Highway Safety Improvement Program

Data Driven Decisions

Georgia
Highway Safety Improvement Program
2014 Annual Report

Prepared by: GA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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Executive Summary

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 $73,827,460 in highway safety funds during Fiscal Year 2014. This past year represented the eighth consecutive year of lower fatalities after reaching a 32-year high in 2005. Georgia's total number of fatalities decreased 1.0% from the previous year. Despite no discernible change in statewide travel, Georgia's statewide fatality rate continues to decrease. 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) develops and supports the SHSP. The plan has specific Emphasis Area Task Teams that are organized to develop specific emphasis area countermeasures.

Countermeasures are represented in proposed safety projects. Combining existing highway safety plans represented in HSIP and professional efforts of the task team members has successfully leveraged many existing resources to address the safety emphasis target areas. The multi-disciplinary safety teams have succeeded in engaging the four safety E's into their efforts to identify safety projects.

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 and traffic engineering studies. All public roads are included in one or more the various emphasis areas of the program. Safety projects may be nominated or identified from a large number of sources. One of the most common methods is by an analysis of vehicle crash locations and types.

Locations reported by citizens, elected officials, local governments, city and county engineers, emergency agencies and metropolitan planning organizations are all accepted for analysis. A project may qualify as a safety project because of a positive impact on an existing safety problem, because of evidence that it will prevent a hazardous condition, or because, it falls into one of several pre-approved 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.

The Metropolitan Planning Organizations (MPO) and local governments are encouraged to develop high crash lists for local roads that can be used to identify hazard elimination projects. City and county engineers and local public agencies are encouraged annually to examine local road systems and recommend safety projects. These projects will be submitted to the District Traffic Engineer for approval and recommendation for project concept and project programming in the Office of Traffic Operations in exactly the same manner as projects on the State Routes.

As Georgia highway fatalities continue to decline, the nation's highway fatalities increased five percent in 2012 to approximately 36,200. The aggressive safety emphasis by Georgia DOT, the Department of Public Safety and the Governor's Office of Highway Safety continue to keep the state's numbers trending downward. 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. The Office of Traffic Operations is refining and utilizing our crash data and road safety audits to improve safety and reduce fatalities, injuries and crashes. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, raising center concrete median barriers, installing rumble strips, installing more retro-reflective signage, applying pavement markings, coordinating traffic signal timing, installing pedestrian accommodations to make our roads safer.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

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

☒ Central

☐ District

☐ Other

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

The state is continuing the high risk rural roads program as part of the HSIP. The Department employs consultants to coordinate 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 and have safety deficiencies. 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 construction districts. This money is solely used to fund our off-system safety program. The work

normally consist of installing retro-reflective signage, applying pavement markings, installing rumble strips or guardrail.

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

☒Design

☒Planning

☒Maintenance

☒Operations

☒Governors Highway Safety Office

☐Other:

Briefly describe coordination with internal partners.

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 in place during FY 2014 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 measureable 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 hold quarterly Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT's Safety Action Plan is executed to implement engineering solutions to highway safety problems. GDOT's Safety Action Plan is a key component 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, Minimizing

Consequences of Leaving Road, Work Zones

Aggressive Driving/Super Speeder

Impaired Driver

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

Traffic/Crash Records and Data Analysis

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

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☒Other: Other-Public Safety & Local Law Enforcement

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

☐Multi-disciplinary HSIP steering committee

☒Other: Other-GDOT and GOHS have a new cooperative agreement that runs until the end of the

Federal fiscal calendar. The agreement supports HSIP and SHSP development and program maintenance. All other HSIP practices have remained in place through the reporting

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

Over the past year Georgia DOT has worked to improve our crash location data. This work is a critical part of our program administration. Having improved crash location information will allow Georgia to better manage the HSIP program and improve our responsiveness in selecting the appropriate safety countermeasures.

In the coming year, Georgia will select a vendor to house and coordinate our crash reporting. The lessons learned over the past five years will be instrumental in guiding our data base design and quality assurance in the next contract. Some of the items that we will focus on in the latest contract with Appriss will be:

Geo Coding crash locations

Cross referencing FARS

Establishing separate production and reporting databases

Develop graphical QA tools

Program Methodology

Select the programs that are administered under the HSIP.

☒Median Barrier	☒Intersection	☒Safe Corridor
☒Horizontal Curve	☒Bicycle Safety	☒Rural State Highways
☒Skid Hazard	☒Crash Data	☒Red Light Running Prevention
☒Roadway Departure	☒Low-Cost Spot Improvements	☒Sign Replacement And Improvement
☒Local Safety	☒Pedestrian Safety	☒Right Angle Crash

☒Left Turn Crash ☐Shoulder Improvement ☐Segments

☐Other:

Program: **Median Barrier**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☒Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☐Fatal and serious injury crashes only	☐Population	☒Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐EPDO crash frequency with EB adjustment

☐Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☒ Ranking based on B/C 2

☒ Available funding 1

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Intersection**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

☒ minimum severity index 1

Program: **Safe Corridor**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 1

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Horizontal Curve**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☐Volume	☒Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☐Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other
- ☒ severity index 2

Program: **Bicycle Safety**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☒ Other-Bicycle Crashes	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Rural State Highways**

Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒Selection committee

☐Other

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

☐Relative Weight in Scoring

☐Rank of Priority Consideration

☐Ranking based on B/C

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Skid Hazard**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☒Fatal and serious injury	☐Population	☐Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Crash Data**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature

☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☒ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☒ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

These projects are generally more systemic in nature

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☐ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Red Light Running Prevention**

Date of Program Methodology: 7/1/2013

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☒Other-identification of crashes that may be correctable by red-light cameras

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

☒Yes

☐No

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

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☐Selection committee

☐Other

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

☐Relative Weight in Scoring

☐Rank of Priority Consideration

- ☐Ranking based on B/C
- ☐Available funding
- ☐Incremental B/C
- ☐Ranking based on net benefit
- ☐Other

Program: **Roadway Departure**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☐ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Low-Cost Spot Improvements**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☒ Ranking based on B/C 1

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Sign Replacement And Improvement**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ Selection committee

☒ Other-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).

☐ Relative Weight in Scoring

☒Rank of Priority Consideration

☒Ranking based on B/C 1

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Local Safety**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☐Traffic	☐Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☐Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Pedestrian Safety**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☒ Ranking based on B/C 1

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Right Angle Crash**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury	☐ Population	☒ Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ Selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☒ Ranking based on B/C 1
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Left Turn Crash**

Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒Yes

☐No

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

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒Selection committee

☐Other

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

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☒Ranking based on B/C 1

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

What proportion of highway safety improvement program funds address systemic improvements?

30

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☒ Rumble Strips
- ☒ Traffic Control Device Rehabilitation
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Signing
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Upgrade Guard Rails
- ☒ Clear Zone Improvements
- ☒ Safety Edge
- ☒ Install/Improve Lighting
- ☒ Add/Upgrade/Modify/Remove Traffic Signal
- ☐ Other

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☒ Road Safety Assessment
- ☐ Other:

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

☒ Highway Safety Manual

☐ Road Safety audits

☐ Systemic Approach

☐ Other:

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

Over the past year we started using the latest data for the value of statistical life (VSL) of 9.1 million with an estimate growth of 1.07 percent. We used this new base to calculate our benefit cost ratios.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☒ State Fiscal Year

☐ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	60000000	94 %	58349688	
HRRRP (SAFETEA-LU)	3500000	6 %	1730000	3 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				

Totals	63500000	100%	60079688	100%

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

$7,000,000.00

How much funding is obligated to local safety projects?

$8,315,281.00

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

$450,000.00

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

$847,980.00

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

$0.00

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

$0.00

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

Safety is a core responsibility of Georgia DOT. We build safety into all of our programs. HSIP is only a part of the Department's total program and safety effort. Each year the available funding for HSIP has been increased. In addition we are investigating ways to partner our program areas; for example maintenance and HSIP.

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

There are no other comments on HSIP

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
0006026CarrollSR 5 @ SR 16/US 27 ALT - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	95000	95000	HSIP (Section 148)	Rural Major Collector	2680	35	State Highway Agency	Intersections	Serious Crash Type/Intersection
0013197WayneCR 396/RAYONIER ROAD @ CR 392/SPRING GROVE ROAD - HRRR	Intersection geometry Intersection geometrics - modify skew angle	1 Numbers	150000	150000	HRRRP (SAFETEA-LU)	Urban Minor Arterial	2870	50	County Highway Agency	Intersections	Serious Crash Type/Intersection
0009918ScrevenSR 73 LOOP @ CR 248/BUTTERMILK ROAD/SINGLETON ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Rural Principal Arterial - Other	4230	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0009949LumpkinSR 9 @ SR 52-Roundabout	Intersection traffic control Modify	1 Num	175000	175000	HSIP (Secti	Rural Minor	4420	45	State Highw	Intersections	Serious Crash

	control - modifications to roundabout	bers			on 148)	Arterial			ay Agenc y		Type/Inter section
0009928NewtonSR 11 @ SR 142 - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Num bers	40000 0	40000 0	HSIP (Secti on 148)	Rural Minor Arterial	44 20	55	State Highw ay Agenc y	Interse ctions	Serious Crash Type/Inter section
0008884MonroeSR 18 @ SR 87	Intersection traffic control Modify control - modifications to roundabout	1 Num bers	23000 0	23000 0	HRRR P (SAFE TEA-LU)	Rural Minor Arterial	45 40	55	State Highw ay Agenc y	Interse ctions	Serious Crash Type/Inter section
0009576BibbSR 22 @ HOLLEY ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Num bers	18336 27.11	18336 27.11	HSIP (Secti on 148)	Urban Minor Arterial	52 80	55	State Highw ay Agenc y	Interse ctions	Serious Crash Type/Inter section
0007126ThomasSR 3/US 19 FM N OF FLORIDA STATE LN TO S OF CR 219 - 19 LOCS	Intersection geometry Auxiliary lanes - miscellaneous/oth er/unspecified	19 Num bers	60412 7.94	60412 7.94	HSIP (Secti on 148)	Rural Princip al Arterial - Other	54 70	55	State Highw ay Agenc y	Interse ctions	Serious Crash Type/Inter section
0008375DouglasSR 8/US 78@ CR 268/MANN RD/MASON CREEK RD & @ CR 808/POST	Intersection geometry Intersection	1 Num	37100 00	37100 00	HSIP (Secti on	Urban Minor	55 90	55	State Highw ay	Interse ctions	Serious Crash Type/Inter

RD	geometrics - realignment to align offset cross streets	bers			148)	Arterial			Agency		section
0000409SpaldingSR 16 @ CR 496/688/OLD 85 CONNECTOR/HOLLONVILLE RD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1647072.37	1647072.37	HSIP (Section 148)	Rural Minor Arterial	6600	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0000409SpaldingSR 16 @ CR 496/688/OLD 85 CONNECTOR/HOLLONVILLE RD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	45000	45000	HSIP (Section 148)	Rural Minor Arterial	6600	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0000409SpaldingSR 16 @ CR 496/688/OLD 85 CONNECTOR/HOLLONVILLE RD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	60000	60000	HSIP (Section 148)	Rural Minor Arterial	6600	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0008420LowndesSR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOLLYWOOD STREET - INTERSECTION IMPROVEMENT	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	48945	48945	HSIP (Section 148)	Urban Principal Arterial - Other	7310	45	State Highway Agency	Intersections	Serious Crash Type/Intersection

0008420LowndesSR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOLLYWOOD STREET - INTERSECTION IMPROVEMENT	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	680000	680000	HSIP (Section 148)	Urban Principal Arterial - Other	7310	45	State Highway Agency	Intersections	Serious Crash Type/Intersection
0009846ColquittSR 33/US 319 @ SR 33 SO - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	490000	490000	HSIP (Section 148)	Urban Principal Arterial - Other	7340	35	State Highway Agency	Intersections	Serious Crash Type/Intersection
0012681JacksonSR 11BU @ CS 936/OLD PENDERGRASS ROAD	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	314050.33	314050.33	HSIP (Section 148)	Urban Minor Arterial	7660	45	State Highway Agency	Intersections	Serious Crash Type/Intersection
0010364BullochSR 26 @ CR 585/BURKHALTER ROAD	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	510000	510000	HSIP (Section 148)	Urban Minor Arterial	7920	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0000410SpaldingSR 362 @ CR 507/ROVER-WILLIAMSON ROADS-TURN LANES	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	920000	920000	HSIP (Section 148)	Urban Major Collector	8570	55	State Highway Agenc	Intersections	Serious Crash Type/Intersection

									y		
0007311FultonCR 3266/Bell Road @ CR 72/Boles Road	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	975000	975000	HSIP (Section 148)	Rural Major Collector	9300	45	City of Municipal Highway Agency	Intersections	Serious Crash Type/Intersection
0009218PauldingSR 61 @ NEBO ROAD/MAYFIELD ROAD	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	1 Numbers	1740000	1740000	HSIP (Section 148)	Urban Minor Arterial	9660	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
232330NewtonSR 36 @ CR 181/FLAT SHOALS/STEELE RD & CR 506/HENDERSON MILL	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	100000	100000	HSIP (Section 148)	Urban Minor Arterial	9700	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
232330NewtonSR 36 @ CR 181/FLAT SHOALS/STEELE RD & CR 506/HENDERSON MILL	Intersection geometry Intersection geometrics - realignment to align offset cross	1 Numbers	580000	580000	HSIP (Section 148)	Urban Minor Arterial	9700	55	State Highway Agency	Intersections	Serious Crash Type/Intersection

	streets										
0010926DecaturUS 84/SR 38 BUS @ US 84/SR 38 BYPASS AND FRONTAGE ROAD	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	130431.84	130431.84	HSIP (Section 148)	Urban Principal Arterial - Other	9920	45	State Highway Agency	Intersections	Serious Crash Type/Intersection
0008618BullochSR 67 BYPASS @ CR 142/PULASKI ROAD	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	1 Numbers	1053330.53	1053330.53	HSIP (Section 148)	Urban Principal Arterial - Other	10420	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
662650-CherokeeSR 20 @ SR 108; CR 17/WHITE RD & CR 13/MT CARMEL LANE	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	3222353.75	3222353.75	HSIP (Section 148)	Rural Principal Arterial - Other	12440	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
662650-CherokeeSR 20 @ SR 108; CR 17/WHITE RD & CR 13/MT CARMEL LANE	Intersection geometry Intersection geometrics - realignment to align offset cross	1 Numbers	75000	75000	HSIP (Section 148)	Rural Principal Arterial - Other	12440	55	State Highway Agency	Intersections	Serious Crash Type/Intersection

	streets										
0009931BarrowSR 11 @ SR 211 - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	400000	400000	HSIP (Section 148)	Urban Principal Arterial - Other	14040	30	State Highway Agency	Intersections	Serious Crash Type/Intersection
0009971FayetteSR 92 @ CR 149/ANTIOCH ROAD & CR 308/LOCKWOOD ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	16140	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0009972FayetteSR 92 @ CR 138/SEAY ROAD & CR 129/HARP ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	16140	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0008457LeeSR 3/US 19 @ CR 101/CENTURY ROAD - INTERSECTION IMPROVEMENT	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	1 Numbers	280000	280000	HSIP (Section 148)	Urban Principal Arterial - Other	16610	55	State Highway Agency	Intersections	Serious Crash Type/Intersection
0006864FultonSR 154 @ CR 1376/CEDAR GROVE ROAD & CR 1374/RIDGE ROAD- ROUNDABOUT	Intersection traffic control Modify control - modifications to	1 Numbers	3944879.23	3944879.23	HSIP (Section 148)	Urban Minor Arterial	24590	40	State Highway Agenc	Intersections	Serious Crash Type/Intersection

	roundabout								y		
0008947CherokeeSR 20 FM BARTOW TO FORSYTH & SR 140 FM BARTOW TO FULTON	Roadway delineation Roadway delineation - other	20.7 Miles	1263382.05	1263382.05	HSIP (Section 148)	Rural Principal Arterial - Other	25180	55	State Highway Agency	Lane Departure	Serious Crash Type
0013174DeKalbSR 12 @ CR 700/YOUNG ROAD	Roadway Roadway - other	1 Numbers	200000	200000	HSIP (Section 148)	Urban Minor Arterial	29680	45	State Highway Agency	Roadway Departure	Serious Crash Type
0013194FultonSR 9/US 19 @ CS 351/GLENRIDGE DRIVE - REALIGNMENT	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	75000	75000	HSIP (Section 148)	Urban Principal Arterial - Other	33630	35	State Highway Agency	Intersections	Serious Crash Type/Intersection
532780-ChathamSR 204/ABERCORN ST @ LARGO DRIVE IN SAVANNAH	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	1 Numbers	640313.47	640313.47	HSIP (Section 148)	Urban Principal Arterial - Other	42100	45	State Highway Agency	Intersections	Serious Crash Type/Intersection
0006664Districts 2 and 3SIGNAL HEAD	Intersection traffic control Modify	33 Num	11502	11502	HSIP (Secti	Multiple	0	0	State Highw	Interse	Serious Crash

REPLACEMENT @ VAR LOCATIONS IN SEVERAL DISTRICTS	traffic signal - modernization/replacement	bers	47.96	47.96	on 148)	locations have varying FC			ay Agency	ctions	Type/Intersection
0006664Districts 2 and 3SIGNAL HEAD REPLACEMENT @ VAR LOCATIONS IN SEVERAL DISTRICTS	Intersection traffic control Modify traffic signal - modernization/replacement	35 Numbers	40000	40000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Intersections	Serious Crash Type/Intersection
0013094AllCRASH REPORTING VALIDATION & LOCATING	Non-infrastructure Data/traffic records	1625000 Numbers	271980	271980	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Data	Education/ Research
0012908AllSAFETY INFOMERCIALS TOWARDS ZERO DEATHS - SHSP	Non-infrastructure Outreach	12 Numbers	126000	126000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Safety Education All Areas	Education
0008332ALLSAFE ROUTES TO SCHOOL RESOURCE CENTER (COORDINATORS AND WEBSITE)	Non-infrastructure Outreach	1 Numbers	450000	450000	HSIP (Section 148)	Multiple locations have varying	0	0	State Highway Agenc	Pedestrians	Non Motorized

						FC			y		
0013099CobbSR 280/SOUTH COBB FM CR 2236/MANER ROAD TO SR 3 - ROAD SAFETY AUDIT	Non-infrastructure Road safety audits	1 Numbers	5000	5000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	All emphasis Areas - ped, bike, intersections	Serious Crash Type/Intersection
0009400DeKalbSR 13 FROM AFTON LN TO SHALLOWFORD TERRACE - PHASE II	Pedestrians and bicyclists Medians and pedestrian refuge areas	1 Numbers	720003.61	720003.61	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
M005115ChathamSR 21 From SR 204 to SR 25	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	3.62 Miles	100000	100000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0009444GwinnettLAWRENCEVILLE & MARGARET WINN HOLT ELEMENTARY SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	834187.46	834187.46	HSIP (Section 148)	Multiple locations have varying	0	0	City of Municipal Highway	Pedestrians	Non Motorized

						FC			Agency		
0009446HallCITY OF GAINESVILLE SAFE PASSAGE @ 5 SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	543672.94	543672.94	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010400HabershamCITY OF CORNELIA	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	938686.67	938686.67	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0009439ChattahoocheeCHATTAHOOCHEE COUNTY ELEMENTARY SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	320416.16	320416.16	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Pedestrians	Non Motorized
0010013CowetaNEWNAN CROSSING ELEMENTARY -	Pedestrians and bicyclists Miscellaneous	1 Num	68758.83	68758.83	HSIP (Section	Multiple locatio	0	0	County Highw	Pedestrians	Non Motorized

SRTS	pedestrians and bicyclists	bers			148)	ns have varying FC			ay Agenc y		
0010452CrawfordCITYOF ROBERTA - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	30353 4.84	30353 4.84	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	City of Munic ipal Highw ay Agenc y	Pedest rians	Non Motorized
0010018TiftG.O. BAILEY SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	23268 0.85	23268 0.85	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	City of Munic ipal Highw ay Agenc y	Pedest rians	Non Motorized
0010379LowndesJ L NEWBERN MIDDLE SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	27900 0	27900 0	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	City of Munic ipal Highw ay Agenc y	Pedest rians	Non Motorized

0010398LaurensSUSIE DASHER & SAXON HEIGHTS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	261812.2	261812.2	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010399WhitfieldDALTON PUBLIC SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	729112.76	729112.76	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010014DekalbFIVE SCHOOLS IN CITY OF DECATUR - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	418293.29	418293.29	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010019ForsythVICKERY CREEK ELEMENTARY AND MIDDLE SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous	1 Numbers	583177.25	583177.25	HSIP (Section	Multiple locatio	0	0	County Highw	Pedestrians	Non Motorized

	pedestrians and bicyclists				148)	ns have varying FC			ay Agenc y		
0010021CobbFOUR SCHOOLS IN MARIETTA - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	50465 8.36	50465 8.36	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	City of Munic ipal Highw ay Agenc y	Pedest rians	Non Motorized
0010023FultonPALMETTO ELEMENTARY SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	53785 2.26	53785 2.26	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	City of Munic ipal Highw ay Agenc y	Pedest rians	Non Motorized
0010394DeKalbDEKALB PUBLIC WORKS 5 SCHOOLS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Num bers	61026 5.07	61026 5.07	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Pedest rians	Non Motorized
0010401CobbKINCAID & CHEATHAM ELEMENTARY -	Pedestrians and bicyclists	1 Num	65673	65673	HSIP (Secti	Multipl e	0	0	Count y	Pedest	Non

SRTS	Miscellaneous pedestrians and bicyclists	bers	3.24	3.24	on 148)	locations have varying FC			Highway Agency	rians	Motorized
0010403FultonBETHUNE ELEMENTARY	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	691202.81	691202.81	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Pedestrians	Non Motorized
0010017GwinnettGRAYSON CITY SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	457730.12	457730.12	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010020ChathamSAVANNAH-CHATHAM CO PUBLIC SCHOOL SYSTEM @ 4 SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	235350.68	235350.68	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized

0010392MuscogeeCLUBVIEW ELEMENTARY SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	167566.88	167566.88	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010393Henry6 SCHOOLS IN HENRY COUNTY	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	674955.1	674955.1	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Pedestrians	Non Motorized
0010396CherokeeCHEROKEE CTY SCHOOL DISTRICT @ 5 SCHOOLS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	334719.37	334719.37	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010397NewtonNEWTON COUNTY SCHOOL SYSTEM @ 5 SCHOOLS - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	566253.87	566253.87	HSIP (Section 148)	Multiple locations have varying	0	0	County Highway Agenc	Pedestrians	Non Motorized

						FC			y		
0010451LanierLANIER COUNTY PRIMARY, ELEM & MIDDLE - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	131563.79	131563.79	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Pedestrians	Non Motorized
0010453BarrowCITY OF STATHAM - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	394945.79	394945.79	HSIP (Section 148)	Multiple locations have varying FC	0	0	City of Municipal Highway Agency	Pedestrians	Non Motorized
0010454ColumbiaLEWISTON ELEMENTARY SCHOOL - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	150642.45	150642.45	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Pedestrians	Non Motorized
0006294AllPEDESTRIAN IMPROVEMENTS @ 10 SR LOCATIONS IN DISTRICT 6	Pedestrians and bicyclists Pedestrian signal	10 Numbers	97000	97000	HSIP (Section 148)	Multiple locations have varying	0	0	State Highway Agency	Pedestrians	Non Motorized

						FC					
0006463District 2PEDESTRIAN UPGRADES @ 24 INTERSECTIONS IN DISTRICT 2-PED UPGRADE	Pedestrians and bicyclists Pedestrian signal	24 Numbers	350000	350000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0007457Franklin/Hart/MadisonI-85; SR 8; SR 17; SR 59 & SR 72 @ 12 LOCS-PED UPGRADE	Pedestrians and bicyclists Pedestrian signal	12 Numbers	2021206.68	2021206.68	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0007495Lumpkin/Towns/Union/WhitePEDESTRIAN UPGRADES @ 20 SR LOCATIONS IN DISTRICT 1-PED UPGRADE	Pedestrians and bicyclists Pedestrian signal	20 Numbers	20000	20000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0007495Lumpkin/Towns/Union/WhitePEDESTRIAN UPGRADES @ 20 SR LOCATIONS IN DISTRICT 1-PED UPGRADE	Pedestrians and bicyclists Pedestrian signal	20 Numbers	560000	560000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized

0013171AllPEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1	Pedestrians and bicyclists Pedestrian signal	35 Numbers	1050000	1050000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0013173AllPEDESTRIAN UPGRADES @ 59 LOCS IN DISTRICT 6	Pedestrians and bicyclists Pedestrian signal	59 Numbers	1000000	1000000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0009982AllDISTRICT 1 & 2 @ SEV LOCS - GUARDRAIL ANCHOR REPLACEMENT	Roadside Barrier end treatments (crash cushions, terminals)	100 Numbers	837266.33	837266.33	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Roadway Departure	Serious Crash Type
0009727FultonSR 8 FROM MARIETTA BLVD TO STRONG ST/NORTHYARD DR (Utility Relocations)	Roadside Removal of roadside objects (trees, poles, etc.)	1.50 Miles	5000000	5000000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Roadway Departure	Serious Crash Type
0009997AllSHARP CURVE TREATMENTS @ SEV LOCS IN	Roadway Pavement surface - high friction	12 Num	1769683.94	1769683.94	HSIP (Section	Multiple locatio	0	0	State Highway	Roadway Depart	Serious Crash Type

DISTRICT 5	surface	bers			148)	ns have varying FC			Agency	ure	
0011650FloydOFF-SYSTEM SAFETY IMPROVEMENTS @14 CR LOCS IN FLOYD CO	Roadway Roadway - other	14 Numbers	428555	428555	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0011813McIntoshOFF-SYSTEM SAFETY IMPROVEMENTS @ 13 CR LOC IN MCINTOSH COUNTY	Roadway Roadway - other	13 Numbers	342000	342000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0011834BartowOFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN BARTOW COUNTY	Roadway Roadway - other	9 Numbers	233581	233581	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0011839BartowOFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CS LOCS IN CARTERSVILLE	Roadway Roadway - other	10 Numbers	93862.68	93862.68	HSIP (Section 148)	Multiple locations have varying	0	0	County Highway Agenc	Roadway Departure	Serious Crash Type

						FC			y		
0012654WayneOFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN WAYNE COUNTY	Roadway Roadway - other	25 Numbers	153000	153000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012656BaconOFF-SYSTEM SAFETY IMPROVEMENTS @14 LOCs IN BACON COUNTY	Roadway Roadway - other	14 Numbers	259000	259000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012657Jeff DavisOFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN JEFF DAVIS COUNTY	Roadway Roadway - other	9 Numbers	226000	226000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012679JacksonOFF-SYSTEM SAFETY IMPROVEMENTS @ 18 CR LOC IN JACKSON COUNTY	Roadway Roadway - other	18 Numbers	250000	250000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type

0012680LowndesOFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN LOWNDES COUNTY	Roadway Roadway - other	9 Numbers	142491.75	142491.75	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012697MurrayOFF-SYSTEM IMPROVEMENTS @ 48 CR LOCS IN MURRAY COUNTY	Roadway Roadway - other	48 Numbers	202323	202323	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012725PierceOFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN PIERCE COUNTY	Roadway Roadway - other	15 Numbers	268000	268000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012726HancockOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN HANCOCK COUNTY	Roadway Roadway - other	2 Numbers	480000	480000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012727TaliaferroOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS	Roadway Roadway - other	2 Num	350000	350000	HSIP (Section	Multiple locatio	0	0	County Highw	Roadway Depart	Serious Crash Type

IN TALIAFERRO COUNTY		bers			148)	ns have varying FC			ay Agenc y	ure	
0012728PutnamOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN EATONTON	Roadway Roadway - other	12 Num bers	25000 0	25000 0	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012729NewtonOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN COVINGTON	Roadway Roadway - other	10 Num bers	35000 0	35000 0	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012730GreeneOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN GREENSBORO	Roadway Roadway - other	8 Num bers	22500 0	22500 0	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012731WilkesOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN WASHINGTON CITY	Roadway Roadway - other	7 Num bers	22500 0	22500 0	HSIP (Secti on 148)	Multipl e locatio ns have varying	0	0	Count y Highw ay Agenc	Roadw ay Depart ure	Serious Crash Type

						FC			y		
0012732BurkeOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN WAYNESBORO	Roadway Roadway - other	5 Numbers	200000	200000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012733JenkinsOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN MILLEN	Roadway Roadway - other	3 Numbers	175000	175000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012734MorganOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN MADISON CITY	Roadway Roadway - other	6 Numbers	225000	225000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012735JasperOFF-SYSTEM SAFETY IMPROVEMENTS @ VAR LOCS IN MONTICELLO	Roadway Roadway - other	5 Numbers	225000	225000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type

0012768MontgomeryOFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOC IN MONTGOMERY COUNTY	Roadway Roadway - other	18 Numbers	310000	310000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012775BrooksOFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN BROOKS COUNTY	Roadway Roadway - other	9 Numbers	166145	166145	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012776MillerOFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN MILLER COUNTY	Roadway Roadway - other	8 Numbers	127291.5	127291.5	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012799ClarkeOFF-SYSTEM SAFETY IMPROVEMENTS @ 39 LOCS COUNTY	Roadway Roadway - other	39 Numbers	250000	250000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012844EvansOFF-SYSTEM SAFETY IMPROVEMENTS @ 32	Roadway Roadway - other	32 Num	77000	77000	HSIP (Section	Multiple locatio	0	0	County Highw	Roadway Depart	Serious Crash Type

LOCS IN EVANS COUNTY		bers			148)	ns have varying FC			ay Agenc y	ure	
0012849RabunOFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN RABUN COUNTY	Roadway Roadway - other	6 Num bers	25000 0	25000 0	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012890ClayOFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN CLAY COUNTY	Roadway Roadway - other	6 Num bers	78262 .75	78262 .75	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012891LeeOFF-SYSTEM SAFETY IMPROVEMENTS @ 4 CR LOCS IN LEE COUNTY	Roadway Roadway - other	4 Num bers	74478	74478	HSIP (Secti on 148)	Multipl e locatio ns have varying FC	0	0	Count y Highw ay Agenc y	Roadw ay Depart ure	Serious Crash Type
0012897LumpkinOFF-SYSTEM SAFETY IMPROVEMENTS @ 28 LOCS IN LUMPKIN COUNTY	Roadway Roadway - other	28 Num bers	25000 0	25000 0	HSIP (Secti on 148)	Multipl e locatio ns have varying	0	0	Count y Highw ay Agenc	Roadw ay Depart ure	Serious Crash Type

						FC			y		
0012906RandolphOFF-SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOCS IN RANDOLPH COUNTY	Roadway Roadway - other	5 Numbers	130366	130366	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012907SeminoleOFF-SYSTEM SAFETY IMPROVEMENTS	Roadway Roadway - other	1 Numbers	108596.25	108596.25	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012909CrispOFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN CRISP COUNTY	Roadway Roadway - other	8 Numbers	158560.5	158560.5	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012910TiftOFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN TIFT COUNTY	Roadway Roadway - other	11 Numbers	113846	113846	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type

0012940DecaturOFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN DECATUR COUNTY	Roadway Roadway - other	13 Numbers	138413	138413	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0012941ThomasOFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN THOMAS COUNTY	Roadway Roadway - other	9 Numbers	179865	179865	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0013045BarrowOFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN BARROW COUNTY	Roadway Roadway - other	20 Numbers	275000	275000	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0013049Ben HillOFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOCS IN BEN HILL CO	Roadway Roadway - other	10 Numbers	58742.25	58742.25	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
0013050ColquittOFF-SYSTEM SAFETY IMPROVEMENTS	Roadway Roadway - other	1 Num	164495.25	164495.25	HSIP (Section	Multiple locatio	0	0	County Highw	Roadway Depart	Serious Crash Type

		bers			148)	ns have varying FC			ay Agency	ure	
0013153MitchellOFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN MITCHELL	Roadway Roadway - other	7 Numbers	100406	100406	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Roadway Departure	Serious Crash Type
771210-ClaytonCR 1350/ANVIL BLOCK FM LUNSFORD RD TO BOULDERCREST RD - GRTA	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	0.64 Miles	2648505	2648505	HSIP (Section 148)	Multiple locations have varying FC	0	0	County Highway Agency	Lane Departure	Serious Crash Type
0010350FultonSR 8/SR 10 FROM CS 1860/PIEDMONT AVE TO SR 42-PED UPGRADE	Roadway Roadway narrowing (road diet, roadway reconfiguration)	1.89 Miles	600000	600000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Pedestrians	Non Motorized
0013061FultonSR 42/MORELAND AVE FROM MANSFIELD AVE TO DEKALB AVE - PED UPGRADE	Roadway Roadway narrowing (road diet, roadway reconfiguration)	0.53 Miles	20000	20000	HSIP (Section 148)	Multiple locations have varying	0	0	State Highway Agency	Pedestrians	Non Motorized

						FC					
0004638Clayton/HenryANVIL BLOCK FM BOULDERCREST/CLAYTON TO ALLEN DR/HENRY-GRTA	Roadway Roadway widening - add lane(s) along segment	0.64 Miles	4535000	4535000	HSIP (Section 148)	Multiple locations have varying FC	0	0	State Highway Agency	Lane Departure	Serious Crash Type

Progress in Achieving Safety Performance Targets

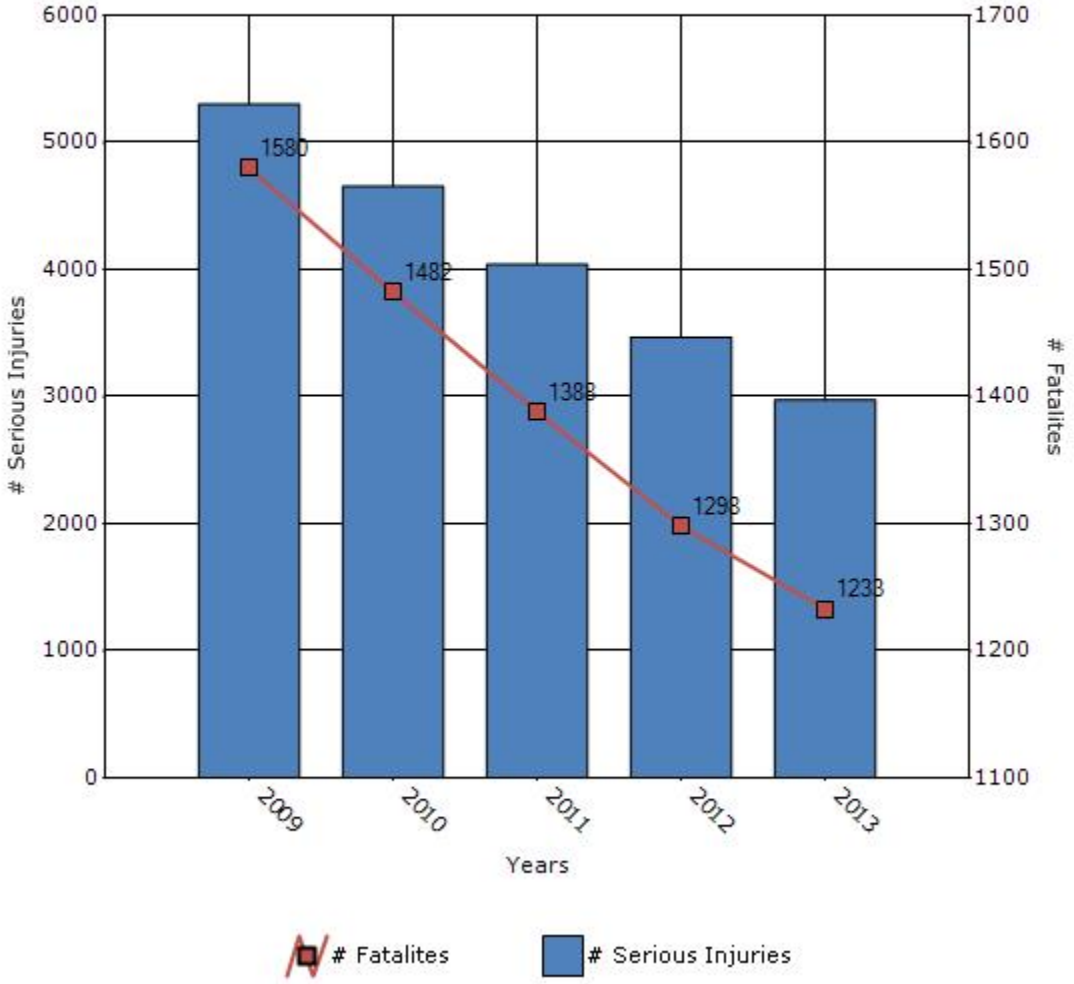
Overview of General Safety Trends

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

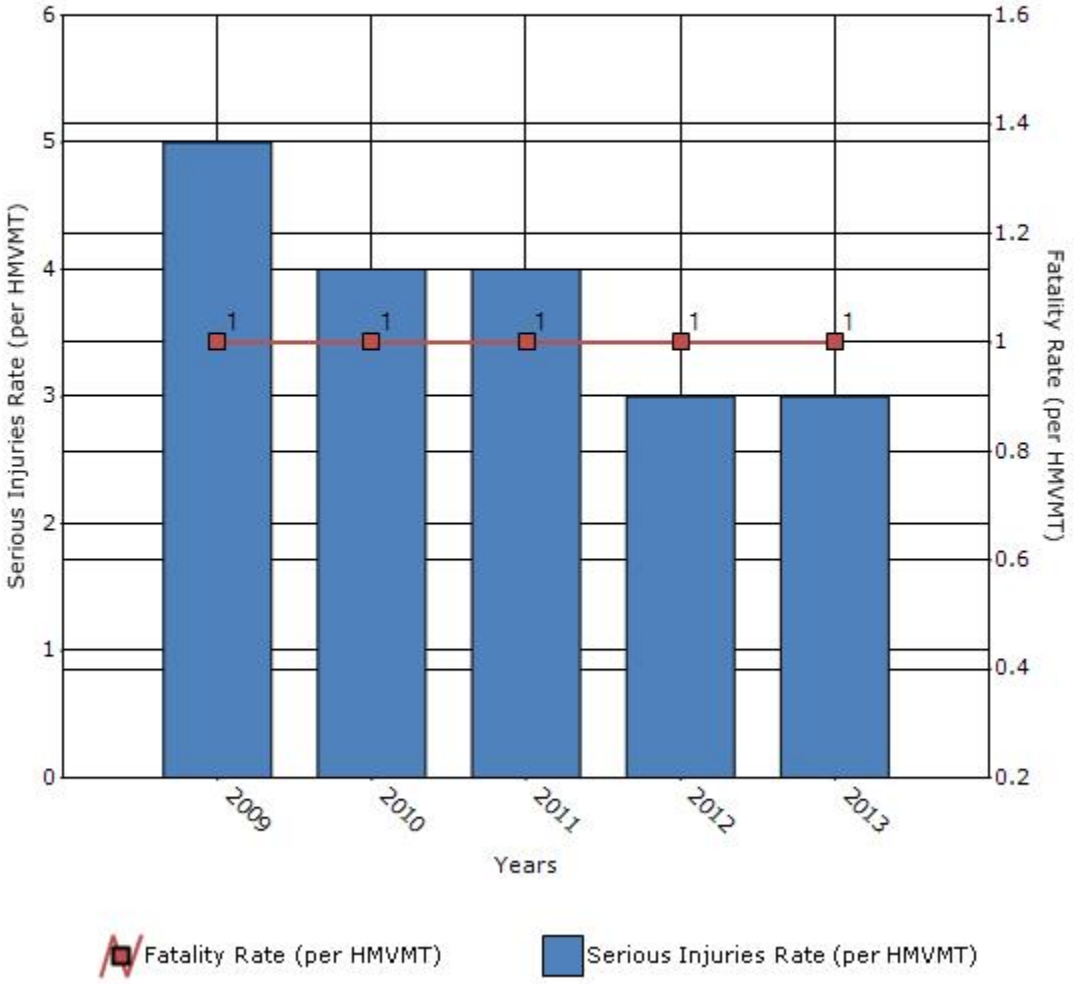
Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	1580	1482	1388	1298	1233
Number of serious injuries	5301	4655	4042	3468	2974
Fatality rate (per HMVMT)	1	1	1	1	1
Serious injury rate (per HMVMT)	5	4	4	3	3

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

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

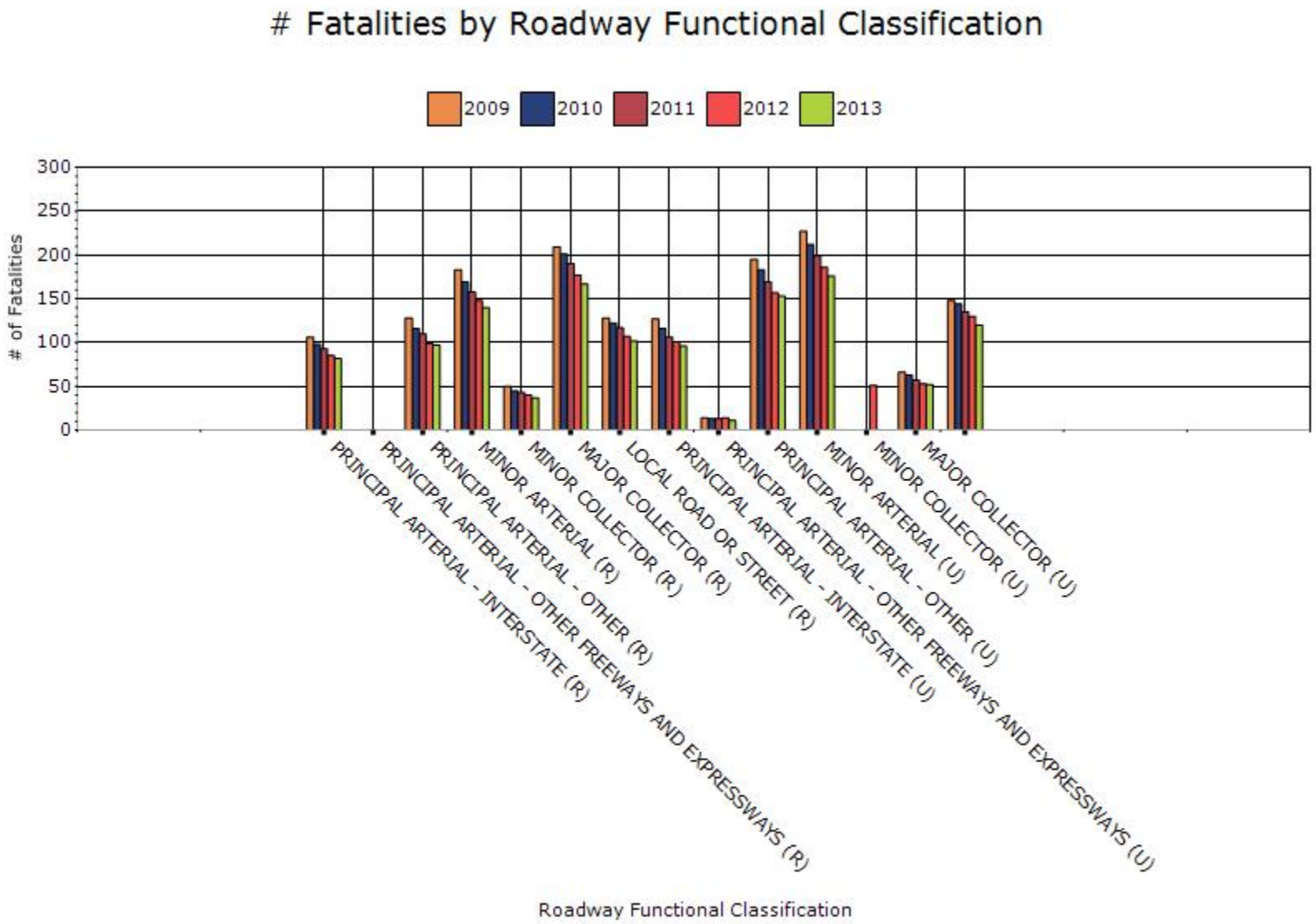


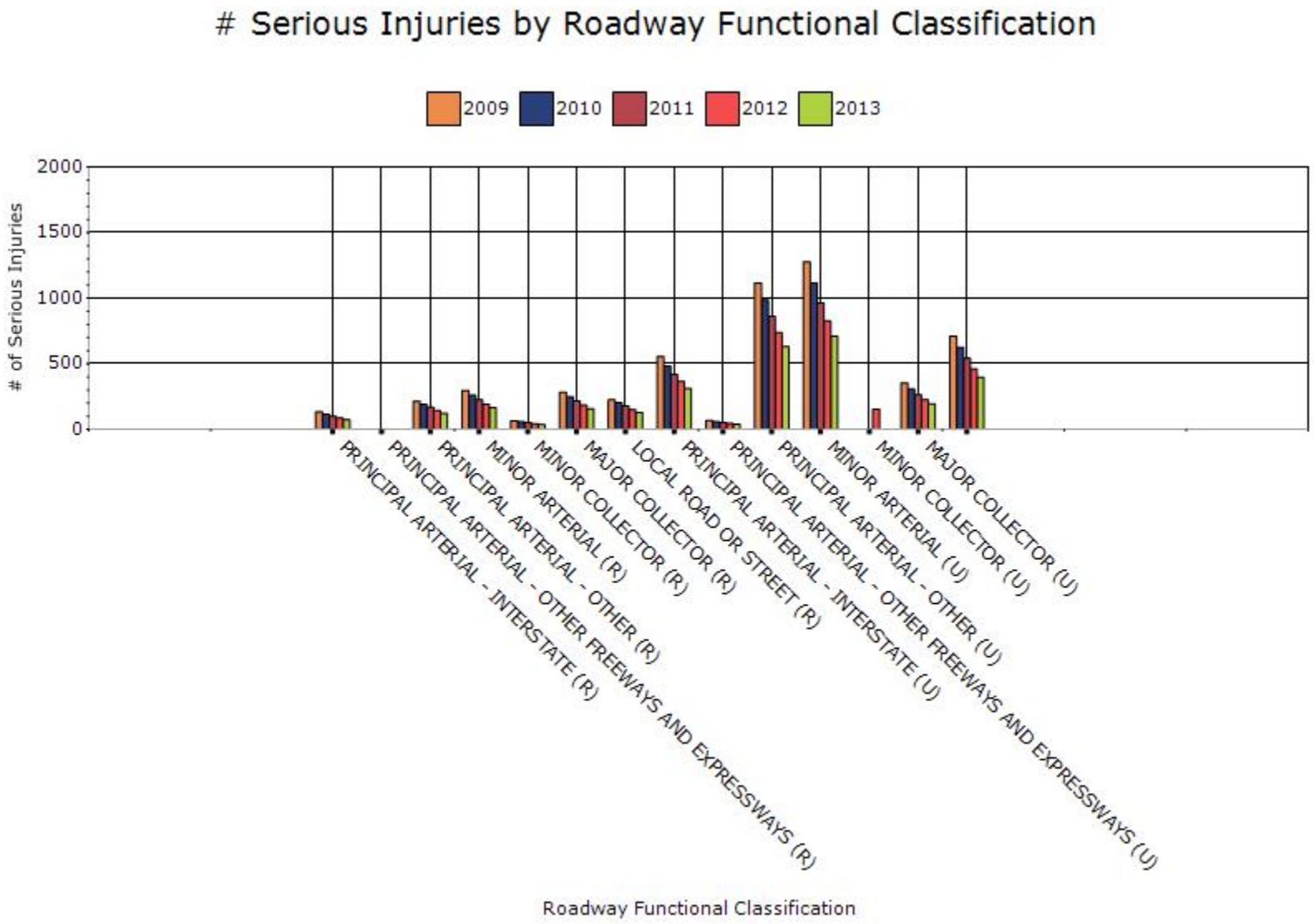
To the maximum extent possible, present performance measure* data by functional classification and ownership.

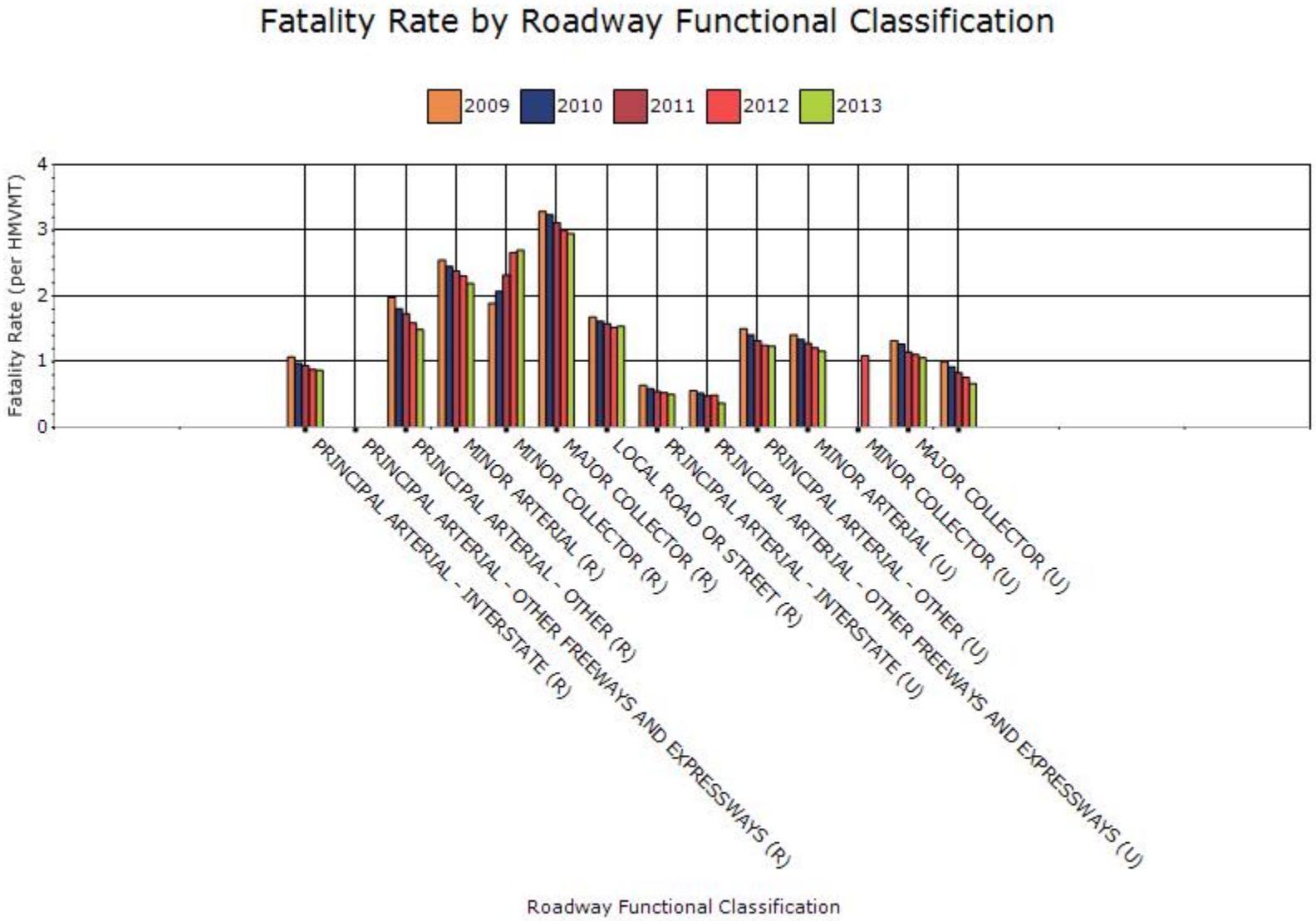
Year - 2013

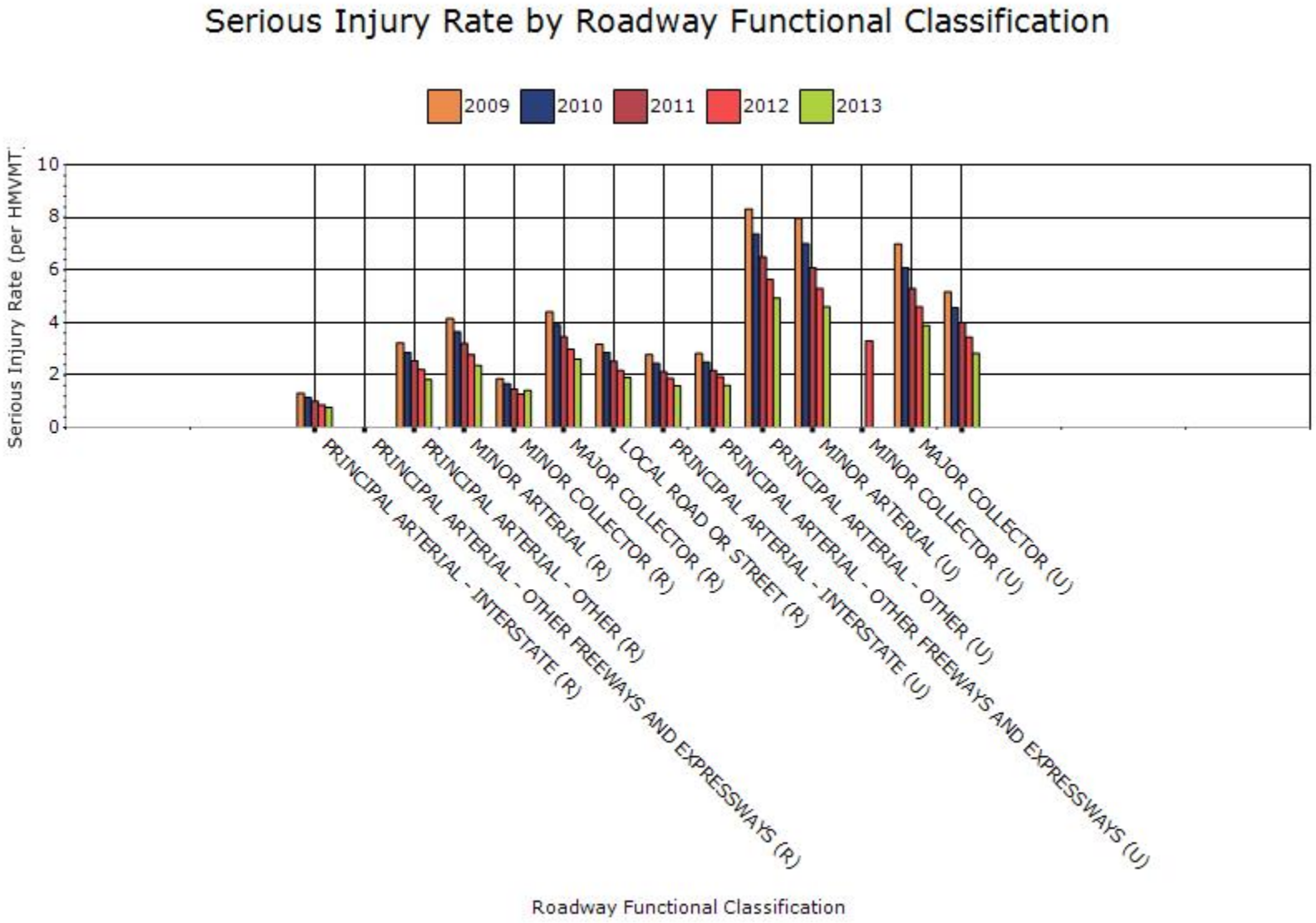
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	82	74	0.87	0.77
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	97	122	1.49	1.82
RURAL MINOR ARTERIAL	140	165	2.19	2.37
RURAL MINOR COLLECTOR	37	37	2.7	1.41
RURAL MAJOR COLLECTOR	167	158	2.95	2.61
RURAL LOCAL ROAD OR STREET	102	129	1.54	1.9
URBAN PRINCIPAL	96	313	0.5	1.59

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	11	39	0.37	1.6
URBAN PRINCIPAL ARTERIAL - OTHER	153	632	1.24	4.93
URBAN MINOR ARTERIAL	176	712	1.16	4.6
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	52	195	1.06	3.88
URBAN LOCAL ROAD OR STREET	120	398	0.67	2.83


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
300
250
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

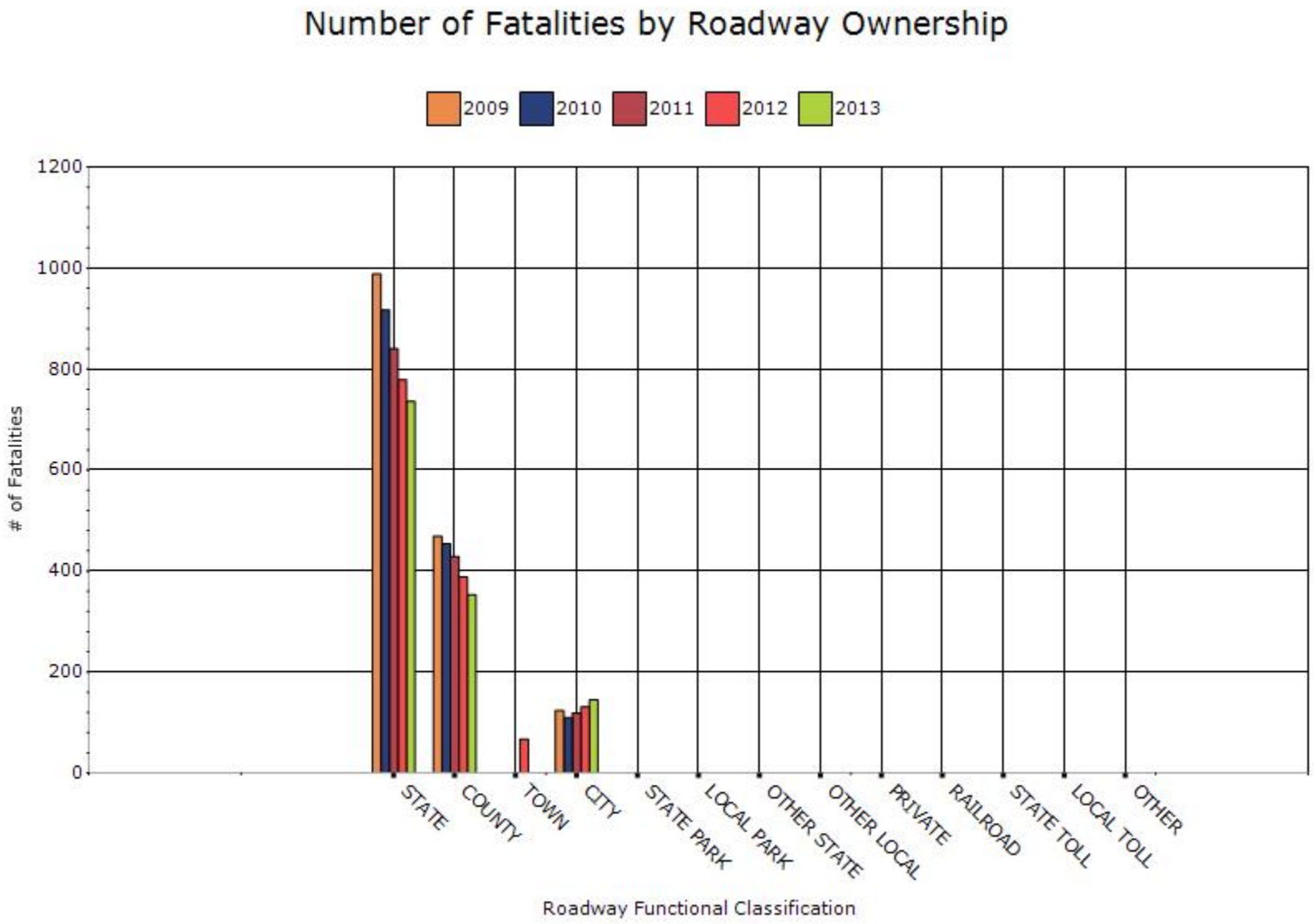

Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
2000
1500
1000
500
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

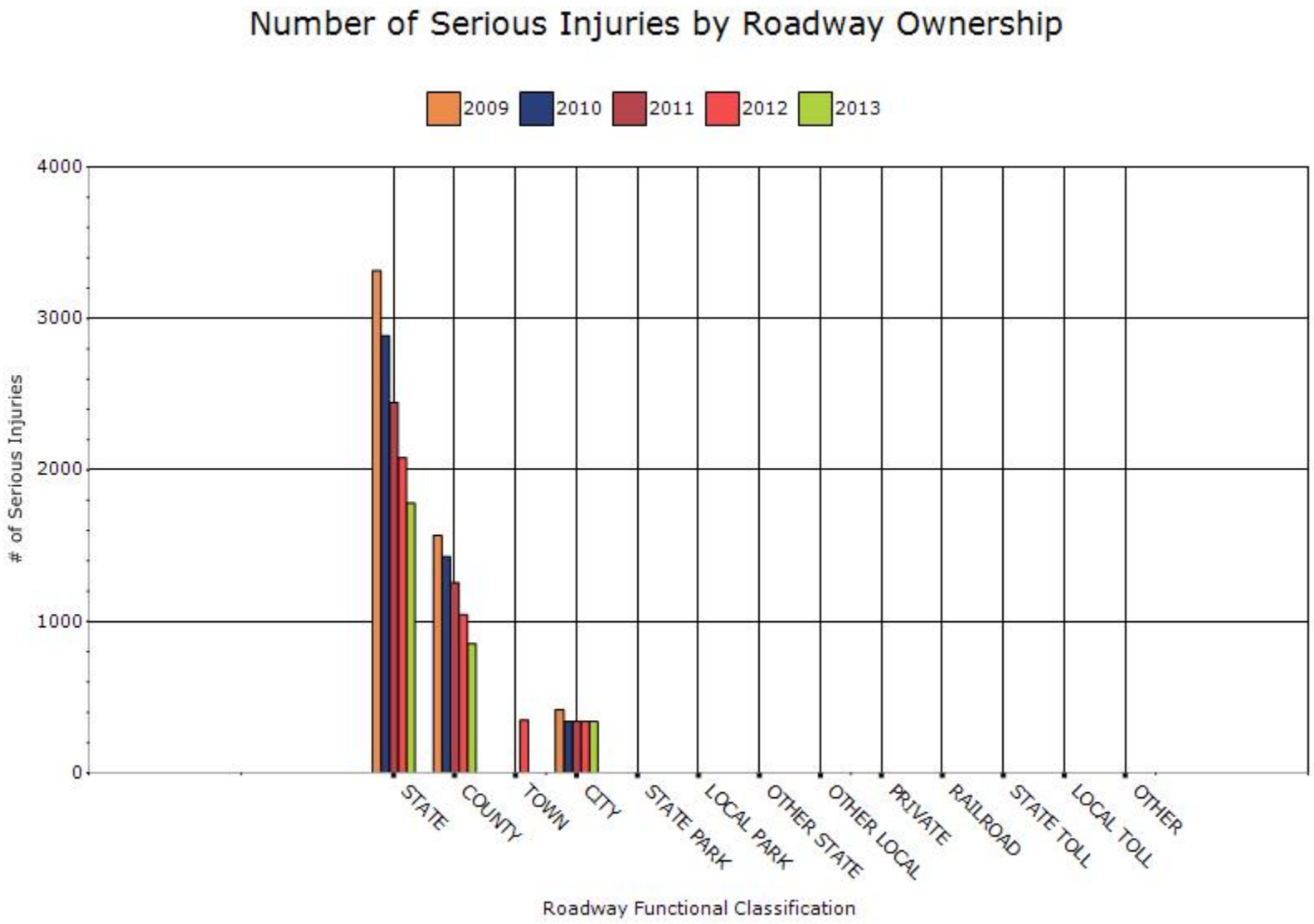

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

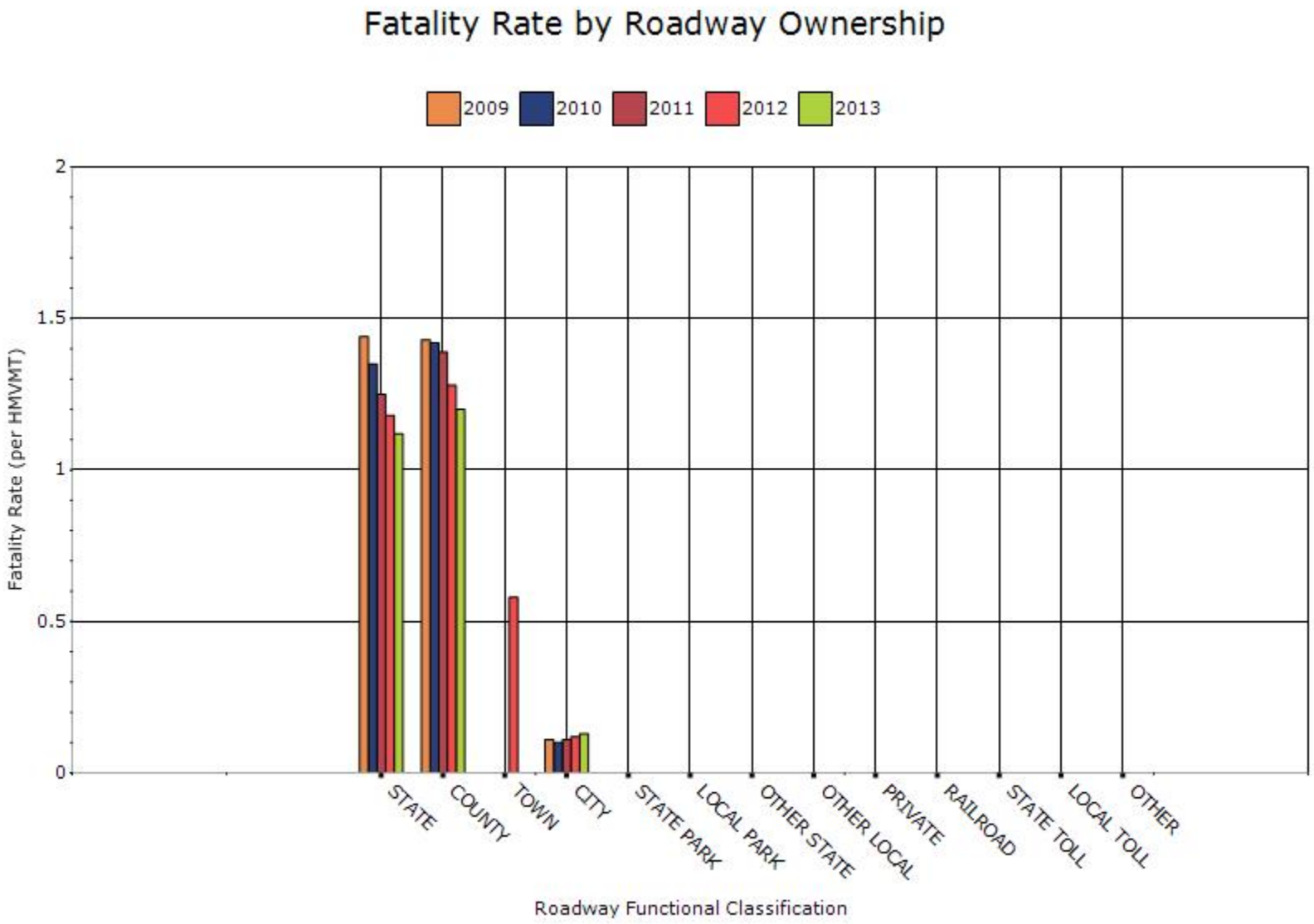

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
10
8
6
4
2
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

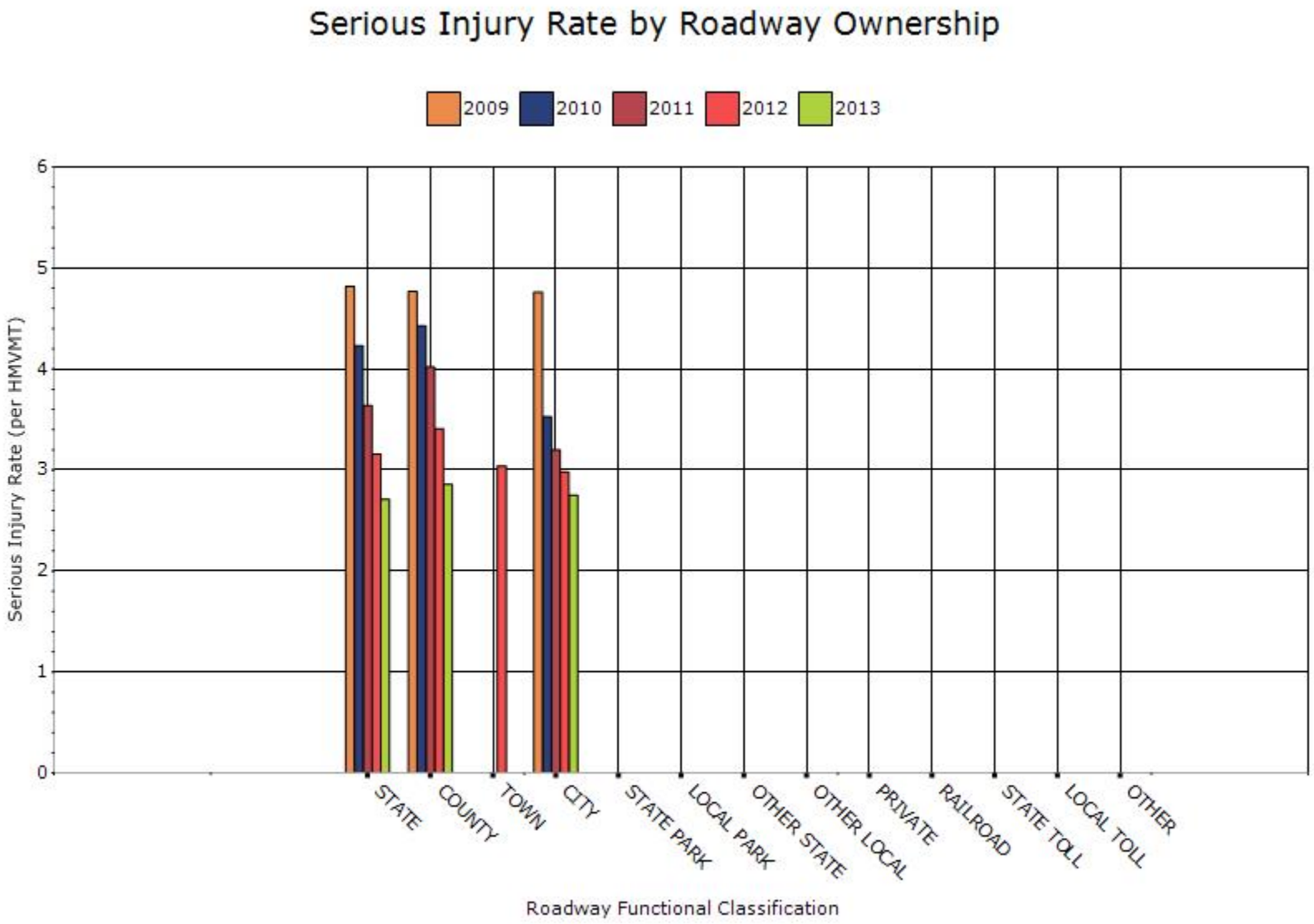
Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	736	1781	1.12	2.71
COUNTY HIGHWAY AGENCY	353	854	1.2	2.86
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	145	340	0.13	2.75
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
1200
1000
800
600
400
200
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
4000
3000
2000
1000
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
2
1.5
1
0.5
0
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
0
1
2
3
4
5
6
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

n/a

Application of Special Rules

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

Older Driver Performance Measures	**2009**	**2010**	**2011**	**2012**	**2013**
Fatality rate (per capita)	0.22	0.19	0.15	0.12	0.09
Serious injury rate (per capita)	0.54	0.54	0.47	0.38	0.31
Fatality and serious injury rate (per capita)	0.75	0.73	0.61	0.5	0.4

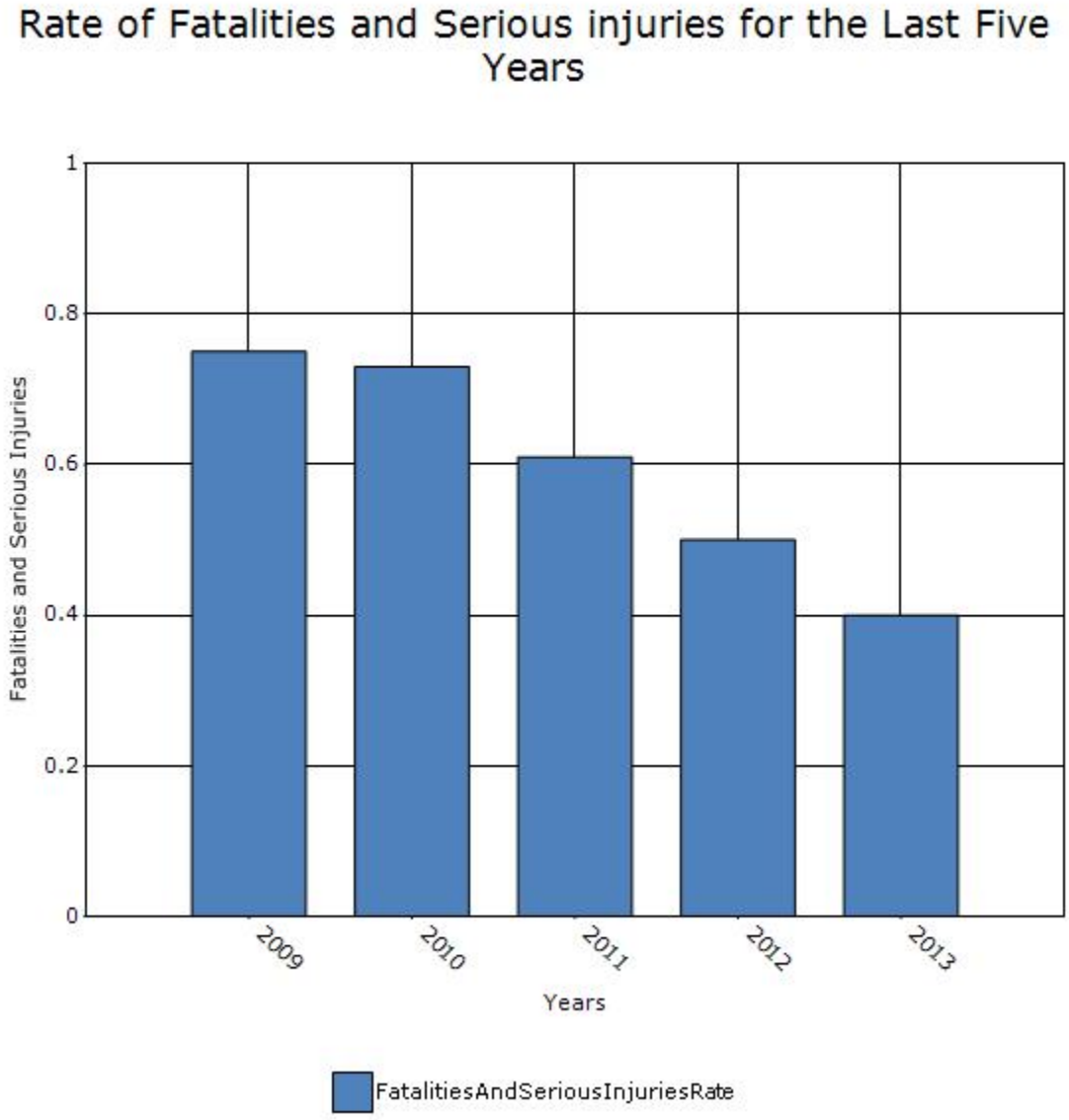
*Performance measure data is presented using a five-year rolling average.

(F+SI 65+ 2011/2011 population figure)+(F+SI 65+ 2010/2010 pop. Figure)+…../5

equation and it looks like this:

2008 - 2012 ((331/101)+(367/103)+(332/106)+(284/110)+(391/115))/5 = 3.19

2006-2010 ((456/97)+(463/99)+(331/101)+(367/103)+(332/106))/5 = 3.87



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program

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

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-Annual reduction in the over all number of fatalities for the past several years.

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

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

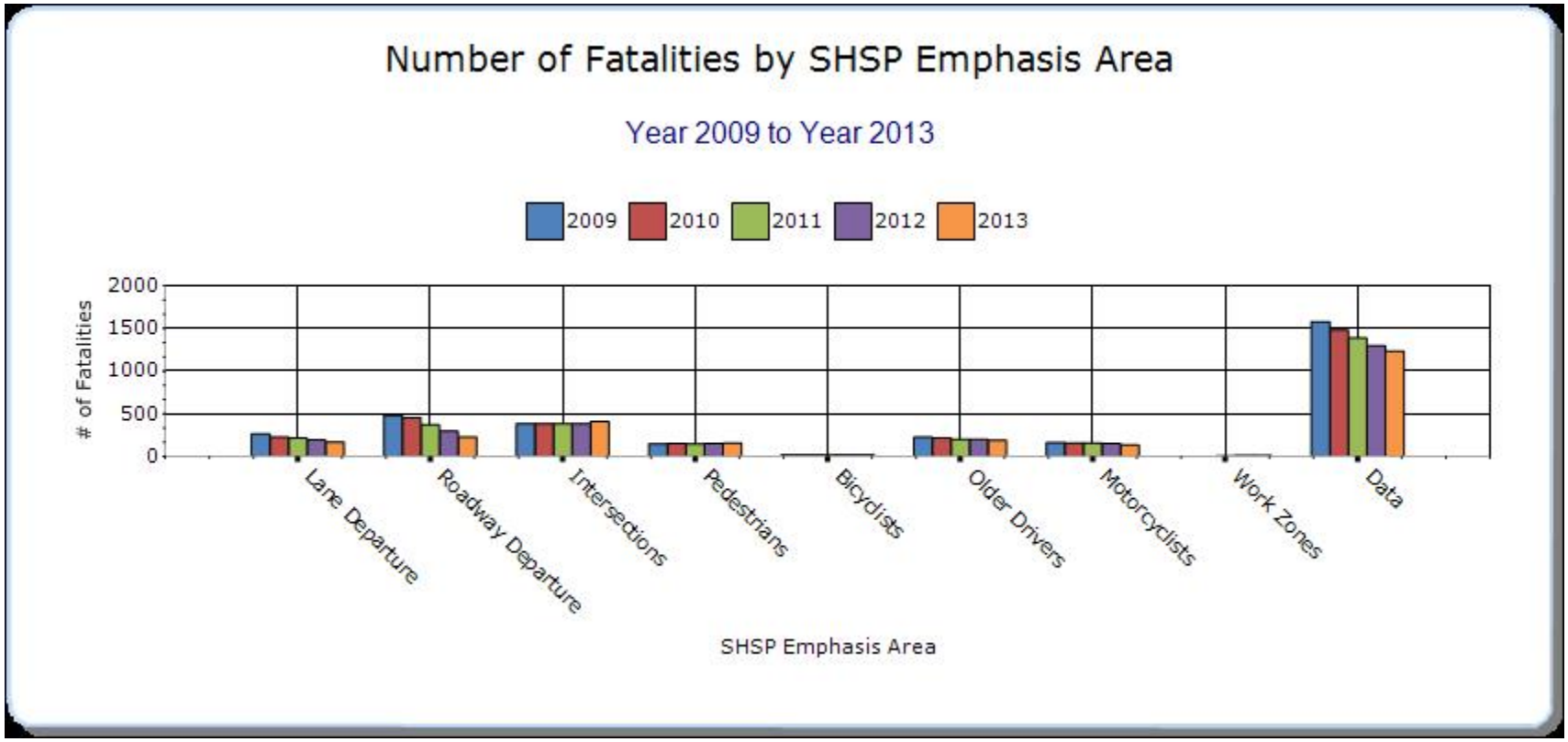
n/a

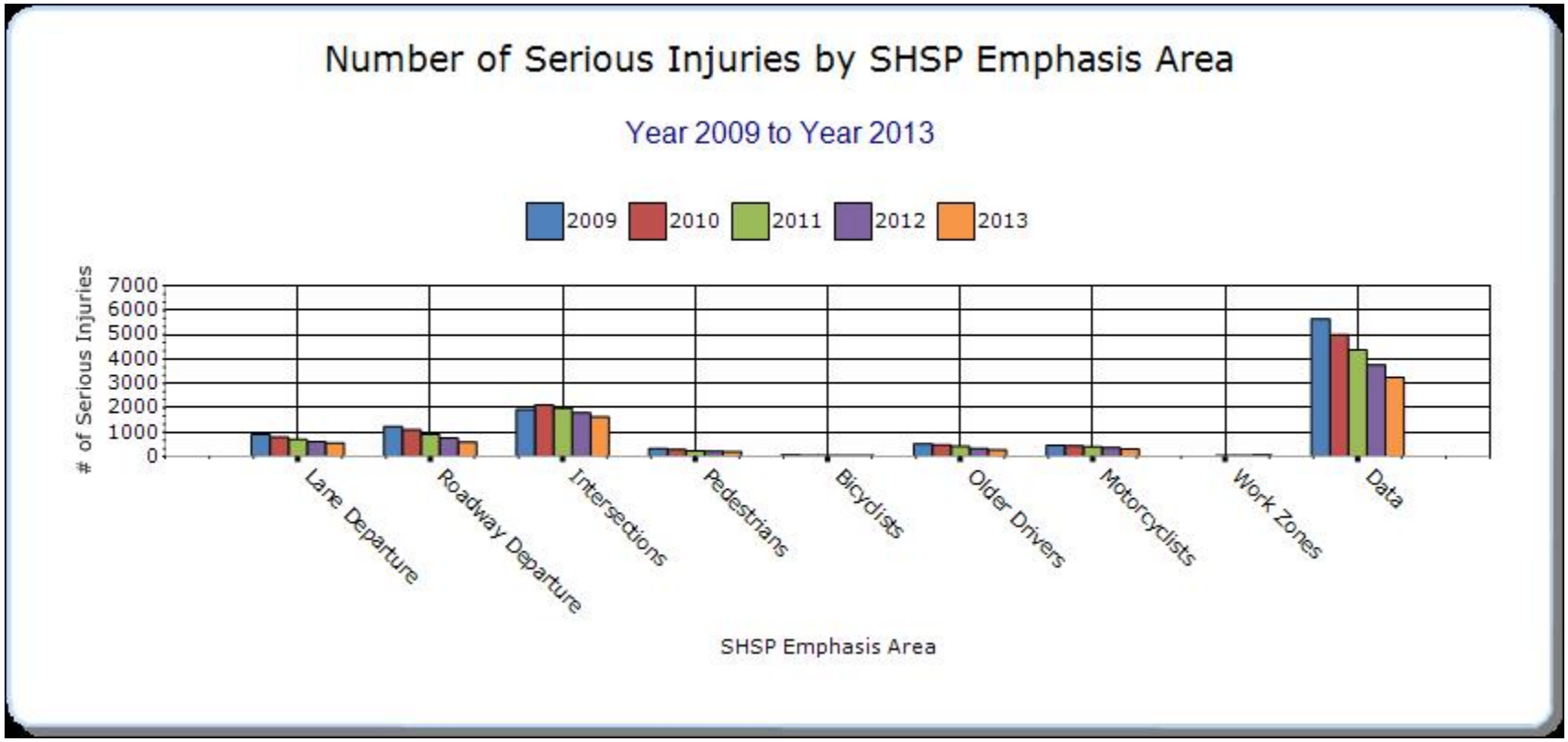
SHSP Emphasis Areas

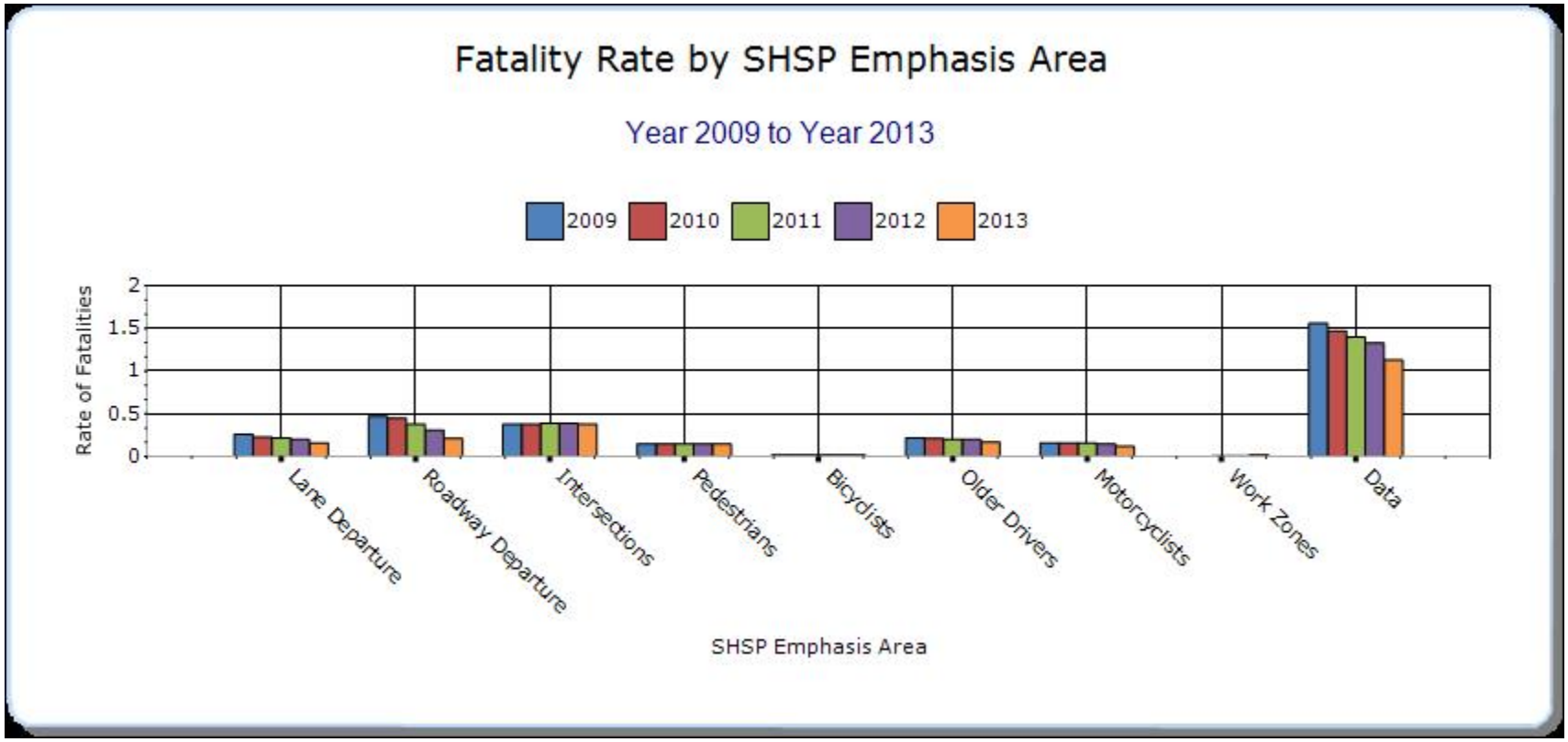
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

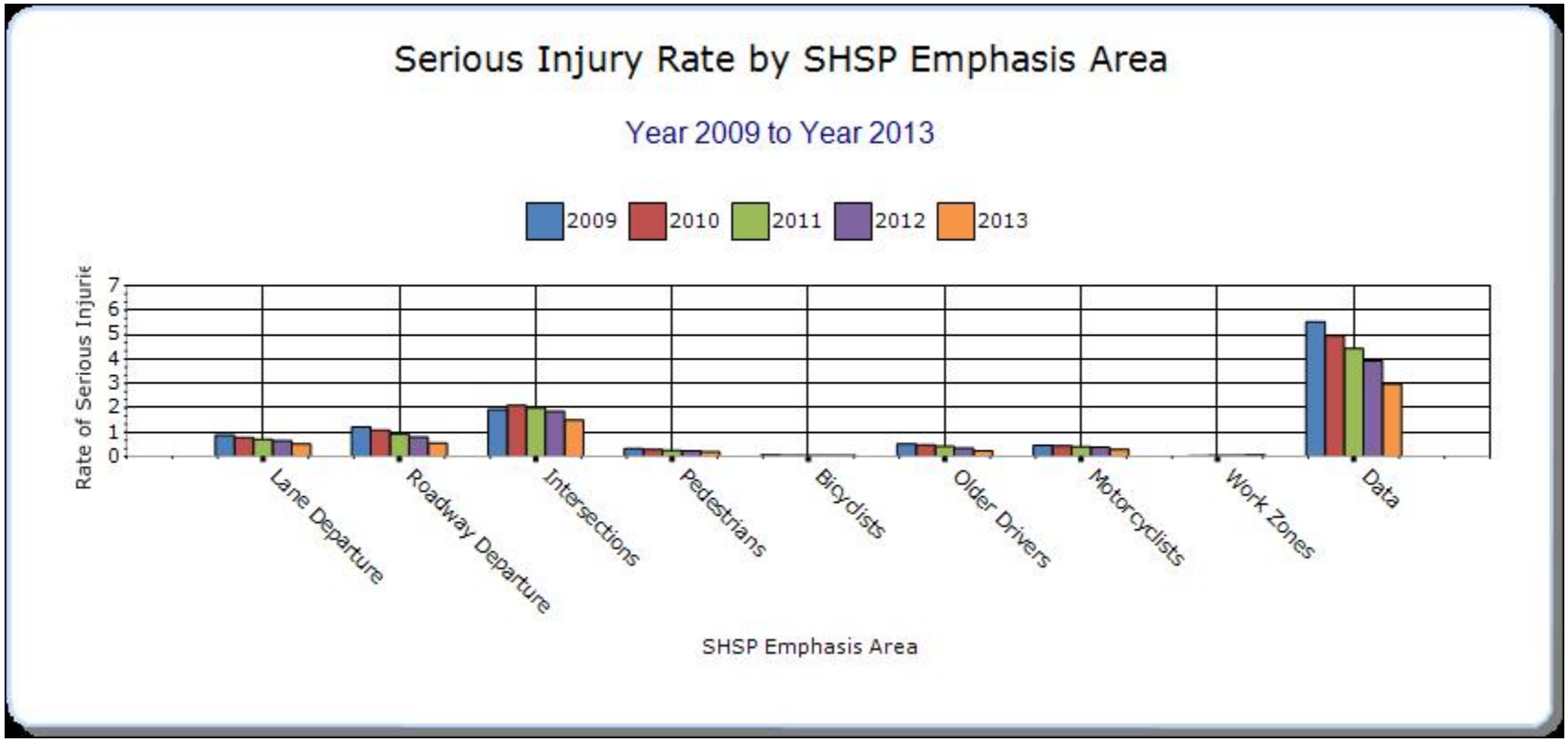
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure		171	554	0.16	0.51	0	0	0
Roadway Departure		229	599	0.21	0.55	0	0	0
Intersections		411	1632	0.38	1.5	0	0	0
Pedestrians		159	206	0.15	0.19	0	0	0
Bicyclists		19	41	0.02	0.04	0	0	0
Older Drivers		191	267	0.17	0.24	0	0	0
Motorcyclists		137	317	0.12	0.29	0	0	0
Work Zones		16	73	0.02	0.07	0	0	0
Data		1233	3248	1.13	2.98	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
2000
1500
1000
500
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
2
1.5
1
0.5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

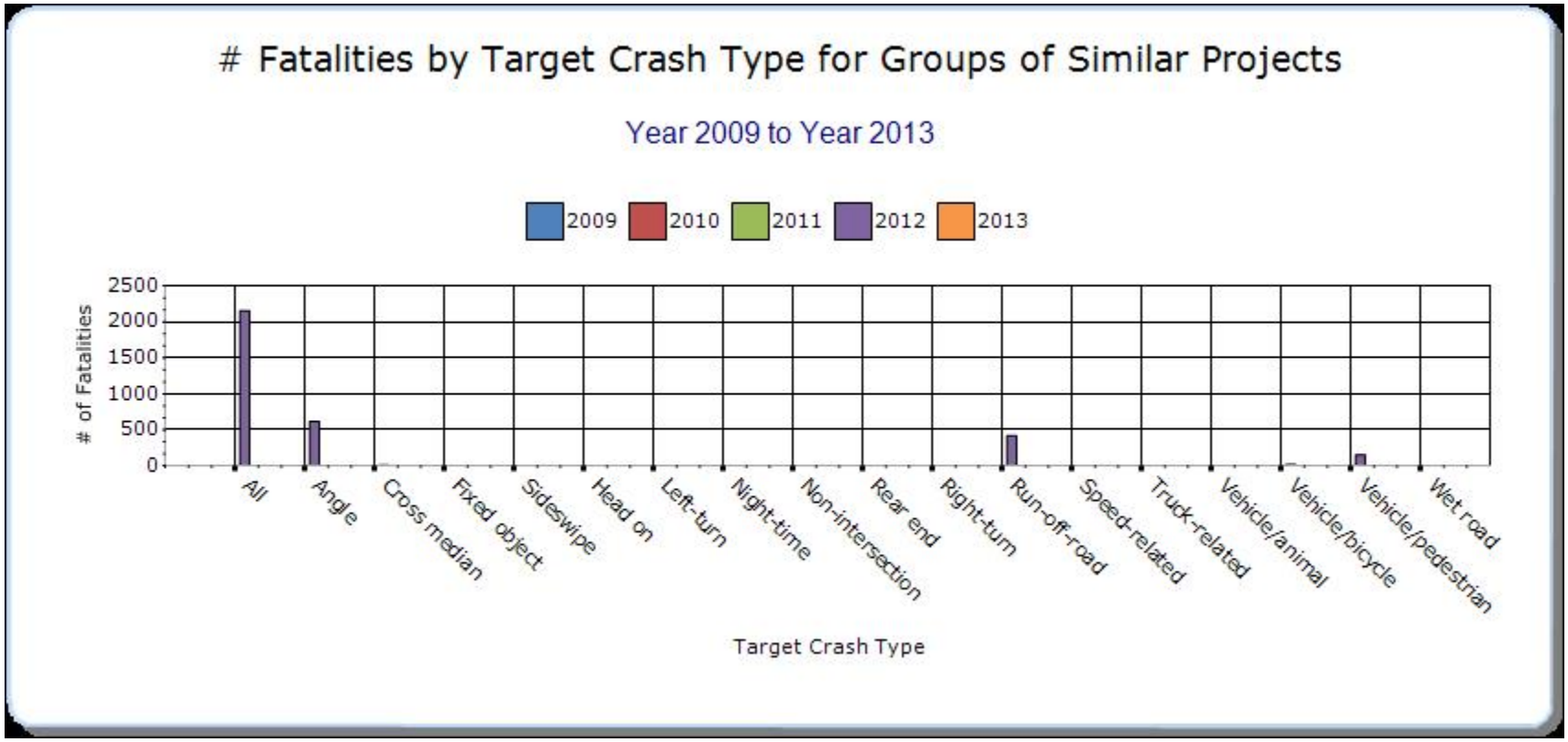

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
7
6
5
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

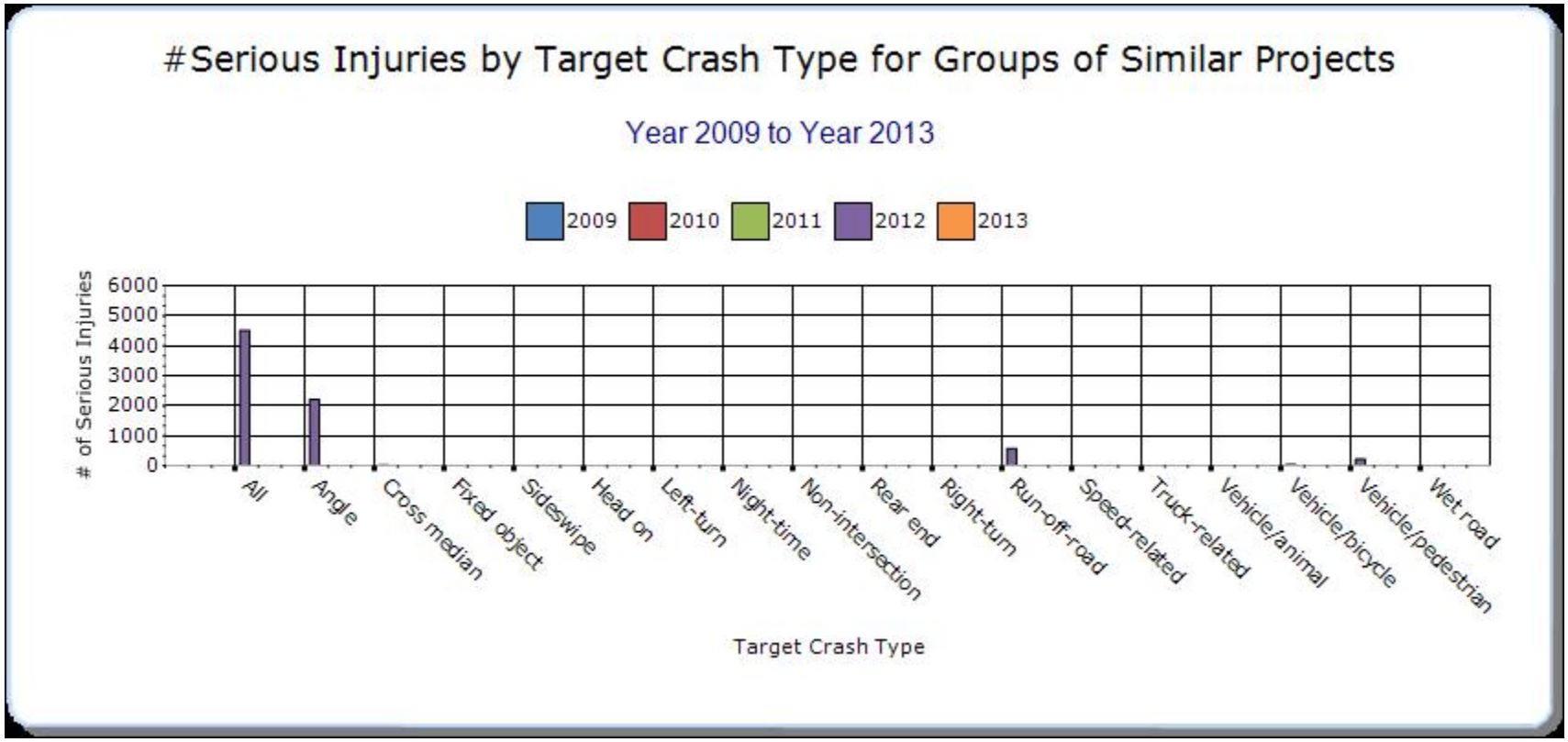
Groups of similar project types

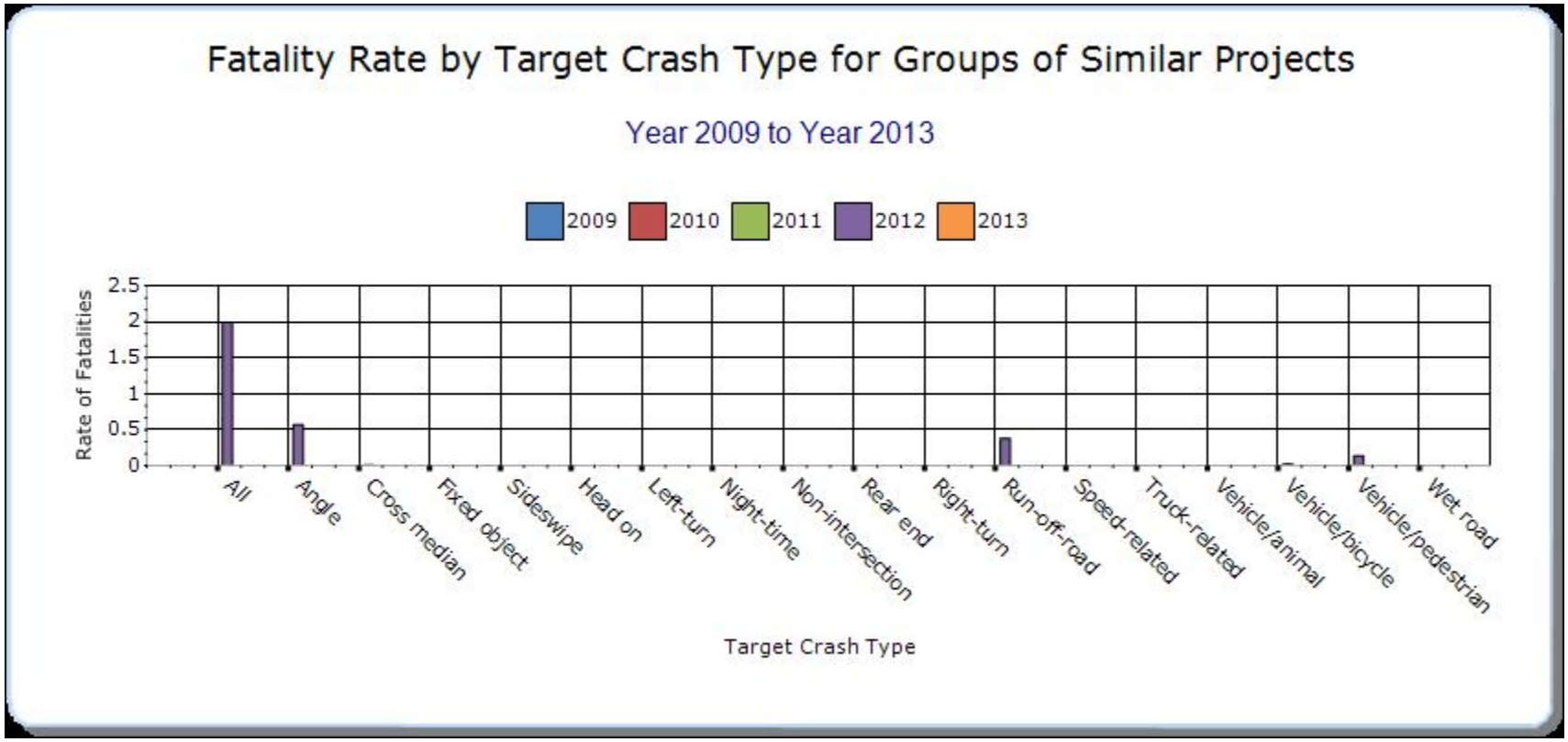
Present the overall effectiveness of groups of similar types of projects.

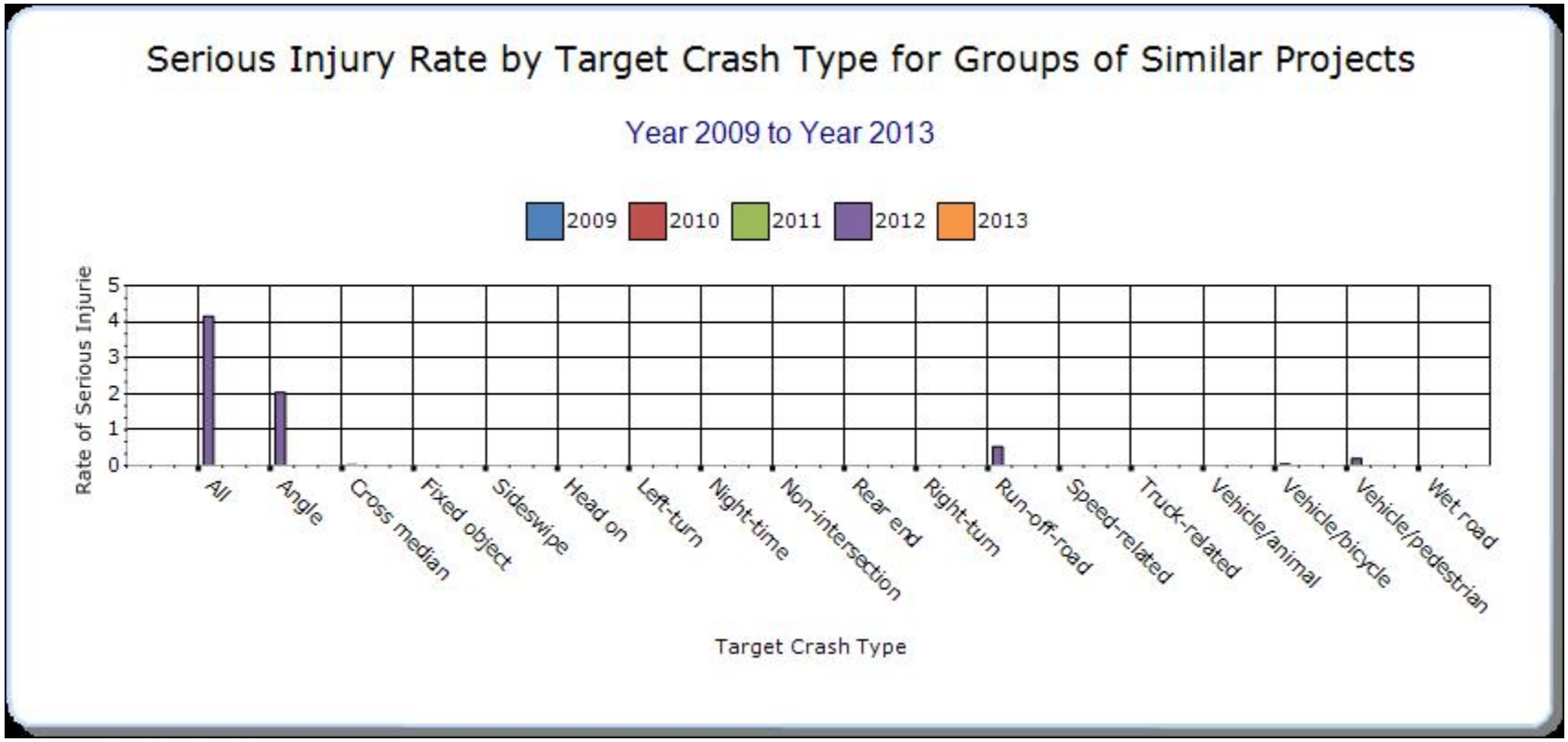
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Pedestrian Safety		159	206	0.15	0.19	0	0	0
Median Barrier		6	15	0.01	0.01	0	0	0
Red Light Running Prevention		19	55	0.02	0.05	0	0	0
Rural State Highways		0	0	0	0	0	0	0
Intersection		411	1632	0.38	1.5	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
2500
2000
1500
1000
500
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
6000
5000
4000
3000
2000
1000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
2.5
2
1.5
1
0.5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

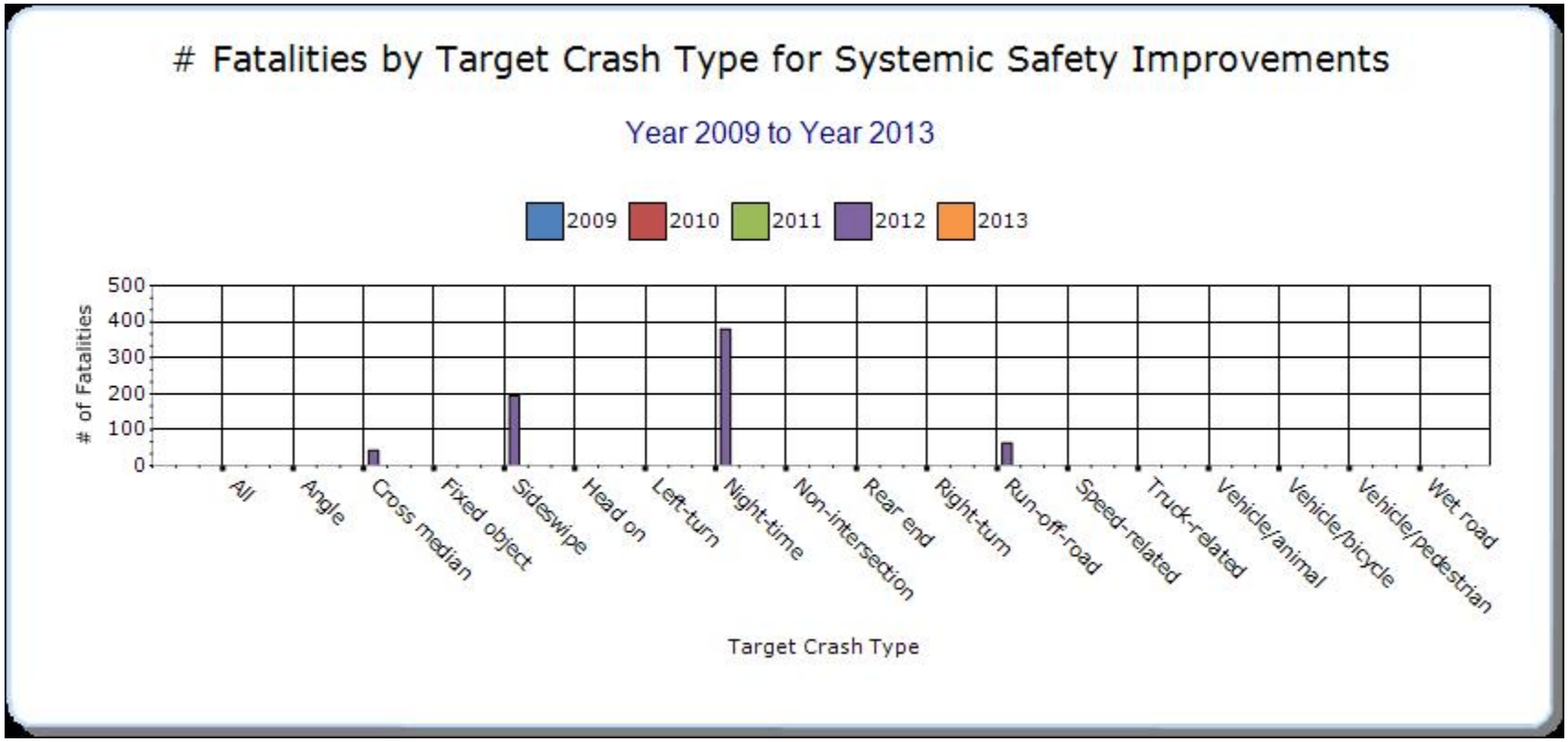

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
5
4
3
2
1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

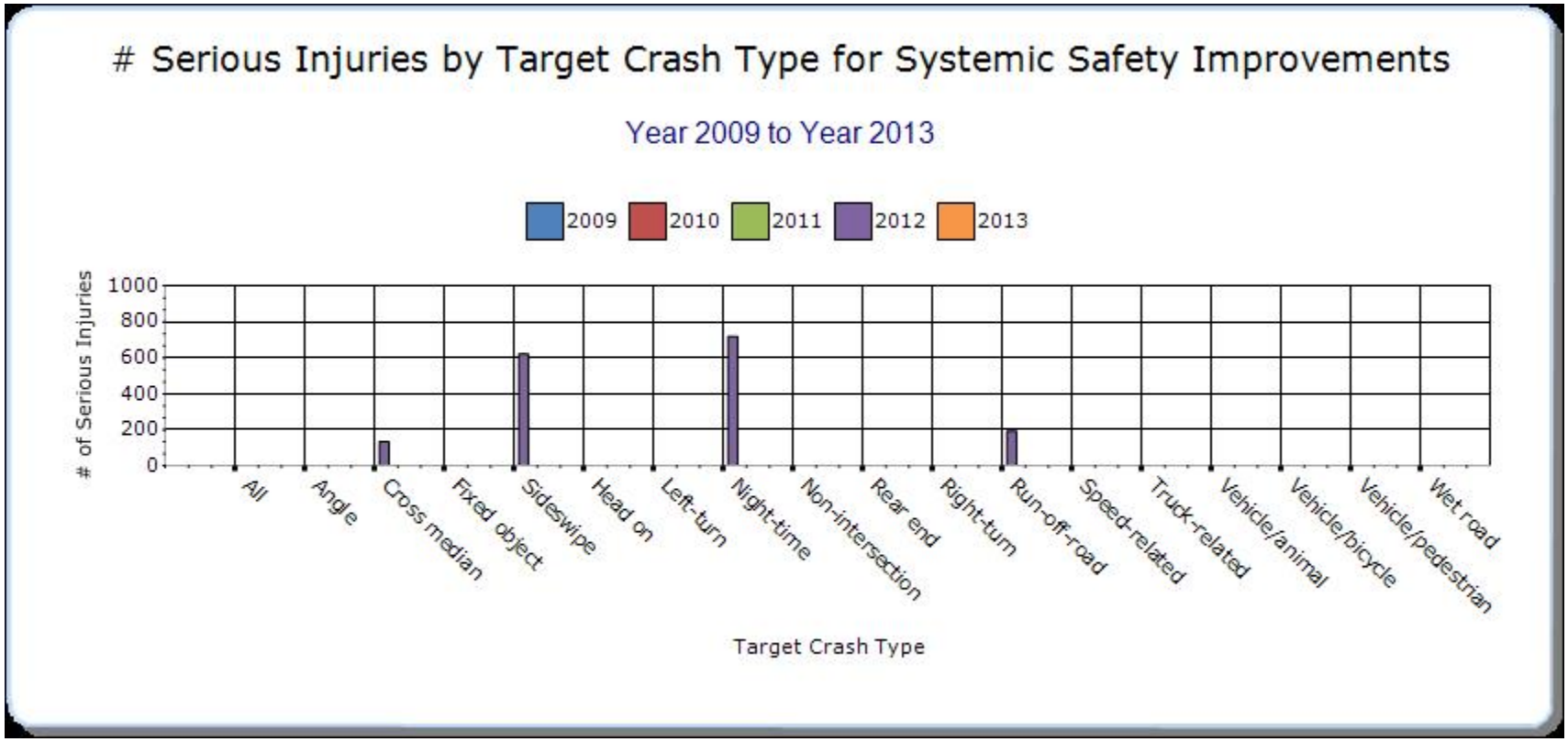
Systemic Treatments

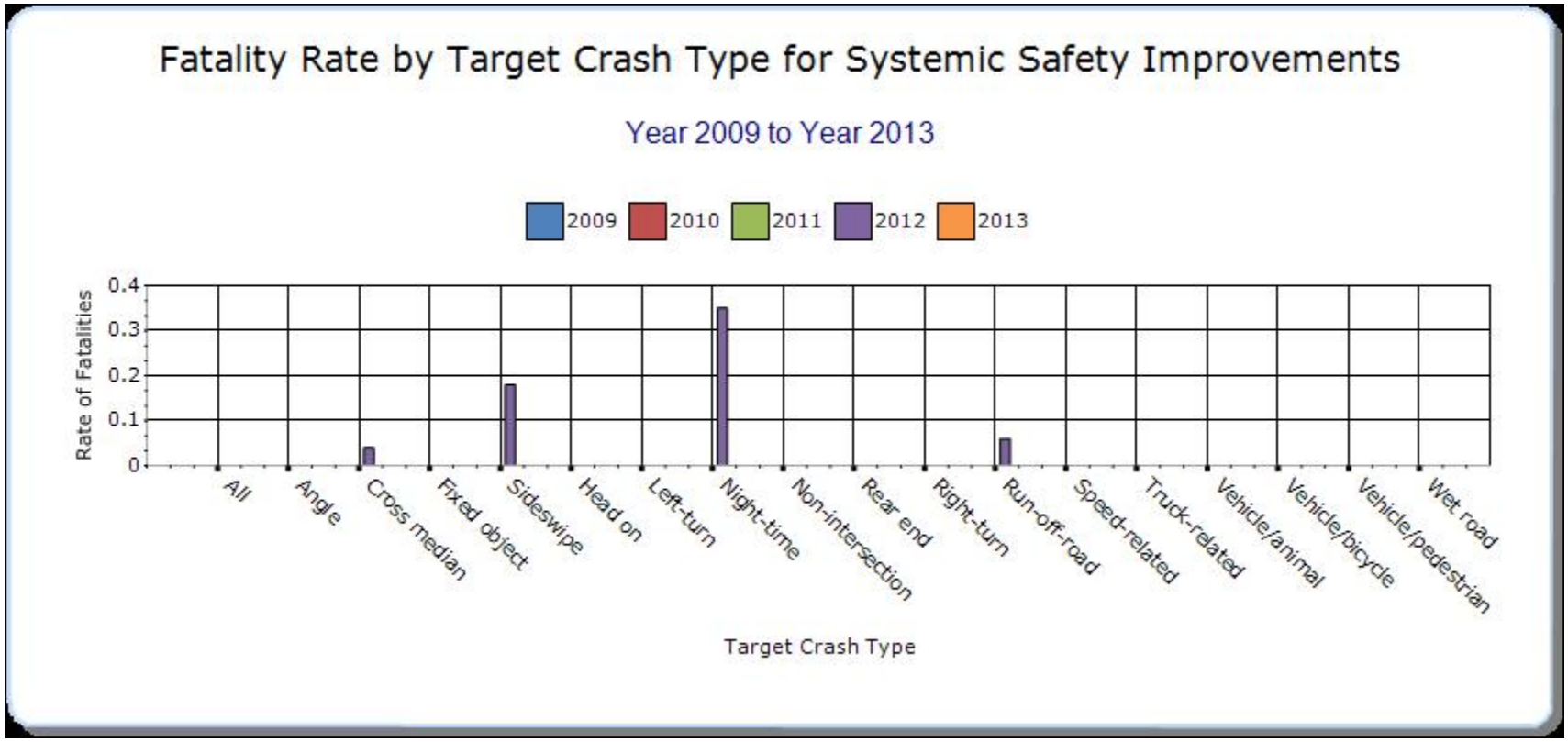
Present the overall effectiveness of systemic treatments.

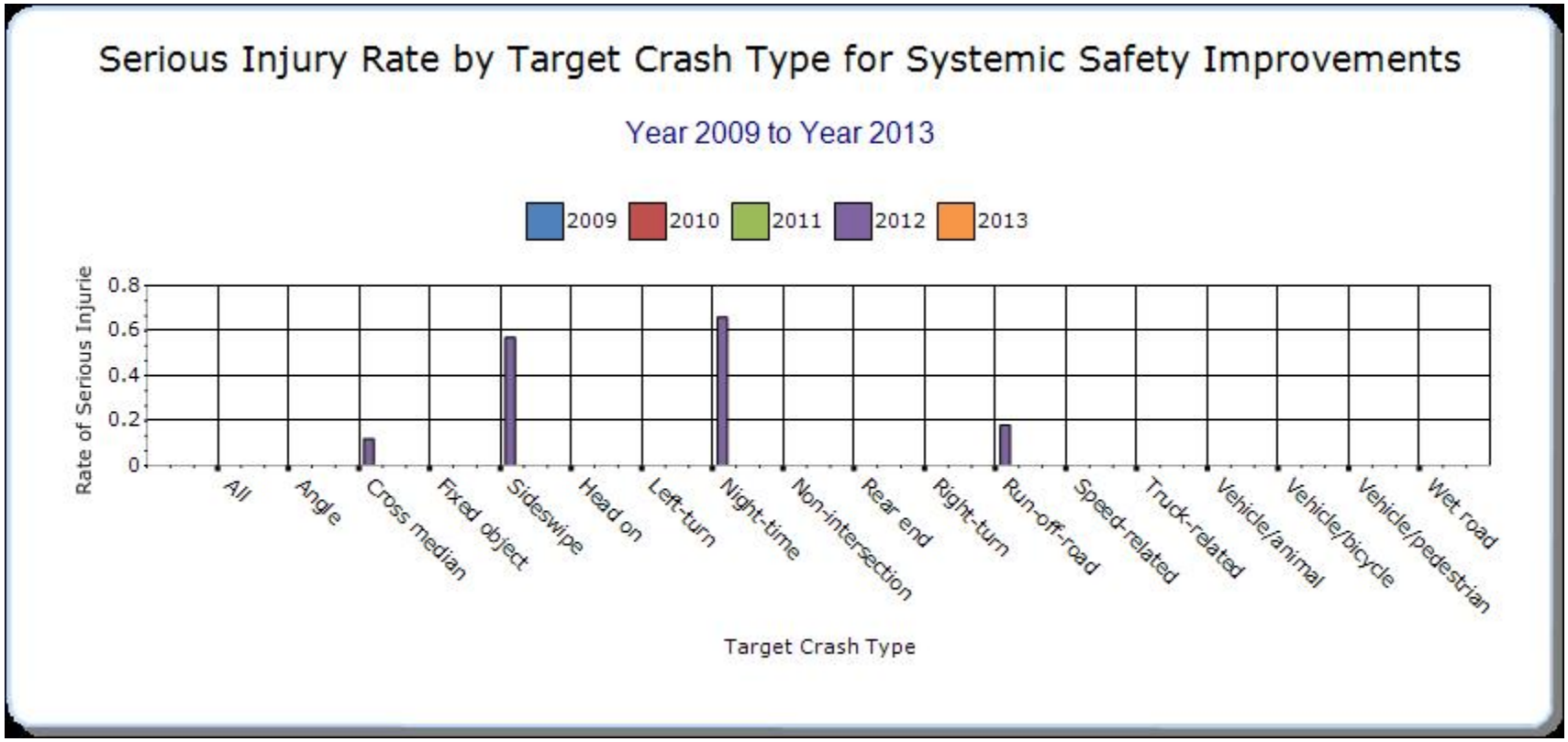
Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Cable Median Barriers		26	102	0.02	0.09	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
500
400
300
200
100
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.4
0.3
0.2
0.1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
0.8
0.6
0.4
0.2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

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

The state has aggressively worked to promote highway safety through education, emergency response, enforcement and engineering. GDOT has made key engineering changes to support the HSIP and the state's safety goals. With the application of the new 31 inch guardrail standard and the safety edge design standard approved in March of 2005, later mandated in 2012, the department has been working to upgrade all locations on the state route network within our construction and maintenance programs. Additionally, the state has continued the median cable barrier installation program by establishing projects for an additional $4,000,000 of treatment on our state highways. The Interstate corridors and freeways that showed the occurrence of median crossovers were identified and prioritized. Going forward, we will continue to target limited access facilities and other applicable divided highways to install cable barriers. The impact that these programs will have on fatalities and serious injuries will not be evident for another one to two years following the installation. Nevertheless, the data will be closely monitored to identify valid deviations in median crossover and lane departure crashes.

The Office of Traffic Operations completed 41 full signal upgrades and 87 signal modifications as part of our systemic signal safety program. Additionally, we began the installation of the flashing yellow left turn arrow and reflectorized back plates. The revision to the state signal manual has been in place for FY 2014.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
GA 7/US 341 at SR 74 **Monroe County, GA**	Rural Minor Arterial	Intersection traffic control	Modify control - modifications to roundabout	1	6	0	3	10	0	0	0	7	7	
Dawson Forrest Rd. at Lumpkin Campground Rd. **Dawson County, GA**	Urban Major Collector	Intersection traffic control	Modify control - modifications to roundabout	0	9	0	7	16	0	2	0	4	6	

Optional Attachments

Sections	Files Attached

Glossary

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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