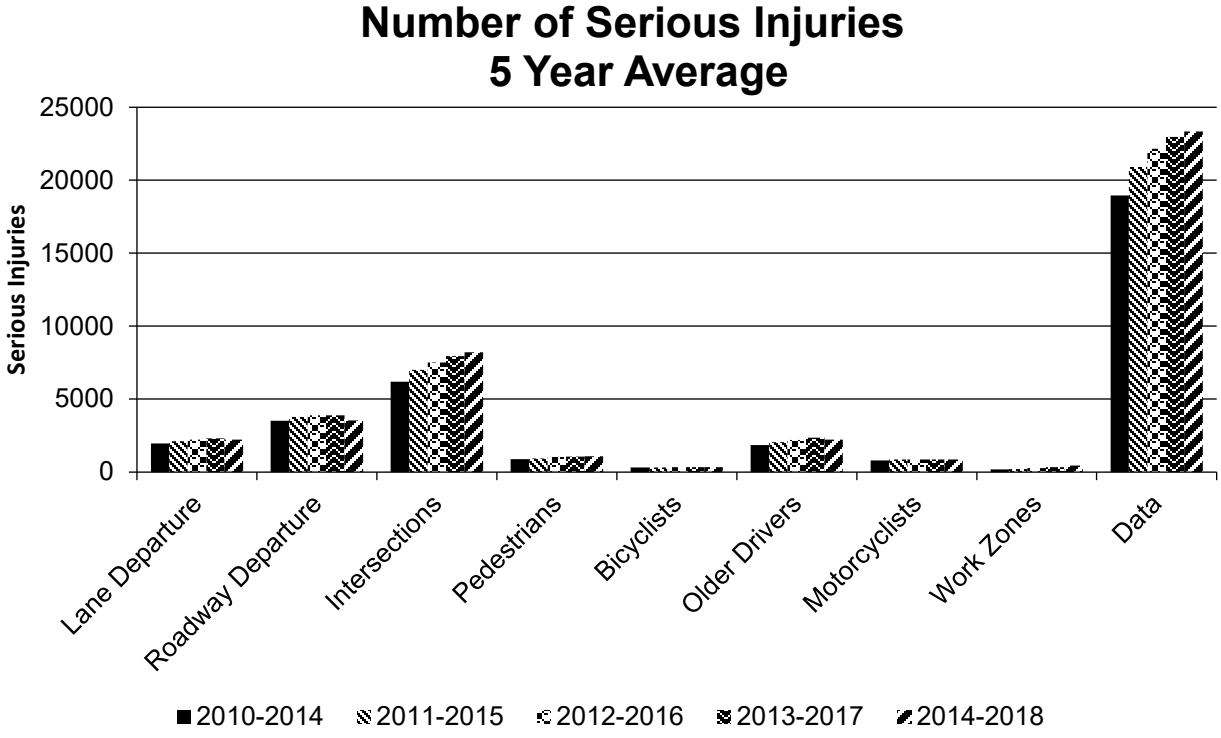
Effectiveness of Groupings or Similar Types of Improvements

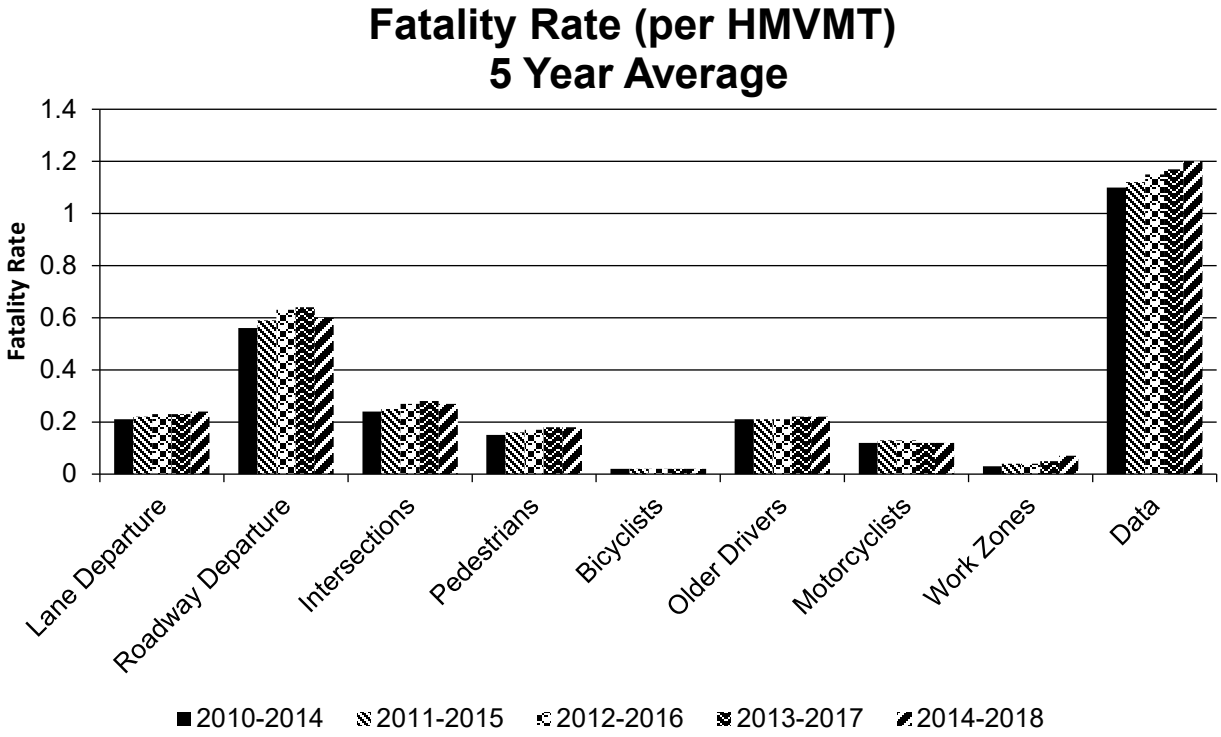
Present and describe trends in SHSP emphasis area performance measures.

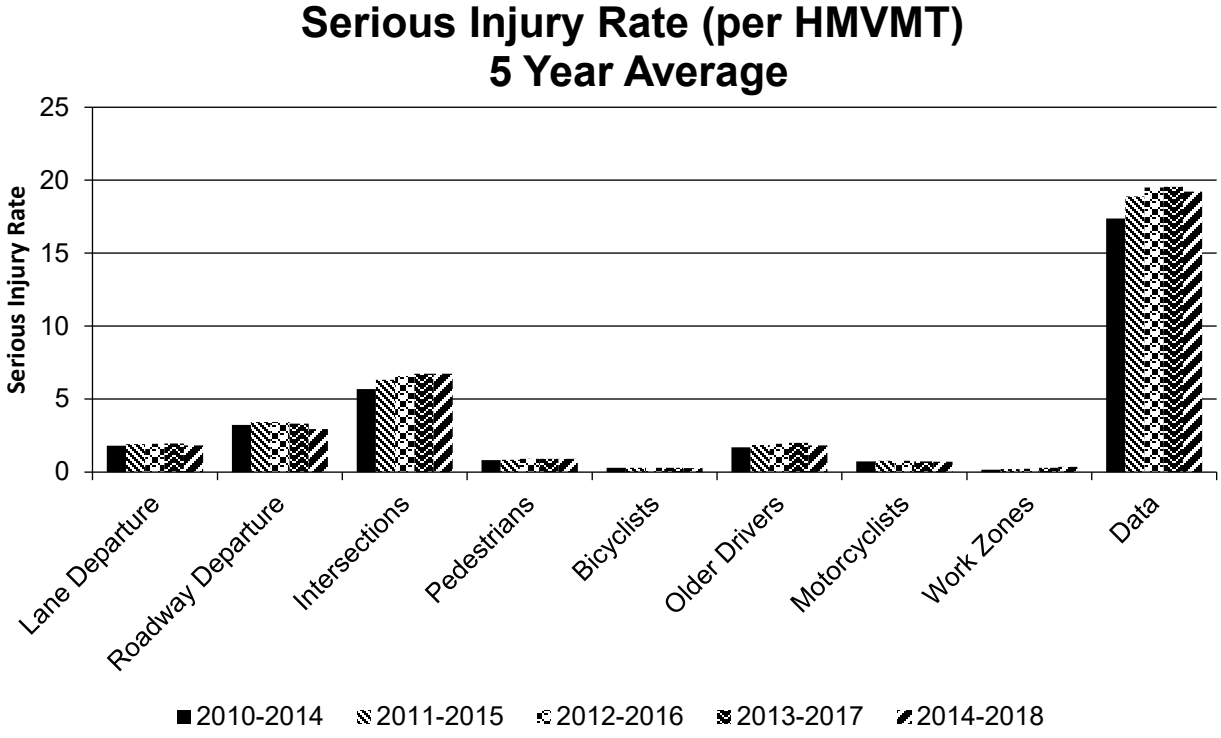
Year 2018

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		294.4	2,223	0.24	1.84
Roadway Departure		726.4	3,551.4	0.6	2.95
Intersections		334.8	8,203.2	0.27	6.75
Pedestrians		225.8	1,095.4	0.18	0.9
Bicyclists		23	331.2	0.02	0.27
Older Drivers		267	2,230	0.22	1.84
Motorcyclists		149.4	855.4	0.12	0.71
Work Zones		89.2	456.2	0.07	0.37
Data		1,443.4	23,332	1.2	19.21


Number of Fatalities
5 Year Average
Fatalities
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
25000
20000
15000
10000
5000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	ROUNDABOUT
Description:	The Georgia Department of Transportation (GDOT) requested an in-service review of a roundabout at SR 22 at Holley Road in Bibb County. The minor street stop-controlled intersection was converted to a roundabout with an opening in June 2015 to improve safety. According to the Concept Report, there were 3 fatalities between 2004 and 2009 due to angle collisions at this intersection.
Target Crash Type:	All
Number of Installations:	1
Number of Installations:	1
Miles Treated:	
Years Before:	5
Years After:	4
Methodology:	Simple before/after
Results:	Of the crashes on record during the after construction period, there were 4 single vehicles collision and 1 angle collision. One crash involved injuries, and no crashes involved a fatality. The injury crash was caused by the brakes failing and the car ran through the center island. Three of the single vehicle crashes were eastbound. One was westbound. The angle crash was at the southbound approach.

File Name: SR 22 at CR 33 ISR memo_07 22 2019.pdf

CounterMeasures:	ROUNDABOUT
Description:	The Georgia Department of Transportation (GDOT) requested an in-service review of a roundabout at SR 57 at SR 18 in Wilkinson County. The minor street stop-controlled intersection was converted to a roundabout, with an opening date in April 2015. The purpose and need are safety related.
Target Crash Type:	All
Number of Installations:	1
Number of Installations:	1
Miles Treated:	
Years Before:	4
Years After:	4
Methodology:	Simple before/after
Results:	Comparing the before (Table 1) and after (Table 2) collision history, conversion of the intersection to a roundabout resulted in a 42.5% reduction in total annual crash frequency and a 57% reduction in annual injury crashes. This is likely due to the fact that there are now fewer angle collisions,

which is the type of collision that results in more serious injuries.

File Name: SR 57 at SR 18 ISR memo_07 22 2019.pdf

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)
0009576 Bibb SR 22 at HOLLEY ROAD - ROUNDABOUT	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control - modifications to roundabout	8.00	4.00			2.00		9.00	1.00	19.00	5.00	3.38:1
0010364 Bulloch SR 26 at CR 585/BURKHALTER ROAD	Urban Minor Arterial	Intersection traffic control	Modify control - modifications to roundabout	17.00	9.00			7.00	1.00	3.00	6.00	27.00	16.00	10.67:1
0008947 Cherokee SR 20 FM BARTOW TO FORSYTH and SR 140 FM BARTOW TO FULTON	Urban Principal Arterial (UPA) - Other	Roadside	Roadside - other	19.00	13.00	4.00	1.00	7.00	7.00	8.00	5.00	38.00	26.00	6.60:1
0007311 Fulton CR 3266/Bell Road at CR 72/Boles Road	Urban Major Collector	Intersection traffic control	Modify control - modifications to roundabout	8.00	5.00					5.00	1.00	13.00	6.00	0.51:1
0009218 Paulding SR 61 at NEBO ROAD/MAYFIELD ROAD	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	10.00	13.00			5.00	2.00	3.00	2.00	18.00	17.00	1.31:1
0000409 Spalding SR 16 at CR 496/688/OLD 85 CONNECTOR/HOLLONVILLE RD - ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control - modifications to roundabout	5.00	3.00			2.00		5.00	2.00	12.00	5.00	1.79:1

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.

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)										
	Route Number (8)	100	100								
	Route/Street Name (9)	20	20								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	100								
	Begin Point Segment Descriptor (10)										
	End Point Segment Descriptor (11)										
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	100	100								
	Access Control (22)	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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	100		
	Average Annual Daily Traffic (79)	100	100					100	100		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)										
	Location Identifier for Road 2 Crossing Point (123)										
	Intersection/Junction Geometry (126)										
	Intersection/Junction Traffic Control (131)										
	AADT for Each Intersecting Road (79)										
	AADT Year (80)										
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)										
	Location Identifier for Roadway at Ending Ramp Terminal (201)										
	Ramp Length (187)					100	100				

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)										
	Roadway Type at End Ramp Terminal (199)										
	Interchange Type (182)										
	Ramp AADT (191)					100	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**78.89**	**78.89**	**0.00**	**0.00**	**45.45**	**45.45**	**55.56**	**55.56**	**40.00**	**40.00**

*Based on Functional Classification

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

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

Additionally, this multi-agency effort which is fully supported by, and utilized by the State GIO in her efforts to provide a uniform statewide LRS to all public agencies.

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete its next HSIP program assessment.

2021

Optional Attachments

Program Structure:

HSIP Program Final-2016 FAST.docx
Project Implementation:

Safety Performance:

Evaluation:

SR 22 at CR 33 ISR memo_07 22 2019.pdf
SR 57 at SR 18 ISR memo_07 22 2019.pdf
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.